

THE RAILWAY & TRAMWAY CO-OPERATOR.



"ALL MEN ARE BRETHREN"

A WEEKLY NEWSPAPER FOR RAILWAY & TRAMWAY EMPLOYEES

"ASSOCIATION IS THE LAW OF PROGRESS"

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

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THURSDAY, SEPTEMBER 1, 1910.

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(TWELVE PAES)

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 Basher Tommy with a bouncing baby daughter last week. Doubtless a portion of Tommy's training for future fights will be wheeling a perambulator around the towns. 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 7min. 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 become 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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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, 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 you can show me the man that can hit a moth wid a single one av them, I'll say nuthin' about the ornaments an' lukin'-glass me an' the missus broke!"

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.

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-

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. 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.

LASKER & LASKER SAY THANK YOU

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

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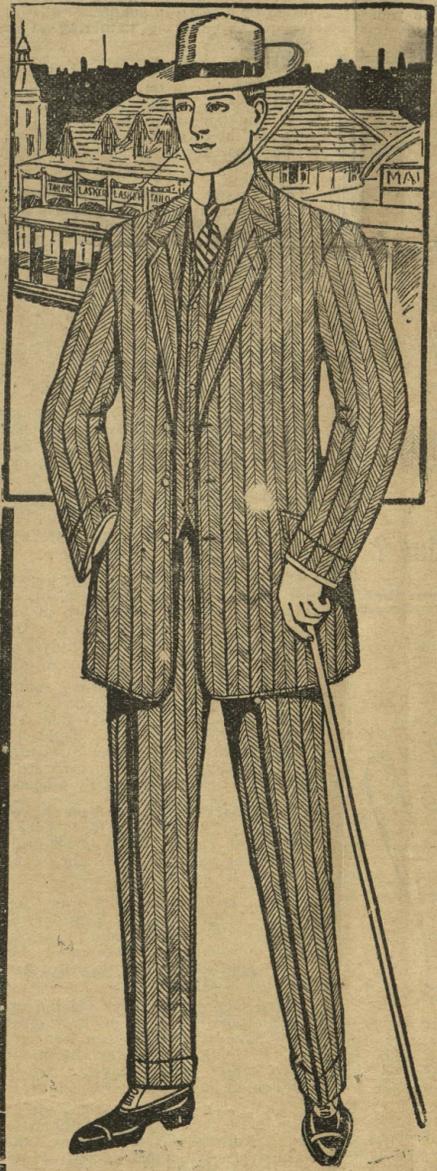
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The Palmerright Hat.
This week I have had several hat purchases to make for my country friends, and whilst at Palmer's, in Park-street, buying a Panama to send into the "Sunny West," Mr. Palmer took me through their hat department.



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

Australian Wool.



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

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Town Shopper will send you the exact amount. any line of goods will cost you, landed at your station. Groceries, Drapery, Boots, etc.
WHY NOT post your enquiry to-day?

Just a Word About Watches.
Several orders have been placed by me for "Railway" watches just lately, and I thought perhaps more might be wanted amongst my friends. I am in a position to get the best article made in this as in all other lines, and if any of my readers have been thinking of buying send along to me. I know they will be pleased with my selection. At prices ranging from 12/6 to 25/-, I can buy you a watch which is not only a credit to the maker, but also a credit to the wearer, and one which is sure to be always "on time." These are guaranteed, too. Then there is the chain to wear with your watch. I can buy heavy solid silver curb chains at 13/6 each, or light ditto, at 8/6 each. White metal curb chains (and they keep their color), can be bought for 2/-. Then if you want any other jewellery I will make the selection for you, and guarantee to please you, too. Drop me a line about it.

