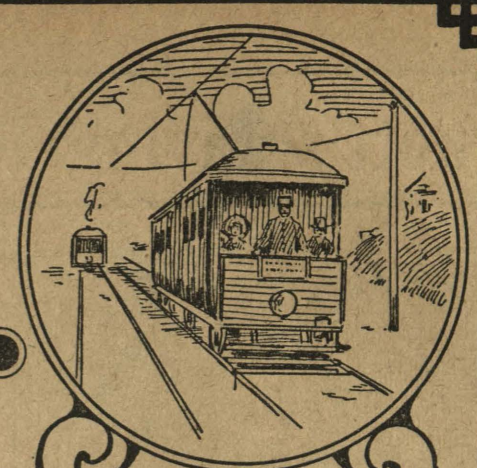
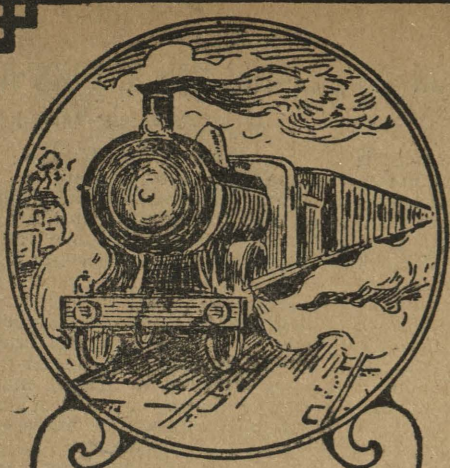


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VOL. VI., No. 19.

Business Address: See Page 4.

THURSDAY, SEPTEMBER 1, 1910.

Subscription: 5/- per annum in Advance.

(TWELVE PAGES)

ONE PENNY.

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 McCall forced Mike Williams to throw up the sponge in eight rounds at Brisbane 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 fistiana 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 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 Bachelor 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. Tammmy 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 time.

Hugh D. McIntosh will be invading Australia with a new crop of pugs, 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 first appearance here. However, it is a pretty 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 7 min. 6 1-5 seconds. This just beats the record of the ill-fated and beloved Barney Keiran.

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 larruping the unfortunate and long-struggling Shoremen by 20 to 10. Eastern Subs., Newtown's most dangerous rival, also scored victory at the expense of South Sydney, 8 points to 3 being the scoring. It was a case of "Rise up, Willie Riley," in the Annandale 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

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 crowned over the scholars triumphantly, 6 to 3 being the casualties. Manly walloped the Balmainic 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.

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 rusticated 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' time.

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 troupe was only too ready to continue. He will do well with a bit 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 became a gory spectacle. Finally, in the eighth, Dealer crossed him with a right to the jaw, and that was the end of Tummies.

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 Johnson 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 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. Harry Johnson, also of Rozelle, 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 wanted to; Harry would not know how to keep it going." At Rozelle there are other workers in ambulance work, two of whom stand out from the others—namely, "Bluey" Weaver and Arthur Gates, who are always on hand to give a beginner a lift on the road to success.

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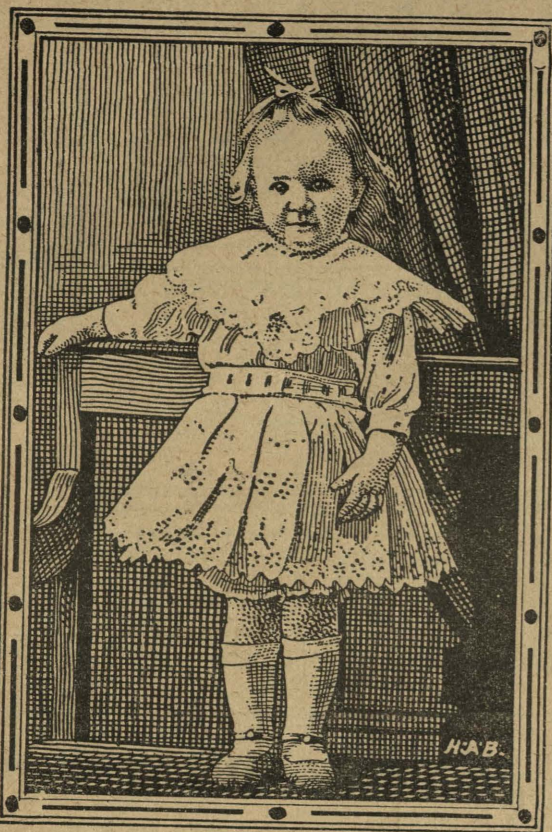
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Clergyman: "What is the gender of egg—is it masculine, feminine, or neuter?"

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. Newrich: "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 it, eh?"

Isn't it curious that when it is one minute after eight o'clock it is past eight; when it is thirty minutes after it is only half-past eight?

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, mistaking him for daylight.

The children in a certain Sydney tenement are so dirty that a mother frequently washes the faces of half a dozen nippers before being able to recognise her own offspring.

That farthings were originally coined in England to give Scotchmen an opportunity of subscribing to charitable institutions.

Mrs. Henricks (the landlady): "Can I help you to some more soup, Mr. Dumley?"

Mr. Dumley: "No, thanks."

