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VOL. VI., No. 19.

ONE PENNY.

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THURSDAY, SEPTEMBER 1, 1910.

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432 ELIZABETH STREET,

SYDNEY.

### Sparklets from Sportdom

(By "SALVADOR.") -

Great preparations are being made in connection with the Coraki regatta. This is becoming an event which attracts most of the leading scullers of Australia. It is stated that Billy Fogwell and George Day on the coming occasion have been matched and there is a hundred pound side bet attached to the splash.

News that Billy McColl forced Mike News that Billy McColl forced Mike Williams to throw up the sponge in eight rounds at Brsbane on Saturday night came as a surprise to Sydney followers of the game. It looked dollars to dough nuts on the rushing hard smiting Irishman of the fruity brogue. This victory will bump Billy's stock in fistiania considerably.

Recognising the value of homing pigeons in warfare, the Defence Department is giving every encouragement to the sport and is granting additional prize money to competitors. On Saturday 1,500 birds with dispatches attached were liberated at Hay. In 9 hrs. 50 min, the first bird was reported to arrive in Sydney after. was reported to arrive in Sydney after his long flight against a head wind. He was doubtless very tired upon landing and asked in a faint voice for a whisky and soda.

Mrs. Tommy Burns presented Basher Tommy with a bouncing baby daughter last week. Doubtless a portion of Tommy's training for future fights will be wheeling a perambulator around the towns. Tahmmy was always way for day of youngester. was always very fond of youngsters.
Doubtless he is sorry the mite is not
a boy who he could amuse by teaching him a few punches in his spare

Hugh D. McIntosh will be invading Australia with a new crop of pugs. within a few months' time. Billy within a few months' time. Billy Papke is the star of the bunch. He will claim the middleweight championship of the world before appearing here. McIntosh has a craze for tacking some brand of "championship" upon bashers under contract to him. He even, for want of a better title, invested little Dicky Cullen with the title of "Champion of the Californian Coast" upon his arst appearance here. However, it is a pretty shrewd notion so long as the crowd shrewd notion so long as the crowd swallow it.

By the way, it is cabled that McIntosh is battling tooth and nail to have the Ketchell-Lang fight brought off in Vancouver. It seems a terrible slump after the dazzling project of bringing the match off before an immense dollar bringing American crowd. Vancouver does not strike one as being a venue calculated to be a financial success for a contest of the kind. But, then, McIntosh usually knows what he is about. His Bob Fitzsimmons importation to Australia was his one great mistake. Mac. is reported to have dropped considerable sugar on that fight item.

Decided during an action last week that the court had no jurisdiction to compel a man to pay a gambling debt.

Another record and Beaurepaire still the hero. Last week he, swimming at Stockholm, Sweden, he splashed through the 542 yards in 7min. 6 1-5 seconds. This just beats the record seconds. This just beats the second of the ill-fated and beloved Barney

It is now odds on the Newtown Leagueites winning the competition. Again they have shot up into the place of pride on the list by larrupplace of pride on the list by larrup-ing the unfortunate and long-strug-gling Shoremen by 20 to 10. Eastern Subs., Newtown's most dangerous rival, also scored victory at the ex-pense of South Sydney 8 points to 3 being the scoring. It was a case of "Rise up, Willie Riley," in the Annan-dale ranks, and Western Subs. went them to the tune of 19 to 14. All the matches are now being contested in a spirit of dead earnestness.

The Glebe-Easts (Union) was a clinking display in spite of the disparity of the scores—23 to 7 was the final tally—and after a thundering close, keenly-contested game on the Uni. Oval the Souths crowed over the scholars triumphantly, 6 to 3 being the casualties. Manly walloped the Balmaniac band by 20 to 6, North Sydney lowered Western Subs. colors by 9 to 5, whilst Newtown had a bye and St. George threw up the sponge by forfeiting. by forfeiting.

A contest which should draw like a mustard plaster will be the meeting between Dave Smith and Arthur Cripps, now set down to take place on October 5 at McIntosh's Stadium. Dave Smith writes stating that he has quite recovered from the visitation of diphtheria which laid him low just as he was in the boom last season. He has been rusticating since at Wagga, where he opened a gymnasium, and has since promoted several willing contests. The game will be humming like a top here in a couple of months'

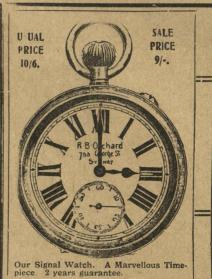
Dan Tierney tackled too heavy metal Dan Tierney tackled too heavy metal when he essayed the task of getting away with the scalp of Jack Clark at the "Central" last week. He gave an exhibition of pluck and a propensity for taking punishment that aroused the admiration of every man present. But after the finish of the tenth the police called a halt, although the plucky troub. was only too ready to cotinue. He will do well with a bit more experience. more experience.

Tommy Reidy, the Granville Pet. also struck a snag on Saturday night when he sought to compel the clever, shifty Dealer Wells to strike his colors. Dealer's straight left, followed by stinging right crosses, though, proved Tommy's undoing, and his countenance become a gory spectacle Finalance become a gory spectacle, Finally, in the eight. Dealer crossed him with a right to the jaw, and that was the end of Tummas.

Writer met Johnnie Summers the other day. Johnnie states that it is his intention to skip off to London next month in time for the National Sporting Club's boxing season. He will, he is assured, be fixed for a couple of good fights, but soon after Christmas, with his wife and family, will return to Australia. "This is the country for me!" quoth he.

Tramway Ambulance Work.

Ambulance work at the various tram depots is getting on a strong footing among the men, and the number who were successful in passing the exams. during the past six months speak volumes for the instructors, Messrs. Will. Cherry, Jim Spellman, Harry Johnstone and Billy Rogers., Mr. Rogers, during the last nine months, has put through no less than 80 at the Rozelle depot. One of his classes, 22 in number, went up last week and he had depot. One of his classes, 22 in number, went up last week, and he had the pleasure of seeing the whole of them get through. The "Doctor" has on various occasions been presented with tokens of esteem by his pupils for his kindness and tact while instructing them to become useful to injured persons. On his watch chain he sports a gold medal, and on his sideboard at home a handsome silver butter dish, gifts from grateful pupils. Harm Johnstone, also of Rozelie, also sports a gold medal presented by his class. At the presentation of the above, one of the class was heard to remark: "You could not row with Harry if you of the class was heard to remark.
"You could not row with Harry if you wanted to; Harry would not know how to keep it going." At Rozelle there are other workers in ambulance work, the of whom stand out from the others dale ranks, and Western Subs. Went down before their prowess and booting abilities by 25 to 3. Balmain grabbed the Red Legs by the hair of the head with both hands and routed are other workers in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the other workers in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in ambulance work, two of whom stand out from the others in a bulling in the other workers in ambulance work, two of whom stand out from the others in a bulling in the other workers in ambulance work, two of whom stand out from the others in a bulling in the other workers in ambulance work, two of whom stand out from the others in a bulling in the other workers in ambulance work, two of whom stand out from the others in a bulling in the other workers in ambulance work, two of whom stand out from the others in a bulling in the other workers in a bulling in



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Alleged Humor.

Conducted by Mr. Spectacles.

It is Said That:-A woman's shoe, though a mile too big, is never a foot in length.

There is a boy in Newcastle so bright that his mother looks at him through smoked glass.

There is a girl in Sydney so cross-eyed that when she weeps, tears from her left eye fall on her right cheek.

Some of the people in California have gold watches so large that they use the outside case to fry potatoes in.

There is a man in Bathurst whose hair is so red that when he comes home late at night the cocks begin to crow,

The children in a certain Sydney tenement are are so dirty that a mother frequently washes the faces of half a dozen nippers before being able

That farthings were originally coind in England to give Scotchmen an apportunity of subscribing to charit-

Mrs. Henricks (the landlady): "Can

help you to some more soup, Mr. oumley?"

Mr. Dumley: "No, thanks."
Mrs. Henricks (engagingly): "Don't refuse, Mr. Dumley, because it isn't considered good form to be helped

wice to soup; we're not particular people here."

Mr. Dumley: "Oh, etiquette has nothing to do with it, madam; it's the

A Bishop, while staying at a country

rectory, was roused in the morning by a female voice in the kitchen sing-

One Foundation' for frying the ba-

A certain professor told a story of an old woman he once had as housekeeper, to whom he made a sporting offer. "Janet," he said to her one day, "the very next planet I discover I will make you a present of accounting."

make you a present of a sovereign."
"You are very kind, sir," she replied, "and I am sure I hope you will

Several months went by, but no planets were discovered.
"The fact of the matter is, ma'am,"

confided the old woman to the professor's wife, "I do think the professor goes out at night and discovers planets on the sly."

soon discover one.

mistaking him for daylight.

to recognise her own offspring.

ble institutions.

## Arnott's Living Pictures.



YOUR DEAR CHILDREN

Arnott's

Invaluable for

minute after eight o'clock it is past eight; when it is thirty minutes after it is only half-past eight?

Clergyman: "What is the gender of egg—is it mascutin, feminine, or neuter?"

Little Girl: "Please, sir, you can't tell until it is hatched."

--

Thompson: "Suppose a man should call you a liar, what would you do?"

Jones (hesitatingly): "What sized man?"

Mr. Newriche: "I've been spending quite a lot of money on that place of mine. Want to make it fit for a gentleman, y'see."
Farmer: "I understand. Goin' to let

Isn't it curious that when it is one



WISE TRAMP.

Kind Old Gentleman: "Don't you get awfully tired of doing nothing?"

Tramp: "Yes, sir; but it's bad form to complain."

Miranda: "We are not going to have much of a wedding. Jack and I want to have everything as simple as possi-Myrtilla: "Yes, dear, you will have. You'll have each other, won't you?"

"What is love?" she asked.
"Love," he answered, "is a brand of insanity that makes a man call a 200-pound woman his little tootsy-

---

Hostess: "Mr. Squibs is going to sing a comic song."

Guest: "I knew something would happen. I upset the salt at the dinner table."

They were heckling him at a political meeting. At last he could stand it no longer.
"Who brayed there?" he cried out,

sarcastically.
"It was only an echo," retorted somebody, amidst much laughter.

Mrs. Suburb: "Are you acquainted with her personally?"
Proprietress of Servants' Registry Office: "Yes, indeed. She is a good girl. I ahve known her for years. She comes in here almost every week for a place."

An Acrostic. Fastidiously following And absurdly aping

Silly styles, However hideous, In imitation Of other Nonsensical ninnies!

The man who is always taking up new fads and cults accosted the long-haired stranger in the street.

"My friend," he began, persuasively, "I am a follower of Dr. Fletcher.

Let me tell you how to chew your beef

"First tell me where to get the beef-steak," sighed the long-haired man, as his face lengthened. "I am a poet." A Trick with Dominoes.

#### One Way of Killing Them.

If you wish completely to mystify a friend, and convince him that you are possessed of strange occult powers, just learn this formula concerning the He had be sought the pharmaceutical good old game of dominoes, and you will always be able to tell the marking chemist to give him something with which he might kill moths, and the pharmaceutical chemist had supplied of an- domino that, unseen by you, he may select at random from a pile.

Tell him to multiply either of the numbers of spots by five, add seven, double the result, and finally add the second number of spots, and then inform you what the sum is. You now subtract fourteen and the remaining digities are the number of spots on him. him with camphor-balls; but the next day he was back again, holding some of the fragments of the balls within his

hand.

"Are yez the same young man phwat sold thim things to me yisterday?" he roared.

"I am," replied the pharmaceutical chemist composedly. "What's wrong with them?"

"Phwat's wrong with thim?" repeated the irate purchaser. "The idea are

"Waiter, that turbot was not so good

-"Le Sourire," Paris.

"Monsieur astonishes me. It was of the same fish!"

as that I had last Sunda

ed the irate purchaser. "The idea av sellin' thim things to kill moths, or anything else! See here! If yez can show me the man that can hit a moth wid a single one av thim, I'll say nuth-in' about the orniments an' lukin'-glass me an' the missus broke!"

#### **CRAFT UNIONISM CON** DEMNED.

The state of the union movement is extreme! deplorable, and although more unions are in existence to-day than previously it is questionable if there was ever less unionism.

That there is a great deal of truth

That there is a great deal of truth in the foregoing assertion, many sad incidents from the history of the labor movement will bear out. It is to

or movement will bear out. It is to be sincerely hoped, however, that the deliberations of the coming Trade Unions Congress will bring about a state of affairs that will prevent history from repeating itself.

To show how disunited we are, take as an example the case of the wage-earners in the woodworking industry. Here we have distinct, unattached, and purel craft unions for all the various branches of the industry, and even among the carpenters and joiners there are two different unions. Surely this is a deplorable state for workers to be in who have such common interests. mon interests.

In this age of trusts, combines, monopolies, the day of antiquated craft unionism should be a thing of the

No wonder timber-getters have to put up with the almost criminal treatment meted out to them by the millers' combine. No wonder sawmill employees are compelled to work for a mere existence. Little wonder is it that coach whilders and whether in the a mere existence. Little wonder is it that coachbuliders and wheelwrights are treated with contempt, as was shown be the action of the employers' representatives on the wages board. Nor is it any wonder that the furniture trade employees are unable to effective deal with the unfair competition of the Chinese.

These and many other instances are the results of ineffective craft unions, and not until all unions are combined solidly together into one grand federation will we be able to make any material progress.

terial progress.

R. C. ANDERSON, Sec. Woodworkers' Union. Brisbane.

The situation in the sugar districts of North Queensland must surely appeal to all students of craft unionism as something that can only be successful resisted by a closer combination of the workers.

Craft unionism as at present constituted leaves too many openings for the crafty self-seeking man, and I should not be apprized to hear that some of those who have gone North to revice the old hands will come to be recognised as shining lights in the craft union movement. Such has happened before in every country, and under craft unionism will happen again. by a female voice in the kitchen singing hymns. On going down to break fast he congratulated the girl on her excellent cooking, and also on thus beginning the day with praise..

"Oh, yes, my lord," replied the girl, a brisk country lass; "Onward Christian Soldiers," is just the right length for boiling the error and 'The Church's One Foundation' for frying the baagain.

again.

In dealing with the question of the sugar workers' trouble, what do we find? Simply that those non-unionists or free laborers, were conveyed the North in ships, manned by members of the Seamen's Union, the en ines were attended by members of the Marine Institute of Engineers; union cooks prepared their meals, union stewards waited on them at dining tables. The union waterside workers attended to their luggage, union coal lumpers coaled the boats, and the union miners produced the coal. What a combination to defeat the sugar workers of the North! What can the may efforts of union secretariles and or minisers avail against such an arra- of craft unionism?

The old hands of the sugar unions will stand aside, and see the work, that rightly belonged to them, being performed by the sweeping of the cities of the Commonwealth. They will probable see the unions they worked so hard to build up scattered to the four winds of heaven, and its members forced into other overcrowded occupations. And what do the craft unions do? True, they may hand out a few shillings per week to the displaced unionists, and say. "Fight on comrades. We are behind you. You cannot be beaten." Such is the action of craft unionism, the in dealing with the question of the

you. You cannot be beaten." Such is the action of craft unions.

But under industrial unionism, the seamen, the firemen, the engineers, cooks and stewards, waterside workers coal lumpers, coal miners, sugar workers, and all other unionists, would belong to the one union, and would refuse to sign separate agree-ments, whereby one section of the union could be used t ofight against another section of the same union. now if those sugar workers are beat-en, I ask the question, "Whose the blame?" Must we blame the "scabs," or the craft unionists, who assisted to put the "scabs" on the sugar fields of North Queensland?

SAM REES. Kurri Kurri, N.S.W.

The above courageous and unanswerable arguments in favor of industrial as against sectional unionism by the secretary of the Woodworkers' Union, Queensland, and Sam Rees, of the N.S.W. Colliery Employees' Federation, are taken from the Brisbane "Worker," which is in the vanguard as a propagandist of logical methods of union organisation. Evidences are appearing increasingly of the large number of prominent union leaders who can clearly see our present imperfect combination as workers into impotent sections and crafts. The Amalgamated Association is not so isolated in its industrial propagan-The above courageous and unanso isolated in its industrial propagan-da as some interested parties would have themselves believe

The Chief Railway Commissioner on Thursday last pleaded guilty at the Industrial Court to a charge laid by the secretary of the Plumbers' Union, alleging breach of the Wages Board Award for plumbers. A fine of £2, with £2/2/- costs, was imposed.

#### SIGNALMAN SPARKS' APPEAL. (By Safety Valve.)

Signalman Sparks' case presents some very special features. It is a shining example of the obsolete cussedness that prevails in the Signal Department, which, above all others, should be the most up-to-date, progressive, and alert.

It appears that the obscured vision that led to Sionalman Sparks being punished was brought under notice that the circulation and an officer of punished was brought thirder notice by the signalman, and an officer of some kind—there are so many varie-ties of the officer species, that this qualification must be made—was sent report on the matter.

to report on the matter.

Now, the all-absorbing passion of too many nett- officers is to be able to write, "in view of the cost of the alterations and of the fact that it has served its purpose for so many years, he does not feel justified in recommending any of the suggested improvements." This scotches the snake, and if the phraseology is of the stereotyped office pattern, he is at once stamped as a man of discernment, although ed office pattern, he is at once stamped as a man of discernment, although he has never been outside one section of the railways, and has never had an opportunity to discern anything but the rule book and general appendix. This, of course, leads to his premanence and he has further scope given to his promising economic faculties. He is now more often one of those non-innovation humbugs who cannot grasn innovation humbugs who cannot grasp broad principles, therefore, he sub-scribes to the asinine theory that all scribes to the asinine theory that all new things are bad, which is tantamount to saying that all old things were bad at their commencement, for, as Svdney Smith puts it: "Of all the old things ever seen or heard of, there is not one that was not once new." It is in this way the sins of omission escape the check that modernity do is in this way the sins of omission escape the check that modernity demands. But it is seriously related that a level-headed, well-informed man need never expect to be nominated for the position of Inspector, because his keenness in detecting corroded errors might lead to a reprimand from the Chief to his immediate superior and his own ultimate downfall. The principle of appointing a broad-minded, well-informed men to report and be responsible to the Chief Commissioner only might brake this kind of thing, but at present this phase appears to have led to the recommendation that the signalbox need not be any higher, and that the tree that obscured the vision of it need not be cut down.

Neither can the non-innovation man be expected to have any regard to, or for public utility—or indeed any other reform, that the progressiveness of a locality, or the congested condition of the railways warrant. Therefore, he is the old man of the sea's officer hireling, and a parasitic tentacle that sucks the amplayers attracted and backless. the employees stipend and health, and the public's welfare. At country stations he is very much in evidence. The tions he is very much in evidence. The business may grow, but the staff never. That would be a "dangerous precedent," therefore, efficiency is starved, public business becomes disorganised, the editors of our daily papers driven mad with copy containing complaints, and "Tom" Johnson gets damm'd from Bourke to Corowa.

damm'd from Bourke to Corowa.

Sometimes the pot boils over, and Sparks' is a case in point. He was fined a day's pay for blocking a train at a signal that he could not see. The train was bushed. This was more than the signalman could stand, and he persuaded President Brown, of the Amalgamated, to come and take a birds-eye view of the signal box. The practised mechanical hand of Mr. Brown has an eye that works in unison. He soon saw the absurdity of the position, and invited his brother judges, also Mr. Blanche, the Departmental prosecutor, to do likewise. They, too, saw the injustice that was done to the signalman, and its ultimate probable consequences to the Department and the public—in short, they refused to rob Sparks of his day's they refused to rob Sparks of his day's pay and promised to make certain re commendations to the Chief Commissioner that it is to be hoped will have a speed effect. Once Mr. Johnson grips a thing he follows Macbeth's argument: "There well if it were done quickly." But what a traversty of quickly." But what a traversty of justice? What a commentary on incompetency? There cannot, nor ought not to be any question of saving money where a principle of safe working is involved. A flaw such as this might cost twice the sum that would be sufficient to buy the whole right of way that horders the mazy way from Sydthat borders the mazy way from Sydney to Eveleigh.

Whilst on this topic it might also be asked what is the reason that one signalman is allowed to throw the advance starting signal to danger in the face of a train, when that signal has been lowered by the other signalman to permit of that train entering the section in advance? Dual control over a to permit of that train entering the section in advance? Dual control over a signal is not likely to lead to pleasant things. It is not in accordance with the true spirit of block working. There are a few inexplicable things allowable just now and they often cause lowable just now, and they often cause our best signalmen to exclaim, "What the devil system are we working under?" However, the Appeals Board has taken der!" However, the Appeals Beard has taken a most commendable step in this matter. A discovery of this kind endorses its value, not only as an arbitrator in justice, but an agent in the discovery of defects that is of great value to the Administration and the public of

#### A Newcastle Battler.

Mr. Peter Wyper, of Newcastle, is doing a great battle for the Association. He has 14 members to propose at his next branch meeting. If a few more members followed Mr. Wyper's example we should soon capture the whole service. Good boy, Peter, keep going. You are one of the

Th

#### ALEXANDRIA LABOR LEAGUE. The Kelly-Johnson Episode.

digits are the number of spots on his

Suppose he selects the domino marked 3 and 6. Following your directions, he multiplies the 3 by 5 (15), adds 7

(22), doubles (44), adds the other number 6, and tells you that the sum is 50. You now subtract you 14 from the

50, leaving 36. And the two digits, 3 and 6 are the number of spots his do-

Alexandria, 20/8/10. Mr. J. H. Catts, M.H.R.,

Mr. J. H. Catts, M.H.R.,
Sydney.

Dear Sir,—I have the honor to forward herewith, resolution carried unanimously at the last meeting of the Alexandria Political Labor League:
"That this League congratulates Mr. J. H. Catts, our Federal member, on his manly actions in refusing to stultify his manhood by with-

drawing words which he believed to be true, as such a course would have subjected his constituents to shame, and it would also have humiliated the Labor people in Cook elector-

I may state that the motion was very popular and had different speakers in support, etc. Your conduct has sent you up on the scale barometer in Alexandria by fresh supporters.

I have the honor to be, sir, Yours obediently,

J. M. JACQUES,
Hon. Sec.

### HAVE YOU READ

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

Page 4 in "How to increase your Wages."



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MILLS and MILLS,

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#### TRAM PER. WAY CARTERS' WAGES.

Deputation to Chief Commissioner.

An Interesting Interlude.

On Thursday last, 25th inst., a de-On Thursday last, 25th inst., a deputation, consisting of Messrs. Ivory, Littlejohn, and Riley, carters, and Mr. J. Jackson, Secretary of the Erskineville branch, was introduced to the Chief Commissioner by Mr. W. D. Clark, of the Amalgamated Railway and Tramway Service Association. Mr. Clark, in introducing the deputation, said they had come to the Chief Commissioner to ask for an increase in the missioner to ask for an increase in the wages of the carters. Claims had been lodged with the Permanent Way Tramway No. 2 Board by the Association on behalf of these men. When the matter came on for hearing, however, the Board decided that no reationship between employee and employer existed, and they therefore had no jurisdiction therefore had no jurisdiction to determine the conditions of employment. The Association, not having satisfied with that decision, had appealed to the Industrial Court, on the ground that the decision of the Board was eroneous in point of fact, but the Court had upheld the deci-sion of the Board. These men felt their position very keenly. They had been on the present rate of wages per day) for some 15 years, and they found that after providing for horse-feed, and wear and tear of harness and dray, the amount left to the owner was, if anything, short of the wages paid to an ordinary, unskilled laborer. They came to the Chief Commissioner realising that they had no redress un-der the law, and simply asked that he

particularly in view of the fact that at the present time the City Council of Sydney were paving 12/- per day, Metropolitan Water and Sewerage Board 13/- per day, and the Harbor Trust 12/- per day for a similar class of work Jackson then addressed the Chief Commissioner, who asked him if he was a carter. Mr. Jackson replied Secretary of the Erskineville branch of the Association, and had come down to assist in putting the case of the men before the Department.

might exercise his prerogative and extend justice towards them by agreeing

to an increased remuneration

Mr. Johnson: Two advocates and no Let us hear what the men have

On behalf of the three carters present, Mr. Littlejohn then placed the position of the men before the Com-

position of the men before the Commissioner, and asked that some consideration be given to them.

Mr. Johnson: I fail to see where the Amalgamated Railway and Tramway Service Association comes in.

Mr. Clark: These men are members of the Association, and up till the Wages Board decision were always considered to be employees.

Mr. Johnson: Exactly. The Wages Board has decided that these men are contractors. You have no locus standi.

Mr. Clark: We hold that the decision of the Wages Board is erroneous. That is our justification for our presence at the deputation.

Mr. Johnson: I cannot see that you have any locus standi.

have any locus standi.

Mr. Clark: That is for you to deter-

mine. Mr. Johnson: I will very soon determine that.

Littlejohn then proceeded further with his remarks. At this stage, Mr. Johnson suggested to Mr. Clark and Mr. Jackson, that, under the circumstances, perhaps it would be better for them to retire, and some arrangement might be come to in regard to the men. The suggestion was act-

ed upon, and Messrs. Clark and Jackson withdrew. Seen subsequently, the men stated that their interview with the Chief Commissioner lasted only about five minutes. They came away with the impression that some extra pay would conceded, though it is not likely

recognised.

### AMALGAMATED ENGINEERS.

Eyesight Test Case. That the Amalgamated Railway and Tramway Association is specially qualified to deal with the general conditions of railway and tramway employees, is shown by the following cor-

Amal. Society of Engineers, May 14th, 1910.

To the Secretary,
Railway and Tramway Assn.
Dear Sir,—I am directed by the above society to ask if you could supply us with the definition of what the

railway officials call a normal eye test. If you can give this information, we would be obliged.
Yours faithfully,
(Sgd.) R. R. WHEREAT,
Secretary,
Renwick-st., Leichhardt.

Trades Hall, Sydney, May 26th, 1910.

Mr. R. R. Whereat, Sec. Amalgamated Engineers,

Dear Sir,—Yours of tarn inst. duly to hand. A normal sighted man, according to the railway department's regulations should be able to read Snellen's card at 20 feet. Half normal would only be able to read it at 10 feet.