Lasker's Fancy Vest Offer.
Our readers' attention is specially drawn to the big attractively-displayed business announcement on page 3 of this issue by Messrs. Lasker and Lasker, of George-street, Sydney. In announcing the close of their half-yearly sale, which has had an unprecedented boom, they desire to thank their numerous patrons for the consideration shown them during the time of their genuine price reductions. But the advertisement has another and a special interest for "Co-operator" readers.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

There will be a meeting at Warwick Farm next Saturday.

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

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

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

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

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

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

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

There is no horse engaged in the Metropolitan Stakes that I prefer better than Patronatus after seeing the meritorious manner in which he annexed the Moorefield Handicap last Saturday under 8.6, which is 4lbs. less than he will carry in the former event. He is also in the Epsom Handicap at 8.4, but I fancy the Metropolitan is his dart, especially as he was heavily backed for that event prior to winning on Saturday. The son of Patronage cut out the 1 1/2 mile in 2.8, which about constitutes the record for the course.

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

MOOREFIELD.

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

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

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

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

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

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

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

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

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

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

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

Trafalgar is galloping, if anything, in better form than ever. At Flemington on Tuesday he fairly revelled in a mile gallop, which he threw behind in 1.47.

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

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

ANTICIPATIONS.
(By "Musket.")

WARWICK FARM.
The following are my selections:—

HURDLE RACE.

Lemonwood	1
Plunder	2
Yellow Aster	3

SPRING HANDICAP.

Dummy	1
Flaxen	2
Malster Maid	3

FARM STAKES.

Silver Hampton	1
Chaste	2
Lord Gambol	3

RANDWICK STAKES.

Aborigine	1
Irishman	2
Penniless	3

WARWICK HANDICAP.

Nuwara Eliya	1
Blue Book	2
Arbor	3

PACE WELTER.

Chauvelin	1
Pan Out	2
Troon	3

KENSINGTON.

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

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

The sport commenced at 2.15 with the Flying Handicap, for which several horses were well backed. The general public fancy for the sprint was The Maze, who went to the post at 6 to 4, Glitter being next in demand at threes.

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

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

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

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

Woman's Realm.

Women readers are cordially invited to write to us. Information and advice will be given, and shopping orders executed by expert lady shoppers, no charge being made for same. Cash must accompany orders. Should you desire your shopping done with any particular firm, your wishes will be respected. Original invoices will be forwarded with goods, and you will be able to return them to the "Town Shopper," c/o "Railway and Tramway Co-operator," 433 Kent-st., Sydney, N.S.W. Stamp for reply, otherwise queries will be answered in these columns. Send post-office orders only, and make payable to the Manager "Railway and Tramway Co-operator."

The "Marguerite" Blouse.

Undoubtedly summer is with us now, although it has been struggling to make an appearance for some time. On visiting Messrs. E. Way and Co. yesterday they showed me a silk blouse which I think remarkable value for the price.

have the same taste, I admit. Here is one of the naggiest shoes I have ever had the luck of seeing. Made in fine box calf, Derby shape, welted soles, Cuban heels, jumbo eye-lets, the illustration is a good copy of the original. Price, 9/6, 11/6, and 15/6.

Ready-made Silk Blouses.

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

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



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

Special Notice.

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

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



TOWN SHOPPER'S

Best wishes to the Readers of Women's Realm, and she cordially invites them to write her on any subject requiring advice.

Footwear.

I don't know how I have escaped the charms of footwear when giving you illustrations and descriptions of city-priced goods. At any rate I am going to show my readers a picture of a very becoming boot for ladies. The writer purchased a pair for herself the other day, and thought at the time how very neat and serviceable they would be for country wear. Made of fine glace kid, patent toe-caps, low heels, jumbo eye-lets, with broad tie-laces they are, to my idea the pink of comfort. Perhaps you will be thinking they are too hot for the present season. But, think

lar, of glace, is stitched and tucked to represent a Puritan stock; the cuffs, too, are treated in much the same way, and the blouse is well worth buying at 16/6.