Mrs. Henricks (engagingly): "Don't refuse, Mr. Dumley, because it isn't considered good form to be helped twice to soup; we're not particular people here."

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

A Bishop, while staying at a country rectory, was roused in the morning by a female voice in the kitchen singing hymns. On going down to breakfast 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, it is just the right length for boiling the eggs and 'The Church's One Foundation' for frying the bacon."

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 a sovereign."

"You are very kind, sir," she replied, "and I am sure I hope you will soon discover one."

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."



"Waiter, that turbot was not so good as that I had last Sunday!"

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

"—Le Sourire," Paris.

One Way of Killing Them.

He had besought the pharmaceutical chemist to give him something with which he might kill moths, and the pharmaceutical chemist had supplied him with camphor-balls; but the next day he was back again, holding some of the fragments of the balls within his hand.

"Are you the same young man phwat sold them things to me yesterday?" he roared.

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

"Phwat's wrong with them?" repeated the irate purchaser. "The idea av sellin' them things to kill moths, or anything else! See here! If ye can show me the man that can hit a moth wid a single one av them, I'll say nuthin' about the ornaments an' jukin'-glass me an' the missus broke!"

ALEXANDRIA LABOR LEAGUE.

The Kelly-Johnson Episode.

Alexandria, 20/8/10. 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 electorate."

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.

CRAFT UNIONISM CONDEMNED.

The state of the union movement is extremely 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 in the foregoing assertion, many sad incidents from the history of the labor 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 pure 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.

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

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 coachbuilders and wheelwrights are treated with contempt, as was shown by the action of the employers' representatives on the wages board. Nor is it any wonder that the furniture trade employees are unable to effectively 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.

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 surprised to hear that some of those who have gone North to renounce 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.

In dealing with the question of the sugar workers' trouble, what do we find? Simply that those non-unionists or free laborers, were conveyed to the North in ships, manned by crew members of the Seamen's Union, the engines 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 efforts of the North! What can the many efforts of union secretaries and organisers avail against such an array 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 probably 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 unions.

But under industrial unionism, the seaman, the fireman, 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 agreements, whereby one section of the union could be used to fight against another section of the same union, now if those sugar workers are beaten, 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 organization. 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 propaganda 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 custom which 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 Signalman Sparks being punished was brought under notice by the signalman, and an officer of some kind—there are so many varieties of the officer species, that this qualification must be made—was sent to report on the matter.

Now, the all-absorbing passion of too many new 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 scotch, the snake, and if the phrasing is of the stereotyped 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 premarriage and he has further scope given to his promising economic faculties. He is now more often one of those non-innovation humbugs who cannot grasp broad principles, therefore, he subscribes 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 Sydney 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 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 man 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 hiring, and a parasitic tentacle that sucks the employees' stipend and health, and the public's welfare. At country stations 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 damnd 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 union. 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 pay and promised to make certain recommendations to the Chief Commissioner that it is to be hoped will have a beneficial effect. Once Mr. Johnson grips a thing he follows Machbeth's argument: "There well if it were done quickly." But what a travesty of justice? What a commentary on incompetence? 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 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 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 our best signalmen to exclaim, "What the devil system are we working under?" However, the Appeals Board 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.

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

HAVE YOU READ
"Town Shopper's" talk to "Dads" & "Mums?"
Page 4 in "How to increase your Wages."

TRAM PER. WAY CARTERS' WAGES.

Deputation to Chief Commissioner.

An Interesting Interlude.

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 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 relationship between employee and employer existed, and they therefore had no jurisdiction to determine the conditions of employment. The Association, not being satisfied with that decision, had appealed to the Industrial Court, on the ground that the decision of the Board was erroneous in point of fact, but the Court had upheld the decision of the Board. These men felt their position very keenly. They had been on the present rate of wages (11/ 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 under the law, and simply asked that he might exercise his prerogative and extend justice towards them by agreeing to an increased remuneration more particularly in view of the fact that at the present time the City Council of Sydney were paying 12/- per day, Metropolitan Water and Sewerage Board 13/- per day, and the Harbor Trust 12/- per day for a similar class of work.

Mr. Jackson then addressed the Chief Commissioner, who asked him if he was a carter. Mr. Jackson replied that he was not a carter, but was the Secretary of the Erskineville branch of the Association, and had come down to assist in putting the case of the men before the Department.

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

On behalf of the three carters present, Mr. Littlejohn then placed the 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.

Mr. Clark: That is for you to determine.

Mr. Johnson: I will very soon determine that.

Mr. 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 acted 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 be conceded, though it is not likely the claim of 13/- per day would be 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 correspondence:—

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, Sydney.

Dear Sir,—Yours of 14th 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 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 country 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" 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 respectably. No doubt there are plenty more as bad or worse off than I am, so "all hail" to the Wages Board.—Yours, etc., CLERICUS.

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 bit, if not already done. I am sure they only want the matter brought plainly before them to see the advisability of getting a move on. Personally, I am very enthusiastic over the matter, 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 fifters 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 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 be eligible for the position. Will you please advise me how it would go?

With reference to the proposed Wages 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 officers, 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 re the secretaryship of the proposed new wages staff branch, "Night Officer" is 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" 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 "Christie." As I. 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, JR.

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 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. Storey 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 improve their health and good-fellowship.

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 getting pension.