Yours faithfully,

J. H. CATTS,

General Secretary.

Amal. Soc. of Engineers, June 11th, 1910.

The Secretary,
A.R. and T.S. Assn.
Dear Sir,—I beg to acknowledge
yours of May 26th re eyesight test, and

yours of May 26th re eyesight test, and for information supplied we thank you.
Yours faithfully,
(Sgd.) R. R. WHEREAT, Sec.
We are often asked by non-service societies to assist them with information when the case of railway or tramway employees come to them for treatment. We are glad to be able to help even those who fairly differ from us.

### CORRESPONDENCE

Salaried Staff Wages Board.

(To the Editor.) Sir,—I, in common with others, am very grateful for Wages Board proposals for the salaried staff, and, I presume, goods clerks at large countrestations come under those claims. tr- stations come under those claims. My hours are from 6 a.m. to 6 p.m., and no Saturday afternoon off like the clerks in head office in Sydney, plus plenty of work after tea, frequently till 10 p.m. My Sundays are given up to balancing books and "getting up work" in readiness for the army of so-called "inspectors"—sometimes two in one day. No overtime is paid for, and I am expected to sign off at "staff and duty" time, not at actual time worked. The very large salary of £3 and even less, per week is paid for a service of 25 years. It is a wonder how a man can live and keep himself and family can live and keep himself and family respectably. No doubt there are plenty more as bad or worse off than I am, so "all hail! to the Wages Boards"—Yours, etc.,

#### Organising up North.

(To the Editor.)
Sir,—I notice by the "Co-operator" that the officers of the South, West and Metropolitan have formed branches of the Amalgamated, but so far have not seen any intimation of the Northern officers following suit. Surely they are not going to be left behind in the endeavor to improve our conditions? I think you ought to stir them up a think you ought to stir them up a bit, if not already done. I am sure they only want the matter brought plainly before them to see the advisabi-lity of getting a move on. Personally, I am very enthusiastic over the mat-ter, and am doing my best to persuade those within communication to join the Association, and have the promise of several to become members at the end of the month (i.e. pay day). The fettlers and others of the wages staff about here are desirous of forming a branch, with Wyong as headquarters, and they inform me that they can oband they inform me that they can obtain 20 members, the only difficulty seems to be the want of a secretary, and they have asked me to take it on. I am willing to do so, although I have not much time to spare, as Wyong is a hot job to run. I wanted to ascertain if there would be an objection to my taking it on, as if there is an Officers' Branch formed here, I. of course, would belong to that, and I thought I might not under those circumstances, be under those circumstances, be eligible for the position. Will you please advise me how it would go? With

reference to the proposed Board, I would suggest that officers who are called upon to work the Morse should be paid extra for it—£5 per annum would not be too much. I am very pleased with the "Co-operator." It is a grand paper, and I look forward to its arrival every week.—Yours etc.

NIGHT OFFICER.

Re the organisation of the Northern ficers, we are glad to say that we expect a big demonstration and a successful inauguration of a Northern Officers' Branch very soon now. Petitions are now being signed, we know, and we are only waiting for their arrival at head office. Go on with the good work. In answer to the query rethe secretaryship of the proposed new wages staff branch, "Night Officer" is informed that there will be no obis informed that there will be no objection at all to a member of one branch acting as secretary to another branch. Any branch can elect any member of the Association as an officer.—Ed.]

#### An Explanation.

(To the Editor.) Sir,—In a recent issue of the "Railway and Tramway Co-operator" "Railway and Tramway Co-operator" a paragraph appeared re my recent race with H. Bailey for £5 aside, in heavy boats, in which it was stated that you hoped I would not do the "unsportsmanlike thing" which I did in my race with Christopherson (Christie). I have never raced "Christie," and I am not in any way connected with Thomas Hopping who had a law case over his race with "Christic." As T. Hopping's age is 51, and I am not yet 19, I would like you to correct the above. Thanking you in anticipation.—Yours, etc..

ROBERT E. HOPPING, Jnr.

Rozelle Tramway Swimming Club.

The annual meeting of the Rozelle Tram Depot Swimming Club took place last week, and it was decided to commence the 1910-11 season on Monday, September 5, at the White Horse Baths, Balmain. This club, which at present holds the Sunol Challenge Shield, will put up a big effort to-win the Shield again this year, as by doing so it becomes a permanent ornament to the Rozelle Depot. But it has to be won yet, and there is no telling what champions the other depots may The annual meeting of the Rozelle what champions the other depots may dig up before the 1911 carnival. The following officers have been elected for the season:—Patron, Mr. H. Richardson; president, Mr. J. Kneeshaw; vice-presidents, Messrs. J. B. Mercer, J. Störey and Carmichael, Ms.L.A., R. Howe, M.H.R., Joe Stevens, W. Bulfin, Geo. Rich, Geo. Hodgekiss, Phil. Potter, Phil. Renney, Jack Fischer, and Harry Hoore; committee—Messrs. Harry Coates, Ken. Weaver, Alec. Anderson, W. Norwood, J. Strathmore, and Ted Johnstone; treasurer, Mr. W. Rogers; secretary, Mr. Bull O'Connor. The club has the following gear on hand for members, which is kept in constant use during the season:—Boxing gloves, dumb bells, Indian clubs, punching balls. skipping ropes, and water polo ball. The Balmain Municipal Council have erected a large training-room at the bath for the Rozelle Club, in which, with the above outfit, the boys can pass many pleasant hours away and also what champions the other depots may with the above outfit, the boys can pass many pleasant hours away, and also improve their health and good-fellow-ship.

### Consultation and Advice

Superannuation Questions.

We have been asked to reply to the following questions:-

(1) If an employee has, say 20 years' service or more, and he is retired shortly after the act comes in force, what would he have to pay for the whole of his service before he was

entitled to a pension.

(2) Or any one being retired now, before the act comes in force, in what position would he be, with regards to

(3) Any employee who had to insure in the late Mr. Eddy's time, how would he be placed; and what would he be allowed, or could he, if he desired, claim compensation from the Insurance Companies.

(4) If an employee becomes entitled

(4) If an employee becomes entitled to a pension, and is insured, and other wise provided for himself and family, would he be eligible to draw the oldage pension, also; or can they refuse the old-age pension?

Answers.—(1) If he has paid into the fund less than 10 years when retired, he would be required to pay up for the whole time he has been in the service, at 1½ per cent. on his salary, and would have three years to pay if he wished. (2) Any employee retired before Act comes into force will not get any payment under the Act. The Commissioners have agreed not to retire any employees from now to the 1st November, when the Act commences to operate. (3) We cannot conceive of such a case. Better state the actual facts. (4) No State Act can interfere with the Federal Old-age Pensions Act, and the rights of citizens thereunder. Pensions Act, and the rights of citizens thereunder.

Blacksmith, Loco., Eveleigh.—Your question is, we think, dealt with under the heading of Superannuation, elsewhere in this issue. If not, write us

Questions.—(1) Can the department deduct any holidays from an officer's annual leave (21 days), salary staff?
(2) In the event of illness in officer's family, can the department deduct time lost by officer from his annual leave

(3) If a public holiday occurs during an officer's annual leave, is the officer

entitled to another day in lieu thereof?

Answers.—(1 and 2) There being no industrial award governing officers, the matters are really at the discretion of the department. In the first case, we don't think it the practice to stop holidays from annual leave. Regarding the second case the employees' ing the second case the employees' case does not appear nearly so strong.

(3) This case is specifically provided for in the Wages Staff Award. As stated before, each matter is at the discretion of the department, and the surrounding circumstances would have to be stated before we could venture a more definite online. more definite opinion.

Cleaners' Eyesight Test.—I was in Sydney for an eyesight test about Aug. 8th last, but so far have received no information as to whether I was successful or not. Will you please find our for me, and advise.—Cleaner, loco.,

Answer.—We have communicated with the Government doctor, and find that you passed the test satisfactorily last time you were in Sydney, and you will be notified officially off this fact.

Superannuation Fund.-Can an employee withdraw his insurance policy for the Commissioners, or do they hold same till it matures?—O.L.K..

Answer.-The Act states that an employee can have three months' notice to decide on keeping or withdrawin his insurance policy. To withdraw the policy, it will be necessary to give notice to the Board within that three months. If the employee desires to keep the policy on, he can ask the Board to pay the premium for him and to continue his policy. When the policy matures, it would in this case be deducted from any amount due to him. deducted from any amount due to him. In a case such as this, an employee would have to ask the Board to deal with the premiums for him.

Lads Entering the Department. Would you please let me know at what age a lad can enter the railway shops, with a view to being apprenticed to one of the various trades.—Subscriber, Erskineville.

Answer.—You can enter the shops with this object in view any time after you are 15 years of are

you are 15 years of age.

#### INDUSTRIAL FEDERATION.

An important trade society has written to the Amalgamated General Secretary as follows:-

"I am directed by the members of the Society to communicate with you, asking your advice upon a matter which this society has in view, namely: The organising of all the Unions at present unaffiliated with the Sydney Labor Council, for the purpose of obtaining their assistance and united strength in forming a 'Labor Council' which would truly represent united labor, and whose constitution would be democratic, and liberal, and opposed to autocracy, which I regret to say is entirely absent in the present Labor Council, judging by the experience of this society, and a number of others who have applied for affiliation, and refused same by this 'close corporation' of a favored few.

"We take the liberty of asking for your valuable advice, because we have watched with interest and pleasure the spirited controversy that has been taking place quite recently with yourself and the 'Labor Council,' and we feel gratified to think that you succeeded in emerging from the conflict, with flying colors, and also, because we are cognisant of your capabilities as an ornisant of your capabilities as an organiser, and the vast experience you have had in matters pertaining to unionism. As there are more 'unionists' outside the domain of the Council than in it (as proved by yourself in the 'Co-operator') before we take the initial steps to canvass the various unions, we feel we are only doing what is judicious in asking your valuable advice as to whether you think the movement would 'bear fruit.'"

We have suggested that no precipitate action be taken. It seems a pity that there cannot be some logical scheme of unionistic concentration of strength for common ends. Labor in the industrial world needs to be organised under a central authority with sufficient powers and funds to deal effectively with great common interests. There is no intelligent, progressive unionist in N.S.W. to-day satisfied with things as they are. We trust there will continue to be signs of unrest and agitation for better things, as the first steps towards a better state of

#### OFFICERS' WAGES BOARD. Important Notice.

The application for a Wages Board for officers of the Railway Traffic Department, has been lodged in the Industrial Court. We expect it to be listed any day. The Court will be listed any day. The Court will be asked to constitute a Board consisting of two representatives of both sides. That point being decided, the Court will be asked to allow the nominations of members to stand over for a little time. This is a usual course. Nominations will then be called for one or or two candidates (as the case may be), to represent the officers on the Board. A ballot will then be taken of members of the Amalgamated to decide who the representatives shall be. The successful candidates will then be placed before the judge for confirmation. (The usual course followed.)

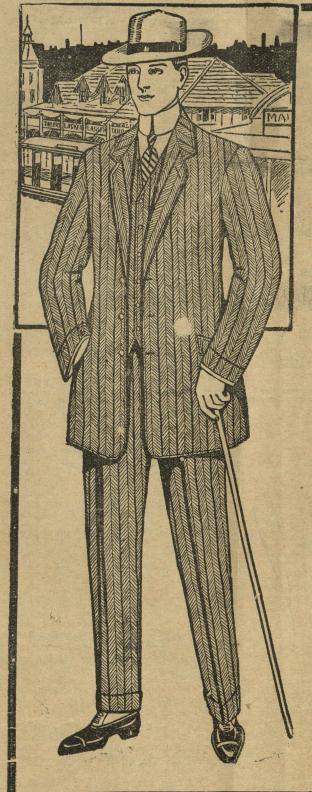
Claims for Better Conditions...

Each branch of the Association with officers as members, is hereby directed

officers as members, is hereby directed to have a committee of night officers and a committee of station-masters appointed at once to draft a set of in-dustrial conditions—wages, hours, and general conditions, and forward to head office as soon as possible. When these reports are to hand, they will be assimilated into one draft of industrial conditions. These will be referred conditions. These will be referred back to branches for confirmation or amendment, and will be printed in the "Co-operator" for general scrutiny by "Co-operator" for general scrutiny by members, when suggestions from all and sundr will be invited. The head office will perfect the claims as they emerge from this process and lodge them before the Wages Board. Every member of the Association is hereby requested to make this a personal matter to take his full share of this necessary work. Those who are not yet members should join at once, and take their share of the responsibility of the great fight to be made for a better great fight to be made for a better payment for services rendered, and more reasonable hours and general conditions of employment.

The proposal for extension of the tramway from Rozelle to Petersham is again engaging attention, and the Minister for Works has expressed an opinion favorable to the project.

A farmer in Nelson (N.Z.) who became bankrupt recently, has paid 20s. in the £. His creditors are to make him a presentation in recognition of



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We say "Thank you" to the public for the tremendous patronage given to our present Great Stocktaking Sale. And to show our appreciation in a practical form, we continue the Bargains for one more week, and make the following magnificent offer in our Tailoring Department.

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Messrs. Lasker and Lasker, 402-404 George Street, Sydney. Please send me at once samples of your special suitings, as mentioned in the "Railway and Tramway Co-operator. It is understood that if I order you are to include a high-grade Fancy Vest free of all cost to me.

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These Vests have braided edges -4 pockets, with flap; guard hole high up-very toney patternsand are light and medium weights, that can be worn all the year round comfortably.

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That to be successful in the Railway and Tramway Departments you MUST undergo a study in a

Course of Shorthand. Se don't you think it is wise to take friendly warning and get the other fellow's job by studying now during your spare time and which

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Five Dock.—Big level lots opposite the Post Office, and r minute from the tram. These are ideal home sites in a healthful suburb. Handy to shops and school. Price, 27/6 a fool; £2 down and 30/-

Tennyson.—Desirable lots on Tennyson Estate, quite close to the Ryde tram and ferry. 7/6 a foot. These lots are perfect home sites. They command lovely views of the Parramatta River, and are in the midst of lovely surroundings. £1 down, 10/- monthly.

Groydon.—Arabi Hills Estate, some 11 minutes walk from Croydon Station, is another fine residential property we control. Big level lots here. Desirable in every way, each 50 x 132 feet, 15/- per foot. £2 down and £1 monthly.

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#### The Palmerright Hat.

This week I have had several hat purchases to make for my country friends, and whilst at Palmer's, in Park-street, buying a Panama to send into the "Sunny West," Mr. Palmer took me through their hat department.



Here I saw hats in galore. and soft hats, straw and felt hats, in all sizes and grades, and, as Mr. Palmer said, "at prices to please." The one illustrated here is the latest style hard hitter, and can be had at from 5/3 each. "Cheap and good" was my comment. Then there were was my comment. Then there were the felt hats in all varieties, shapes, and colors, including greens, browns, fawns, etc., all most moderately priced, too. Straw boaters for summer wear find a temporary home here, and at 2/11 for all styles they find a ready sale. Palmer's two big stores are the headquarters of our 175 styles of hats, a postcard will bring you their big mail order catalogue free. Why not write for this to-day.

#### Australian Wool.



#### For Australians.

This is the sentiment to which "Town Shopper" pins his colors. "Town Shopper" pins his colors. This week I had the pleasure of inspecting the tailoring department of that well-known and very old established (1868) house for men's wear, Messrs. Gowing Bros., George-street. There I saw one of the finest ranges of suitings to be found in the city, and that is saying a lot Materials. and that is saving a lot. Materials from all the well-known mills of the "old country" are stocked and these, together with a magnificent selection of our own Australian woollens from the Marrickville mills, comprise a stock from which the most "fastidious" dresser would be suited. The samples of Australian woollens shown me included all the latest colors, in Brown, green, and grey, and I was so pleased with the very fine finish or "face" of these tweeds, that I there and then determined my next suit should be all Australian made. Now, what about yours? The firm invite you to write for their catalogue showing the latest fashions in men's wear, and these are accompanied by samples of suitings with tape and self-measurement form. Or if you are sending to me for any goods, and you just say the word I will see that Messrs. Gowing Bros. sends them to you.

### A GOOD PROPOSITION

#### For Railway and Tramway Men.

If the Shopping Department of the Co-Operator can save you 10 to 15 per cent., can you afford to do without its service? If

#### Without Risking a Penny piece

you can assure yourself that 3/- in the £1 can be saved, will you not make the effort?

Town Shopper will send you the exact amount. any line of goods will cost you, landed at your station. Groceries, Drapery, Boots, etc.

### WHY NOT post your enquiry to-day?

#### Just a Word About Watches.

Several orders have been placed by e for "Railway" watches just lately, and I thought perhaps more might be wanted amongst my friends. am in a position to get the best article made in this as in all other lines, and if any of my readers have been thinking of buying send along to me. I know they will be pleased with my selection. At prices ranging from 12/6 to 25/-, I can buy you a watch which is not only a credit to the maker, but also a credit to the mare-and one which is sure to be always "on time." These are guaranteed, too. Then there is the chain to wear with your watch. I can buy heavy solid silver curb chains at 13/6 each, or light ditto, at 6/6 each. White metal curb chains (and they keep their color), can be bought for 2/-. Then if you want any other jewellery I will make the selection for you and guarantee to please you, too. Drop me a line about it.

#### Lasker's Fancy Vest Offer.

Our readers' attention is specially drawn to the big attractively-displayed business announcement on page 3 of this issue by Messrs. Lasker and Lasker, of George-street, Sydney. In announcing the close of their half-year-ly sale, which has had an unprecedented boom, they desire to thank their numerous patrons for the conisidera-tion shown them during the time of their genuine price reductions. But the advertisement has another and a spe-

WHY PAY RENT?

£ 50 HOUSE FOR 7/- PER WEEK.

THE NEW TO' BUILDING ou., LTD.,

Office: Equitable Bldgs. George St., Sydney Workshops, 26 Jamieson St.

cial interest for "Co-operator" read-



It will be seen that their offer of one of their very fine fancy vasts, free with every tailored suit ordered. been extended to our readers for one more week. Last week we had something to say about the highly-attractive range of Australian woollens and tweeds which this firm is putting into their suits. Well, we can only say further that we spent a very pleasant hour the other day looking over these fancy vast patterns and styles. There is no doubt that it is a genuine and exceptionable gift to those now ordering suits. Readers should send their orders at once to get a share of

### ASSOCIATED RACING CLUBS' PONY RACES.

#### **NEXT MEETINGS:**

VICTORIA PARK - SAT., SEPT. 3 · WED., SEPT. 7. ASCO - WED., SEPT. 14. ROSEBERY

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

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

That it was not Malster Maid's best showing on Saturday in the Kurnell Handicap is certain. She is a very fair mare in the company she met on Saturday, and her indifferent form on this occasion should not prevent backers from again giving her support.

Dummy, a good performer in Queensland, did not run into a place in the Kurnell Handicap at Moorefield last Saturday, but as he is a good cut of a horse and appears to be in racing trim, I expect to see him run far better when he is saddled up for a race

Ra improving on the Rosehill form, won the St. George Plate by a head from Lager. His price also shortened. Marvellous how some animals "improve," is it not?

Though Lady Ruenalf only ran a moderate third in the St. George Plate, she finished well enough to give the idea that trouble will come from her ere long.

Over the first stage of the Flying Handicap on Saturday, Irishman failed to pace it with his field, albeit he hopped away well at barrier rise. a mile this gelding will be seen to better advantage, leastways that is my opinion, which is based on the horse's previous running.

Poi Dance ran like a duffer in the Flying Handicap, for which the public backed her heavily. Still, I expect to see her improve vastly on this showing, and before long, too.

Boobah, winner of the Moorefield Hurdle Race, is a fairly good performer on the flat in the country districts of this State. He put in a good gal-lop last Thursday at Randwick in Company with Leger.

The flying Rose Airlie never gave her opponents a show in the Flying Handicap. She streaked away early in the race and despite the efforts of Irishman and Co. eventually disposed of all opposition and scored by three lengths from Elegy.

The Victoria Park Racing Club holds a meeting on Saturday, the big at-traction being the Steeplechase of 200 sovs. Though the fixture will be opposed by a meeting at the Farm, there is sure to be a big gathering at the city track.

Chauvelin, who ran third in the Flying Handicap on Saturday, is a good style of horse. He came along at a fine pace over the last furlong, and had the race been another furlong. or perhaps two, he would have won for

A stranger to Sydney racegoers in Boobah was introduced to sports here at Moorefield on Saturday, and he proved a nice attraction, too. Three and four to one was obtained about him for the Hurdle Race, which he won in a very easy manner. This was his first appearance in public over hurdles with the colors up, and I feel sure that he will be able to hold his own at the big Randwick meeting this spring if not too severely dealt with at the hands of the handicapper.

The run Yellow Aster had in Hurdle Race on Saturday should benefit. He showed plenty of pace over the first mile and a-half, and the next time he strips it will be queer if he does not shake his opponents up over the concluding part of the race.

There will be a meeting at Warwick Farm next Saturday.

Carbineer has been making a name for himself this week three of his get securing races this week, two in Melbourne and one at Kalgoorlie. Carbineer is a descendant of mighty Mus-

Publican Trautwein won another race at Moorefield on Saturday last with Ra, though he was not successful in Melbourne with Treat. Ra came to the rescue in the St. George Plate, winning after a great race in which he defeated Lager by a head.

Strathbar would have been a good investment to have planked a fiver up on, as he copped again on Saturday last, being well handled by the owner's son, E. R. Eaton.

Plum, by Merv Prunella. won another race at Brisbane last Saturday. She is a regular bag of boodle to the ownormerly this mare raced about Newcastle, where she recorded a great number of victories.

Well Done, the Sydney gelding was on his best behaviour in the Jumpers' Flat Race at Williamstown last Saturday. Going out first favorite, he won in a canter by ten lengths. He was piloted by his trainer, N. Godby.

That good Wagga mare, Lady Melina, was successful at Williamstown last Saturday, beating among others Thistlebrook, who is greatly fancied for the Caulfield Cup.

Another cast off of \( \). Alsopp in Severity annexed the Hampton Handicap at Kalgoorlie last Saturday with I. Earnshaw's late charge, Azurine, sec-

O.T., an imported mare, keeps on winning in W.A. She copped another race last Saturday, This makes the third in two weeks.

Broadsword, who is engaged in the Epsom Handicap with 7.8, had an easy win in the Seaside Handicap at William 1.5 and the season of the season liamstown last Saturday. As a two-year-old his form was excellent, winning among other events the Great Foal Stakes.

Talofa, an old cast off of McMahon's was successful again on Saturday last at Kalgoorlie. He must be a pretty good age, but he keeps popping

Two weeks in succession have comparatively new hands at hurdle racing been successful. Lemonwood had a been successful. Lemonwood had a little experience before at the game,

but Boobah was never seen out before in public over the small timber. It now requires No Trumps to turn up trumps in the Hurdle Race at the Farm to complete the hat trick in this re-

Should the New Zealand horse Aborigine start in the Randwick Plate at Warwick Farm on Saturday he is sure to be well backed. This horse has been doing nicely in his work lately at Randwick, and is bound to run pro-

The absence of Pike from the Moore-field races on Saturday placed Flaxen and Son of the Marsh at a disadvantage, as a stranger (to the animals) was in the saddle on each occasion.

Fancy Step, who has been showing to advantage at a few country meetings, is engaged in the Farm Stakes on Saturday. Iodium, a fine upstanding chestnut by Sineschel, is in the same event, and recently he annexed al race on one of the northern rivers of this State. However, there are many horses engaged in this event, and included among them are some very promising animals.

Both Curry and Son of the Marsh got tangled up when competing in the St. George Plate. Each appeared to collide with some of the opposition, and in consequence lost a good number of lengths through the mishaps.

Troon ran a very creditable third in the Kogarah Stakes, but she did not shape as well as she did at Canterbury Park the week previous.

There is no horse engaged in the Metropolitan Stakes that I prefer better than Patronatus after seeing the meritorious manner in which he amnexed the Moorefield Handicap last Saturday under 8.6, which is 4lbs. less than he will carry in the former event. He is also in the Epsom Handicap at 8.4, but I fancy the Metropolitan is his dart, especially as he was heavily backed for that event prior to winning on Saturday. The son of Patronage on Saturday. The son of Patronage cut out the 1½ mile in 2.8, which about constitutes the record for the course.

There is going to be a big trot by our "unregistered" trainers and jockeys and horses soon, the trot being in the direction of the registered clubs' courses. Already a great number have given out that they will ply their calling at the registered meetings, providing, of course, that the A.J.C. will exact them the accessory registers. will grant them the necessary registra-

#### MOOREFIELD.

Last Saturday's meeting of the M.R.C. was well patronised, too much so in regards to men of questionable calling.

The opening event, per usual, was the Hurdle Race, for which an ordin-ary field went to the post.

The dark 'un, Boobah, was not too dark, and consequently the bookmakers did not take too much liberty with the country prad.

He worked from four to three to one, Ennismar and Yellow Aster being next in request. Apart from this trio, there was nothing in particular in request.

The race was interesting throughout, the field being bunched for the best part of the trip.

However, before reaching the five furlong post, Boobah rushed to the front, and from that out was never troubled, eventually winning easily by three lengths from Ennismar, with the remnants strung out.

Why Poi Dance was such a strong favorite from the jump is hard to imagine, but such was the case.

Next in demand to the daughter of Pistol was Irishman, who was very little her inferior in the quotations, while others backed were King Haut, Rose Ailie and Elegy.

Shortly after the despatch, Rose Ailie shot to the foremost position, and though challenged on several occasions by different candidates, she hung out above high water mark and landed the bullion nicely by three lengths from Elegy with Chauvelin third and Irishman fourth.

The running of the winner at Canterbury was far different from her showing in the above event.

Son of the Marsh and Lager were about equal favorites for the St. George Plate, but neither could account for the googies.

The winner panned out Ra, and he won cleverly from Lager by a head. Of course Ra tried at Rosehill.

Leyton accounted for the Kogarah Stakes, and as his owner has always been trying with the son of Brakpan it was a well-deserved win.

The favorite for the flutter was Troon but she drew the extreme out-side position, and that may have accounted for her only running a fair third.