I noticed the other day that the same firm—Messrs. Marcus Clark and Company—had a lovely glace blouse in something the same style for 25/-. The front was trimmed more fully with pin tucks, though, and the silk was crossed to the left side for a fastening—made with little pearl or colored buttons to match the silk.

In either of these styles M. C. and Co. can surely black, green, brown, navy or a lovely shade of vieux rose, in addition to the white, which take a lot to excel. I am sure you will like these blouses, and that whether you pay 16/6 or 25/- you will not be disappointed.

Just one more item will fill all the available space in this week's women's realm, and that is the ever useful crumb brush and tray. I am not going to quote for anything expensive, but this one varies in price according to size and quality. Made in popular



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



But perchance you would rather have a shoe dear reader. For you can't

A Wonderful Invention—No More Loose Plates.

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

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

MY UPPER AND LOWER SETS OF TEETH AT 21/1/- each are worn by satisfied patients all over Australia. They give satisfaction, and last for years. By my Painless Method it is possible to extract any number of teeth in a few minutes at 1/- and 2/6 each. No Pain, No Danger, No Ill After Effects. I do not make any charge for painless extractions when orders are given for Artificial Teeth. Visitors to Sydney can be fitted with Teeth in ONE DAY if required. Personal attention.

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



Japanned wear. The prices are 2/9, 3/6, 4/6. Of course readers understand that these articles are not post free, and when ordering, it will be necessary to enclose sufficient to cover postage.

Corticelli Wash Silk.

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

Cooking Apparatus.

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



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

LAKSHMI.

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

Answers to Requests.

L.C.—Can you give me a few hints how to keep cut flowers fresh? Cut flowers keep fresher if put in warm water first instead of cold; also a little powdered charcoal placed in the bottom of vase.

Miss B.B.—After business I frequently have to go out visiting. I have heard of some things which will refresh wonderfully if they are dissolved in the water one is to bathe in. If you look up last week's issue in "Answers to Inquiries" you will find that I have already given information on this subject.

Here are two more good bath-refreshers:— A small teaspoonful of mustard to a tub of water, or two good teaspoonfuls of boracic acid to a tub of water.

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

G.B.—Frequently after picnics or days out in the sun, my skin feels very dry and parched, and even sore when there is any wind. Can you suggest something to take the soreness out? If you add a tablespoon of fresh milk to the water you wash in every day, you will find this a preservative for the skin, and a soother on hot days. Another good rule is to have a little jar of oatmeal standing on your washstand, and when bathing add a good dessertspoonful. This I consider as good as any of the skin tonics or preservatives supplied by chemists.

ANSWERS TO CORRESPONDENTS.

(By Town Shopper.)

Do you Want to Own Your Home?

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

Satisfaction Guaranteed.

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

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

Samples of Our Shopping Service.

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

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

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

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

No. 25.—I was glad to have your order of the 20th instant, and the goods have gone on, cost £10/7. Balance to your credit, 1/11. I sincerely hope you will be pleased with the goods. You will find invoices enclosed in parcels.

No. 38/41.—Your letter received to-day. The chain sent is a heavy solid silver chain at 13/6. There is now 4/4 to your credit, which I am holding against next order. Shall I receive it soon?

No. 11.—Your letter and mine must have crossed in the post. On the same date as yours was written, I wrote you saying the goods had been despatched from Anthony Hordern's, and that they were on their way arrived and opened up to the satisfaction of all.

No. 10.—I have your letter of the 21st instant for which please accept my best thanks. Your order has gone forward, the cost of which was £28/7 (freight 11/-), and there is now 5d. to your credit. I sincerely hope you will receive the goods alright, and that they will open up to your entire satisfaction.

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

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

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

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

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

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

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

No. 16.—I am pleased to hear that shoes were right. I, too, am sorry I was unable to forward your shoes the same, but I can assure you no size was enclosed in letter. However, they went forward last night, and I trust ere this you will have received them, and that they will give satisfaction like the last pair. Shoes cost just 6/11, amount of your credit, so that we are now square.