(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 to a pension, and is insured, and other wise provided for himself and family, would he be eligible to draw the old-age 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 1 1/2 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.

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

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 (21 days)?

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

entitled to another day in lieu thereof?—Officer.

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' 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 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 out for me, and advise.—Cleaner, loco., Harden.

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 of 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., Aberdenn.

Answer.—The Act states that an employee can have three months' notice to decide on keeping or withdrawing 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. 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 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 organizer, 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 organized 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 affairs.

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 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 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 to have a committee of night officers and a committee of station-masters appointed at once to draft a set of industrial 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 back to branches for confirmation or amendment, and will be printed in the "Co-operator" for general scrutiny by members, when suggestions from all and sundry 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 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 his honesty.

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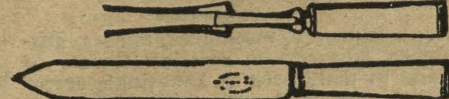
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THE RAILWAY & TRAMWAY CO-OPERATOR

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The Railway and Tramway Co-operator.

SEPTEMBER 1, 1910.

THE GOOD OLD CRY.

If anything further were needed to emphasise 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 introduced into political contests, the effect has been the outraging of economic principles and the pollution of the political 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, always succeeded in estranging close friendships, and in disintegrating beneficent alliances. However, it is unlikely that the suggestion of the palpable and admitted disadvantages of the introduction of sectarian strife into the elections will have any weight with the deframerion 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 saying that this determination will influence a large number of voters, who 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 useless to endeavor to win them from their sectarian convictions by any amount of vituperation. But the fact remains, nevertheless, that there is an attitude absolutely untenable and which only exists because of deep-rooted 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 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 possible. 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 Loyal Orange Institution of New South Wales. One of these is before us. It announces in the most emphatic manner possible that there is no hope for the Protest-

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 elections. 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 Lodge.

SUPERANNUATION.

Prior to placing control of the railways under three Commissioners in 1888, members 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 or over, calculated on the average salary during last three years' service at the rate of one-sixtieth of such average for each year of service. Only about 3 per cent. of the staff now are entitled to this fund, which is not controlled by the Railway Commissioners, but by the State Public Service Board, under whom practically all other Government servants are employed.

All others joining the service since 1888 were obliged to insure their lives until retirement 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 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 1 1/2 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 question:—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 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 handing 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 by the railway employees and one by the tramway employees. The representatives nominated by the Government will hold office for five years.

Mr. Wade says the men's representatives need not necessarily be employees. There is a strong feeling amongst the men for some of their representatives to be independent of the service, so that they can take a stand if necessary without fear of prejudice themselves 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 days. 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 tramway representative shall work together for the employees. The Government representatives are not likely to be service officers. If the railway and tramway representatives are played off one against the other in deciding 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 Amalgamated Association is representative of all grades of both railway and tramway services, there seems to be no other body competent to put forward a complete set of representatives 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 services, the following have been suggested:— J. H. CATTS, HERTH BROWN, Railways. I. 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 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 as 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.

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 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.

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 half rates for laborers employed 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, Commissioner, Chief Railway 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. Barncastle, Bayly, Bell, Overhall, and Cornors 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 your 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 matter has had enquiry and it is found the incorrect payment is due to an error. Arrangements have accordingly been made to rectify the mistake. Yours, etc., H. McLAHLAN, 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. 23/2/10.

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 huge 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 29th.

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 it 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, General Secretary of the New South 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 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 engaged 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 breach 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, 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 entitled 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 above-mentioned. F. T. D. MEARNS, 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 secured the overtime rates for Sunday work through the Per. Way Wages 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 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 govern 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 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 is much more reasonable than its inflammatory denunciation, brought about by the complaint of the sectional Tramway Union, because tramway men are rallying to the Amalgamated 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 Boilermakers' Society in referring the present matter to the Labor Council is rather strange. Their office is next door to the Amalgamated, and on a similar occasion during the last few weeks, the Boilermakers' Secretary just quietly stepped into the Amalgamated 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 9 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 Amalgamated thinks more of its own members requests than all the other 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 shall recommend to the Industrial Court to fill the vacancy. A number of the lodges, in fact a majority, have so far elected Peter Bowling as their nominee. As Bowling's sentence has some twelve months to 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 impossible 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 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 be 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 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 tramway 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 measure.

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 Fusion leader, and stripped it of everything but the characteristic Deakin polish.

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 unimproved value exceeding £5,000.

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.

Land Owners' Conference.

It has been noticed that a number of the great land owners of the State have been travelling Sydneywards during the last few days.

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.

Party Sub-Committees.

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

Day Sitings.

Beginning 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.

A Brilliant Reply.

Mr. Hughes, Federal Attorney-General, took up the challenge immediately.

the Labor Party will not resort to, if it can possibly be avoided. Our readers will remember that an effort was made by certain members of the Party to bring about day sittings at the commencement of the Session.

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.

44 Elizabeth-street, Sydney, 12/8/10.

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 delivered in this matter to-day, and his Honor, the President of the Court, dismissed the application for leave to appeal.

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 should ask that the casual rates should be at least 25 per cent. higher than the men who get on to the permanent staff.

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

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.

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 than Mr. Thomas Godfrey of Newcastle.