The winner won nicely, but all on, fro Voldon, by about a long neck, while Troon was two further away

Flaxen had a slump in the betting over the Moorefield Handicap, and in consequence the supporters of Patronatus came all the more willingly at the son of Patronage.

The prize was a soft snap for the favorite, who never at any stage of the trip appeared to be in trouble. The victory was two lengths over Playwright, who raced hard all the

The meeting concluded with the Kurnell Handicap, for which Malster Maid held sway in the market, next in demand being Locomotion, and the latter won by a neck from Pan Out, who came very late.

At the conclusion of the day's sport there was very little in it between books and backers.

A rumor went the rounds last week that Duke Foote went amiss and was not likely to get right for some time; but the son of Sir Foote is all right, and there was absolutely no grounds

for the report. It is now almost certain that Alawa will take part in the weight-for-age races that are to be decided at the A.J.C. meeting.

Next Monday general entries will be received for the A.J.C. Spring meeting, and a record entry is anticipated. On the same day acceptances will be declared for the Epsom Handicap and Metropolitan Stakes, but it is unlikely that appears the present fancies will that any of the present fancies will

The race tracks about Sydney are badly in need of rain. On the training tracks the dust rises in clouds when the horses are galloping, and the grass circles are so hard that many the horses are going sore through be ing exercised on them.

Trafalgar is galloping, if anything in better form than ever. At Flemington on Tuesday he fairly revelled in mile gallop, which he threw behind in

Dummy, though failing to get a place in the Kurnell Handicap last Saturday, ran a gallop at Randwick over a mile good enough to win any ordinary suburban handicap. He is engaged on Saturday at the Farm.

It has been definitely decided on bringing Broadsword to Sydney. His trainer, A. Skirving, will also bring a few other horses with him, including a couple of two-year-olds.

#### ANTICIPATIONS.

#### WARWICK FARM.

The following are my selections:-HURDLE RACE. 
 Lemonwood
 1

 Plunder
 2

 Yellow Aster
 3
 SPRING HANDICAP. 

 Dummy
 1

 Flaxen
 2

 Malster Maid
 2

FARM STAKES. Silver Hampton ...... 1 RANDWICK STAKES. WARWICK HANDICAP. 

### KENSINGTON.

PACE WELTER.

Troon .....

A dirty, blowy day at Kensington yesterday found a great number of racing patrons on hand at the old course.

The nominations were numerous and fields were large in every event.

The sport commenced at 2.15 with the Flying Handicap, for which seve-ral horses were well backed. The general public fancy for the sprint was The Maze, who went to the post at to 4, Glitter being next in demand at

Merlbrook appeared to have the race won, but a few strides from the post Bessie Brown caught her and won by a length. The Maze was a close third.

Kerlie, a hot favorite, accounted for the first division of the Novice Handi-cap, Bellidone being a good second, while Spyglass, Yucca, and Best Man followed in that order.

Sinaria won the second flutter from K.T., the former starting favorite.

Books again fared badly on the 14.1 Handicap, a hot-pot in Lady Cynthia scoring from Playmate. Backers of the favorite, however, must have felt very uneasy, for up till the final fifty yards Playmate appeared to have everything settled, but finishing fast in the last few strides Lady Cynthia got up in time to gain the verdict.

Lady Triem made the pace for the first furlong, but Bile Beans never showed up, which was due to her stumbling soon after the start.

An outsider in Terrinallum won the Approved Stakes by a length from Royal Glen, who only defeated Match Girl by a head for second place. Yucca led into the straight, but only finished fourth. Game Bird, who started favorite transhedly. orite, ran badly.

Laurel, with 11.4 up, won the 13.3 Handicap, but it was only after a hard tussle with Little Cheque that she gained the prize. Prince, who has shaken off his recent soreness, made the pace for the first couple of fur longs, but Laurel led into the straight Doon was a good third.

The run off for the Novice Handicap resulted in favor of Kerlie, who

started favorite. Linaria was first out and led to the leger, where Kerlie caught and beat her home.

Lady Zoin finished fast and won the 14.2 Handicap from Crystal Prince. with Miss Mayfield and Cavalry next.

The day's port wound up with the Kensington Handicap, for which Barneyonte started favorite at 7 to 4. Havre, at 7 to 2, being next in demand.

Alberto, one of the 100 to 6 chances, went to the front early and showed the way to the half-mile from Barneyonte, Adore, Passion and Lord Warwick. A close finish between Passion and Adore ended in the former's favor by a head. Lord Warwick was a close third. The time for this event viz. third. The time for this event, viz.. 1.44, was a smart go on this course.

### Woman's Realm.

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

The "Marguerite" Blouse.

Undoubtedly summer is with us now, though it has been struggling to make an appearance for some time.

On visiting Messrs. E. Way and Co. yesterday they showed me a silk blouse which I think remarkable value



Readers requiring a smart silk blouse, and yet something inexpensmart silk sive, I can with confidence recommend Messrs. E. Wav and Co.'s "Marquerite" Blouse, made in black, white, gream, navy, and moss silk. The illustration does not flatter the article by any means. The price is 7/6.

#### Special Notice.

Messrs. E. Way and Co.'s new spring and summer catalogue is now going to press, and they expect the first copies in about 10 days' time. Would you like one? Ask the Town Shopper to send you one.

requiring advice.

Footwear. I don't know how I have escaped the

charms of footwear when giving you

illustrations and descriptions of city-priced goods. At any rate I am going

to show my readers a picture of a very becoming boot for ladies. The writer purchased a pair for herself the other

day, and thought at the time how verv neat and serviceable they would be for country wear. Made of fine glace kid, patent toecaps, low heels, jumbo eye-lets, with broad tie-laces. They are, to my idea the pink of comfort. Perhaps you will be thinking they are too hot for the present season. But, think

you. They are a very fine, soft glace kid lace boot so soft that you can roll into a ball). They are neither too heavy nor too light, but a nice, sensible boot, and do not cost any more than a medium quality shoe. What's the price? Well, 15/6. What do you think of that? Why the price is comfy too.

But perchance you would rather have

A Wonderful Invention-

comfy too.

TOWN SHOPPER'S

have the same taste, I admit. Here is one of the nattiest shoes I have ever

had the luck of seeing.

Made in fine box calf, Derby shape, welted soles, Cuban heels, jumbo eyelets, the illustration is a good copy of the original. Price, 9/6, 11/6, and

#### Ready-made Silk Blouses.

Whether you are hankering after the delightful oring styles or are anxious to wear out your warm clothing. a mention of a desirable silk blouse will not come amiss just now, as it is the sort of article that one can always wear, and which is, consequently, always of interest ways of interest.

Not in Jap. but a chiffon glace silk is the material of which this blouse is



made—a nice glace which will wash and launder well. It is made in shirt fashion, with a pin-tucked front and neat buttons as fastening. The col-

lar, of glace, is stitched and tucked to represent a Puritan stock; the cuffs, too, are treated in much the same way,

and the blouse is well worth buying at

I noticed the other day that the same firm—Messrs. Marcus Clark and Com-

pany—had a lovely glace blouse in something the same style for 25/-. The front was trimmed more fully with pin tucks, though, and the silk was crossed to the left side for a fast-

was crossed to the left side for a fast-ening made with little pearl or color-ed buttons to match the silk. In either of these styles M. C. and Co. can sumply black, green, brown, navy or a lovely shade of vieux rose, in addition to the white, which take a lot to excel. I am sure you will like

these blouses, and that whether you pay 16/6 or 25/- you will not be dis-

Just one more item will fill all the available space in this week's women's realm, and that is the ever useful crumb brush and tray. I am not go-

ing to quote for anything expensive, but this one varies in price according to size and quality. Made in popular

Best wishes to the Readers of

Women's Realm, and she cordially in-

vites them to write her on any subject

16/6.

#### Japanned wear. The prices are 2/9,

3/6. 4/6. Of course readers understand that these articles are not post free, and when ordering, it will be necessary to enclose sufficient to cover postage.

#### Corticelli Wash Silk.

I suppose most of my lady readers are interested to some extent at least in fancy work. Well, I want to recom-mend to them Corticelli wash silk, in fast colors, highest lustre, and most artistic shades. Write for specimens of the designs for cushions, tea cloths, tray cloths, canvas centres, bed spreads, curtains, etc. If you have any difficulty in getting Corticelli silk, let

#### Cooking Apparatus.

For cooking, so many people are without the proper utensils.



For smothering pastry in flour, sprinkling sugar on cakes, salt in stews, and for various other little uses this sprinkler is unequalled.

#### LAKSHMI.

Lakshmi is the name given by "John Strange Winter" to her wonderful Skin Tonic. As a cleaner of the skin this preparation, I think, is incomparable. preparation, I think, is incomparable. It softens, refreshens, and in time actually makes the skin. The price is 3/- per bottle, post free 3/6. Obtainable at all chemists and druggists.

#### Answers to Requests.

L.C.—Can you give me a few hints

how to keep cut flowers fresh? Cut flowers keep fresher if put in warm water first instead of cold; also little powdered charcoal placed in the bottom of vase.

Miss B.B.-After business I frequently have to go out visiting. I have heard of some things which will refresh wonderfully if they are dissolved in the water one is to bathe in.

If you look up last week's issue in "Answers to Inquiries," you will find that I have already given information on this subject. on this subject.

Here are two more good bath-refreshers :-

A small teaspoonful of mustard to a tub of water, or two good tea-spoonsful of boracic acid to a tub of

They will need to be dissolved in a little hot water before putting in bath water; but there is no cause to fear of it hurting the skin. Of course, if an extra amount is used it may then prove harmful.

G.B.—Frequently after picnics or days out in the sun. my skin feels very

dry and parched, and even sore when there is any wind. Can vou suggest something to take the soreness out?

If you add a tablespoon of fresh milk to the water you wash in every day, you will find this a preservative for the skin, and a soother on hot days. Another good rule is to have a little jar of oatmeal standing on your washstand, and when bathing add a good dessertspoonful. This I consider as good as any of the skin tonics of preserves supplied by chemists.

#### ANSWERS TO CORRESPONDENTS.

#### (By Town Shopper.)

No. 20a.—In confirmation of my letter of the 20th instant, I am now writing you with regard to the building of a house. I have been interviewing the Newton Building Co., Ltd., and Mr. Newton informed me that they do not do any work outside Sydney and suburbs. You have not given me sufficient information to enable me to lay the matter before other firms, and I would suggest that you supply the following particulars:—(1) What conditions do you want to deal under? (2) Is the ground Freehold or Leasehold? (3) State value of land and size; (4) State where know there are several firms who would be prepared to pay. Also any other details you would consider necessary to enable me to get the best of quotations. Of course you know there are several firms who would bistuated; (5) How much deposit you would these houses in sections ready to be put up, and I would be able to buy to the best possitle advantage, having all these firms at my finger tips. With reference to the gun, I have not been able to see one Lee Enfield gun in the city. Henderson's have none. I could buy you a Crown Arms Co.'s 12-bore D.B. breech loader at £2. Do you think this would suit? Do you Want to Own Your Home?

#### Satisfaction Guaranteed.

No. 16a.—Your letter expressing satisfaction with goods came to hand to-day. I am excedingly pleased to learn that the suit met with your approval. I know the make and quality are good but, of, course, did not know how it would fit.

No. 13a.—I have your post card of the 23rd instant, and am very pleased to hear that the goods opened up to your satisfaction. The pieces of tweed were really a bargain, and I felt sure you would like them.

Samples of Our Shopping Service. No. 7.—I was glad to have your letter of the 16th instant, and the shoes have gone straight on, cost 3/4, amount of your credit balance. You should have received them be-

No. 34.—I have your order to-day, er closing 8s, for which p'ease accept my best thanks The meat has gone straight forward from the Aberfoyle Butchery, costing 8s., and I hope you will receive it in good condition.

fore this.

No. 33.-Yours of the 25th instant to hand. I just had time to leave your order with the Aberfoyle Butchery before the mail closed. I think you will receive it before Sunday, and I trust it will open up to your satisfaction. The cost was 3/6.

No. 14a.—I have your letter dated the 23rd instant, and the goods from Hordern's must have crossed it. I interviewed them to-day, and they say the goods went on the 23rd instant—the same day as your letter was written.

No. 25.—I was g'ad, to have your order of the 20th instant, and the goods have gone on, cost £1/0/7. Balance to your credit, 1/11. I sincerely hope you will be pleased with the goods. You will find invoices enclosed in parcels

No. 38/41.—Your letter received to-day. The chain sent is a heavy solid silver chain at 13/6, and Labor emb'em cost 2/2 post free. There is now 4/4 to your credit, which I am holding against next order. Shall I receive it

No. 11.—Your letter and mine must have crossed in the post. On the same date as yours was written, I wrote you saying the goods had been despatched from Anthony Horderns', and I trust ere this they have arrived and opened up to the satisfaction of all.

No. 10.—I have your letter of the 21st instance for which please accept my best thanks. Your order has gone forward, the cost of which was £2'8/7 (freight 11/-), and there is now 5d. to your credit. I sincerely hope you will receive the goods alright, and that they will open up to your entire satisfaction.

No. 24a.—I have yours of the 24th instant, for which I thank you. I am glad the meat was satisfactory. The skirts from Messrs. E. Way and Co.'s were out-sizes and had to be made, but they were despatched last night, and I trust ere this they have reached you and opened up to your entire satisfaction.

No. 19/20.—Your letter of the 22nd instant to hand, and I am very sorry indeed that an error was made in cutting the lengths of print. However, the other three yards of each have gone forward, also the trousers at 5/11 per pair. Total spent 14/9, leaving a bilance to your credit of 1/3.

No. 22.—Yours of the 22nd instant to hand. All the goods have gone forward excepting one shirt, and as I was a little short of cash thought I would let it stand over till I hear from you again. Total cost of goods 9/1, credit in your name 11d. You will find all the invoices enclosed in parcels.

No. 21.—I have yours of the 23rd instant, Your order for corn beef has gone forward, cost 7/6, bag 3d., and freight 2/2. Total spent 9/11, so that there is a balance of 5d. to your credit. Let me know if you do not receive this parcel promptly, and I shall make inquiries.

No. 30a.—I have yours of the 25th instant stating that the oiskin coat had not come to hand. I went straight up to Gowing s, and after making careful inquiries, found it had left there per post on the 22nd instant. If you have not received it yet, please let me know at once, and I shall make immediate inquiries at the post office.

No. 17.—I have your letter of the 22nd instant. Your enclosure of 2/1 and credit balance of 3/8 made a total of 5/9. The boots from Marcus Clark's cost 4/9, so that your credit is now 1/s. I sincerely hope the boots will suit, and if not, please do not hesitate to send them back. I will have them exchanged.

No. 23.—I have your order, and please accept my best thanks. I found that one of our advertisers could supply exactly the same article for  $\pounds 4/2/6$ , and as I am here to save money for my friends, I took the liberty of ordering it from them. They are having it packed very carefully, and I am sure you will be pleased with it; it is a very nice piece of turniture indeed.

No. 16.—I am pleased to hear that shoes were right. I, too, am sorry I was unable to forward girl's shoes the same, but I can assure you no size was enclosed in letter. However, they went forward last night, and I trust ere this you will have received them, and that they will give satisfaction like the last pair. Shoes cost just 6/1, amount of your credit, so that we are now square.

No. 18.—I have your letter of the 22nd instant. The goods have gone forward from Edward Arno'd's, cost £1/9/5, balance to your credit 7d. As requested we are sending under senarate cover some catalogues, and trust they will prove of interest to you. We are enclosing a card of parcel rates, and from this you will be able to see just what it will cost for parcels to Willow Tree.

No. 13/15.—Yours of the 15th instant safely to hand. Al' goods have gone forward. Invoices enclosed in parcels, excepting the beaver cap. Total cost £1/18/7. Balance 1/8 your credit. I am sorry I could not get the beaver tam cap; the only line now in stock is 3/11, all the cheaper lines are sold out. Would you like this? I shall hold your credit till I hear from you again.

No. 14.—I have your letter of the 22nd in stant, for which please accept my best thanks. Your order has gone forward, cost £ \*\* excepting the coat. This they have sold out of, and have only single-breasted, satin-roll collar coat about 52in. long. The coat you want I can get at other firms, but it we cost you about 21/-. I have a credit of 16/3 in your name, and shall hold it till I receive your reply. your reply.

No. 39.—Your order to hand to 'ay. I am glad to have it, a'so pleased to be able to say the goods have gone forward by return mail. I could not get trousers under 5/11 per pair, and the four pairs of socks sent were 8d. per pair—the quality of the others was too poor. This just cut out your remittance of 44/6, and I hope you will be pleased.

No. 26.—I have yours of the 24th instant The primus stove has gone forward from Messrs. Anthony Hordern's, costing 9/6, freight 1/4—10'10 spent on your behalf. Balance to your credit 1/2. Urder separate cover I have taken the liberty of forwarding you a couple of grocery catalogues, and I am sure I could save you money even on these cut rate prices. If you have been reading the list of answers to correspondence I am sure you will recognise what I say as correct.

No. 29/32.—Your letter of the 24th instant to hand. I was very sorry indeed that the suit was too large, and have had another sent on straight away. The difference in price was 3/7, as you will see by invoice enclosed in parcel; and the tobacco and boots cost 15/9. This makes a total of 19/4, and leaves a credit balance in your favor of 4/9. I sincerely the suit is right this time, and that the boots and tobacco will be to your liking. I am posting a couple of grocery price lists, and trust to receive an order from you shortly.

No. 31.—Yours of the 25th instant to hand with enclosure of 24/-, for which please accept my best thanks. The goods have gone forward to-day. The total cost (including postage, 1/7) was 24/-. You will find all the voices enclosed in parcels. Is there anything else I can do for you? What about your grocery order? I am able to buy in very big quantities now, and this, of course, makes it easy for me to get the prices cut very finely.





The Place of Beautiful Homes. It is a constant pleasure to reside in this delightful Suburb. It is more than pleasureable to two one of these heautiful Haberfield homes. With the aid of liberal terms, we can place you n possession of a new and charming cottage now. We have a number of new places ready for mmediate sale and occupation varying in price from £595 to £1500. All information. Booklet' and plan are obtainable upon application. Modern Cottages also specially designed and built to your order.



Estate Agents and Auctioneers, STANTON AND SON,

109 Pitt St., and at Summer Hill.



# MORKERS' ACCIDENTS

KEEP ZAM-BUK HANDY FOR BRUISES, CUTS, FESTERING AND POISONED WOUNDS, EIC.,

Carpenters, bricklayers, mechanics, miners, gardeners, painters, laborers—in fact, all classes of workers—stand in daily need of Zam-Buk's soothing and healing aid. A cut, bruise, knock or pinch may not seem of much account when the first pain has passed away, but unless the injured place is dressed with Zam-Buk there remains the great danger that dirt and diseased germs will get into the wound and set up inflammation, restering, blood-poison or skin disease, that may mean months of suffering and compulsory idleness. The germ of the dreaded lockjaw harbors in dirt, and thus the simplest injury often has fatal re-

plest injury often has fatal re-sults. If, however, Zam-Buk is at once smeared over a cut or bruise, the balm's pure healing juices soothe the pain, fortify the injury against germ attacks, and ensure rapid and perfect healing. As an insurance against fester ing and poisoned wounds, eczema and ulcers, Zam-Buk is the workers' best friend. A pot of this powerful germicide and healer should always be kept handy in cupboard, tool-bag or pocket.



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#### THE RAILWAY & TRAMWAY CO-OPERATOR The official organ of the Amalgamated Railway and Tramway Service Association,

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

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### The Railway and Tramway Co-operator.

**SEPTEMBER 1. 1910.** 

#### THE GOOD OLD CRY.

If anything further were needed to em-

phasise the weakness of the Wade Gophasise the weakness of the Wade Government's position in the appeal now being made to the electors of this State, it is provided in the fact that the most deliberate attempt for years is to be made to revive the soul-destroying sectarian cry. Whenever and wherever sectarian strife has been intraduced into political contests, the effect has been the outraging of ecoeffect has been the outraging of eco-nomic principles and the pollution of the pointical atmosphere. It never yet, by any chance, evolved statesmen, or placed upon the statute book any measures of which a country might be proud. It has, on the other hand, al-ways succeeded in estranging close friendships, and in disintegrating beneficent alliances. However, it is unlikely that the suggestion of the paipable and admitted disadvantages of the introduction of sectarian strife into the elections will have any weight with the determination which has been arrived at. The only point we have to consider is that a very large number of electors are to be asked to vote for Ministerial candidates, for no other reasons than that they will have the endorsement of the Loyal Orange Lodge, and that all Labor candidates will be branded by that body with the stigma of being "tools of the Roman Catholic Church." It goes without Catholic Church." It goes without saving that this determination will influence a large number of voters, who will have no other possible reason for will have no other possible reason for outraging their political convictions. There are in New South Wales a very large number of misguided people who are absolutely honest in their conviction, that if the Orange Lodge says a candidate is dangerous to their cherished Protestant predominance, he must be black-listed at once and irreparably, regardless of his creed or reputation. It is also possible to feel some admiration for these sturdy sons and daughters of Derry, and it is use-less to endeavor to win them from their sectarian convictions by any amount of vituperation. But the fact remains, nevertheless, that theirs is an attitude absolutely untenable and which only exists because of deeprooted prejudice, fed by the fanatical counsel of the leaders of the Loyal Orange Institution, assisted by a number of notoriety-seeking preachers of this or that Protestant denomination. Of course, they know in their own hearts that such prejudice is as diametrically opposed to the basic principles of the Orange Institution as it is to Christianity itself, for is not the one based upon the other? It is also possible to conceive of various sets of circumstances in which such people circumstances in which such people would prove themselves patriots of the highest order, but to liken the present political crisis to circumstances so conceived, is to commit the most outrageous stretch of imagination pos-

These remarks are prompted by the language of a certain circular letter which is now being distributed through the post and by personal commission, to every member of the Loval Orange Institution of New South Wales. One of these is before us. It announces in the most emphatic manner possible that there is no home for the P. that there is no hope for the Protest-

ant religion unless the Wade Party is ant religion unless the Wade Party is returned to power. The circular letters, which is signed by the Grand Secretary, Mr. A. J. S. Gilchrist, and endorsed: "Confidential to members only," says amongst other things:—

The Grand Lodge has decided to support the present Wade Government at the next State elections, because of their uniform support of

cause of their uniform support of Protestant principles, and because they have placed upon the Statute Books splendid legislation which must appeal to every member of an Institution. . . Are we going to help Rome to down a party which has been so friendly to our Institution . . . Should the present Government be defeated, Rome's influence will no doubt induce their influence will no doubt induce their successors to alter the present Public Instruction Act, and to give State aid to Roman Catholic schools. This would be a tremendous blow at the country's future welfare, and would place a heavy voke upon the children. For the sake of these, God's little one; stand shoulder to shoulder, and defeat the encroachments of the Church of Rome and the extension of its power. . . . We feel sure of being able to rely upon the members of our Institution showing a solid and undivided front at the elections, and giving the priests of Rome a lesson that will teach them that we are perhaps pre-pared to take a kick, but will not allow them to rub it in. The Grand Lodge specially appeals to the of-ficers of each lodge to keep this matter before their members, and in-duce them to join the various Liber-al Leagues in their district, and do all in their power to return the candidate selected.

Secretary to see that each member of the Lodge is supplied with a copy of this circular.

It is easy to imagine the effect of such a circular upon a meeting of any branch of the Orange Lodge. At once politics are forgotten. Impartial consideration of the merits of rival candidates and rival policies becomes impossible. The one great inflammatory idea is that the Liberal candidate a stalwart defender of the Protestant faith, while the Labor candidate re-presents a widespread movement to undermine that faith, and put the clock of democratic progress back a few centuries, for the express purpose of the aggrandisement of the Church of Rome. Thank God, the vast ma-jority of Protestants are still outside the Loyal Orange Lodge. It is impossible to conceive a more bigotted peal to prejudice, or a more harmful attack on the progress of the great principles of Liberalism, which have made the democracy of Australia the object lesson of the world in the development of the highest political moral and the elevation and education of its people, as distinct from its pri-vileged classes

As the election campaign proceeds we shall probably have more to say on this question. Just now we will content ourselves with the recital of two most important facts, which can-not be lost sight of by the great majority of Protestants, who have no sympathy with such appeals to ignor-ant and arrogant bigoty. They are:

1. There was not a single Roman Catholic elected by New South Wales Laborites to either House of the Federal Parliament at the recent Federal

2. Out of the ninety (90) selected Labor candidates for the New South Wales State Parliament there are only twenty-five (25) Roman Catholics, and fifteen (15) of those are members of the Parliament now expiring.

Those two little facts are worth reading more than once by all who may be in the least inclined to place any credence upon the ravings of the Orange Louge.

#### SUPERANNUATION.

Prior to placing control of the railways under three Commissioners in 1888, omcers with a yearly salary were compelled to contribute 4 per cent. thereon to a Superannuation Fund, to entitle them to a gratuity of one month's pay for each year's service service or over, calculated on the average colors guying last three year's service or over, calculated on the average salary during last three year's service at the rate of one-sixtieth of such average for each year of service. Only about 3 per cent. of the staff now belong to this fund, which is not controlled by the kallway Commissioners, but by the State Public Service Board, under whom practically all other Government servants are employed.

All others joining the service since All others joining the service since 1888 were obliged to insure their lives until retiring age of 60 years, when the amount of insurance was paid to them, and this varied from £50 to £500. Employees paid at daily wage rates not insured, or not contributing to Superannuation Fund, were allowed upon voluntary retirement £2 lowed upon voluntary retirement £2 for each year of service, provided they had completed 10 years' service.

The Superannuation Bill just enacted, included the employees paying to the old Superannuation Fund in the first draft. They would thus have been called upon to contribute 4 per cent. to one fund and 1½ per cent. to another. About 300 men were effected. Some of them felt that the double payment would have been too heavy. Others were satisfied to pay twice and receive the double benefit arising from a dual pension. However, the Legislative Council amended the Government scheme to exclude those paying into the old fund.

We have been asked the following ouestion:—Can an employee withdraw

his insurance policy from the Commissioners or will they still retain the custody of policies, till maturity?