No. 18.—I have your letter of the 22nd instant. The goods have gone forward from Edward Arnold's, cost £19/5, balance to your credit 7d. As requested we are sending under separate cover some catalogues, and trust they will prove of interest to you. We are enclosing a card of parcel rates, and from this you will be able to see just what it will cost for parcels to Willow Tree.

No. 13/15.—Yours of the 15th instant safely to hand. All goods have gone forward. Invoices enclosed in parcels, excepting the heavier cap. Total cost £118/7. Balance 1/8 to your credit. I am sorry I could not get the heavier tam cap; the only line now in stock is 3/11, all the cheaper lines are sold out. Would you like this? I shall hold your credit till I hear from you again.

No. 14.—I have your letter of the 22nd instant, for which please accept my best thanks. Your order has gone forward, cost £7, excepting the coat. This coat has been sold out of, and have only single-breasted, satin-roll collar coat about 52in. long. The coat you want I can get at other firms, but it will cost you about 21/-. I have a credit of 16/3 in your name, and shall hold it till I receive your reply.

No. 32.—Your order to hand to-day. I am glad to have it, and am pleased to be able to say the goods have gone forward by return mail. I could not get trousers under 5/11 per pair, and the four pairs of socks sent were 8d. per pair—the quality of the others was too poor. This just cut out your remittance of 14/6, and I hope you will be pleased.

No. 26.—I have yours of the 24th instant. The primus stove has gone forward from Messrs. Anthony Hordern's, costing 9/6, freight 1/4—10/0 spent on your behalf. Balance to your credit 1/2. Under separate cover I have taken the liberty of forwarding you a couple of grocery catalogues, and I am sure I could save you money even on these cut rate prices. If you have been reading the list of answers to correspondence I am sure you will recognise what I say as correct.

No. 29/32.—Your letter of the 24th instant to hand. I was very sorry indeed that the suit was too large, and had another sent on straight away. The difference in price was 3/7. As you will see by invoice enclosed in parcel; and the tobacco and boots cost 10/9. This makes a total of 19/4, and leaves a credit balance in your favor of 4/9. I sincerely trust the suit is right this time, and that the boots and tobacco will be to your liking. I am posting a couple of grocery price lists, and trust to receive an order from you shortly.

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

WORKERS' ACCIDENTS

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

Carpenters, bricklayers, mechanics, miners, gardeners, painters, laborers—in fact, all classes of workers—stand in daily need of Zam-Buk's soothing and healing aid. A cut, bruise, knock or pinch may not seem of much account when the first pain has passed away, but unless the injured place is dressed with Zam-Buk there remains the great danger that dirt and diseased germs will get into the wound and set up inflammation, festering, blood-poison or skin disease, that may mean months of suffering and compulsory idleness. The germ of the dreaded lockjaw harbors in dirt, and thus the simplest injury often has fatal results. If, however, Zam-Buk is at once smeared over a cut or bruise, the balm's pure healing juices soothe the pain, fortify the injury against germ attacks, and ensure rapid and perfect healing. As an insurance against festering and poisoned wounds, eczema and ulcers, Zam-Buk is the workers' best friend. A pot of this powerful germicide and healer should always be kept handy in cupboard, tool-bag or pocket.



SCALDS AND BURNS.

"As I am a cook by profession," says Mr. S. Balcombe, of Holloway Road, Mitchelton, Wellington, N.Z., "and constantly engaged over a fire, am very liable to receive burns and scalds. A few days ago I had the misfortune to have my hand and wrist scalded with boiling fat. Having Zam-Buk by me I at once applied the balm. The heat and inflammation were at once banished, and the wounds were soothed. Before night nearly all traces of the scalds had disappeared. I have always used Zam-Buk for cuts and sores, and have no hesitation in pronouncing it a first-class preparation, which I, for one, will never be without."

COACHBUILDER'S INJURIES.