The Perth Tram Strike.

Perth tramway strike enters upon its 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.

WAGES IN QUEENSLAND.

Amendments of clauses 28, 30, 32, 33, 34, 44, 60, 64, and 69 of the Staff Regulations were gazetted 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.

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 to another if their right of promotion has been suspended for misconduct."

Porters.

Porters' wages have been increased 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 only.

Shunters.

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.

The same invidious exception of carpenters and tinsmiths as formerly is made under this heading; but the position 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.

Strikers, boiler-makers' assistants, lifters, drillers, pumpers, crane-men, 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 by 3d. per day in the Southern and Central Divisions, 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 second 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 1909, 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.

Junior Porters.

The General Secretary has arranged for penalty summonses to be issued against the Chief Commissioner for breaches of the Porters' Award in not paying Messrs. Sheedy (June) and Webb (Albury) the award rates for junior porters.

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 organization.

To Saddlers, Tailors, Grocers, Plumbers, Drapers, Painters, Clerks, Bakers, Brewers, Carters, Etc.

Wage earners employed at any of the above named or kindred occupations 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 organization.

At the present time no organization 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.

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.

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

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.

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 organization.

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.

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 membership at the end of 1907 as compared with 1904.

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.

Table with columns: Title of Trade Union, Membership at end of the year, 1903, 1907. Includes Amalgamated Railway Servants, Belfast and Dublin Locomotive Engine Drivers and Firemen, etc.

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 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 had 120 branches, the General Railway Workers had 82 branches, etc.

It will be of interest also to give 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 follows:—

Amalgamated Society of Railway Servants.

Table with columns: Year, Income, Expenditure, Funds at the end of the year. Data for 1903-1907.

Locomotive Engineers and Firemen.

Table with columns: Year, Income, Expenditure, Funds at the end of the year. Data for 1903-1907.

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.

The Locomotive Engineers and Firemen expended the following amounts on benefits:—

Table with columns: Year, Dispute Benefit, Unemployed Benefit, Sick and Accident Benefit, Funeral Benefit, Orphan Benefit. Data for 1903-1907.

The thirty-seventh annual 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 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.

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 Concord-road a residential area.



55/- POST FREE. 65/- PO. T. R.L.E. NEW MODEL WALTHAM. Solid Gold filled, 10 year case 65/-...

J. W. MARSHALL, Watch Specialist, Market & York Streets, SYDNEY.

ALHAMBRA THEATRE (HAYMARKET). Every Evening at 7-45. Matinee every W. d. and Sat. at 2-30.

G. CARY, Wholesale and Retail Family Butcher, ERSKINEVILLE ROAD, ERSKINEVILLE.

J. SANDERS, Grocer, SYDNEY & SWANSON STS., ERSKINEVILLE.

CROFT & CO., Darley Chambers, 156 King St., Sydney. Telephone—City 48.

RAILWAY GARDENS. Lines that make a delightful hedge. Helix Cornuta, Chinese Holly, etc.

SEARL'S, Nurserymen, 86 KING STREET, SYDNEY, N.S.W.

CHEAP MEAT FOR TOWN & COUNTRY BUYERS. MUTTON—Whole Sheep or Side, 11d. per lb.

JAS. S. AGNEW, PARRAMATTA ROAD, LEICHHARDT.

D. A. HUTCHISON, THE NOTED CHEAP SHOPS, George and Bathurst Streets and 79 Oxford Street, Sydney.

Try us for—GLASSWARE, CHINAWARE, EARTHENWARE, ENAMELWARE.

REDFERN D.I.C., 84 REGENT STREET. BRUSHWARE, TINWARE, FANCY GOODS, TOYS, ETC.

FURNITURE ON EASY TERMS. £5 worth, 2/6 weekly Call for Catalogue and £10 worth, 5/6 weekly in-pact goods...

W. H. KEAM, 99 GEORGE STREET WEST.

THE Amalgamated Railway & Tramway Association.

Established 1888. (Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.) PRESIDENT C. BROWN (Loco., Granville).

VICE-PRESIDENTS: M. D. CAMPBELL (Per. Way, Rockdale), T. FLYNN (Tram. Per. Way, Erskineville). EXECUTIVE OFFICERS: J. STEPHENSON (Railway Traffic, Newtown), A. G. PAUL (Tram Traffic, Rozelle).

LOCAL SECRETARIES WILL KINDLY FURNISH TIME AND PLACE OF MEETINGS, AND NOTIFY ANY ERRORS APPEARING WITH RESPECT TO TABLE BELOW.

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

PLEASE REVISE THIS LIST. The above list of Councillors, Executive Officers, and Branch Directory has just been revised and brought right up to date...

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

Executive Report. The executive reported having met to consider a resolution carried at the last Hurstville branch meeting on the motion of Messrs. Estell and Butfield...

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

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

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June, 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...

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.

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...

With reference to the case of Mrs. Donald Alchin, it was resolved that this case be forwarded to Junece 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.

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.

The report was adopted. 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 (Enfield).

The report was adopted. The 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 application 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 what course to follow.

A lengthy discussion followed. Mr. Ross thought Mr. Lawton had no idea of taking the matter to court. Mr. Cunningham suggested that Mr. J. C. Gannon, B.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 Tramway Review."