Answer: An employee can have three months to decide whether or not he will withdraw his policy. If he wishes to withdraw it, application must be made inside that three months. In the event of an employee not wishing the event of an employee not wishing to withdraw his policy he can ask the Board to pay the premiums and continue his policy. When the policy matures it will be deducted from any pension amount due to him. In this case, however, an employee cannot have the handling of his money, but must appoint the board or some responsible person to do so for him.

Mr. Wade made some remarks last Saturday regarding the election of representative on the Board to administer the Superannuation Fund. As our readers are aware, this board is to consist of seven persons, three to be elected by the employees, three to be appointed by the Government, with the Chief Commissioner as chairman. The three employees' representatives, are to be elected for three years, two b- the railway employees and one by the tramway employees. The repre-sentatives nominated by the Govern-ment will hold office for five years.

Mr. Wade says the men's representatives need not necessarily be employees. There is a strong feeling presentatives to be independent of the service, so that they can take a stand if necessar without fear of prejudicthemselves with their superiors. The Government propose to appoint an actuary, a medical man, and a commercial man, whose names should be made available in the course of a few Since the above was written, the Government nominees have been announced as follows:—Dr. McLaurin, M.L.C., Mr. D. C. Simpson (Divisional Engineer), Mr. Warden (Government Savings Bank of New South Wales), with the Chief Commissioner, as chairman.

As the Superannuation Fund will come into operation on November 1, the election of the employees representatives will no doubt be a short, sharp contest.

It is absolutely essential that the two railway representatives and the tram-way representative shall work to-gether for the employees. The Government representatives are not likely to be service officers. If the railway and tramway representatives are play-ed off one crainst the other in decidng whether employees dismissed shall have their contributions to the Fund returned to them, the result will be disastrous for the whole of the men. For this reason a bunch of three must be run for the election and as the Amalagamated Association is repre-sentative of all grades of both railway and tramway services, there seems to be no other body competent to put forward a complete set of representa-tives for the employees—a bunch which will always work together in the interests of all grades and sections of the staff.

The employees are already busy with tips as to probable bunches. Amongst Amalgamated members and sympathisers, and these comprise the bulk of both railway and tramway s the following have been suggested:-J. H. CATTS

HERT BROWN.
Railways.
J. H. STEPHENSON.
Tramways. The Premier had in his mind that "it was desirable to have representa-

tion of a general character."

Mr. Catts has had a lengthy and varied experience of all grades of both railway and tramway men and their difficulties, having conducted their cases before the Appeal Board, Wages Boards Arbitration Courts, etc.

Mr. Brown is the present staff representative on the Appeal Board, where all punishments appealed against are reviewed. He is also the President of the Superannuation Committee, which has worked so hard to

mittee, which has worked so hard to secure recognition of the Superannua-

secure recognition of the Superannuation Scheme by Parliament.

Mr. Stephenson has worked for years on the tramways, and has a large general experience in dealing with the troubles of all sections. There are many sections of tramway men, as well a railway men, all of whom cannot be specially represented. They, therefore need more to insist upon general qualifications instead of being misled by appeals to their sentiment as sections. as sections.

The whole matter will be discussed by the Council of the Amalgamated Association at a special meeting next Saturday by which time the Superannuation Act and regulations as finally adopted will be available.

The whole of the employees must be on the alert on this question. Great interests are at stake. They need

interests are at stake. They need smart experienced men to represent them. Men who are good fighters. In the three names suggested these qualifications are known to exist. They are men accustomed to work together. However, who ever the candidates put forward by the Amalgamated Association all grades should rally to their support, 'and members especially should remember that each one is responsible for his share in the burden bearing of the contest if victory is to be secured for fearless, capable, and experienced representation. experienced representation.

#### LAWTON V. PAULL.

In the "Record" of August 15, Mr. In the "Record" of August 15, Mr. Lawton says that a statement appeared in our issue of July 28th reflecting upon "tne organisation" he represents "as an executive officer." He refers to a letter appearing in our open columns over the signature of Mr. A. G. Paull. Let it be stated that there is no statement reflecting upon "the organisation"—the Tramway Union. The statement reflects upon Mr. Lawton personally for which we have expressed regret. This attempt to drag the Tramway Union in bodily is totally unwarranted. unwarranted.

Mr. Lawton then goes on to state

Mr. Lawton then goes on to state that he has taken action against Mr. J. H. Catts for having published Mr. Paull's letter in the "Co-operator." This is outle true. The publication was by the "Co-operator" and not by Mr. Catts personally. As previously explained. Mr. Catts did not see the letter until after it had been published letter until after it had been published. Recognising the personal reflection cast upon Mr. Lawton and knowing absolutely nothing about it, Mr. Catts expressed regret at its appearance in the following issue of the "Co-operator." One would think this might suffice, but Mr. Lawton has engaged Mr. Thomas Rose (solicitor) to insist that a public analogy in terms agreed upon Thomas Rose (solicitor) to insist that a public apolor—in terms agreed upon by him, shall be made in the "Herald," "Telegraph," "Worker," "Record," and "Co-operator." In order to find out exactly what was wanted by Mr. Lawton, Mr. Brown, Amalgamated President, and Mr. J. H. Catts (Gen. Sec.) waited upon Mr. Rose by appointment on Saturday H. Catts (Gen. Sec.) waited upon Mr. Rose by appointment, on Saturday morning last, Aug. 27th. Mr. Rose made it quite clear that he had no personal interest in the matter, and could only advise Mr. Lawton as to what he considered a fair thing. Mr. Catts pointed out that he was not the sole proprietor of the "Co-operator," as the paper was owned by a company as the paper was owned by a company.
He was not prepared to make a personal apology for the error made in publishing the words complained of by company's newspaper, although he wanted to act fairly. However, he asked Mr., Rose to draft an apology which it was desired should be signed. The following is what Mr. Rose

"We hereby express regret at the publication of the paragraph appearing in the 'Railway and Tramway Co-operator' on the 28th July, reflecting on the character of Henry Lawton, and we unreservedly withdraw any imputation cast upon Mr.

Lawton."
Mr. Rose said he thought if this was signed by the members of the company and nublished as asked, it would be ample. He instanced the course followed by the "Daily Telegrarh" and other papers owned by companies, under similar circumstances. In no case did the editor personally appear in the matter. He said he would recommend Mr. Lawton said he would recommend Mr. Lawton to agree to some such apology as drafted above being signed by the didrafted above being signed by the directors of the company. He then proceeded to ring up Mr. Lawton and asked Mr. Catts to come and hear what was said. He advised Mr. Lawton to accept the applications signed by the directors of the "Co-operator" Company. Mr. Lawton asked who they were, and then asked for a few minutes to consider. Apparently he minutes to consider. Apparently he consulted Mr. Warton on the matter. He then stated he would accept nothing short of a personal apology, signed by Mr. Catts alone. Mr. Catts and Mr. Brown then said they would take legal advice on the matter, and the inter-

wiew ended.

Messrs. Beebv and Moffatt (solicitors) were then consulted, and it was decided that a letter be forwarded to Mr. Rose stating that the following apology would be published in the papers named by Mr. Lawton signed by the managing director of the "Co-operator" and that if this would not suffice, then any process could be served

fice, then any process could be served for legal action at once:—

The proprietors of the "Railway and Tramwe" Co-operator" regret exceedingly that a letter was published in their issue of the 28th July over the signature of A. G. Paull, in which the following statement

"Even the Tramway Orange Lodge refused Lawton member-ship, although they support him

in the Union, knowing their op-ponents regard him as a para-site."

They admit that there is no justification for this statement, and tender a full apology for its publication and express their sincere regret that through an inadvertence it appeared in the columns of the "Railway and Tramway Co-operator." No doubt Mr. Lawton will see the wis-

dom of accepting what is offered.

We may mention that Mr. Holman, M.L.A., asked Mr. Catts not to allow the above matter to get into court, as it would do the party injury at the pending elections. This has weighed with us very strongly; and we think we have shown a desire not only to do what is fair but to go a long way to prevent any unseemly wrangle getting into the public press as the outcome of an action in the courts.

#### TRAM PER. WAY WATCHMEN. Lies! Lies! Lies!

In the last issue of the "Record" the officers of the Tramway Union take credit for securing a recognition for time and a haif rates for laborers emulying time and a haif rates for laborers emrioyed watching on Sundays. They
state they took action on February
11th last by deputation. They know
perfectly well that the Amalgamated
Association had this matter decided
four months before, as the following
correspondence will show:

Trades Hall, Sydney,
22nd August, 1909.
Mr. T. R. Johnson.

Mr. T. R. Johnson,
Chief Raitway Commissioner.
Dear Sir.—I am directed to bring under your notice the fact that Dawes' gang (Tram. Per. Way Department) worked on Sunday, July 4th. and did not receive Sunday rates as prescribed by the award. Further Messrs. Barn-castle, Bailay, Bell, Overhall, and Co-nors worked on Saturday afternoon and Sunday each week, and were not paid according to the award. As you are doubtless unaware of these irregularities, we feel sure they will be rectified. It is also desired that copies of the award be posted at depots.

Yours obediently, J. H. CATTS, Gen. Sec.

Office of the Chief Commissioner, Sydney, 8th Sept., 1909.
Mr. J. H. Catts, M.H.R.,
Trades Hall, Sydney.
Sir,—With reference to vour letter of the 22nd ultimo, relative to certain tramway per, way men working on Sunday, and also watchmen working on Saturdays and Sundays, not being paid in accordance with the award, I am directed to inform you that the am directed to inform you that the matter has had enquiry and it is found the incorrect payment is due to an error. Arrangements have accord-ingly ben made to rectify the mistake.

Yours, etc., H. McLACHLAN, Sec.

Things went on smoothly in this connection until early in the present year, when the following Departmental order reducing the pay to time and a quarter was issued:—
Watchmen.

"Referring to my letter of 25/8/09, instructions contained therein have been cancelled. In future watchmen are only to be paid one and a quarter day per shift. Men called upon to watch after finishing their day's work must be paid at overtime rates.

(Sgd.) E. SILCOCKS.

The claim made by the Tramway Union that their deputation of February 11th was responsible for a "satisfactory settlement of the claim for laborers employed watching on Sunday" is a hure joke, as the order of Inspector Silcocks issued about 12 days after proves.

The Real Reason.

As a matter of fact the Commissioners refused to do anything until penalty summonses were issued against them (on behalf of Frank Howard, Alex Findlay, and J. A. Walsh, all tramway per. way laborers), for failing to pay for Sunday duty as provided in the award, for work done on April

The following information was laid and served on July 18th:—
INFORMATION.
New South Wales to wit.

"Justices Act No. 27."
"Industrial Disputes Act, 1908."
Be is remembered that on this 18th day of July, in the year one thousand nine hundred and ten at Sydney in the State of New South Wales, James Howard Catts, of Trades Hall Sydney, aforesaid, Trades Hall Sydney, aforesaid, General Secretary of the New South Wales Amalgamated Railway and Wales Amalgamated Railway and Tramway Service Association, appears before me the undersigned to keep the peace if our Lord the King in and for the State of New South Wales, and informed me that the Government Railways and Tramways (Tramway No. 2) Board, which Board is duly constituted under the "Industrial Disputes Act of 1908" (Notice whereof appears in the Gov-(Notice whereof appears in the Government Gazette of the 7th day of April 1909) made an Award on the 8th day of June 1909, and that the said Award is binding upon the Chief Railway Commissioner, and upon all persons, employed or en-gaged in the Permanent Way Branch of the Tramway Service, and that the said Award came into operation on the 2nd day of July 1909, and continues in force until the 2nd day of July 1911, and that T. R. Johnson, Chief Railway Commissioner, in the State, and within the jurisdiction aforesaid, being an employer subject to bound to conform to the said Award, did on the 29th day of April, commit a breech of the said Award and failed to observe the same in that the said T. R. Johnson Chief Railway Commissioner, failed to pay one Frank Howard. ard. a laborer, and employed by him within the jurisdiction, and at the permanent way branch of the Tramway Service at Sydney, and at the

period aforesaid, the overtime rate for Sunday work as prescribed in Clause 4 of the said Award, the said Frank Howard being a person en-titled to the said overtime rates, contrary to the Act made and provided. Whereupon, the said James Howard Catts prays that I the said Justice will proceed in the premises according to law.

Exhibited at Sydney in the said State on the day first abovementioned.

F. T. D. MEARS, Chamber Magistrate. Since the above summons was served, the Association has sent out to various parties to collect evidence, and finds that the time and a half rates have been paid since the institution of proceedings.

These facts stand out clearly: (1)

That the Amalgamated Association se-That the Amalgamated Association secured the overtime rates for Sunday work through the Per. Way Wagies Board it had constituted; (2) That the Amalgamated Association took action on August 22nd, 1909, and had the maladministration of the award rectified; (3) That upon the award being again broken the Amalgamated Association instituted legal proceedings which have resulted in the award being carried out and back money paid. Under these circumstances, it is quite apparent the Tramway Union officers are able to accomplish so little

officers are able to accomplish so little that their own works are not a sufficient justification for their existence. They, therefore, claim credit for the good work of others.

#### THE INTERLOCKING BOARD. Labor Council's Request.

At the meeting of the Labor Council on Thursday night last, Mr. O'Neill, delegate from the Boilermakers' Society, asked the council to take action in reference to an application by the Amalgamated Railway and Tramway Association for a Wages Board to "overn the employees in the interlocking of the complexes in the complexes of the complexes Association for a Wages Board to rovern the employees in the interlocking section of the railway department. He complained that a number of other unions, including the boilermakers, engineers, and blacksmiths' societies were affected, and the members of those unions strongly objected to a wages board. His union had had a previous experience of a wages board, and on that occasion their wages were reduced by 18s. He asked that the Council should bring about a conference with the Railway and Tramway Association, and other unions affected, and a motion was carried asking the Association, and other unions affected, and a motion was carried asking the Association to delay the application for a board until the conference could take place. It will be noted that the attitude of the Council on this matter attitude of the Council on this matter is much more reasonable than its in flammatory denunciation, brought about by the complaint of the sectional Tramway Union, because tramway men are rallying to the Amalgamated's standard. The Amalgamated R. and T. S. Association is never unwilling to listen to reasonable requests such as this, whether from the largest or smallest union. The action of the Boilermaker's Society in referring the present matter to the Labor Council is rather strange. Their office is next rather strange. Their office is next door to the Amalgamated, and on a similar occasion during the last few weeks, the Boilermaker's Secretary just quietly stepped into the Amalgamated office brought a research land. office, brought a reasonable case under our notice, when claims were struck out of another Wages Board application without any fuss or advertisement. The Sydney Labor Council has been advised that the Amalgamated Executive would be prepared to meet delegates from unions interested in our Interlocking Board application next Saturday evening from 7 to 8 p.m. At the same time, we can only conceive of one reason for the Association not going on with its interlocking claims, and that is, if it can be shown that our own members do not desire it. The own members do not desire it. The Amalgamated thinks more of its own unions in creation, if it is a question concerning their industrial interests.

#### NEWCASTLE COLLIE.Y EMPLOYEES.

A Wages Board Tangle.

Since the resignation of Mr. Patterson from the Coal Miners' Wages Board, the various lodges have been busy taking ballots to determine whom they skall recommend to the Industrial Court to fill the vacancy. A number of the lodges, in fact a majorit- have so far elected Peter Bowling as their nominee. As Bowling's sentence has some twelve months run, this is tantamount to a demand for his release. The miners say by this attitude: "The man we want to represent us on the Wages Board is in prison—it is impossile for us to have a peaceful settlement of our industrial." troubles under these circumstances. Mr. Bowling's selection as Wages Board representative is a practical certainty. Unless the Government certainty. Unless the Government release him at once, the Compulsory Wages Board will be reduced to a farce. The only alternative to the Government will be to again appoint a representative of the men, in the same way as Mr. Patterson was originally appointed. This, in turn, will take a little time. Then the hearing of the dispute will have to be proceeded with. No result can be expected before the State elections by any stretch of imagination. The whole position will then open to review by the new Labor Government. It would appear as if the Compulsory Wages Board, which was appointed by the Wade Government with such bombast, has been a failure-In other words, the mighty State Government, with its large but servile following has been beaten by the howers. lowin has been beaten by the hewers of coal.

The Chief Railway Commissioner has refused to accede to the request of a deputation from the Paddington Municipal Council that the penny section on the Waverley and Bondi tram-way line be extended from Darlinghurst to Glenmore-road.

### Commonwealth Politics.

The Latest News Direct from Melbourne.

Notes Bill Passed.

The Australian Notes Bill has been passed through the House of Representatives. The opposition did not divide the House upon it. Even Messrs. Deakin, Sir John Forrest and Groom supported the principle of the mea-sure. Bruce Smith, who had prepared a great opposition speech, was visibly undecided as the result of the overwhelming logic from the Government side. Mr. Fisher amended the Bill in committee to provide that the proceeds from the issue of notes be invested in State stocks and securities. It is now enacted that the profits of the issue shall not be utilised for current service without an Enabling Act being passed through Parliament. This proposes to safeguard the issue in every way. No impecunious Treasurer will not be able to make use paper money in lieu of taxation. The note issue as passed by the Labor Government is now as impregnable as the rock of Gibraltar.

#### The Land Tax.

There are great ructions in the high places of boodle over the Federal Land Tax. The Labor Party's policy is to tax progressively all lands of un-improved value exceeding £5,000. In spite of all the misrepresentations of the "Telegraph," and "Herald," and the general squealing and wriggling of the great financial corporations and landed monopolists, there has been no landed monopolists, there has been no proposal to impose a tax upon any area held below £5,000 in unimproved value. Labor in politics is in its position to carry out its own policy. What concern need it have for the great squatters and banks? The Deakinites raised what they thought to be a thorny question on Friday last by securing from the Attorney-General a statement to the effect that Crown lessees are taxable under the proposal before the House if they hold land over £5,000 in value. There are in Australia 800,000,000 acres held under lease from the Crown, whilst there are only 135,000,000 acres alienated, or in process of alienation. In N.S.W. there are 128,000,000 acres held on lease from the Crown, at an annual rental of £604,000. To permanently exempt these great leases from taxation. of £604,000. To permanently exempt these great leases from taxation—leases which the squatters' friends as Ministers of the Crown have leased them in many thousands of acres at peppercorn rentals—would be to unfairl discriminate in favor of many holders whose lands are held under more favorable conditions than those held under freehold conditions. Let the rank and file of the Labor move-ment rest easy. The Federal Govern-ment is doing the work for which it was returned to power.

#### Land Owners' Conference.

has been noticed that a number of the great land owners of the State have been travelling Sydneywards during the last few days. It transpires that a conference is being held in connection with the Federal Land Tax. The apprehension of the landed) monopolists of Australia at the Labor Party's proposals, is one of the sure signs that we pere on the right track.

#### Opposition Attack.

When the House met on Tuesday the second reading of the taxing Bill portion of the Labor land policy, was proceeded with. Mr. Deakin at once took up the running. As stated last week a caucus of the Opposition, decided to launch a neconfidence most cided to launch a no-confidence mo-tion in connection with the Land Tax. Mr. Deakin was in good form. He Mr. Deakin was in good form. He had evidently made elaborate preparations, and made use of copious notes. He complained that the Bill did not state its purpose on its face. It should, according to Mr. Deakin, have stated that it was an Act to burst up large estates. He knew perfectly well such an Act would immediately be pounced upon by the legal luminaries of the squatters, and the High Court, and peremptorily destroyed. He protested against the centralisation of the land policy under Federal authority. Constitution did not authorise it (blessed, conservative hiding place). Dealing with the dual purpose of the Act—that of bursting up large estates, and raising revenue—he observed that if two men ride on horseback, one must ride behind. Likewise one of the objects of the Labor policy must take precedence over the other, and dissecting the various speeches delivered by Ministers and Members, he came to the conclusion that the Act was mainly meant to burst up large estates. This he held to be unconstitutional. With many high-flown up of estates, under the guise of taxaup of estates, under the guise of taxa tion one would think Mr. Deakin had not passed an excise taxing Act to en-force New Protection, and thus improve industrial conditions in certain protected industries. Of course, he did this at the instance of the Labor Party, but found no difficulty in delivering a great oration to show that he was acting within the ambit of the Constitution. And one could imagine the honorable gentleman, speaking on the other side of the House, with a brief for Nationalism, instead of advocating Federal stinking fish.

Mr. Deakin concluded a lengthy speech which will stand as a monu-ment to his capacity for facetious reasoning, by moving the following

That the form of the land tax as outlined by the Prime Minister and provided for in this Bill is unjust in incidence, and an abuse of the Federal nower.

This was of course, tantamount to a motion of no-confidence against the Government, and was immediately accepted as such.

#### A Brilliant Reply.

Mr. Hughes, Federal Attornev-General, took up the challenge immediate-

ly. His was indeed a brilliant effort. With the most trenchant criticism of Mr. Deakin's speech, and supported by an irresistible array of telling facts, he fairly riddled the flimsy attack of the Frysica Leader. the Fusion leader, and stripped it of everything but the characteristic Deakin polish. He showed conclusively that the proposed tax was justified on both economical and political grounds, and that it was in no way an undue exercise of the constitutional powers of the Commonwealth. Then he turned his attention to Mr. Deak-in's past history, and at once the House knew that the last vestige of influence left by the speech in which the amendment was moved was to be dissipated. He showed clearly that Mr. Deakin had consistently and continuously, from 1893 to 1909 supported and advocated a graduated tax for the dual purposes of settle-ment and revenue. That was the last straw, and the House settled down to a debate which will be remembered mainly for the exceptionally fine ex-positions of Labor's splendid land pol-

#### Labor Members' Independence.

The anti-Labor press have endeavored make capital out of the fact that Federal Labor members have differed on the details of some of the Bills introduced to the House. Conservative and Labor members have been reared in two distinct atmospheres the one the direct antithesis of the other. The Conservative is a mere automaton—the leader of the Government is King, the rank and file are followers. They have never been accustomed to the They have had to either follow the Government or "get over on the other side." On the other hand, the Labor member has always been accustomed to have an opinion as to the details and methods of carrying out his elec-tion promises. As reasonable men they know everyone cannot have his own way, and, therefore after threshdetails out in party meetings, they bow to the will of the majority, thus retaining solidarity—on platform matters. When differences of opinion occur in the House, it is either on some der if which by common consent has been left an open question, or else upon some detail which has not been considered in the party meetings. During the session so far no serious criticism has been levelled at any of the work of the Government in con-nection with which the party has been onsulted. It must be remembered the Labor Party is breaking new ground. It is interfering with ancient customs. It is stirring up vested interests. dispossessing the monopolist of ex-clusive opportunities, and opening the way to the common people to more equitably share in the production of their hands, and the natural resources their hands, and the natural resources of the country. The Labor Party, therefore, as it leaves the beaten tracks, as it creates new precedents, in a word, the more faithfully it seeks to accomplish its mission, the more difficult its legislative and administrative task. Minor mistakes will occur. Strong differences on details and methods will constantly arise. Precedents are the outcome of failures and successes. All these things go to show how essential it is to Labor as a party to take counsel together, so that the direction it takes will be the outcome of the party's combined inteloutcome of the party's combined intelligence and experience.

#### Party Sub-Committees.

In order that the Federal Labor Party might be assisted with its legislative and administrative work a num-er of sub-committees have been formed to specialise upon subjects coming within the jurisdiction of the various departments, The following are the

Attorney-General's Department. Messrs. Gardiner, Hall, Catts, Jensen, E. Russell, Blake, and Buzacott.

Defence Department.-Messrs. Roberts, Page, Carr, Ready, Riley, Charlton, and Givens.

Home Affairs.—Messrs. Howe, Chanter, Henderson, J. K. McDougall, Rae Stewart, Story.

Postal Department.—Messrs. Webster, Anstey, Foster, Mahon, A. McDougall, Scullin, and Smith.

Treasury. — Messrs. Bamford,
Brown, Fenton, Maloney, Needham,
W. Russell, and Spence.
External Affairs.—Messrs. Archibald, Beard, Cann, Finlayson, Johnson and Moloney.

Custome Department Messrs. We

Customs Department.—Messrs. Ma-Guthrie, Higgs, Long, Lynch

Somewhat similar special commit-tees were in existence last Parliament and were found of great assistance in rendering the work of the party effective when in opposititon.

#### Day Sittings.

Beginnin-with Wednesday of this week, the House of Representatives has commenced day sittings. On Tuesdays the House meets at 3 p.m., Wednesdays, Thursdays and Fridays, 10.30 a.m. Mr. Cook moved that the 10.30 a.m. Mr. Cook moved that the sittings close not later than 10 p.m. Theoretically this suggestion does not the side of restriction. Twelve err on the side of restriction. Twelve hours a day is too long to closely follow legislative proposals. In practice, however, it is found that with a defi-nite hour fixed for termination of sittings an opposition is offered facilitie to stonewall legislation. They know they have only to talk till, say, 10 p.m., when the House would adjourn. On the other hand, with no set closing hour, the Government can say it ing hour, the Government can say it will sit on till a certain amount of work is accomplished, and an all-night sitting now and again usually kee—an obstructive opposition in a reasonable frame of mind. The only alternative to a fixed closing hour is the application of the closure. This

the Labor Party will not resort to, if it can possibly be avoided. Our read-ers will remember that an effort was made by certain members of the Party to bring about day sittings at the com-mencement of the Session. It was stated in reply that such was not possible owing to the administrative duties of Ministers. It is now made clear by Ministers themselves that such is not the case. As a matter of fact, there is only one Minister at a time in charge of a Bill, at most not more than two are required. The others can transact their administrative work in their ministerial rooms next to the Chamber, while the House proceeds with business. They then have a whole day Monday and half a day on Tuesdays and Saturdays for Cabinet meetings and attendance at their departmental offices. We hope day sittings of Parliament will in future be the rule and not the exception.

#### PORTERS' WAGES.

Casual porters will have seen by the judgment in the traffic appeal case that the judge favored very strongly an increase of wages to them, and he suggested they should have their case placed before the Wages Board at once. The following letter, received from the selicitors related to the selections of t from the solicitors acting for the Association, emphasises the judge's re-

44 Elizabeth-street.

Mr. J. H. Catts, M.H.R.,
Gen. Sec. Amalgamated R. and T.
S. Assn., Trades Hall, Sydney.