"While following my occupation," says Mr. T. Mansell, a coachbuilder, of Keig Street, Newtown, Sydney, "I am constantly knocking the skin off my hands and cutting my fingers. These wounds fester and take some considerable time to heal, although all sorts of household remedies have been tried. Seeing Zam-Buk advertised, I procured a pot, and am pleased to say that in Zam-Buk I found just the balm I required. Its healing action was prompt, and where it was applied no festering followed. I strongly recommend Zam-Buk as an invaluable healing and antiseptic balm."

FOR HOME, WORKSHOP AND FACTORY.

Zam-Buk is unequalled for piles, ringworm, running sores, sore heads, eczema, bad legs, diseased ankles, ulcers, festering sores, open wounds, blood-poisoning, soabs, itoh, sore feet, rheumatism, chapped hands, chilblains, cold sores, skin cracks, cuts, scalds, burns, and bruises. Sold by all chemists and stores at 1s. 6d. per pot, or large size (containing nearly four times the quantity), 3s. 6d.



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

GROCERIES! GROCERIES!
W. WELLER, 21 & 23 Regent St., Redfern.
The shop for fresh, up-to-date goods. The famous Red Fern Coupons freely given. Send a trial order.

H. V. SMITH & CO.,
Drapers, Mercers, and Importers,
91 TO 101 CLEVELAND STREET, REDFERN.
You will enjoy shopping in our new building. During the last few days of our sale we are offering joy bringers in the way of bargains.
Men's Fashion Shirts, 1/11
Felt Hats, extra good, 1/11
Fleecy Underpants, 1/6
Flannels, Light and Dark Grey, 1/11
Blue Dungaree Trousers, 1/11
Special values in every Department.
COME AND SEE THE NEW STORE.

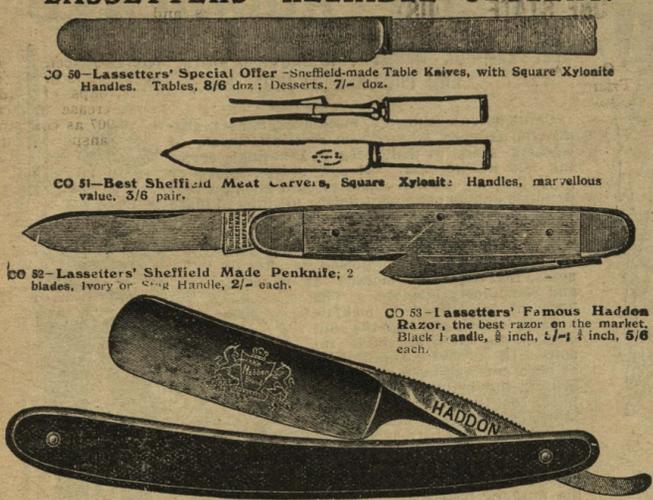
A. T. PITTAR'S DENTAL ROOMS.
185a Pitt Street Only (Opposite Civil Service Stores).
Painless Extractions ... 2/6
Artificial Sets from ... £2 2/-
Crown and Bridge work—Specialties. All work is guaranteed, and is under the personal supervision of Mr. Pittar.
If you have defective teeth, call and see him.
SAVE MONEY and deal at the RIFFIN COUPON TEA AND CASH GROCERY COY. Orders called for and delivered. 95 Regent Street, Redfern. Send for Price List. Phone 381 Redfern.

CURES EVERY WOUND IT TOUCHES! THE FAMOUS ZO-DE-AR OINTMENT.
Made up from an old family recipe. Has wonderful curative and healing properties in all cases of Boils, Pimples, Burns, Chilblains, Old Wounds, Bad Legs, Proud Flesh, Cracked Lips, Piles (outward and itching), Inflamed Eyelids and all itching and inflamed conditions of the skin. Sold in tins posted for 1/1. Well worth a trial. Highly recommended by users.
CROFTS' REMEDY COMPANY, Gladstone Road, Kogarah, N.S.W.