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

Deputation to Commissioners.—Mr. Twyford reported re deputation to Commissioners re the cases of Messrs. Fenner, 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.

Labour Council Conference.—A letter was received from the Labour 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 officers, 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 and the Amalgamated Association.

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.

With reference to the case of Mrs. Donald Alchin, it was resolved that this case be forwarded to Junece 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.

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.

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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 absence of two of the members who were taking prominent parts.

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 members. The correspondence from head office was read and dealt with, on the motion of Messrs. W. Spring and H. Scott.

Officers Amalgamate. Sectional Association to Join Amalgamate. 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.

With reference to the case of Mrs. Donald Alchin, it was resolved that this case be forwarded to Junece 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.

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The report was adopted. The 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 application 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 what course to follow.

A lengthy discussion followed. Mr. Ross thought Mr. Lawton had no idea of taking the matter to court. Mr. Cunningham suggested that Mr. J. C. Gannon, B.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 Tramway Review."

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

Deputation to Commissioners.—Mr. Twyford reported re deputation to Commissioners re the cases of Messrs. Fenner, 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.

Labour Council Conference.—A letter was received from the Labour 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

Quarry Board. The Home Pass Question. We regret very much the delay by the Quarry Board in coming to a decision regarding our claim for home passes for the quarry men at Ardglenn and Tarana. It is nearly 2 months since the application was heard.

With reference to the case of Mrs. Donald Alchin, it was resolved that this case be forwarded to Junece 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.

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.

WEIGHBRIDGE PORTERS AND OTHERS.

Penalty Summonses to be Issued

The legal firm before whom the weighbridge porters' case were placed, have sent the results 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. B. Stewart in respect to their service with the Railway Commissioners 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 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 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. Stewart had reached the grade of third-class 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 to the award. And as we have said 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 notices 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 common-sense 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 summonses 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 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 screamingly funny, 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 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 good.

NEW SOUTH WALES Amalgamated Railway and Tramway Service Association. METROPOLITAN OF IGGERS' BRANCH A MASS MEETING OF NIGHT OFFICERS will be held at the RAILWAY INSTITUTE, Thursday Morning, 1st September, at 10 o'clock. IMPORTANT BUSINESS: 1. Reports. 2. Consideration of Wages Board Matters.

CONCERTED ACTION WANTED. 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 penny's worth of backing given by the men, the Association will guarantee a hundred fold return in 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 commercial 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 exorbitantly high cost of living is attributed to various causes—the trusts, the tariff, the farmer, under production (when they give us a panic they 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, however, 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 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 needed 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, so necessary to indicate 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 organised effort. We would add in this connection that the changed conditions to which we refer are the direct consequence and result of the now general concentration of capitalistic interests and their control of the economic machinery 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, and all these branches should be united in sympathy and effort—an offensive 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 organisation on the part of the employees is not clear to the average citizen who believes 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 establishment, 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—technicalities, which, being for the most part 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 men of 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 fall."

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 Dineen:—

"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, inasmuch 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 representative would attend at the meeting and failing to put in appearance at the meeting, thus causing delay 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 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 definiteness and precision. This referred to employees being worked over 5 1/2 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 5 1/2 hours on different Saturdays, 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:—

Table with columns: Name, Date stood off, Time stood off. Includes names like J. Torrens, J. Batger, A. Croft, etc.

Will you kindly investigate these cases with a view to rectifying same? Yours obediently, (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 breaches, secure the names of employees 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 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 molly 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. 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.

Abolition of the Legislative Council and the substitution thereof of the Initiation and Referendum.

Electoral reform to provide proper machinery for the true representation of the people in Parliament.

Full civil and political rights for all State and municipal employees.

Cessation of further sales of Crown Lands.

A proper system of Closer Settlement.

Water Conservation and Irrigation.

Restriction of Public Borrowing. State Bank.

Graded Land Tax.

Free Education. — Secondary, Technical, University.

Re-enactment of the Industrial Arbitration Act.

The Zone System of Railway Fares and Freight.

Regulation of Hours of Labor.

Workers' Compensation.

Nationalisation of Coal Mines.

LABOR CANDIDATES.