Dear Sir,—Re Traffic Wages Staff Board Appeal. Judgment was deliv-ered in this matter to-day, and his Honor, the President of the Court, dis-missed the application for leave to appeal. He, however, recommends that the Board should re-consider the minimum wage of 6s. 6d., and also the casual rates to be paid to casual men. The last paragraph of the judgment also throws out a strong indication that if the Board refuses to re-consider these matters on further evidence, it

can again be brought before the court.
We now, therefore, advise you to call
a meeting of the Board and apply for variation of the award, asking for 7s. as a bedrock minimum for third-class porters, and also asking for a revision of the casual rates.

We would suggest that the Union We would suggest that the Union should ask that the casual rates should be at least 25 per cent. higher than the men who get on to the permanent staff. If the Board refuses the variation, then on bringing the matter again before the Industrial Court, we believe that the alterations asked for would be recented.

We would point out, however, that it is necessary in bringing the matter before the Board to bring special evi-dence as to the number of men who are third-class probationary porters, the conditions under which they work, whether or not the majority of them

are married and so on.

The court will only review the matter on further appeal if further substantial evidence is placed before the

Yours truly,
(Sgd.) G. S. BEEBY & MOFFATT,
Solicitors.

A fortnight ago, we invited the casuals to make a move and let the Association know if they were prepared to come forward with the necessary evidence. So far we have had no answer. Not a single casual porter has either called at head office or written. Our Darling Harbour branch, which exists at the centre where most of the casuals are employed, are silent. Could not the branch call a meeting of casuals-Could not some of the casuals make a move themselves? No doubt they will blame the Association for some involved. blame the Association for some imaginable shortcoming. They have had plenty of opportunities to better their condition. The Association can secure an increase in their wages at once. The matter is in the hands of the men

#### An Ideal Secretary.

It would be difficult to conceive of a better man for the secretaryship of an important and ever-increasing branch of the Amalgamated R. and T. Association that Mr. Thomas Godfrey, of Newcastle. A great railway and tram-way centre like Newcastle requires a live employees' union, and Mr. Godfrey has given abundant proof that he is the right man in the right place. Un-tiring in his zealous efforts to preserve the best interests of the large num-ber of members, and at the same time thoroughly cognisant of the workings of the Department, he gives one the impression of being "on the job" all the time. As a matter of fact the Newcastle secretary is a perfect bug-bear to the head office staff. But what better compliment could be paid to a branch secretary? Under his capable enthusiastic guidance the affairs of the Amalgamated at Newcastle and surrounding districts have consistently gone ahead, and we confidently expect that Newcastle will be the first depot from which we will be able to print the great message: "We are now all in the Amalgamated." That is the ideal we wish to keep before all branch secretaries. We know that in several cases there is no need to go on urging the point—and Newcastle—or Tommy Godfrey-is one of these.

#### The Perth Tram Strike.

Perth tramway strike enters upon its seventh week to-morrow. At present seventh week to-morrow. At present there is no sign of settlement. The company has not been successful in getting men, and only about fifteen have been engaged. There is some talk of bringing men from the eastern States but this step is sure to course States, but this step is sure to cause serious trouble. A few cars run daily from Hav-street to Subiaco. The public are patrenising them a little more freely, but the manager declines to promise any increase in the service. The position now is that the old emplovees are prepared to go work with the new employees, provided that the latter are not given senio The decision rests entirely with the

#### WAGES IN QUEENSLAND.

Amendments of clauses 28, 30, 32, 33, 34, 44, 60, 64, and 69 of the Staff Regulations were -azetted on the 9th July whereby the following increases have been given effect to:-

Station Masters.

The 6th class in the rating of Station Masters has been abolished, and the scale of salaries now stands, for all railways:—

5th class per annum, £120, and not exceeding £144.

4th class per annum, £156, and not exceeding £168.
3rd class per annum, £180, and not exceeding £204.
2nd class per annum, £216, and not exceeding £240.

1st class per annum, £250 and over.
The annual increments 5th, 4th,
3rd, and 2nd classes shall be £12, but
station masters will not be promoted from one class to another unless there is a vacancy in the higher class, or special circumstances warrant the promotion. Their duties shall include post and telegraph work, where such is undertaken by the Commissioner.

Guards.

The qualifications for guards remains as before, as also do the rates of wages but instead of limiting the number in the 2nd and 1st classes, the following provision is inserted:—
"Guards will be required to serve seven years in the 3rd class and five years in the 2nd class, but will not be transferred from one class the another if their right of promotion has been enspended for misconduct. suspended for misconduct.

Porters. Porters' wages have been increased by 6d. per day in the Southern Division, and remain at the same for the Central and Northern, except that the probationary six months rate has been struck out, and the 7s. and 7s. 6d. rates apply from the beginning of service.

Signalmen, Checkers, Etc. The only alteration under this heading is an increase of 6d. per day for the 3rd class in the Southern Division

An increase of 6d. per day, in the Southern Division is the only amendment under this heading.

Engineering Branch.

Lengthsmen for the first 6 months' service are increased by 6d, per day in all three Divisions, but the increase after first 6 months of the same amount applies only to Southern and Central Divisions.

Laborers are rated 6d. per day higher all round in all three Divisions.

Locomotive Branch. Mechanics, Shop Hands and Others.

The same invidious exception of carpenters and tinsmiths as formerly is made under this heading; but the po-sition all round has been improved by making the annual increase 1s, per day instead of 6d. as formerly; thus reaching the maximum of 10s., 10s. 6d. and 11s. respectively in the three Divisions after the third instead of after the fifth years as a journeyman. Leading hands remain as before.

Strikers, boilermakers' assistants, lifters, drillers, pumpers, cranemen, wood and iron machinists' assistants, and sawmill assistants have been increased by 6d. per day all round, as also have laborers in shops and sheds.

The rate of wages for fireman in the third class only have been increased.

third class only have been increased by 3d, per day in the Southern and Central Division, the Northern rates remaining as hitherto.

Storemen, etc. (All Branches).

The alterations under this heading give 7s., 7s. 6d., and 8s., in the respective Divisions, for the 3rd class for the full time therein. Stores Laborers receive increases of 6d. per day in each of the Divisions for the first and segment the property of t cond six months of service, but the maximum remains as before.—Queensland "Railway Times."

#### Labor Daily Net Month.

The committee of trust of the proposed Labor Daily of 1903, having failed to dispose of sufficient shares to float the company found themselves with some £700 worth of deposits of 2/- each the balance left after all refunds applied for had been paid. A proposal was recently made to the committee by Mr. W. P. Bluett, who was interested in the former effort, to take over the £700 and provide a daily labor paper for 3 months, of not less than 20,000 printed copies. This pa-per would be used for propaganda purposes during the State elections. The committee of trust decided to accept the proposal. Advertisements were the proposal. Advertisements were then inserted in the daily papers, in-forming the persons who had lodged the 2/- deposits in connection with the 1903 scheme that all unapplied for amounts after a certain date would be utilised in propaganda work for the comin. State election. Very few, indeed, applied for refunds. The proposal of Mr. Bluett was, therefore, proceeded with. Mr. George Black, we understand, is to be the editor of the new paper, and the first issues is to appear on September 5th.

#### Junior Porters.

The General Secretary has arranged for penalty summonses to be issued against the Chief Commissioner for against the Chief Commissioner for breaches of the Porters' Award in not paying Messrs. Sheedy (Junee) and Webb (Albury) the award rates for junior porters. The award provides that junior porters 16 years of age shall be paid 2/6 per day. The lads in question are over 18 years of are, and are being paid only 5/- per week. The are being naid only 5'- per week. The Department designate these young men as probationers. We don't care how they designate them; they are involved the state of how they designate them; they are junior porters, do junior porters' work, and must be paid junior porters' wages as prescribed by the award. The decision in these cases will govern a large number of similar cases. We will publish the results when the summonses are dealt with by the Industrial Court

Every Woman should Read this Issue.

#### ONE STATE INDUSTRIAL UNION.

Our Amalgamated Railway and

Tramway Association has incurred the displeasure of certain sections, because of its advocacy of industrial as against craft Unionism. We have quoted many instances in Australia to show the growing dissatisfaction of Unionists generally with the craft or sectional plan of organisation. In North Queensland we find the workers moving along the most advanced lines, beside which the industrial scheme be-ing advocated by us, pales into insignificance. An organisation called the Australian Workers' Association has been formed to provide for all workers of all classes. Its head quarters are Chillagoe (Q.), a mining centre. The secretary is Mr. W. McCormik. It is expected that a number of existing Unions will throw in their lot with the new organization, notably the miner. new organisation, notably the miners, sugar workers, general laborers, shore sugar workers, general laborers, shore engine drivers, and shop assistants. In addition to the movement to bring the existing Unions into the one Union for the State branches of the A.W.A. are being formed at all country towns, Mr. W. Kennedy the A.W.A. organiser being energetically propagating the new gospel. As showing exactly the lines upon which the new organisation is proceeding we reproduce an an-nouncement that thrant themarthem nouncement from the "Pioneer," a Labor newspaper published at Mac-

# kav (Q.), as follows:— To Saddlers, Tailors, Grocers, Plumbers, Drapers, Painters, Clerks, Bakers, Brewers, Carters, Etc.

Wage earners employed at any of the above named or kindred occupa-tions are invited by an advertisetions are invited by an advertisement in another column to meet at the Pioneer Rooms, on Wednesday next, 17th inst., at 8 p.m., to take the necessary steps for the formation of an industrial organisation.

At the present time no organisation of the workers mentioned exists and it is with the object of filling the want and bringing Mackay workers into line with other towns that the meeting is called.

What combination has accomplished for other workers should be a spur to the unorganised, and though it may seem unorthodox to group all

the occupants under the one head, it is therein the greatest safety or protection is assured. All are wage earners, with the same wants to be attended to and the same fight to attain them; and it matters not what different sections of industry we find employment in, as long as we are united and caring for the well being

of each.

Such a Union will be a stronger weapon than would half a dozen for the various occupations; would ensure most lasting benefit, and create a respect in the eyes of Masters sectional Unions have failed to do.

Every town worker is worted to

sectional Unions have failed to do.

Every town worker is wanted to give a hand to assist in bettering the conditions of himself and mates; the more the merrier, and the lighter the burden, and hasten the day when in real truth an injury to one will be the concern of all.—"Pioneer," 13/8/10.

It is about time the southern Union-

It is about time the southern Unionists roused themselves, or they will be labelled as antiquated relics of a bye-

#### A Clean Bowl Out.

It is only natural to suppose that the Sydney daily press, which is so pronouncedly anti-labor, would take every opportunity of denying that it allows its political partisanship to influence its reports of the utterances of political leaders. One could hardly expect the pressure of the suppose that the suppose the suppose that the suppose the suppose that the suppose that the suppose that the s pect the press would admit that it made a practice of suppressing the views of Mr. Fisher or Mr. Hughes, say, in order to provide more space to publish the views expressed by Mr Cook or Mr. Dealer The dealer which continues the continues of the The denials which are given to this accusation from time to time, however, do not, of course, carry weight with anybody who will think for themselves and notice the trend of affairs. At the same time it is gratifying to know that, quite unwittingly, these papers give the whole show away. A clean bowl-out was demon-strated the other day. Reading the "Herald's" account of last Wednes-day's proceedings in the Federal Par-liament, writer the telephone. liament, writer was attracted by a cri-teicism levelled by Mr. Cook against the Prime Minister, whom, he said, wasted the time of the House for exactly one hour and one minute in urging certain proposal. The report said M. J. Cook briefly criticised the proposal, hat forced the writer back for a second look at the report of Mr. Fisher's speech, when, lo and behold! it occupied just two Inches of space! Mr. Cook's "brief criticism" occupied five inches of "our valuable space"!!

#### RAILROADMEN'S UNIONS IN GREAT BRITAIN.

Trade unionism is very well developed in Great Britain, and it can be said that British trade unions lead, not only as far as the numerical strength is concerned, but also in extent of influence and solidarity of organisation. In respect to solidarity of organisation they are considerably ahead of German trade unions, which are divided into a number of factions antagonising each other because of political and religious differences.

According to the latest statistics the number of separate trade unions in existence at the end of 1907 was 1173, with a total membership of 2,406,746, compared with 1,895,109 in 1904, an increase during the three years of 511,637, or 27 per cent. Little general change in membership occurred during 1905, but in 1906 there was an increase in membership of nearly 200,000, and in 1907 there was a fur-

the printers and bookbinders 68,221, and the organised workmen in other trades 403,136. Except in the building trades, where there has been an annual decline for seven years in succession, all the main groups of trades show a substantial increase in memshow a substantial increase in membership at the end of 1907 as compared with 1904. In the transport groups there was a general increase, most noticeable in the case of unions of railway men, which increased by 5606 members in 1905, by 19,480 members in 1906, and by 36,802 members in 1907, the total increase in the three years being equal to 80 per cent. of their membership at the end of 1904.

During the years 1903 to 1907 there

During the years 1903 to 1907 there were seven unions of railway men in existence, with a total membership of 74,895 in 1903, 76,999 in 1904, 82,605 in 1905, 102,085 in 1906, and 138,887 in 1907.

The strength of each of the seven unions in 1903 and 1907 is shown by

the table below.		
Title of Trade Union.	t.e end	rship at d of the
	1903	1997
Amalgamated Railway Ser-		reconstant
vants	52,355	97,561
Belfast and Dublin Locomo-		
tive Engine Drivers and	The same	
Firemen	437	404
Associated Locomotive Engi-		
neers and Firemen	11,500	19,500
United Pointsmen and Sig-		
nalmen	2,090	3,323
General Railway Workers	3,945	7,506
Railway Clerks	4,034	10,114
Railway Telegraph Clerks	534	479

All of these unions, with the exception of the railway telegraph clerks, are registered in accordance with the Trade Union Acts.

The Amalgamated Society of Rail-The Amalgamated Society of Railway Servants had been established in 1871, and at the end of 1907 it consisted of 707 local branches; the Associated Society of Locomotive Engineers and Firemen (formed in 1880) had 237 branches, the Railway Clerks I.ad 120 branches, the General Railway Workers had 82 branches, etc.

It will be of interest also to give some information concerning the fin-

some information concerning the finances of the two strongest unions. Their income and expenditure and the amount of their funds at the end of each of the years 1903 to 1907 were as

#### Amalgamated Society of Railway Servants.

	Year.	Income	Expendi- ture.	the end of the year-
1903		65,459	£ 66,063	278.84 <b>3</b>
1904		69,118	42,470	305,491
1905		74,490	49,413	330,568
1906		82,978	50,813	362,733
1907		102,183	67,747	397,169
Loco	motive I	Engineer	s and F	iremen.
1903		19,160	10,808	115,735
1904		20,579	13,305	123,009
1905		23,209	13,552	132,666
1906		27,478	15,759	144,385
1907		29,606	18,151	155,840

One £ is worth about \$4.85.

The Amalgamated Railway Servants pay dispute benefit, unemployed benefit, sick and accident benefit, funeral benefit, and benefit to orphans of deceased members. This union expended for dispute benefit, 1903, £1,183; 1904, £1346; 1905, £324; 1906, £291; 1907, £706. For unemployed benefit, 1903, £3234; 1904, £3482; 1905, £3965; 1906, £3661; 1907, £4228. For sick and accident benefit, 1903, £5328; 1904, £5839; 1905, £6306; 1906, £6234; 1907, £7336. For benefit to orphans, 1903, £x078; 1904, £9326; 1905, £9516; 1906, £9516; 1907, £472. For funeral benefit, 1903, £1376; 1901, £1493; 1905, £1578; 1906, £1627; 190°, £1823.

The Loccmotive Engineers and Firemen expended the following amounts on benefits:— The Amalgamated Railway Ser-

..... 817 463 6,311 1,493 1,047 11

The thirty-seventh arnual report of the Amalgamated Society of Railway Servants (issued recently) states that during 1908 the membership of the society declined by 17,240, which is society declined by 17,240, which is undoubtedly due to the fact that a very large number of men joined the society during the time the ballot papers in connection with the national movement of 1907 were in circulation, and anticipating that a strike would take place they desired to be assured of some financial benefit in the event of such a contingency occurring. When it was found, however, that by the formation of conciliation and arbi-tration boards they would stand to gain as much as their fellow workers they ceased their membership. Dealing with the question of amalgamation, the report says that the past year has seen the birth of an active movement in the direction of combination on the part of several large railway companies. The inevitable outcome of this must mean a reduction in the number of men employed, and the only possible way in which encroachments upon the workers' position can be successfully encountered is by the establishment of a complete and efficient union within their own ranks.

H. FEHLINGER.

London, June 12, 1909.

Forty-two locomotives are now under order for the New Zealand Railway Department, ten of them from Messrs.

A. and G. Price, Thames, and the balance in the New Zealand Railway Workshops.

The Concord Council is one of the first suburban councils to declare that certain portions of the municipality shall not be utilised for business premises. It has declared the whole of Com-

ther addition of close upon 300,000. At the end of 1907 the unions of mine workers 354,427, the clothing workers 68,819, the transport workers 238,813, cord-road a residential area.



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# Amalgamated Railway & Tramway Association.

(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1988.) PRESIDENT C. BROWN (Loco., Granville).

VIGE-PRESIDENTS:

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

T. FLYNN (Tram. Per. Way, Erskineville). J. STEPHENSON (Railway Traffic, Newtown). A.

A. G. PAUL (Tram Traffic, Rozelle.) TREASURER.

J. BURKE (Paint Shops, Eveleigh). GENERAL SECRETARY: TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

COUNCIL. LOCO. MECHANICAL. LOCO. RUNNING. HUNT (Driver).
COURT (Loco. Sheds).
WORDSWORTH (Fuelman, Eveleigh).

J. M. WALTERS (Washoutman, Eveleigh).

W. SPRING (Washout).

lector).

W. A. CUNES (Station Mas
A. LE BRETON (Newtown).

RAILWAY TRAFFIC.

MASON (Ticket Col.

J. CUNNINGHAM (C. and W. Shop)
F. J. PASCDE (C. and W. Shop).
J. MELVILLE (C. and W. Shop).
J. TWYFORD (Painter).
E. BENNETT (Interlocking).
Shop. SNELLING (Signalman).
DAVIDSON (Porter).
LAWLESS (Ticket Col TRAM TRAFFIC.

RAILWAY PER. WAY.

BURNS (Ganger Newtown). A. SHERIFF (Bricklayer, Banksia).
E. SAVAGE (Fettler, Mortdale).

M. A. O'DONNELL (Fettler, Mortdale). S. KING (Fettler, Clyde).

TRAMS OTHERWISE. HORD (Lineman).
FRASER (Lineman).
PATERSON (Erskinevi'le)
T. MESSITER (Lineman).

BRANCHES. Local Secretaries will kindly furnish time

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	with respect to table below.					
Branch.	Secretary's Name and Address.	Place and Time of Meeting.				
Sydney	J. Gerrard, Turning Shops, Eveleigh					
MI GITATIES	E. K. Hodekinson George-et Clade	Frades Hall 1st Thursday School of Arts 3rd Thursday				
Committee	Thomas Loca Penrith	School of Arts 2nd Thursday				
		W. H Brooks' residence . 3rd Sunday				
Bathurst	c/o J. H. Catts, Trades Hall, Sydney T. Thomas, Per. Way Shops	Shaw's Rooms 1st Saturday				
		Templars' Hall 1st Friday				
- UNING	Les Inomas Loco Dubbo	Bawden's Rooms 4th Sunday				
		Waiting Room 4th of each month				
rear woll	H. White Kuelman Harden	Railway Station 1st Wednesday				
	W. Nichols, Per. Way, Junee E. Rochester, Goods Cl'k, Narrandera	Waiting-room 2nd Saturday				
Temworth	T. Gudfrey, Loco., Hamilton	Trades Hall, Newcastle 4th Tuesday				
Narrabri	J. J. Bailey, West Tamworth	Oddfellows' Hall, East T., 1st Sunday				
Queanbeyan	I R Monk PO Povelle	Railway Station 1st Thursday				
MINIMAND	Mclermott Armidale	0111				
murrurunai	B. Dugan Loco Murrurundi	Class Room 1st Saturday				
		Railway Station 4th Saturday				
MIG.00	I. Honnelly, Per Way Moree	Railway Station 1st Saturday				
	R. Winsor. Traffic, Singleton					
PIGILIDIO	Linklater Loco Lismore	Loco. Tank House 1st Friday Railway Station 1st Thursday				
rayngan	I. E. Richardson, Per. Way, Nyngan	Railway Station let Friday				
Weills Cleek	A D Worrell Pumper Werris Craek	Railway Station 1st Saturday				
Buicairn	T. M. Green, Per. Way, Culcairn	Railway Station 1st Friday				
Eveleigh	W. Thomas, Pheasant Point, Kiama H. Court, 12 Park Road, Moore Park	Council Chambers 1st Saturday				
Boone	W. C. Callister, Per. Way, Aberdeen	Royal Edward Hotel 2nd Wed. Railway Station 2nd Saturday				
Erskingville	Lackson & Samuelet St Detere	Railway Institute 2nd Wednesday				
tinigrame	A. E. Moore, 4 Dora-st., Hurstville	Council Chambers 2nd Saturday				
Darling Harbour Newtown		Trades Hall 1st Saturday				
Ultimo		St. George's Hall 1st Sunday				
Wollongong	W. Hartill Law, Lineman J. Quelch, Per. Way, Tarrawanna	Trades Hall 1st Tuesday Wollongong last Saturday				
Junes, 140. 2	R. Williams, Thomas-st., Junes	MILLOOF Hall 1st Sunday				
in allocating	(i. H. Stokes, Allen-st., Granville	Trades Hall 3rd Friday				
mornsby	E. Lawless, Ticket Collector, Hornsby,	School of Arts First Wednesday				
Parkes Southern Officers						
Metrop. Officers	H. Jones, N.O., Culcairn	Members to be summoned.				
Tramway Traffic	F. Priol 40 St. David's-road Ashfield	Members to be summoned.  Trades Hall, Sydney. 3rd and 4th Wed.				
Butany PH. S'H'g	F. Newton, 69 Day-street, Leichhardt	Railway Institute 1st Wednesday				

#### PLEASE REVISE THIS LIST.

The above list of Councillors, Executive Officers, and Branch Directory has just been revised and brought right up to date, in accordance with information at hand. Officers concerned and branch secretaries are, however, requested to carefully examine the names and addresses and other particulars given above, and report immediately any errors which may be noticed. We desire to have the list absolutely correct in each issue recognising its importance to the Amalgamated Railway and Tramway Service Association that that should be so.

### COUNCIL MEETING.

The usual monthly meeting of the Council of the Amaigamated Railway and Tramway Service Association was held on Friday evening last, August 26th, at 8 p.m., at the Head Offices, Trades Hall, Sydney.

There were present Messrs. Brown

(president). Flynn, and Campbell (vice-presidents), Paull (executive officer). Burke (gen. treasurer), J. H. ficer), Burke (gen. treasurer), J. H. Catts (gen. secretary), and the following Councillors: Messrs. Twyford, Pascoe, Cunningham (1000. mechanic-Pascoe, Cunning nam (loco, running), Ma-al), Wordsworth (loco, running), Ma-(roilway traffic), Ross, son, Lawless (railway traffic), Ross, Purcell (tram traffic), Sheriff, King, Savage, O'Donnell (railway per. way). Patterson (trams per. wav).

Executive Report.—I'ne executive reported having met to consider a resolution carried at the last Hurstville branch on the motion of Messrs. Estell and Butfield, reflecting on the administration of Head Ottice. Messrs. Estell and Butfield were summoned to attend and explain their statements. Mr. Estell wrote stating that he had moved on information supplied by the President (Mr. Brown. Mr. Brown flatly contradicted Mr. Estell's statement. he whose of the administration of the Head Office was investigated, and a resolution carried unanimously as follows:—"That the statements made at the Hurstville branch are absolutely without foundation."

question of organisation was considered, when it was resolved on the motion of Messrs. Flynn and Burke: "That the organiser submit monthly reports to the executive of

The General Secretary recommended an increase of ten shillings per week in the wages of one of the clerks at Head Office. It was resolved on the motion of Messrs. Flynn and Campbell that the wages be fixed at £2/5/-(a 5/- increase) per week till the annual conference.

Lengthy consideration was given to the executive report, especially dealing with the Hurstville resolution: The whole of the working of Head Office was explained to the Council. Mr. Butfield, of Hurstville, who seconded the resolution in the local branch, was a standard and disclaimed any asin attendance and disclaimed any association with Mr. Estell's statement. He had seconded the resolution to enable it to be forwarded to Head Office, simply because he thought Mr. Estell's statements should be investigated. Messrs. Campbell, Savage, gated. Messrs. Campbell, Savage, and Sheriff related what had been stated at the branch meeting. Mr. Brown again totally repudiated the statements made by Mr. Estell alleged to be on his (Mr. Brown's) authority. Mr. Estell, he said, had made complaints to him, and he had advised him to bring the matter up in his branch for investigation if he had anything to complain about anything to complain about.

On the motion of Messrs. Pascoe and King it was unanimously resolved

It was further resolved on the mo-tion of Messrs. Pascoe nd Words-worth, that a special council meeting be held on Saturday evening. Sept. 3rd, and that Mr. Estell be summoned to attend, to show cause why he should not be dealt with for making unfounded statements, injurious to the Association.

Conference with Officers' Association.—The result of conference with the Officers' Association delegates (reported in another column) was presented and adopted amidst applause.

Raiway Per. Way Report.—The Per. Way Councillors reported having met and considered the matters submitted to them, and recommended as

"Re the complaint from R. Horton, blacksmith, Arana Quarries, the Per. Way committee recommended that the matter be taken up with the Commissioners for breach of the Award. It is quite evident that a breach of the Award is being committed, for if a man makes and faces hammers, lays picks, and makes drills, he is doing blacksmith's work, and not toolsharpener's work.