DICK ARNST CHAMPION
is not in it with our line of Felt Lou ge Hat, at 5/11, seven different shapes to choose from. Tel. 5-4.
FRED PIGGOTT, 49 & 51 Regent Street, Redfern.

Reside in Sydney's Garden Suburb
HABERFIELD
The Place of Beautiful Homes.
It is a constant pleasure to reside in this delightful Suburb. It is more than pleasurable to own one of these beautiful Haberfield homes. With the aid of liberal terms we can place you in possession of a new and charming cottage now. We have a number of new places ready for immediate sale and occupation varying in price from £595 to £1500.
All information, Booklet, and plan are obtainable upon application. Modern Cottages also specially designed and built to your order.
Estate Agents and Auctioneers,
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109 Pitt St., and at Summer Hill.

LASSETTERS' RELIABLE CUTLERY.



CO 50—Lassetters' Special Offer—Sheffield-made Table Knives, with Square Xylonite Handles. Tables, 8/6 doz.; Desserts, 7/- doz.

CO 51—Best Sheffield Meat Carvers, Square Xylonite Handles, marvellous value, 3/6 pair.

CO 52—Lassetters' Sheffield Made Penknife, 2 blades, Ivory or Bone Handle, 2/- each.

CO 53—Lassetters' Famous Haddon Razor, the best razor on the market. Black Handle, 8 inch, 1/1-1/2 inch, 5/6 each.

LASSETTERS', Cheapside, Sydney.

THE RAILWAY & TRAMWAY CO-OPERATOR

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As subscribers will directly benefit it is to their interest to do their business with those who pay for advertising space.

This will increase the value of the paper as an advertising medium, and consequently increase the means at our disposal to help Railway and

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

ARTICLES AND CONTRIBUTIONS.

Space will be given for contributions and articles, dealing with any helpful subject. We will do our best to authenticate all facts sent in, and where we cannot do so will place matter in an open column, where we will not be responsible for the opinions expressed.

LEGAL RESPONSIBILITY.

Whilst all our business will be conducted in good faith and the best service and advice given, it must be understood that all such service is of a friendly nature and without legal responsibility.

AGENTS WANTED.

We want agents at all depots, workshops, and country centres, who will be paid for their services.

Address Personal Communications J. H. CATTS, M.H.R., Commonwealth Offices, Sydney.

SEPTEMBER 1, 1910.

The Railway and Tramway Co-operator.

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, evoked 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 deflection 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, officers 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 controlled by 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 handling of his money, but must appoint the board or some responsible person to do so for him.

Mr. Wade made some remarks last Saturday regarding the election of representative on the Board to administer the Superannuation Fund. As our readers are aware, this board is to consist of seven persons, three to be elected by the employees, three to be appointed by the Government, with the Chief Commissioner as chairman. The three employees' representatives, are to be elected for three years, two 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, H. BROWN, I. H. STEPHENSON, Railways, 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, Bailay, Bell, Overhall, and Co. 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. MEARS, Chamber Magistrate.

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

These facts stand out clearly: (1) That the Amalgamated Association 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 to 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.

The matter is in the hands of the men concerned.

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.

Lengthmen 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 organisation.

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 organisation.

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

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 organisation.

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 years 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 years 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/- P.O. T. R.E.

NEW MODEL WALTHAM.
Solid Gold filled, 10 year case 65/-, Solid Silver English made case 55/-, A Watch to last a lifetime.

J. W. MARSHALL,
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Matinee every W. d. and Sat. at 2-30.
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RAILWAY GARDENS.
Lines that make a delightful hedge.
Ilex Cornuta, Chinese Holly, 10/- doz.
Tecoma Capensis, 10/- " "
Viburnum Tristis, 10/- " "
Buddleia Veitchiana, 15/- " "
Spiraea, Sorts, 10/- " "
Privet, Common, 7/6 100
Golden Privet, 7/6 weekly prices if doz.
Hibiscus, all colors, 15/- " "
Seasonable Catalogue forwarded on application.