- Albury B. C. Loyd. Alexandria J. R. Dacey, M.L.A. Allowrie C. W. Craig. Annandale G. M. Davidson. Armidale F. H. Bryant. Ashburnham J. P. Lynch, M.L.A. Ashfield W. B. Prendergast. Balmain J. Storey, M.L.A. Bathurst J. F. Coates. Bega F. E. Riley. Belmore P. J. Minahan, M.L.A. Belubula C. J. Danahey. Bingara G. R. W. McDonald. Blayney G. S. Beeby, M.L.A. Bclany F. J. Page, M.L.A. Broken Hill J. H. Cann, M.L.A. Burwood Thomas Tytherleigh. Burransong G. A. Burgess, M.L.A. Camden F. W. Webster. Camperdown R. J. Stuart-Robertson, M.L.A. Canterbury E. H. Burgess. Castlereagh, The J. L. Trefle, M.L.A. Clyde W. H. Tomkins. Cobarr D. Macdonnell, M.L.A. Cootamundra, W. A. Holman, M.L.A. Corowa J. Grant. Darling Harbor J. P. Cochran, M.L.A. Darling, The J. C. Meehan, M.L.A. Darlinghurst J. D. Fitzgerald. Deniliquin H. J. F. Peters, M.L.A. Durham A. Elkin. Glebe, The Thomas Keegan. Gloucester Con. Hogan. Gordon C. Von Hagen. Gough H. Colditz. Goulburn Percy F. Hollis. Granville F. E. McLean. Gwydir G. A. Jones, M.L.A. Hartley J. Dooley, M.L.A. Hastings and Macleay H. R. Bridson. Hawkesbury Albert Jones. Kahibah A. Edden, M.L.A. Kin J. J. Morris. Lachlan, The A. J. Kelly, M.L.A. Lane Cove S. E. Hutton. Leichhardt A. C. Carmichael, M.L.A. Liverpool Plains H. E. Horne, M.L.A. Macquarie, The T. H. Throver. Maitland L. P. Vial. Marrickville T. S. Crawford. Middle Harbor S. E. O'Brien. Monaro G. T. Miller, M.L.A. Mudgee W. Dunn. Murray, The R. Scobie, M.L.A. Murrumbidgee, The P. McGarry, M.L.A. Nami, The G. Black. Newcastle A. R. Gardiner. Newtown R. Hollis, M.L.A. Northumberland, W. Kearsley, M.L.A. Orange G. McGirr. Parramatta J. D. O'Reilly. Paddington J. P. Osborne. Petersham A. B. Dawson. Phillip R. D. Meagher, M.L.A. Pyrmont J. McNeill, M.L.A. Queanbeyan J. J. Cusack, M.L.A. Raleigh Clem Johnson. Randwick G. R. Young. Redfern J. S. T. McGowen, M.L.A. Richmond W. N. Gillies. Rous A. A. Taylor. Rozel'o J. B. Mercer, M.L.A. Sherbrooke A. Thompson. Singleton H. H. Pender. Sturt A. Griffith, M.L.A. St. George W. R. Bagnall. St. Leonards G. M. Down. Surry Hills H. C. Hoyle. Tamworth J. J. Loyd. Tenterfield R. R. Whereat. Upper Hunter, W. G. Ashford, M.L.A. Waratah J. Estell, M.L.A. Waverley W. L. Duncan. Wioham W. C. Grahame, M.L.A. Wool'ahra I. McCarthy. Wollondilly C. S. Fern. Wollongong J. B. Nicholson, M.L.A. Wynyard W. I. Boston. Yass N. R. W. Nielsen, M.L.A.

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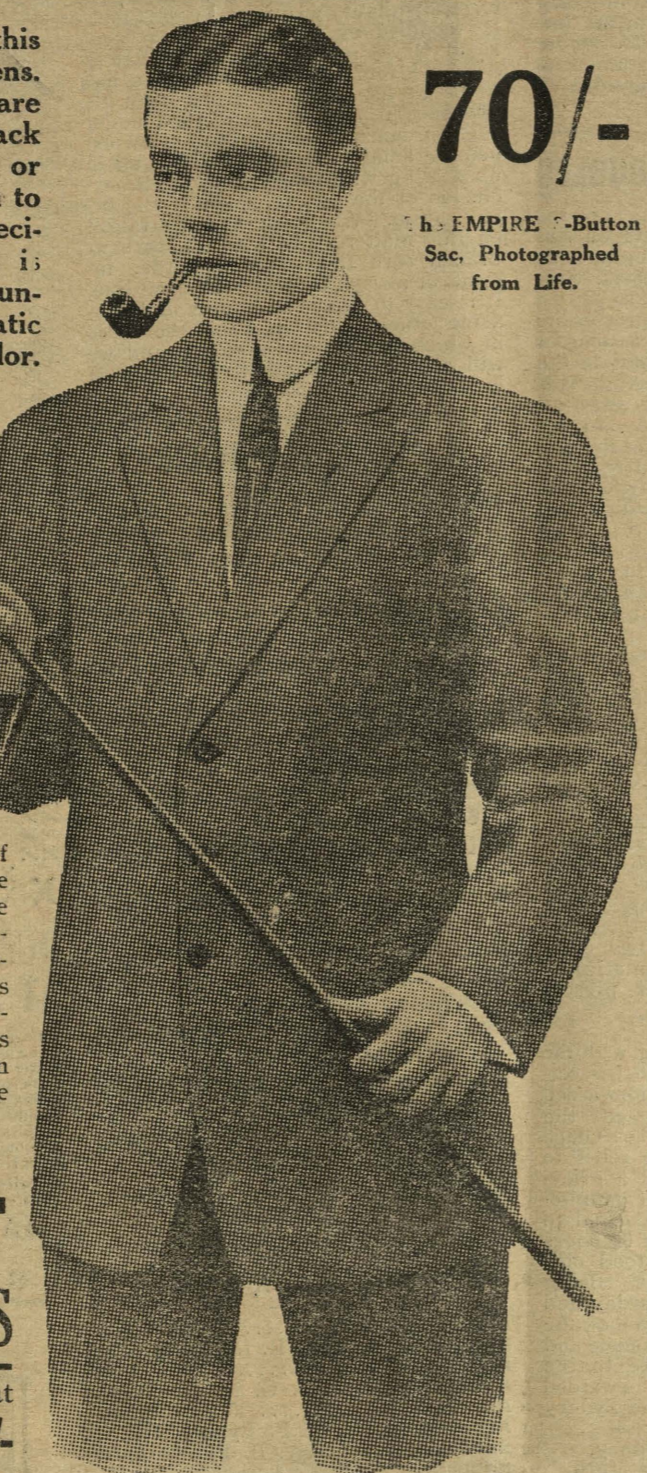
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ARTHUR FIBBERO, Manager.