"Re papers from Fettler Jas. Cu-sack of Murwillumbah, the Per. Way committee make the following recom-mendation:—That the Engineer-in-Chief be communicated with, asking him to re-consider Cusack's case, with a view to reinstating him as ganger, and urging that the offence disclosed by his appeal of 30,6/10, has been sufficiently punished, notwithstanding the previous offence of having his tricycle broken 6 years previously, which appears by Cusack's statement to be the only record against him.

"Meanwhile that Cusack be written to, asking him for further information as to the offence on the 15th January, also to let the General Secretary know of anything else connected with his past history, that the Department may be quoting against

The report was adopted.

Railway Traffic Report.

"Re the cases of Mr. K. M. Powell, Railway Department, Mt. Victoria, Messrs. Burris, Partridge, Munro and Moore, of Hornsby, Mrs. J. Knight of Hornsby, Mrs. D. Alchin of Illabo,

Junee, and Mrs. Louisa Armstrong, of Muswellbrook.

"The Traffic Department of the Council met on Thursday night, 25th inst., to deal with these cases, there being present:—Messrs. Lawless, Mason, Snelling and Davidson.

"The first case dealt with was that of Mr. K. M. Powell, who stated three different grievances for consideration. It was resolved that as Mr. Snelling was going to Mount Victoria on Friday, 26th inst., he be empowered to interview Mr. Powell, pointing out various discrepancies in connection with matter of his case, and to get furthe matter of his case, and to get further full particulars.

"With reference to Mrs. Knight, of Hornsby. Mr. Lawless intimated to the meeting that Mrs. Knight had taken the matter in her own hands, and accepted £275 from the Commissioners. He explained that this was not necessary, as Mrs. Knight was in fairly good circumstances at the present, but as she had accepted the amount he thought it better that no further action be taken in the matter. It was resolved that Council take no further action.

"With reference to the case of Mrs. Armstrong. It was decided that Head Office be instructed to write this lady, advising her to thoroughly exhaust the Department before any action could be taken by the Association, also advising her to become a member as soon as possible. Head Office also to adwise Mrs. Armstrong to keep copies of all correspondence, and if the replies of the Department were unsatisfactory to forward copies on to this office, when would see what action could be

"With reference to the case of Mrs. Donald Alchin, it was resolved that this case be forwarded to Junee branch for close inquiry, as it was the opinion of the meeting that there was something more in the matter than set out in Mr. Alchin's letter. It was pointed out by Mr. Snelling that a pint of oil should easily last the 60 hours as stated by the Department, as a cistern of oil, which was not half a pint, would last 24 hours easily. It was therefore resolved that Head Office be instructed to write Mr. Alchin, enclosing copy of the letter sent to Junee branch, and asking them to answer all questions in connection therewith.

"With reference to the case of Messrs. Burris, Partridge, Munro, and Moore. This case was brought before the meeting by Mr. Lawless. It was decided that Head Office be instructed to write the Commissioners asking that these men be paid the rate due them under the award. Mr. Lawless promised to have all papers in connection with same sent on to Head Office, if they could possibly be procured."

The report was adopted. Loco. Mechanical Report.-Messrs. Cunningham, Pascoe and Twyford reported having considered the claims of lifters, C. and W. Department, and recommended that such claims be taken up with the Car and Waggon Rail Wages Board.

It was resolved to adopt the report. Tram Traffic Report.—The Tram Traffic Councillors reported result of deputation to Mr. Kneeshaw. (This appeared in our last issue.) They also reported re case of Mr. Fletcher

The report was adopted.

Tram Per. Way Report.-Mr. Flynn reported re the case of Mr. Galloway, fireman, and stated he intended calling the Tram Per. Way Councillors together to recommend that an appli-cation be made to the Tram Per. Way Board for a variation to include Galloway and others. The report was adopted.

Loco. Running Department.—Mr. Brown, convener of Loco. Running Councillors, reported that owing to pressure he had not been able to call the Department together. He would, however, do so at an early date, and deal with cases referred to them.

Threatened Libel.—The threatened libel action by Mr. Hy. Lawton was then considered. It was resolved, on the motion of Messrs. Pascoe and Ross—"That the President and Gen. Sec. wait upon Mr. Lawton's solicitor and decide whet course to follow." and decide what course to follow.'

A lengthy discussion followed. Mr. Ross thought Mr. Lawton had no idea of taking the matter to court. Mr. Cunningnam suggested that Mr. J. C. Gannon, K.C., be engaged to take charge of the case. It was stated that this would in all probability be done. Re "Co-operator."-The General

Secretary asked that permission be granted to alter the title of the paper to "The Co-operator," with which is incorporated the "Railway and Iram-way Review." He stated he found there was a good sale for the paper outside the department, but the title was a hindrance. It was not intended to alter the paper in any way. It would continue to be the official organ of the Association. The original agree-ment was produced, and it was found the Council could act regarding this matter between the Annual Conferes. It was resolved on the motion Messrs. Paull and Ross: "That permission be granted for the altera-tion of the name of the paper to the 'Co-operator,' with which is incorporated the 'Railway and Tramway

Council Vacancies.—Messrs. Cuneo (S.M. Macdonaldtown) and O'Neill Trams) were elected to vacancies on

Deputation to Commissioners.-Mr. Twyford reported re deputation to Commissioners re the cases of Messrs. Fennen, Malone, Wishart and Rogers (Eveleigh). The Commissioners stated they were paying award rates to the machine painters, but promised to make enquiries regarding Messrs.

Wishart and Rogers.
The report was adopted.
Labor Council Conference.—A letter was received from the Labor Council asking that a conference be granted with unions interested re Interlocking

Wages Board.
Resolved to accede to the request.
Tram Strike Victims.—On the resolution of Messrs. Ross and Sheriff, it was decided to ask the Chief Commissioner to receive a deputation from the

association re the re-employment of

the tram strike victims.

A considerable amount of correspondence was read from various branches re grievances. It was resolved to refer to councillors of affected departments,

for enquiry and report.

Accounts were passed for payment amounting to £135. The meeting closed at 10.30 p.m.

#### Another Officers' Branch.

A petition has been received from a number of station-masters, night offi-cers, etc., in the Hornsby district for a branch for officers to be established at Hornsby. Steps to open the branch will not be taken for a few days owing to the arrangements being made for a joining of forces of the officers association. In the meantime, Mr. E. Lawless secretary of our general Lawless, secretary of our general branch at Hornsby, has been asked to enrol all officers desirous of joining the Amalgamated body.

Western Officers' Branch.

The first monthly meeting for N.O.'s of Western Officers' Branch was held on Monday afternoon, 22nd inst. in Railway Institute Hall, Bathurst, Mr. J. P. Gray, Pesident, was in the chair. There was a fair attendance of members. Minutes of opening meeting was read and confirmed. Correspondence was then dealt with. Amongst same being the resignation of the Treasurer, Mr. Aspinall, who is relinguishing office on account of family health. His resignation was received with deep regreat, and the Secretary was instructed to write Mr. Aspinall tendering him to write Mr. Aspinall tendering him the sympathy of the branch, and trust matters would soon right themselves matters would soon right themselves to enable him to take up office at a future date. A letter of thanks from Mr. Dogger, Hartley Vale, thanking the members for electing him to the position of Vice-President. Nominations for the position of Treasurer was then dealt with, resulting in Mr. I. C. Rowe, relief officer, being elected. Mr. Gray then addressed the meeting for some length of time, thoroughly explaining the hencits of amalgamation. plaining the benefits of amalgamati and urging upon members to stand by one another, and also to try and enrol as many new members as possible. (Applause.) He also thanked the members for placing him in the honorable position of President. (It was easily impressed upon the members that they had put the right man in the right place.) And at conclusion of address Mr. Gray was loudly applauded. It was decided to give the Secretary the necessary authority to purchase books, stationery, etc., for to carr on the business of branch. The remuneration for the Treasurer and Secretary was discussed, and was fixed at a normal salary. It was agreed to ask the General Secretary to take immediate steps to have following matters placed upon proper footing:-Re inadequate rest being allowed

to relief officers in travelling from station to station in connection with their duties, also N.O.'s and S.M.'s, and taking up duty same night as they hand over to S.M.

(2) Also to adhere stictly to roster

laid down for Sunday relief where practicable; it has been a common practice for nights off to be cancelled at a short notice seriously inconveniencing a number of N.O.'s, especially the relief officer, and night officers whose night off has been thus cancelled.

cancelled.

(3) The matter of nights off for N.O.'s, it is generally understood that a N.O. should have one clear night off a week, but it is the practice in some parts of the district for officers to have 3 nights off, and others 4 nights off per month. It was suggested that meetings be held at an early date at the following places:—One day and night meeting at Mount Victoria, and one day and night meeting at Penrith, so as to rally Eastern members together at Penrith, so as to Eastern members together

and discuss various matters.

Dates of same will be announced at a later date. A vote of thanks to the president for his presence was heartily given, thus concluding a very interest ing meeting. The next meeting will be held for S.M.'s on 12th September

We trust collectors will report regularle to theif branch secretary.—Gen. Sec.)

#### Botany Road Siding Branch.

The committee of the above branch met on Friday, 26th instant, at the Railway Institute, Mr. H. Lovering presiding, with a good attendance of members. It was decided to formulate claims for submission to the branch members. It was decided to formulate claims for submission to the branch meeting on the first Wednesday in September. The committee meets again at head office, Trades Hall, on Saturday, September 3rd, at 7.30 p.m.

#### Erskineville.

The organising committee of this branch met at the Railway Institute on 24th instant, Mr. Bert Patterson presiding. Messrs. W. S. Thompson, C. Seymour, A. Lane, F. Newton, S. A. Dempsey were also present. It was A. Dempsev were also present. It was decided to submit the following business to next branch meeting: calling for nominations for representatives on the second Tramway No. 2 Wages oard to be constituted owing to the expiry of the present Board in August, 1911; the filing of claims for same and a general organising cam-paign among the members and intending members in the Tramway Department. The organiser will visit all the gangs during the ensuing fortnight, and asks for the assistance of all members in carrying or the control of t all members in carrying on the good work already begun.

#### Hornsby.

The usual monthly meeting of the above was held in the School of Arts, Horsby, on Wednesday, August 3rd.
The chair was occupied by Mr. J.
Leatham. Apologies were received
from Mr. T. Hostie and Mr. A. Hughes, who were unavoidably absent. Correspondence was read and received from General Secretary, retransfer of Mr. P. Barclay and Mr. J. G. Kemp from Sydney branch; from Picton branch, retransfer of Mr. H. Westerner Letters and Mr. J. Westerner Letters and Mr. A. Hughesterner Letters and Mr. A. Hugh H. Woodward. It was proposed that these members be received into the Hornsby branch. Carried. Re Mr. Stenhenson's testimonial, it was decided to send lists out and ask that

they be returned as early as possible. Proposed that A. Boswell and A. Waldron be admitted as members of the branch. Carried. The "Mock Appeal" which was to have been heard, was postponed until next meeting on September 7th, owing to the unavoidable. tember 7th, owing to the unavoidable absence of two of the members who were taking prominent parts. However, the branch secretary brought along a splendid phonograph and a number of selected records, kindly lent by Mr. E. Squires, and a very pleasant hour was spent. A hearty vote of thanks was passed to the chairman, also to Mr. E. Squires and the branch secretary.

#### Running Shed Branch.

The usual weekly meeting was held at the Royal Edward Hotel, on Wednesday last at 8 p.m., Mr. J. M. Walters, president, in the chair. There was a very large attendance of mem-The correspondence from head office was read and dealt with, on the motion of Messrs. W. Spring and H. Scott. Moved by Mr. G. Schmidt, seconded by Mr. W. Spring, that the secretary be instructed to write to head office aiking the Executive Council re the raising of a levy before consulting the branches, the members contend-ing that it is only fair they should be consulted. (Head office is not aware consulted. (Head office is not aware of any levy having been made. Why this query?—Ed.) Messrs. W. Pendergast (cleaner) and William Cooper (storeman) were accepted as new members. Resignations were received from Messrs. J. Pye and G. Gilmour. The former's resignation was accepted that of Mr. Gilmour is to be allowed to stand over till next meeting right, as Mr. Schmidt thinks he might be able to alter Mr. Gilmour's opinion and get him to withdraw it. opinion and get him to withdraw it. Moved by Mr. G. Bert, seconded by Mr. W. Spring, that the transfer of Thomas Connington from Werris Creek branch, be accepted. The meeting closed in due form at 10 p.m.

#### OFFICERS AMALGAMATE. Sectional Association to Join Amalgamation.

A conference took place last Friday afternoon between three Executive officers of the Railway and Tramway Officers' Association, and three Executive officers of the Amalgamated Association ciation. Messrs. Casserly (president), Heness (treasurer), and Crawford Heness (treasurer), and Crawford (gen. sec.) represented the Officers' Association whilst Messrs. Campbell (vice-president), Burke (gen. treas.), and J. H. Catts (gen. sec.), represented the Amalgamated Association. Mr. Brown, Amalgamated President, was detained at the Appeal Board all the afternoon, and only reached the conference at the last moment. It was stated by the officers' delegates that their annual conference had met the their annual conference had met the evening before and deputed them to approach the Amalgamated body with a view to merging of forces, provided their sectional position was given the same status as other sections in the Amalgamated body. A thorough discussion followed. The Amalgamated constitution was shown to amply safeguard sectional interests, which the officers' delegates stated fully satisfied them. The following report was then drawn up and signed by all the delegates, each side guaranteeing to do its atmost to secure its acceptance by the respective hodies -

'The conference of officers of the Railway and Tramway Officers' Association and officers of the Amalgamated Association have agreed generally to the following recommendations which it is agreed shall be favorably supported for adoption by both Asso-

1. The members of the Railway and Tramway Officers' Association shall toin the Amalgamated Association bodily In districts where a branch of each association exists. an amalgamation shall take place, and the joint membership shall elect its branch officers.

2. Equal representation to officers shall be conceded on the Council of the Amalgamated Association. Until the Amalgamated annual conferference next the officers department on the Council shall be an advisory committee, after which the rules shall be altered to provide for such representation by rule.

3. The joint body, working in branches of the Amalgamated Association shall elect the representatives for the Wages Board being applied for, and shall take part in the preparation of claims and submission of avidence to the Board. of evidence to the Board.

Signed as delegates of the respec-

T. S. Crawford.
T. Casserly.
A. G. Heness.
J. H. Catts.
F. Burke. D. Campbell. C. Brown.

At the Council meeting of the Amalgamated Association held last Friday night, the report as above was adopted, and instructions given accordingly

#### QUARRY BOARD. The Home Pass Question.

We regret very much the delay by tehe Quarry Board in coming to a deci-sion regarding our claim for home passes for the quarry men at Ardglen and Tarana. It is nearly 2 months since the application was heard. The General Secretary has written to the chaireral Secretary has written to the chairman of the Board. As we go to press we have urged the chairman to expedite the decision. We find he has decided that employees engaged at Ardglen or Tarana, who live away from the quarry shall have their wages increased, which increase may be avoided by the Commissioners if they grant have passes daily in the case of employees who can reach their homes daily, or otherwise weekly. The Department have been acquainted with daily, or otherwise weekly. The Department have been acquainted with this decision, but refuse to carry it out until legally compelled to do so. The Board will meet early next week to formall—register the decision, which should be gazetted a few days after.

#### Penalty Summonses to be Issued

The legal firm before whom the weighbridge porters' case were placed, have sent the rsults of their enquiry as follows :-

"In reply to your letter, re the Traffic Wages Staff Award (No. 1), we have carefully considered the question of the rights of Messrs. W. J. Hamilton, W. J. Dickey, J. M. Hamilton and H. H. B. Stewart in respect to their service with the Railway Commissioners and under the Traffic Wages Staff and under the Traffic Wages Staff Award (No. 1). The questions raised are highly important ones, and it is with some hesitation that we have arrived at an opinion, but on one matter we are certain of, and that is that the question should be referred to the Arquestion should be referred to the Arbitration Court for decision. In our opinion the statutory rights of the affected men, which were gained for them under the Railway Act in the nature of grade and promotion, could not be interfered with by the Traffic Wages Board. We presume that the statement of the chairman that the Lluion claimed a new grade for the men. Union claimed a new grade for the men is not correct, but that what the Union did ask for, was that a new description should be given to the men, but that under no circumstances was the new description to interfere with the grade they had obtained. As the Messrs. Hamilton and Dickey had reached the grade of first-class porter and Mr. Scewart had reached the grade of thirdclass porter, the advantages of these grades were not taken away by the simple change of the name of office, especially where the work is similar in all respects to the work performed prior the award. And as we have before, that even assuming that a clause had been put in lowering the statutory advantages of the grade of first-class porters, it is a question whether the Board had power to insert such a clause. We think also that the award, as it reads, preserves the status, and that the true meaning of the clause, 'that they shall be paid at the rate of the grade to which they have attained,' is not at the rate payable before the award, but at the rate payable at any time in connection with the status attained, together with any advantages attaching to that position. There is, however, no prohibition against putting on novices for the position of weighbridge porters at the minimum rate prescribed by the award. Should your Association desire to have the matter tested, friendly action can be taken against the Commissioners in the Arbitration Court."

We are not very much impressed with the first part of the legal argument, but the latter portion expresses our view. If the words "shall be paid at the rate of the grade to which they had attained" means anything, it means that if they were first-class porters before the award, they shall receive the new rate for first-class porters after the award. The way we test the matter is by trying to attach any other commonsense meaning to the award. If it was meant that the existing rate should continue, the simple statement "existing rates to continue" would have been placed in the clause. If a fixed rate were being fixed, this class of labor would have had a specific rate of pay fixed in the award. If, however, those weighbridge porters, who were first-class porters, second-class porters, and third-class porters were to receive the increases paid to other porters of the same class, i.e, first, second and third class, then the words as used in the award would certainly be adopted, namely: "They shall be paid at the rate of the grade to which they have attained." We are decidedly of opinion that the chairman of the board is wrong in his interpretation of the English of his own clause, and instructions have been given for penalty summons to be issued against the Chief Commissioner, so that the matter may be properly tested.

It is impossible to attend any of the entertainments given by Spencer's pictures in the Lyceum theatre without pictures in the Lyceum theatre without coming away enthusiastic about the value of the evening just spent. It is at one and the same time an amusement centre and a school. The comedy films are always screamifunny, while at the same time so carefully selected as to preclude the possibility of the most particular taking offence. Then the educational influence of the dramatic and scientific studence of the dramatic and scientific studies thrown on the screen cannot be over-estimated. We confidently recommend the show to all our readers, young and old alike. It will do them

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OF NIGHT OFFICERS will be held at the

RAILWAY INSTITUTE.

Thursday Morning, 1.t September, at 10 o'clock.

IMPORTANT BUSINESS:

Reports.

2. Consideration of Wages Board Matters.

### More Wages, Better Conditions.

Now is the accepted time for railway and tramway men to get together, and by a great united movement secure working conditions commensurate with their services and the present high price of life's necessities. Great things have been attempted, a good deal has been accomplished, but the support accorded to the organisation has been totally inadequate to secure the proper adjustments in wage conditions. Much more remains to be done, and for every penn'orth of backing given by the men, the Association will guarantee a hundred fold return in bettered wages hours and general bettered wages, hours, and general conditions. The average worker is too modest in seeking for a better lot, and in the mass they are therefore exploited by their more nimble witted com-mercial fellow citizens.

The purchasing power of their earnings has for quite a considerable time been gradually decreasing, until to-day it is from 35 to 50 per cent less than it was ten or twelve years ago. This means in effect a reduction of wages to that extent, for it is only by its purchasing power that the real value of wages to the toiler can be estimated, consequently just in proportion to the extent to which the purchasing power of his earnings has been decreased have his wages been reduced.

The exhorbitantly high cost of living is attributed to various causes—the trusts, the tariff, the farmer, under production (when they give us a panic plead overproduction), labor unions, extravagance of the masses, high land values, influx of rural population to cities, immigration, commercial conspiracies of various kinds, increased gold output and the visit of Halley's comet. Regardless, how-ever, of what the cause may be, the effect is precisely the same to the man who has to depend upon his wages for the support of his family and himself, and inasmuch as it is away beyond his power to immediately regulate the prices of commodities, there is but one thing for him to do, and that is to see to it that in return for his labor he receives a compensation that at least will bear the same proportion to the cost of living to-day that his wages did to the cost of living before prices began to attain to abnormal altitudes.

There is only one remedy for the workingman in the premises, and that is to take steps at once to have his wages advanced to a point where they will bear a normal and equitable ratio to the present cost of life's necessities. The loss of the wage-earner is the gain The loss of the wage-earner is the gain of the money power, for under the wealth concentration of to-day all trusts and combines are in the final analysis controlled by the same combination, and this combination (the wage-earner), unless he is to be reduced to abject, squalid poverty, must compel to disgorge in the form of increased wages the most of which it is robbing him through the high prices it is compelling him to pay for life's necessities.

Now the wage-earner has for his protection industrial organisations, and if there ever was one time that he need ed the protection of these organisations in a general way more than at another, that time is now.

Just as wage standards of ten or fifteen years ago should be superseded by wage standards demanded by conditions of to-day, as necessary to insure a proper standard of living, so also should the antiquated methods of organised procedure of fifteen or twenty-five years ago be superseded by methods which present conditions render essential to the success of organized from We would add in this conised effort. We would add in this connection that the changed conditions to which we refer are the direct consequence and result of the now reneral concentration of capitalistic interests and their control of the economic ma-

chinery of our present system. We are organised because we know that only through organisation can we secure proper recognition for our just demands. In view of the modern concentration of employing interests, the necessity for our developing the highest standard attainable along the line of organisation is greater now than it has ever been in the history of industrialism. The highest standard attainable along the line of organisation means that in every division of the railway and tramway service every employee should be a member of one or the other of the amalgamated branches, the other of the amalgamated branches, and all these branches should be united in sympathy and effort—an offen-sive and defensive combination under which an injury to one is an injury to all in practice as well as in theory.

Why there should be any hesitancy or any further delay in the matter of reaching such a standard of organisa-tion on the part of the employees is not clear to the average citizen who be-lieves that service men understand the necessity of organisation, nor is it in fact, clear to 99 per cent. of the men themselves.

True it is that obstacles from within as well as from without have been placed in the way of the attainment of such a standard of organisation, but it is also true that the great mass of the rank and file heartily favor its es-tablishment, and that the reason that their wishes in this particular are not carried out, is because one trifling, unimportant, senseless technicality after another is presented as an obstruction to their joining in a united effort to advance their common cause—techniadvance their common cause—technicalities, which, being for the most pare mere matters of form, became absolutely meaningless when the great object to be attained through a concentration of their organised power is given proper consideration.

Concerted action is the only weapon with which the fight now confronting workers' interests can be fought and fought with the best results. Now the great question is why is concerted ac-

tion not a feasible, practicable eventuality of the immediate present or the very near future? We have now reached a time for action. We have everything to lose by temporising and everything to gain by a united, prompt and decisive movement for improved wage and working conditions. All petty parleying all cumbrous conventionalities, all foolish, ridiculous formalities must be laid aside and the all service grades become fully and practically awake to the fact that the paramount issue is "more wages," and that in the attainment of that end "united we stand—divided we

#### DARLING HARBOUR TROUBLES

At the monthly meeting of the Darling Harbour branch, held on August 6th, the following resolution was carried on the motion of Messrs. Graham and Dinte:—
"That the branch expresses its

strong disapproval of the actions of the Head Office, who are not in the opinion of the meeting taking sufficient interest in matters affecting the Traffic Wages Board Award, in-asmuch as breaches of the award are being continually made and reported to Head Office without any definite action being taken to remedy same, also that after promising that a re-presentative would attend at the meeting and failing to put in appearance at the meeting, thus causing de-lay to important business in connec-

lay to important business in connection with the award."

This resolution is absolutely undeserved. No definite breach of award has been reported to Head Office without action being taken. We challenge Darling Harbour branch to name the instances complained of. Regarding the representative from Head Office not attending at the last branch meeting it may be stated that the General Secretary was asked to attend on a Saturday night. He could not do so and arranged with Mr. Clark to be present. Owing to domestic affairs Mr. Clark was unable to attend at the last moment. This is one of the few occasions upon which a representative of the Head Office has not been present at the branch meeting Saturday Overtime

The correspondence dealing with the matters discussed at the branch meetmatters discussed at the branch meeting on the 6th inst., were forwarded to Head Office by letter dated the 18th inst., reaching Head Office on Saturday, 19th. It was a relief to the General Secretary to find a grievance stated with some kind of definitions and precision. This referred to enter stated with some kind of dennite-ness and precision. This referred to employees being worked over 5½ hours on Saturdays and being "stood off" instead of being paid overtime. Being rushed with work on Saturday and Monday the General Secretary took the papers and the award to Melbourne and prepared a case for reference to the Commissioners. This was forwarded immediately upon his return to Sydney

at the week end as follows:—
Trades Hall, Sydney,
27th August, 1910. Mr. T. R. Johnson, Chief Railway Commissioner,

Bridge-street, Sydney. Sir,—I am directed to bring under your notice the fact that certain employees—porters at Darling Harbour—have worked over 5½ hours on different Sacurdays, for which we contend they should be paid overtime. It appears that these men, in lieu of being paid overtime, which we claim they are entitled to, have been stood off a certain time to equal the time, for which they would otherwise have been paid overtime. The names of these men, the dates stood off, and the length of time stood off, we append herewith:

Name. Date stood Time stood

	Name.	Date stood	1 ime stood
		off.	off.
J.	Torrens	. 16/8/10	40 minuces
J.	Batger	. 16/8/10	40 minutes
A.	Croft	16/8/10	50 minutes
C.		. 16/8/10	75 minutes
G.	Anderson .	. 16/8/10	50 minutes
R.	Alexander .		45 minutes
P.			30 minutes
G.	Wallace	. 16/8/10	35 minutes
Č.		. 16/8/10	35 minutes
W.			25 minutes
	Coonan	. 16/8/10	45 minutes
J.N.	Cuddiford .		20 minutes
W.	Ley		20 minutes
F.			20 minutes
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W.			
			55 minutes
O.			10 minutes
F.	Smith	. 17/8/10	45 minutes
J.	Twiss		10 minutes
L.	S. Dowling		35 minutes
G.	Whiteoak .		45 minutes
L.	O'Donnell .		45 minutes
E.	Gooley		35 minutes
H.	Southall		10 minutes
0.	Windeyer .	. 18/8/10	20 minutes
J.	Roe Brown	. 18/8/10	15 minutes
D.	Brown	. 18/8/10	55 minutes
W.	Goodwin .	. 18/8/10	25 minutes
G.	Dwyer	. 18/8/10	15 minutes
H.	Manuel	. 18/8/10	45 minutes
J.	Warren	. 18/8/10	70 minutes
W.	Woodcroft	. 18/8/10	25 minutes
R.	Dinte	. 18/8/10	10 minutes
T.	McCann	. 18/8/10	15 minutes
W.	Dowling	. 18/8/10	10 minutes
F.	Reid	. 18/8/10	30 minutes
G.	Nicholson	. 18/8/10	50 minutes
1	Vill vou ki	indly invest	igate these
Will you kindly investigate these cases with a view to rectifying same?			
Yours obediently.			
	10 11	T TT CAM	ma

(Sgd.) J. H. CATTS, General Secretary. It took the branch twelve days to send the cases on from the branch meeting and only seven days for the General Secretary to consider the legal aspect with the award and forward on to the Chief Commissioner.