GASWORKERS CONDITIONS.

For some time past the General Secretary has been seeking 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 of 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: 8½ hours from Monday to Friday inclusive, and 4½ 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 end.
- (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 applicable to gasworkers, whilst so employed.
- (7) Gasworkers' work not to exceed ten charges, and two fires; tools and 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 carbonizing retorts, and cleaning flues, to be paid the rates applicable to gasworkers 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 Amalgamated Head Office. Each person so prepared to give evidence should pre-

pare a statement setting out his present conditions of work, and also a statement of his reasons in support of 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 counting on a possible loss of Labor votes owing to the closing of the Burruga copper mines, but the Burruga miners are still in the district engaged in other occupations, and are particularly anxious to take a hand in downing the Waxe Government. Mr. Kelk, the nominee 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 result.

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, finishing up by addressing a large gathering at Goulburn on Saturday night. If Laborites will close up their 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.

The Goulburn Railway Football Club under the management of that good sport, Mr. J. McGreal, made the trip to Junee by the Southern mail on Saturday last, and was met by several of the Junee players and escorted to their hotels. In the afternoon a most enjoyable and evenly contested game was played between the teams. Mr. Gray skippered the Junee team, and Mr. McLaughlin led the Goulburn boys. This match was so closely contested that both teams were 3 all, right up almost to the time of the final whistle, when Goulburn scored and won after a grand and good humored game by 8 points to 3. Mr. Cheesman refereed the game to the satisfaction of all concerned.

The visitors were banqueted at night at the Commercial Hotel, and too much praise cannot be given to Mr. and Mrs. McDonough for the splendid spread they provided. Mr. F. J. Smith presided, and had on his right the captain of the Goulburn team, and on his left Mr. McGreal, their manager. After everybody had partaken 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. Kingsell and Bugg gave a cornet and mouth organ solo which was much appreciated. Mr. Roy Wentworth proposed the Junee Club. Mr. Richardson, responding, Mr. Bugg gave a cornet solo. The Chairman, in a very appropriate speech proposed the visitors, and several gentlemen responded 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 Sabbath brought an end to a most enjoyable day. The Goulburn team left by the up-express amidst cheers and good wishes for their safe journey home.

Our Bounding Circulation. Still Jumping Up.

Some weeks ago, we decided to publish, week by week, a full list of the new names and addresses added to the "Co-operator" mailing list, by virtue of having been enrolled as new members of the Amalgamated Railway and Tramway Service Association. We felt that this was the particular part of the concern in which our advertisers were intensely interested, and they were entitled to have a bona fide list 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 of the Railway Commissioners was gripping the minds and consciences of railway and tramway men in a most emphatic manner. There were some who did not hesitate to openly sneer at the claim the Amalgamated Association was making that its membership and influence was bounding ahead in an absolutely unprecedented fashion. The publication of the names and addresses each week effectively gags the scoffers. At the same time we may say that we certainly did not anticipate being able to record such brilliant progress as it has been our pleasure to show. It would certainly appear that the 30,000 employees of the Commissioners in New South Wales offers a rich harvest waiting to be garnered by a well-organized industrial union, backed by a well-equipped weekly paper.

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

- W. Mullins, Redfern.
- Frank Conarty, Lithgow.
- E. 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.

- Peter Johnson, Rozelle.
- J. Brand, Edgecombe.
- W. Luxford, Orange.
- J. O'Donnell St. Peter's.
- Alex Loudon, Balmain.
- F. Mills, Marrickville.
- Mrs. J. Wilson, Garland.
- George J. Geggie, Liverpool.
- E. Harris, Stanmore.
- C. C. Roberts, Athol.
- C. Thew, Newbridge.
- E. Mulheron, Newbridge.
- A. Carlon, Glebe.
- N. Thompson, Junee.
- P. Maher, Ilaboa.
- 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, Armature Siding.
- H. Adams, Kogarah.
- H. McGovern, Newentire.
- J. Robertson, Ardlethan.
- Fred Pygram, Ardlethan.
- A. Titchburn, Ardlethan.
- I. C. Rowe, Bathurst.
- F. H. Gibson, Marrickville.
- M. Sullivan, Alexandria.
- J. Brown, Leichhardt.
- J. Booth, Redfern.
- E. Riley, Leichhardt.
- W. Mitchell, Waterloo.
- G. Penfold, Waverley.
- E. Austen, Campsie.
- J. McGregor, Alexandria.
- J. Duproy, Alexandria.
- R. Herron, Alexandria.
- B. Griffiths, Inverell.
- W. Logan, Hadleigh.
- H. Thompson, Inverell.
- Walter Charles Skelton, Mayfield.
- Joe Lee, Stockton.
- Fred Thompson, Wickham.
- Fat O'Brien, Tumut.
- David McLean, Mount Horeb.
- Edward Murphy, Tumut.
- J. Monckton, Wollun.
- E. Wonsen, City.
- N. V. Roberts, Murrumbidgee.
- Charles Griffiths, Wallerawang.
- Peter Moore, Darlington.
- Charles L. McCallum, Koorawatha.
- M. I. Marshall, Redfern.
- 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.

TRAM WORKSHOP ASSISTANTS.

For some time past the assistants engaged at the tramway workshops, have been agitating for an improvement of their conditions. Some of 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 situation. It was eventually decided to seek redress through a Wages Board. A special committee was appointed to investigate present conditions, and draft a report embodying suggestions for improvement. The report of this committee has just come to hand.

The Committee's Report.

The General Secretary, Amalgamated R. and T. 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 plenty of evidence to substantiate our claims, we are on behalf of the committee:—

Chairman, Secretary.

The Suggested Claims.

1. Fitters' assistants, 9s. per day and dirt money.
2. Turners' assistants, 9s. per day.
3. Copper-smiths, 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.
8. Tube carriers and firefighters, 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 round.

Hours of Labor.

14. Forty-eight hours shall be a week's work, divided into five days of 8½ hours and one day of 4½ 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 perform the duties appertaining to the vacant position.

20. Notices of all vacancies to be posted in the shop or shed where such vacancies occur, in a conspicuous position.

21. Employees compelled to work in the weather, including freight car attendant, to be provided with waterproof coats and leggings.
22. Boys shall be provided with tram passes to and from their homes, and two suits of overalls per annum.
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 within one day's notice, to work more than two hours in excess of 8½ in any one day, shall be paid a meal allowance of 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 Blacksmiths' Strikers

The committee report that boiler-makers' helpers and blacksmiths' strikers are undecided as to what course to follow, owing to something they have seen in the press of late. What they have seen was in reference 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 Amalgamated Association has secured better industrial conditions than prevailed before. These men are immensely 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 scrutinized by the men concerned. If any alterations, or additions are required, recommendations should be forwarded to the head office of the Amalgamated Association without delay.

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.

Railway and Tramway Appeals.

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

THURSDAY, AUGUST 25, 1910.
THE BOARD.

MR. JAMES FRASER (Engineer-in-charge 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, 23/7/10.

Punishment.—Dismissed the service. Appellant in this case defended himself. 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 appeal.

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 caution.

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 damage of the permanent way and interlocking because of the leading wheels of the brake van taking the main line, and the rear pair of 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 it 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, resulting in damage to the latter, for

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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 fortnightly.

Railways.

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, June; 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, Pictou. Cleaners: Timothy Dries, Harden; Charles W. Murray, Penrith; Charles Whalan, Bathurst; Henry Donnelly, Parkes.

Per. Way Branch.—Fettlers: John Lillis, Narrandera-Finley; Alfred Ball, June-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, Stockingbingal; Francis W. Wedesweiler, Eskbank Relief; Raymond J. Ackerman, Orange; William Robertson, Byrock. Junior Porters: John A. Clark, Darling Harbor; William H. Mead, Darling Harbor; Henry J. Christy, Darling Harbor. Gatekeepers: William J. Stirling, Canley Vale; Donald E. Gills, Seven Hills; Martha J. Reed, Berry; Maggie Richardson, Cootamundra; Elizabeth Butler, Old June; Emily J. Langham, Orange. Probationers: Vivian L. Simpson, Ashfield; Vincent L. Miller, Liverpool; Charles Hume, Wollongong; Richard P. Lawton, Granville; Arthur Byakwell, 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. Shop Boy: Percy Barton, Eveleigh. Probationer: James McDonald, Wellington.

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 June-Hay.

Traffic Branch.—Shunter to Night Officer: Herbert P. Fox, Bathurst to Eskbank Relief. Porters to Night Officers: Frederick R. Walker, Byrock to 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, Tamworth to Kankool; Vincent L. Cranney, Bathurst to Currahubula. Junior 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 June; 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; 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, Austimmer; 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 Austimmer; Phillip Britt, Ashfield to Carriage Washing Sheds; Walter H. Beauchamp, Blayney.

RESIGNED OR LEFT THE 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, Cobarr.

DECEASED.

Laborer: George Bundy, Eveleigh.

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

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 June; Amy V. M. Walker, Byrock. Probationer: Alfred A. Hinde, Kiama.

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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 very 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,

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 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 haven'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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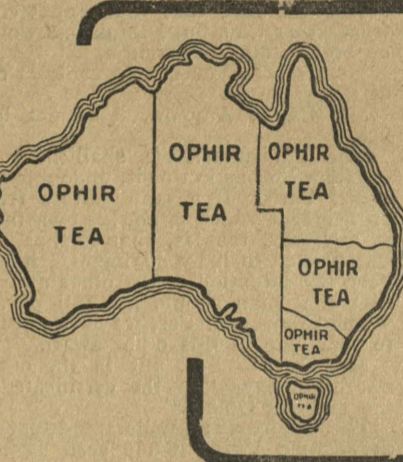
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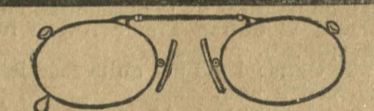
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