Cases Badly Stated.

In our issue a fortnight ago, we stated that indefinite complaints were constantly being made in connection with the working of the award at Darling Harbour. We asked that a special committee should be formed to thoroughly investigate all existing oughly investigate all existing breaches, secure the names of em-ployees affected, state exact time and nature of breaches, etc., and the Head Office would take action immediately. Has this committee been formed? Has anything been done? It is probable that no action has been taken. Make no mistake, we blame the Darling Har-Harbour men themselves. What

is the use of saying that "men are being worked overtime and not paid for it?" This, if true, would be a breach of the award. But to take action on such a statement is impossible. Action can only be taken because a breach of the award has been committed affecting some specific person or persons, at some time, on some specific date. This is all work a branch committee could perform, without wanting to be molley coddled by a representative from Head Office in every detail. What is a branch for? If the Head Office has to be at its elbow at every turn, its existence is only a farce. And under such circumstances the time of an expensive administration would be taken up dealing with detail work to the exclusion of the general work of the organisation. We have spoken straight on this matter. Let Darling Harbour branch turn their eyes inwards, instead of always blaming someone else. It is easy to carry resolutions and condemn others. breach of the award has been commit-It is easy to carry resolutions and con-demn others. Let us know the cases in which neglect has occurred and we will accept the blame if instances of inattention can be shown.

#### STATE LABOR POLICY.

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Fares and Freights. Regulation of Hours of Labor. Workers' Compensation. Nationalisation of Coal Mines.

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Two doors from Pitt Street, first floor up stairs.

A North Sydney resident was fined 20/- and 6/- costs last week for smoking in a non-smoking compartment of a tram car. It is said there were eight ladies in the car, and that the imbiber of nicotine refused to desist, though asked to do so a number of times. There is of course, no excuse for refusing to cease smoking when requested but the probabilities are that the smoker found himself crowded into a non-smoking car by reason of the presence of ladies monopolising the smoking accommodation.

45 WORTH OF FURNITURE, 5/- deposit, 2/6 weekly. Honses partly or completely jurnished, on terms made to suit purchasers immense up-to-date stock.

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210 Superior of the first of

Washstands 20/-. Wertheim Sewing Machines, cash or easy terms.

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On Watches, Jewellery and all Valuables, also on Purniture, Pianos without possession, at lowest rates of interest.

#### GASWORKERS CONDITIONS.

For some time past the General Secretary has been sekeing for some means of referring gasworkers' conditions to a wages board. At last arrangements have been made for the Loco. Laborers' Board to deal with the case. The following draft of conditions has been prepared:-

(1) Wages.—The minimum rate wages to be paid to gasworkers shall be at the rate of 10/- per day.

(2) Hours.—48 hours shall constitute a week's work, to be worked as follows: 8\(^3\) hours from Monday to Friday inclusive, and 4\(^4\) on Saturday.

(3) Overtime.—All time worked in excess of the ordinary day's work shall be paid for at time and half rates; Sundays and holidays shall be paid for at the rate of double time.

(4) The abolition of the principle of working double shifts at the week

(5) All employees relieving in the higher grades shall be paid the minimum rate of the person relieved. (6) Employees (putting in charges) shall be paid the minimum rate applic-

to gasworkers, whilst so em-(7) Gasworkers' work not to exceed ten charges, and two fires; tools and barrows to be supplied in proper work-

barrows to be supplied in proper working order. Retorts, mouth-pieces, and doors to be kept in good order; the use of shale refuse for firing boilers to be discontinued.

(8) Fuelmen when employed carboning retorts, and cleaning flues, to be paid the rates applicable to gaswork-ers for all time so employed.

Any gasworker who has any amendment or addition to suggest is hereby invited to do so at once. Men willing to give evidence in support of improved conditions are required to at once communicate with the Amalga-mated Head Office. Each person so prepared to give evidence should pre-

pare a statement setting out his prosent conditions of work, and also statement of h.s reasons in support of the improved conditions. These will the improved conditions. These will then be carefully digested by the General Secretary, and the evidence likely to do the most good will be called. Witnesses will be paid for any lost time on the case. Everybody interested should act at once. It is no use depending upon "the other fellow." Don't think someone else can do better than you. If you are a gasworker, and want to improve your lot, act at once. Address all letters to the General Secretary of the Amalgamated Railway and Tramway Service Association, Trades Hall, Sydney.

#### ELECTION NOTES.

Blayney.—The contest at Blayney promises to be a fairly close and interesting one. The Liberals are countrefesting one. The Liberals are counting on a possible loss of Labor votes owing to the closing of the Burraga copper mines, but the Burraga miners are still in the district engaged in other occupations, and are particularly anxious to take a hand in downing the Wade Government. Mr. Kelk, the nomines of the Courters to the courtest to the courtest of the courtest to the courtest of the courtest minee of the Government, is a political novice who is at present engaged in an effort to please all sections of the community. Mr. Beeby starts a month's campaign on Wednesday next, and has no doubt of the ultimate re-

Goulburn.—Hollis's chance for Goulburn are beginning to look good. Mr. G. S. Beeby, M.L.A., for Blayney, has just completed a tour through portion of the electorate with considerable success. Fisching with the control of the success. able success, finishing up by addressing a large gathering at Goulburn on Saturday night. If Laborites will close up thier ranks and forget little differences arising from the selection, the seat can be won.

Country correspondents are invited to send short weekly notices on the progress of the State election campaign in their own centres.

#### FOOTBALL

**Goulburn Visits** Junee.

had on his right the

captain of the Goul-

burn team, and on his left Mr. McGreal,

their manager. After everybody had par-taken of the good things provided, the Chairman proposed the toast of the King.

which was drunk with musical honors.

Mr. Lorge contributed a song. Mr. C. Gray proposed the Goulburn Club; and Mr. J. McGreal in a neat little speech responded. Messrs.

sponded. Messrs. Kingsell and Bugg

gave a cornet and mouth organ solo which was much appreciated. Mr. Roy Wentworth proposed the Junee Club, Mr. Dishardean respond.

Richardson, respond-ing. Mr. Bugg gave a cornet solo. The

Chairman, in a very appropriate speech proposed the visi-

to this toast. After

the health of the host

and hostess and

Chairman were

drunk the company

adjourned to the Assembly Hall, where

dancing was kept

merrily going to music supplied by Mr. E. Pacey until the

morning of the Sab-

bath brought an end

to a most enjoyable day. The Goulburn

team left by the up

express a midst cheers and good

wishes for their safe journey home.

and several gentlemen responded

Goulburn

Railway Footban Club, under the management of that sport, Mr. J. Some weeks ago, we decided to publish, week by week, a full list of the good sport, Mr. J. McGreal, made the trip to Junee by the new names and addresses added to the "Co-operator" mailing list, by virtue Southern mail on Saturday last, and of having been enrolled as new members of the Amalgamated Railway was met by several of the Junee players and escorted to their and Tramway Service Association. We felt that this was the particular part of the concern in which our advertisers hotels. In the afternoon a most enjoywere intensely interested, and they able and evenly conwere entitled to have a bona fide list tested game was played between the teams. Mr. Gray skippered the Junee team, and Mr. McLaughlin led the Goulburn boys. This presented with each issue. There was also another object, and that was to stop the mouths of those carping critics of amalgamation who openly flouted our statements that the idea of a Whole Service Union for employees match was so close-ly contested that of the Railway Commissioner's was both teams were 3 gripping the minds and consciences all, right up almost to the time of the of railway and tramway men in a most final whistle, when Goulburn scored and won after a grand and good humored emphatic manner. There were some who did not hesitate to openly sneer at the claim the Amalgamated Association was making that its membership game by 8 points to 3. Mr. Cheesman refereed the game to the satisfaction of and influence was bounding ahead in an absolutely unprecedented fashion. The publication of the names and adall concerned. dresses each week effectively gags the The visitors were banqueted at night at the Commercial scoffers. At the same time we may say that we certainly did not anticipate being able to record such brilliant Hotel, and too much praise cannot be given to Mr. and Mrs.
McDonough for the progress as it has been our pleasure to show. It would certainly appear that the 30,000 employees of the splendid spread they provided. Mr. F. J. Smith presided, and Commissioners in New South Wales offers a rich harvest waiting to be gar-

> The last week's new members' list is as follows:-

nered by a well-organised industrial

union, backed by a well-equipped

W. Mullins, Redfern.
Frank Conarty Lithgow.
F. Bradley, Warialda.
C. H. Watson, Dunedoo.
G. Gardner, Strawberry Hills.
P. Coady, City.
J. Buchanan, Lithgow.
R. Boots, Penrith.
I. Conberg, City.
P. McFadden, Penrith.
M. M. Sheedy Glenbrook.
H. J. Scott, City.
— McMahon, Redfern.
D. White, Ultimo.
A. Little, Marrickville.
R. Tucker, Redfern. W. Mullins, Redfern.

weekly paper.

A. Little, Marrickvill R. Tucker, Redfern.

Still Jumping Up. Peter Johnson, Rozelle Brand, Edgecombe.
Luxford, Orange.
O'Donnell St. Peter's. Alex Loudon, Balmain.
F. Mills, Marrickville, 1900
Mrs. J. Wilson, Garland.
George J. Geggie, Liverpoot.

Our Bounding Circulation.

Harris, Stanmore.
C. Roberts, Athol.
Thew, Newbridge.
Mulheron, Newbridge.
Carlon, Glebe.

A. Carlon, Glebe.
N. Thompson, Junee.
P. Maher, Illabo.
H. Puddicombe, Junee.
Robert Ambler, Gulgong.
Henry Pyrke, Gulgong.
W. H. Cripps. Brighton-le-Sands.
Thomas H. S. Allen, Edgecombe.
Sydney Rendall, Bathurst.
F. Hardwick, Brogan's Creek.
Robert Nugent Raglan.
A. M. Pettitt, Armatree Siding.
H. Adams, Kogarah.
H. McGovern, Nevertire.
J. Robertson, Ardlethan.
Fred Pygram, Ardlethan.
A. Ticchurst, Ardlethan.
I. C. Rowe, Bathurst.
F. H. Gibson, Marrickville.
M. Sullivan, Alexandria.
J. Brown, Leichhardt.
J. Booth, Redfern.

Brown, Leichha Booth, Redfern. Riley Leichhardt. Mitchell Waterloo. Penfold, Waverley. Austen, Campsie.
McGregor, Alexandria.
Duproy, Alexandria.
Herron, Alexandria.

R. Herron, Alexandria.
B. Griffiths Inverell.
W. Logan, Hadleigh.
H. Thompson, Inverell.
Walter Charles Skelton, Mayfield.
Joe Lee, Stockton.
Fred Thompson, Wickham.
Pat O'Brien, Tumut.
David McLean, Mount Horeb.
Edward Murphy, Tumut.
J. Monckton, Wollun.
E. Wonsen City

Edward Murphy, Tumut.
J. Monckton, Wollun.
E. Wonsen, City.
N. V. Roberts, Murrurundi.
Charles Griffiths, Wallerawang.
Peter Moore, Darlington.
Charles L. McCallum, Koorawatha.
M. I. Marshall, Redfern,
J. Males, Carlton.
L. Burns, Auburn.

J. Males, Carlton.
J. Burns Auburn.
R. Ferguson, Petersham.
A. Francis, Croydon.
F. Seaton, North Botany.
C. Burge, Junr., St. Peter's,
George, Hales, Glebe.
A. Keywood, Canterbury,
Alexander Young, Marrickville.
F. N. Heins, Girilambone.
George Perryman, Gogarah.
George Perryman, Kogarah.

George Perryman, Kogarah

For some time past the assistants engaged at the tramway workshops, have been agitating for an improvement of their conditions. Some of specific car attendant, to be provided with waterproof coats and leggings. these have been referred to the Commissioners without result. The General Secretary advised the men concerned, that their only chance was to have their cases adjudicated upon by a Wages Board. A number of meetings were then held to consider the situa-tion. It was eventually decided to seek redress through a Wages Board. special committee was appointed to investigate present conditions, and draft a report embodying suggestions for improvement. The report of this ommittee has just come to hand.

The Committee's Report.

The General Secretary, Amalgamated R. and T. Assn. Amalgamated R. and I. Assn.
Sir,—The men engaged in the occupations set forth in the attached
schedule, desire the executive of the
Association to take steps to place their claims for an increase of wages before the proper tribunal. We have had meetings at the Trades Hall time after time, and have come to the unanimous conclusion that the present cost of living is far above our present means, and as suggested by you we have decided to place our grievances before a Wages Board. Trusting the executive will see their way clear to grant our request, and assuring you of evidence to substantiate our claims, we are on behalf of the committee:-

The Suggested Claims. 1. Fitters' assistants, 9s. per day and dirt money.

Turners' assistancs, 9s. per day. Coppersmiths, tinsmiths, sheet iron workers, and plumbers' assistants, 9s. per day.

4. Lifters ........... 9s. per day
5. Leading lifters ..... 11s. per day
6. Crane Drivers .... 10s. 6d. per day
7. Timber carriers and stackers, 9s. per day.

Tube carriers and firelighters, 9s. 6d, per day.

9. Freight car attendants, 9s. per day.
10. Tyers ......... 10s. 6d. per day.
11. Ropemen .......... 10s. per day.
12. Unskilled laborers, 8s. 6d. per day.
13. Boys, 1s. increase per day all Hours of Labor.

14. Forty-eight hours shall be a week's work, dvided into five days of 83 hours and one day of 44 hours. Overtime.

15. Double time for first two hours and time and a half afterwards.

16. Holidays and Sundays, if worked, to be paid for at double time.

17. Any employee required for duty

after completing his usual day's work, to be paid for time travelling to and from work.

General Conditions.

18. Employees relieving in higher grades for a quarter of a day or more, shall be paid the minimum rate of pay for such grade. 19. Promotion shall be in the order of seniority, where senior employees are competent to perfom the du-

TRAM WORKSHOP ASSIST- 20. Notices of all vacancies to be posted in the shop or shed where such vacancies occur, in a con-

22. Boys shall be provided with tram passes to and from their homes, and two suits of overalls per an-

23. Any employee assisting mechanics millwrighting shall be paid 1s. per day in addition to his ordinary wages whilst so employed.

24. Any employee called upon withone day's notice, to work more than two hours in excess of 83 in any one day, shall be paid a meal allowance o 1s. and the sum of 1s. for every four hours afterwards.

25. Any employee called upon to do duty on Sundays or holidays as watchmen to be paid at the rate of time and a half. Boilermakers' Helpers and Black-

smiths' Strikers

The committee report that boiler-makers' helpers and blacksmiths' undecided as to what strikers are course to follow, owing to something they have seen in the press of late to an application being made by the Association for a Wages Board for the Railway Interlocking Department covering their grades. That application has nothing whatever to do with the men working in the tramway shops. We do not wish to press these men to come in with general assistants of the tram workshops in the efforts now being made to better their lot, unless they are inclined that way. At the same time the application cannot be held over while they procrastinate. If they want to come in, it must be done at once. In every award the Amalga-mated Association has secured better industrial conditions than prevailed before. These men are imensely mistaken if they think they can get better conditions if placed under a board with the employees in private shops. In some of the outside awards the evidence of the men shows that they work only 80 per cent. of their time, owing to out-of-work periods, and sometimes a slight advance on service rates-where employment is regular-has been made. In other cases the impoverished financial condition of private firms has kept rates down below service conditions,

Are Amendments Required?

We publish the whole of the report of the special committee acting for the tram shop assistants, so that they may be closely scrutinised by the men concerned. If any alterations, or additional content of the content tions are required, recommendations should be forwarded to the head office of the Amalgamated Association with-

Vacancies for Fitters.

There are 4 vacancies for Junior Telephone Fitters in the Postal Department (N.S.W.). These positions will shortly be open to competitive examination. Intending applicants should watch the papers for the notification of the vacancies and the invitation for persons who so desire to be considered for appointment. ties appertaining to the vacant

#### PER. WAY BOARD.

A Metropolitan Witness.

Cost of Travelling to and from Work.

Can the Board Award Accident Compensation?

Our report last week closed during an argument at the conclusion of the examination of Fettler Musgrove, of Bulli, on the question of the method pursued in increasing a fettler's wages to the 7s. 6d. maximum. The argument was continued a little further-

Chairman:—That may be, but his six months' work entitled him to get the pay a fettled would get, does it

Mr. Fraser:—A fettler of six months would not be getting 7s. The fettlers under the commissioners' regulations start at 6s. 6d. Mr. Catts:—Is that done now, Mr.

Fraser?
Mr. Fraser:—The 6s. 6d. rate has been done away with altogether for

some years past.

Mr. Catts:—They start at 7s.

Mr. Fraser:—They do not start at all as fettlers. They start on the extra gang. They rise to 7s. 6d. a day.

When a man takes up a position as fettler he grees in that gang at 7s. and fettler he goes in that gang at 7s., and serves his period in that gang and goes up to 7s. 6d.

Chairman:—A man after working

for some months in the extra gang has to suffer a reduction if he goes to a different position.

Fraser:—We consider a spiker more entitled to it.

Chairman:—But he has to serve 12 months at the 7s. rate, and then when he is put on fettling he has to start at 7s., and has to work another six months before he can get the 7s. 6d. Fraser:-He has to be permanently appointed.

Mr. Catts:—As a matter of fact, the
6s. 6d. rate which Mr. Fraser referred to is wiped out.
Chairman:—A man may have served

more than six months in the extra gang at 7s. 6d., but when he goes into the permanent gang he has to serve another six months before getting that

Mr. Fraser:-He has to serve his Mr. Fraser:—He has to serve his probationary period on the staff.
Mr. Catts:—In the Tramway Permanent Way if he has served six months—even if it is only by a week at a time—it counts for him, and he gets

Mr. Fraser:-That may be in the

Mr. Catts:-That is so. Chairman reads section of award re-

Mr. Catts:—As long as he serves the six months he gets the higher rate.

Duncan McCallum, sworn, examined by Mr. Catts, stated he was relieving fettler at St. Peters at present. He had been relieving about two months. He was engaged before that in the extra gang relieving. He had been extra gang relieving. He had been in the service about three years and five months altogether; about three years relieving and about five months on the staff. He was on the muck work before relieving fettler on the deviation works. On the deviation works he was filling drays with muck for about three months at 7/- a day. Then he was transferred to the extra gang at 7/- per day, then he was recommended as a spiker and got an extra 6d. When transferred to be a relieving fettler, he lost 6d. a day and also had to pay his fare in the train to get to work. It was now costing him 1/3 a week for a weekly ticket. When he finished working in the extra gang he was at Kiama, was sent as ....ev-ing fettler to St. Peters. From Kiama to St. Peters he got a pass. Later ne was transferred on the Belmore Junction from Sydenham to Campsie, and had to pay his fare there. Also from his home in Sydney to St. Peters job, where he was casually employed at present. He contended that the work of a fettler was harder than shovelling, and required more skill. Sometimes he was called upon to do spiking as a relieving fettler, also to cut rails. An extra fettler must be able to do it. the extra gang spikers cut the rails. When in the extra gang he received 6d. a night while camping out: for five nights in the week. Extra gangs varied in number; at Kiama there were twenty odd. He had been in a gang of about twelve. There was no difference in the expenses if there are twelve or twenty.
The Chairman: Tell me about that

five nights a week. You being a single man you did not go home Saturday and Sunday. Are you obliged to go home Saturday and Sunday?—It is not wery nice to be stuck up in the camp all the time. He did not get the 6d. for those two nights. "If you stop up there you do not get it." They had a home pass every week. Besides Kiama he had worked in the extra gangs at Woy Woy, Sutherland, Wollongong, Shell Harbour, Ryde, Hornsby and Wollongong, other places.

In travelling from one job to another, if before 5 o'clock, they were paid. Sometimes they travel after 5 o'clock and did not get paid for it. In addition to certain time to travel they got pull-down time and putting-up time. The Department supplied the tents. Taking the extra gangs, they had to walk from the camp to the work, about 2 miles in some places. He thought if they took it one way in the men's time and one way in the Department's it would be a fair thing. There had been accidents in the gangs. He had seen three go off one after the other. As soon as one got clock and did not get paid for it. gangs. He had seen three go off one after the other. As soon as one got right and came back, there would be another go off, and then another. He himself got hurt on the Hornsby line, the other side of Strathfield, and was off for about 5 or 6 weeks. He was loading up rails. They had a rail up in the air, and they called out "go," he could not get out of the way and had to stand and take it. He had a

had to stand and take it. He had a piece taken out of his shin, and had five or six stitches put in.

Mr. Fraser: In view of the Workmen's Compensation Act, supposing we give an award and lay it down that

The Chairman: The Act may oversuch an accident, how will that award be affected by the Act?

Mr. Catts: If the Workmen's Compensation Act came after our award, we could call the Board together and

have it varied.

Mr. Fraser: The Act would override the Wages Board.

The Chairman: I do not know that, but I take it the Wages Board would not allow more than the Act allows.

Mr. Frasca: If it is an Act of Par

Mr. Fraser: If it is an Act of Parliament that provides for certain conditions, I should imagine that they would deal with the whole question, and a Wages Board would not have

power to go into it.

The Chairman: It is not necessarily I do not know what the provisions

in the Act are.
Mr. Catts: Yes, that is the point. It would depend on the provisions of

Mr. Fraser: It is a question of whether the provisions of the Act are not mandatory, and that we shall not have to comply with the provisions of

The Chairman: I do not think so; it would be a matter of arrangement, even if the Act were passed. I would not like to express the opinion without seeing the Act, that you cannot contract either way, but I think this would be beyond our jurisdiction.
Mr. Fraser: You cannot contract out

of it, of course. Mr. Catts: Anyhow, it is not law

The Chairman: We shall have to The Chairman: We shall have to consider that aspect of it, undoubtedly. Mr. Catts: If a man suffers from an accident which is not his own fault in any way, that is, that he has not contributed to it by negligence, it has been the intention of the other awards that the transfer of the largest factors. that that man should get full pay.

The Chairman: Yes, we have agreed to that here in this other award.

Mr. Catts: Yes, but in the other awards it says "on the certificate of the Medical Officer."

The Chairman: I understand that in the Traffic Award it has been agreed to. Where the Department requires a doctor's certificate, such certificate shall be paid for by the Commissioner. (Clause 12 of the Traffic Award fur-

ther quoted). Mr. Catts: I did not quite read it as

you read it now.
The Chairman: As in the Traffic Award this clause will be quite good enough for you, so long as it is not affected by the Workmen's Compensa-

Mr. Catts: If that is agreed to, I will

not bother any further about it.
Mr. Fraser: That is so. Mr. Catts
is getting evidence from a lot of these
men as to their failure to accumulate olidays. I think we can meet him. I think we can come to a satisfactory arrangement with him, because 90 per cent of our men do accumulate holi-

Mr. Catts: Then we need not bother

Mr. Catts (to witness): Would you say that accidents were common?—It is very risky work. There is always a chance of getting hurt. It is more risky than laboring outside.

Mr. Catts: Is there anything further

you would like to say to the Board?— He did not think it right that he should he getting only 7s., and be compelled to do the same work as the staff man who was getting 7s. 6d. He had years

of experience in extra gangs.

A Long Argument.

The Chairman: Does this suit you: Where a higher rate is paid after the first six months' employment, that rate should be payable whether such employment has been continuous or not, or all before or all after or partly before or partly after the date of the award?—I do not quite follow that.

Mr. Catts: Suppose the previous service is counted, and you only have to serve six months altogether, being getting the higher rate, would that

satisfy you?—Yes.
Mr. Campbell: He would get his full wages from the moment he became

Mr. Catts: No; he would get his full rate after six months whether he was made permanent or not.

Mr. Fraser: From the time of his

first appointment to filling a permanent vacancy, and six months on from that day he would get his increase to

the full amount.

Mr. Catts: That is not the Per. Way
Tram Award, which the Chairman had

The Chairman: There are not these different grades apparently there. There is no extra gang in the tramways. In the tramways there were fettlers who were not on the permanent staff, and therefore the award provided that when they were put on the permanent staff, if they had previously worked six months fettling on the temporary staff, that should count towards

porary staff, that should count towards their probationary period.

Mr. Catts: That is not what has been done at all. If a decision like that were carried out under the Tramway No. 2 Board, a number of men would not have benefited. If a man has served six months it does not matter how he has served it, he gets the higher rate. The position is exactly the same here and on the tramways. There are the permanent men on the tramways as well as the extra men, and in that aspect the positions are the

The Chairman: There are no extra

angs in the tramway.

Mr. Catts: Yes; the bulk of the evidence was from the extra gangers in the tramway. You had very little evidence from the permanent fettlers and gangers; as a matter of fact the bulk of those men were extra men. Flynn, who is on the Board, is employed in what in the railways would be an extra gang. That is, he is either laying new road or relaying old road. Still, if they have served six months they get

the higher rate.
The Chairman: If a man has served six months he is entitled to the higher rate of wages, but if he has served six months at something else than what he is put on to permanently, is he then entitled to the extra rate?

Mr. Catts: If a man had served six

rate of 6/6 and he is then put on as a permanent fettler, he would be jumping 1/-. He would not be entitled to

the 7/6 under this clause; he would have had to serve six months at the

rate immediately below what he is go-

ing to.
Mr. Catts: That is not what has

been done under the Tramway Award.
The Chairman: I do not think it

matters here either. If the rate is always 7/-, if he has served at his 7/ for more than six months, then when

he is permanetnly employed he would have to come on at 7/6. He would not

have another probationary period after

that.
Mr. Catts: The practice in the Tram-

way Department was, that a man would perhaps be working for six

months, and then the rule would be

that he was to get a higher rate but a great many would only work four months and then they would be put off and come back again. The decision

given in the award was that hte total

service should count even if there was a break in the service, and that the break should not go against them, in-asmuch as they had had the full time

ganger after six or twelve months got a higher rate than he got at his first

appointment; the man coming on who had so many years' experience as fet-

ger jump up to the top rate?
Mr. Catts: No, but if he had served

as ganger, whether relieving or not, or in broken time or not, that should

Does laborer mean an extra man?
Mr. Catts: No; there are other laborers in the Permanent Way Depart-

maintenance work only I mean.
Mr. Fraser: We really divide them into two classes—the artisan laborers and Permanent Way laborers.
Mr. Catts: The extra men are prac-

tically doing the same work as reliev-

in- fettlers they are put on the work because there is an extra rush. We

contend they are all doing the same

The Chairman: Who are the labor-

Mr. Catts: We put laborers in be

cause we find in these boards, where a large number of men are affected,

be some men working who are not covered by those other designations at

all; therefore, we put them in as laborers. Take shovellers in ballast pits.

The Chairman: Would the Unskilled

Laborers' Award exclude railway

existing awards that cover the commis-

that there are two classes.

Mr. Fraser: Fettlers are laborers.

The Chairman: If it is contended that fettlers are laborers, then you can

grouped the classes according to skill.

general laborers?

Mr. Catts: Yes.

Rates of wages read from the award.)

The Chairman: Is there a rate for

The Chairman: Are there any other laborers besides fettlers?

Mr. Fraser: Yes, take the navvy
pure and simple, the man who uses a
pick and shovel; the fettler is some-

times a navvv. he has to use the pick

and shovel and on another day he is packing and lifting the road; that is a different class of labor. The navvy pure and simple who uses the pick and level or heater every day simply uses.

shovel or beater every day simply uses

his hand and never his mind. I do not think the extra men on lengths

should be grouped with the others.

Mr. Catts: But if they were grouped

in this way the Department would find

lengths are not in the same class as

the others.

The Chairman: Do you know how

to distinguish these men from the common laborers?

Mr. Fraser: Yes, I think so; because they have specified duties.

The Chairman: Then it is not pro-

motion from the position of laborer to

the position of fettler.

Mr. Fraser: Yes. It is an improved position, because a fettler is a permanent man and gets paid for every day

in the year, whereas the laborer may not get regular work.

The Chairman: Then if a man who

is a laborer is promoted to become a fettler, supposing there is a difference of wages between the two, he would

have to serve six months at the lowest wages paid to the fettler?

Mr. Catts: That is, under certain circumstances. If he had not been working laying roads or packing roads that distinction would be valid.

The Chairman: That was also promided in the other awards

Mr. Fraser: Yes, after he has served

his probation.

Mr. Catts (to witness): Supposing all the time you had worked in extra gangs, railing, re-railing, or re-sleep-

ering, was counted when you were sent

out fettling in an extra gang and after a total of six months you got the extra

wages, would you be satisfied?—Yes.
The Chairman: That depends also

whether it is admitted that the work in the extra gang is the same as that of

a fettler.
Mr. Catts: We contend that it is.

vided in the other awards.

who are exempt are men under

say 5,000 men are covered, there wi

class of work.

The Chairman: It certainly would.

The Chairman: In construction and

months as a painter-

That a m an working at this is quali-

fied as a fettler.

Mr. Fraser: The only difficulty is this: That if the decision of the Board is given that the service of the men in the extra gang shall count and give them the rights of all increases of wages and so forth, then there will be many scores and hundreds of places as The Chairman: Supposing he has served six months as a laborer at a fettlers that we will not be able to fill. If you take the big districts, the men in those districts are only attracted by reason of their permanency, and the fact that they gain other advantages which come later. If a man is to gain nothing at all by transfer he will not look for the transfer; that is to say, a man after serving six or twelve months gets 7/6, and if he knows that as a fettler he will not get any more then he will say I will not take any other position, I would rather remain where I

am now. Scores of them do that now. Mr. Catts: Do you think it is an attraction for him now to go off 7/6 a day on to permanent fettling at 7/-.
Mr. Fraser: Those men in the back country go straight to 7/6 from the

The Chairman: All that is proposed is that that should be universal.

Mr. Fraser: I thought Mr. Catts

Mr. Fraser: I thought Mr. Catts wanted more than that.
Mr. Catts: No, Mr. Chairman, that is not all. We are getting mixed up.
Mr. Fraser raises a different point. Beyond Dubbo or west of Werris Creek the fettler gets an extra 6d. when he is appointed. These men get 7/, but if they were sent west of Dubbo they would get 7/6, because it is recognised that the extra living is more.

The Chairman: Supposing a man was going to be promoted from fettler to ganger, and supposing that the living is more.

The Chairman: If the wage in a particular district is higher, no matter what the general wage is, the men there would get a higher wage. If it is admitted that the extra gang's work is the same work as any other six months work with an extra gang ought counted a s a probationary period to-

wards say permanent appointment.
Mr. Catts: That is what we contend: That if a man works on that work six months he is competent to work as a fettler, and in fact it is the practice of the Department to take their fettlers

out of these extra gangs.

Mr. Fraser: We admit that; that is their schooling; that is where we get men from.

The Chairman: And they still keep

them for six months at the lower rate.

Daily Home Pass. ...

Mr. Fri ser (to witness): Re relieving—I thought you might be relieving for some time and be living on the

Witness: I was a week at one time, and was then sent to Belmore for a fortnight, and was then sent to St. Pe-Mr. Fraser: If you are relieving on

a length for a fortnight, or some short period like that you should have a pass to enable you to move backwards and forwards to your home. But in the case of a long period, say a month there is no reason why you should have a pass?

The Chairman: I can quite understand that if he were single.
Mr. Fraser: But supposing he was

married, and was appointed for six or nine months.

Mr. Catts: Oh, that happens very Mr. Catts: Yes, the railways are exempt. The Judge included these men in this Board—all laborers. The only

seldom. Mr. Campbell: Take the case of the other witness, Moore, on the Belmore line, he went there to relieve for six

The Chairman: The only thing is, I not know how to define it. If the months.

Mr. Fraser: In that case he may as do not know how to define it. If the fettlers' work is admitted not to be laborers' work, then one can understand

well make his home there.

The Chairman: I do not think that a man ought to shift his home every six months. It might be a good policy to encourage a man to have a fixed

Mr. Fraser: If he was appointed a fettler he would have to fix his home

of work. If ou take the Loco. Laborers' Board on which Mr. Johnson sat, and Mr. McLaurin was chairman, it applied to loco laborers, but they where was appointed.

Mr. Catts: Yes, but that is a different thing. The claim is for a daily pass when a man is relieving.

The Chairman: Say a man was relieving out of Tamworth and he lived in the town and went out to work on

in the town and went out to work on the length, he would get an allowance or rather he would be taken to and from his work.

Mr. Fraser: I think in the case of a man who is engaged relieving for a short time, he is entitled to transpor-

tation for that time.

The Chairman: Yes, and then it is a matter of discussion what time that

Mr. Catts: We claim it is while he is relieving. If he is permanently appointed we do not claim it. I dare say it would be difficult for the Departmen to say in advance how long they would want a man to relieve.

Mr. Fraser: Not in the case of a man like this who is relieving on account of holicitys. In a case of sickness it would be hard to say. no difficulty in locating them.

Mr. Fraser: No, the extra men on

Skill Required by Fettlers. .

Examined by Mr. Fraser: You stated that as a relieving fettler, have been doing spiking?-Where have you been doing spiking? -At Sydenham gates ganger Spellie said to me, "Get hold of the jigger and hammer and put a few spikes in

In that case did you use the gauge?

What did you use the gauge for?— For spiking the road into gauge. There were a couple of old ones where the dogs had been in the sleeper before; they were no use, they were jumping up and down. I had to bore fresh holes

in the sleeper.

What other spiking?—They had been running rails on the Belmore length for about half a mile. Of course in running the rails a lot of the dons had been loosened up and a lot of heads had broken off, and a couple of lengths had been widened. I had to spike her into gauge and for a cou-ple of lengths I had to get her into

Since you have been relieving fettling, what other work of that kind have you had?—I spiked in a couple of sleepers towards Erskineville and St. Peter's. There were five sleepers put in.

How long have you been in the relieving gang?—About two months.

Have you done three days' spiking in that time?—No, I do not think it has been a day if you put it all together.

Spiking really forms quite a small part of your duty as a fettler. You also said you had cut rails.

Mr. Catts: If he has only a little to do he has to know how to do it.

Witness: You have to know how to

do it before you are recommended as a relieving fettler. Mr. Fraser: How many rails have you cut during the time that you have been relieving fettler?—Three.

How did you cut them?—I cut them with setting tongs and hammer.

By whose orders did you cut with the setting tongs?—By the ganger's. What is the ganger's name?—The first ganger was Skellie.
Where does he work?—At St. Pe-

By his orders you cut rails with the setting tongs?—One rail with him,
Who else did you cut rails with?—
Ganger Lawton or Lawson, I am not sure of the name, on the Sydenham

How many rails did vou cut for him? In this cutting of rails, did you hold

the set, or did you swing the hammer -I swung the hammer.

So far as you were concerned it was a question of swinging the hammer—purely a laborer's job?—The other extra laborer held the set. Was the rail marked by the ganger, or did you measure it?—No, the re-

lieving ganger in the one instance measured it, and the ganger in the other instance measured it. I marked the holes to be bored.

So you cut about three rails during your time as relieving fettler, and cut them with the set?—Yes. Mr. Catts: Mr. Fraser mentioned that he would like to know the gangers

who gave the instructions.

Mr. Fraser: It is interesting to me to learn that gangers are using sets cutting rails, in spite of instructions

I have given definitely not to cut rails again with them.

Mr. Catts: I would not like advantage to be taken of the evidence given

ing that I will give instructions to the divisional engineers to prevent it.

It was stated in last week's "consultation and advice" column, in answer to "Inquirer," that fuelmen were not allowed oilskins. This, of course, is an error, as fuelmen have been supplied with oilskins now for some years. The answer to "Inquirer" should have been to the offset that although the been to the effect that although the Loco. Laborers' Wares Board award, which covers fuelmen, does not stipulate the sunal of oilskins for fuelmen, the Department has not made any alteration in its practice of supplying one every two years to fuelmen.

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### Railway and Tramway Appeals.

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THURSDAY, AUGUST 25, 1910. THE BOARD.

MR. JAMES FRASER
(Engineer-in-chief Per. Way Dept.), Chairman.
MR. J. S. SPURWAY
(Sec. for Railways) Commissioner's Representative.

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

Sidney James Forsyth, guard, Cowra, was charged with being under the influence of liquor, whilst working a train between Blayney and Cowra,

Punishment,-Dismissed the service. Appellant in this case defended him-lf. The evidence, however, was conclusively against him. As a matter of fact he admitted his guilt. The Board could not see its way clear to take a lenient view of such an offence and was compelled to dismiss the ap-

William Arden, guard, Wallerawang was charged with, whilst acting as signalman, neglecting to place the signal at "danger" promptly after a

train had passed.
Punishment.—Fined, 5s. Appellant in this case was represented by an agent, and after a good deal of evidence was taken on his behalf, the Board decided to remit the fine, and reduce the punishment to a

George Rogers, guard, Sydney, was charged with neglecting to see that a brake van was clear over the points before signalling the night officer to reverse the points, resulting in damagement of the permanent way and interlocking because of the leading wheels of the brake van taking the main line, and the rear pair the goods

siding.
Punishment.—Fined one day's pay. Appellant was represented by an agent, and the taking of evidence in the case occupied quite a while. One of the witnesses for the Department, Mr. Allanson, a split pin inspector, was called by the Department. The staff representative on the Board, Mr. C. Brown, objected to evidence being given by Mr. Allanson, on the grounds that he had had to deal with the case as appellant's superior officer. Mr. Brown challenged his evidence on the grounds that is was purely hearsay, and that he could know nothing personally about the case. The other members of the Board, however, decided to hear the inspector. The weight of the evidence was against appellant, so that the Board decided to dismiss the appeal.

Frederick Stanley Barker, night officer, Wingello, was charged with neglecting to give proper attention to the working of signals, resulting in delay replacing them to "danger" promptly after a mail train had passed.

Punishment.—Fined 5s.

Appellant appeared for himself, and pleaded guilty, but asked that the punishment be reduced to a caution. The Board, however considered that sufficient lenience had been extended in the imposition of a small fine. They, therefore, dismissed the appeal.

#### FRIDAY, AUGUST 26th, 1910. THE BOARD.

MR. W. THOW (Chief Mechanical Engineer) Chairman. MR. J. S. SPURWAY
(Secretary for Railways), Commissioners'
Representative.

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

Thomas P. Taylor, tram driver, Rushcutter's Bay, appealed against a fine of 8s. imposed for allowing his tram to come into collision with a horse and vehicle near Ocean-street.

adhere to the decision with regard to the punishment imposed, and was unable to make any directions as to its resulting in damage to the latter, for modification.

1957 City, Waverley 483.

which a claim was made against and settled by the Department for 24s.

settled by the Department for 24s.

Appellant was represented by an agent. The defence was that it was a damp morning, and the rails were slippery. Appellant said when he applied the brakes the wheels skidded, and the collision occurred before he could stop the tram. He admitted, however, that he could see the vehicle on the rails about a quarter of a mile away. The Board pointed out that the regulations were emphatic in directing regulations were emphatic in directing drivers to have their trams completely under control when in sight of any obstruction. They, therefore decided to dismiss the appeal.

William J. McClure, tram driver, Ul-

William J. McClure, tram driver, Ultime, was charged with running against a signal at "danger" at the intersection of King and Pitt streets. Punishment.—Fined one day's pay. Appellant represented himself. His defence was that when he arrived at the junction of King and Pitt streets the signal was set for him to go right away, but after moving his car it was put un against him. The evidence of the Department was that the signal was given to the King-street tram driver, and that it was not altered. Both sides of the case was well supported, and owing to the contradictory evidence it was rather a difficult matter to deit was rather a difficult matter to decide. The Board, by majority, decided to dismiss the appeal, but Mr. Brown dissented, and held that as there was a reasonable doubt as to who was responsible for the breach in the regulations, the appellant should be given the benefit of that doubt.

William Adamson pitman, Randwick workshops, was charged with disorderly conduct on the Parramatta

disorderly conduct on the Parramatta Railway Station.

Punishment.—Fined 10s., and warned that any further instance of misconduct would lead to his dismissal.

Appellant in this case was represented by an agent. The facts of the case were as follow:—Appellant Adamson is a resident of St. Mary's, employed at the Randwick workshops. He went to Parramatta with his wife and several friends on the day in question. When he arrived at the railway station to return home he had very great difficulty in finding accommodation in the train. In his anxiety to get a seat for his wife and himself, he came into for his wife and himself, he came into collision with the railway station master, who reported his conduct as dis-orderly, and who also volunteered his information that the appellant was under the influence of drink at the time. A great deal of evidence was taken on behalf of appellant, and, as all the witnesses agreed in giving him a good character, and in stating that he had had no drink whatever on that night, the Board decided that it was a case in which the Department should not have interfered at all, and upheld the appeal

Percy Booth, leading porter, Muswellbrook, was charged with permitting sugar to be taken out of trucks by carters without making any check of the deliveries, with the result that 32 bags of sugar which were invoiced in the trucks with other consistences. in the trucks with other consignments could not be located.

Punishment.—Reduced to third class porter at 7/6, and removed to another station: also warned that further failure to perform his duties satisfactorily would cause the serious consideration of his dismissal from the Department. Appellant defended himself. He

Appellant defended himself. He pleaded guilty, but appeared to ask the Board for a modification of the severe punishment inflicted. The Board, however, were not able to lose sight of the fact that it was a very serious offence, and, moreover, that it had involved the Department in fairly heavy damages. A careful inquiry was made into the records of appelwas made into the records of appellant, but the Board was compelled to

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### Staff Changes and Promotions.

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

Railways.

APPOINTMENTS.

APPOINTMENTS.

Locomotive Branch.—Shop Boys:
John Kelly, Sydney; John Goodier, Eveleigh. Apprentices: Charles Fitzpatrick, Douglas Bell, Norman Clifton, Trevor A. Packer, Eveleigh; John Archibald, Eric C. Stewart, Eveleigh; John Harper, Junee; Harold Marsden, Bathurst. Boy Laborers: Leslie Robertson, Frederick Schroeder, Eveleigh. Car Builder: Frank Macrae, Eveleigh. Storeman: Melville Wright, Eveleigh. Telephone Boys: Cecil J. Herrington, Albert H. O. Dowse, Picton. Cleaners: Timothy Dries, Harden; Charles W. Murray, Penrith; Charles Whalan, Bathurst; Henry Donnelly, Parkes.

Per. Way Branch.—Fettlers: John Lillis, Narrandera-Finley; Alfred Ball, Junee-Hay; Edward Murphy, Narrandera to Finley.

Traffic Branch.—Apprentice Clerk: William H. Nivison Armidale

Junee-Hay; Edward Murphy, Narrandera to Finley.

Traffic Branch.—Apprentice Clerk: William H. Nivison, Armidale. Porters: Edward J. Woods, Burwood; James A. Payne, Clyde Yards; John H. Stahl, Hornsby; Francis W. Hopper, Cootamundra; Alfred V. Travers, Stockinbingal; Francis W. Wedesweiler, Eskbank Relief; Raymond J. Ackerman, Orange; William Robertson, Byrock. Junior Porters: John A. Clark, Darling Harbor; William H. Mead, Darling Harbor; William H. Mead, Darling Harbor; Gatekeepers: William J. Stirling, Canley Vale; Donald E. Gills, Seven Hills; Martha J. Reed, Berry; Maggie Richardson, Cootamundra; Elizabeth Butler, Old Junee; Emily J. Langham, Orange. Probationers: Vivian L. Simpson, Ashfield; Vincent L. Miller, Liverpool; Charles Hume, Wollongong; Richard P. Lawton, Granville; Arthur Breakwell, Rockdale; George H. Plows, Mudgee; George H. Bruce, Dripstone; George E. Dixon, Windsor; Arnold S. Taylor, Mittagong.

Electrical Branch.—Electrical Juniors: Ross Hamilton, Percy Reid, Sydney; Royce Firkin, Eveleigh. Electrical Mechanic: John Hope, Sydney. Electrical Fitter's Apprentice: John Hampton, Eveleigh. Probationer: James McDonald, Wellington.

PROMOTIONS.

Locomotive Branch.—Shop Boys to

PROMOTIONS.

PROMOTIONS.

Locomotive Branch.—Shop Boys to Cleaners: Cecil James, Eveleigh to Homebush; Herbert R. Sims, Eveleigh to Homebush; William Mitchell, Eveleigh to Waterfall. Cleaners to Firemen: Berwick Harwood, Homebush to Eveleigh; Thomas Kelly, Waterfall to Hornsby; Ralph Hutchinson, Harden to Goulburn. Fuelmen to Leading Fuelmen: John Thackall, Eveleigh; James Smith, Eveleigh.

Per. Way Branch.—Fettlers to Gangers: William Kelly, Hurstville-Kiama to Wallerawang-Mudgee; Herbert Kelly, The Rock-Lockhart to Junee-Hay.

Traffic Branch.—Shunter to Night Officer: Herbert P. Fox, Bathurst to Eskbank Relief. Porters to Night Officers: Frederick R. Walker, Byrock of George's Plains; Herbert H. March, Albion Park to Stanfield; Edward O. Andrews, Young to King's Vale; Henry Collier Wheeler, Nyngan to Orange

Relief; Walter Snipe, Orange Relief to Store Creek; Arthur O'Neill, Tam-worth to Kankool; Vincent L. Cran-ney, Bathurst to Currabubula. Junior Porter to Clerk and Operator: Kenneth Porter to Clerk and Operator: Kenneth M. Powell, Mt. Victoria. Junior Porter to Apprentice Clerk: David Parkinson, Aberdeen to Muswellbrook. Shunters to Goods Guards: Leslie C. Hill, Darling Harbor to Wallerawang; Robert J. Torrens, Redfern to Junee; Milton G. Hughes, Sydney to Penrith; Arthur W. Evans, Sydney to Harden; James Carney, Milson's Point to Cowra; Arthur Drinkwater, Darling Harbor to Harden; Albert D. Williams, Darling Harbor to Penrith; William Considine, Orange to Wellington; Er-Considine, Orange to Wellington; Ernest W. Waters, Orange to Wellington.
Assistant Guards to Goods Guards: William S. See, Sydney; Leslie Myers, Goulburn to Harden; Arthur E. Brown, George T. Brown, Thomas H. Trefry, Sydney. Porters to Shunters: George H. Writer, Darling Harbor; John H. Kerr, Parramatta; William Kappler, Albury; Arthur W. Penrose, Eskbank Relief; Austin J. Fitzpatrick, Bourke to Orange; Frederick W. Pearce, Herbert Maidment, Joseph M. Small, Lewis Hymann, John W. Brown, Darling Harbor; John G. Johnson, Milson's Point. Porters to Assistant Guards: Montague Wardell, Sydney; George R. Willmott, Eskbank to Sydney. Porter to Ticket Collector: Francis W. Booth, Sydney. Junior Porters to Porters: Alfred T. Hayes, Austinmer; Edward L. Tracey, Campbelltown; Henry C. Keating, Milson's Point. Postal Assistant to Junior Porter: Lois F. Raymond Menangle to Carriage Washing Sheds. Probationers to Junior Porters: Walter Chapman, Wollongong to Austinmer; Phillip Britt, Ashfield to Carriage Washing Sheds; Walter H. Beauchamp, Blayney. Writer, Darling Harbor; John H. err, Parramatta; William Kappler,

RESIGNED OR LEFT THE SERVICE.

SERVICE.

Locomotive Branch.—Shop Boy:
Charles Cox, Sydney. Engine Shunter: George Bates, Eveleigh. Apprentices: Bernard Baxter, Richard Rock, Ernest W. Davis, Hedley Hockey, Roland Marshall, Alfred Doyle, Edward Royle, William Kemsley, Eveleigh. Boilermaker: James Grant, Eveleigh. Fuelman: William A. Thompson, Eveleigh; William Jones, Penrith. Fireman: Reginald Noble, Cowra. Call Boy: Joseph Sprouster, Wallerawang. Driver: George Fisher, Cobar.

DECEASED. DECEASED.

DECEASED.

Laborer: George Bundy, Eveleigh.

Per. Way Branch.—Fettler: Archibald Swanson, Nyngan-Cobar.

Traffic Branch.—Shunters: Arthur I.

Tribe Darling Harbor; William J. Money, Bathurst; Arthur J. Gander, Wallerawang. Signalman: John Wylie, Eskbank. Porters: James Wemyss, Darling Harbor; Oswald A. Kelloway, Waterfall. Junior Porters: Clarence Galbraith, Moree; William H. L. Mead, Darling Harbor; Henry J. Christy, Darling Harbor; Norton S. Small, Wahroonga, Gatekeepers: Mary Richardson, Cootamundra: Eva M. Eastway, Old Junee; Amy V. M. Walker, Byrock. Probationer: Alfred A. Hinde, Kiama. Byrock. Prol Hinde, Kiama.

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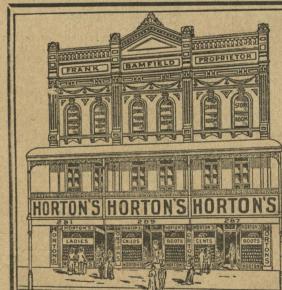
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Another Successful Benefit Social.

The recent benefit social organised at Hornsby on behalf of the widow and children of the late Ganger John Knight, who was cut to pieces by the Brisbane express a little while back, was a most gratifying success, which reflects vere great credit upon all concerned in the matter. The total net amount handed to Mrs. Knight was £82/9/3. We are asked to publish the following statement of the result:

Proceeds of sale of tickets, £64/6/6; subscriptions received from Colonel Burns, £2'2'-: Miss Eadith Walker, £2; Hon. J. Cook, M.H.R., £1/1/-; J. C. Hunt, M.L.A., £1/1/-; Andrew Thompson, £1/1/-; C. Churchill Tucker, £1/1/-; H. J. Taylor, £1/1/-; "Friend," £1/1/-; C. C. Lance, £1/1/-; Mrs. E. Terry, £1; M. F. Vollmer, £1; Mrs. Beveridge, £1; Epping P. L. League, 10/6; J. W. Langston,

Another Successful Benefit Social.

10/6 W. Midson, 10/6; Jno. Neil, 10/-; A. Douglas, 10/-; Mrs. A. J. Sonter, 10/-; Mr. Brigg, 10/-; Mr. Nixon 10/-; Mrs. Butler, 10/-; Lesser sums, £2 8/6. Total, £85/15/6.

Less expenditure:—Printing tickets and programmes, £1/11/; artists' expenses, £1/15/3. Total, £3/6/3. Balance handed to Mrs. Knight, £82/9/3.

Several additional letters have reachseveral additional letters have reached us since last issue on the subject of Inspector Robert's strictures on the Per. Way staff. It will be admitted, we think that quite sufficient has now been said on the matter to completely vindicate the staff. It would be useless to prolong the controversy to the ad nauseam stage, and we havn't the space, anyhow. Although this week's letters are well-written and able replies, we do not desire to draw it on any further.



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