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86 KING STREET, SYDNEY, N.S.W.

CHEAP MEAT
FOR TOWN & COUNTRY BUYERS.
MUTTON—
Whole Sheep or Side ... 11d. per lb.
Legs, Shoulders ... 2d.
Fore-quarters ... 11d. " "
BEEF—
Joints ... 3d. " "
Corned Beef, prime quality 11d. " "
SATISFACTION GUARANTEED.
NOTE—Cannot pay Freight on long distances at above low prices.

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George and Bathurst Streets and
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GLASSWARE,
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ON EASY TERMS.
£5 worth, 2/6 weekly Call for Catalogue and £10 worth, 5/6 weekly in-pact goods, or write £15 worth, 5/- weekly and traveller shall call. £20 worth, 6/- weekly 10 per cent. off usual £30 worth, 7/6 weekly prices if paid in 3 £50 worth, 10 weekly months.
Pianos 5/- per week.
Also all kinds of Jewellery, and Musical Instruments.
W. H. KEAM,
99 GEORGE STREET WEST.

THE Amalgamated Railway & Tramway Association.
SERVICE
Established 1888.
(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.)
PRESIDENT C. BROWN (Loco., Granville).
VICE-PRESIDENTS:
N. D. CAMPBELL (Per. Way, Rockdale). T. FLYNN (Tram. Per. Way, Erskineville).
EXECUTIVE OFFICERS:
J. STEPHENSON (Railway Traffic, Newtown). A. G. PAUL (Tram Traffic, Rozelle).
TREASURER: F. BURKE (Paint Shops, Eveleigh). GENERAL SECRETARY: J. H. CATTS, M.P.
TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

COUNCIL.
LOCO. RUNNING. A. HUNT (Driver). H. COURT (Loco. Sheds). H. WORDSWORTH (Fuelman, Eveleigh). J. M. WALTERS (Washout-man, Eveleigh). W. SPRING (Washout).
LOCO. MECHANICAL. J. W. CUNNINGHAM (C. and W. Shop). F. J. PASCOE (C. and W. Shop). J. MELVILLE (C. and W. Shop). J. TWYFORD (Painter). E. BENNETT (Interlocking).
TRAM TRAFFIC. C. O'NEILL (Rozelle). J. PURCELL (Newtown). J. ROSS (Rozelle). A. WALLACE (Rozelle). A. LE BRETON (Newtown).
TRANS OTHERWISE. A. HORD (Lineman). H. FRASER (Lineman). H. PATERSON (Erskineville). H. T. MESSITER (Lineman).
RAILWAYS PER. WAY. J. BURNS (Ganger, Newtown). A. SHERIFF (Bricklayer, Banksia). E. SAVAGE (Fettler, Mortdale). M. A. O'DONNELL (Fettler, Mortdale). S. KING (Fettler, Clyde).

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

Branch.	Secretary's Name and Address.	Place and Time of Meeting.
Sydney	J. Gerrard, Turning Shops, Eveleigh	Trades Hall, 1st Thursday
Granville	E. R. Hodgkinson, George-st., Clyde	School of Arts, 2nd Thursday
Penrith	G. T. Howe, Loco., Penrith	School of Arts, 2nd Thursday
Blackbank	G. Bunyan, Examiner, Blackbank	W. H. Brooks' residence, 3rd Sunday
Wallerawang	Les. Murray, Porter, Blackbank	Waiting-room, 2nd Wednesday
Bathurst	C/o J. H. Catts, Trades Hall, Sydney	Trades Hall, 1st Saturday
Orange	T. Thomas, Per. Way Shops	Templars' Hall, 1st Saturday
Wellington	W. B. Peters, Storeman, Orange	Guards' Barracks, 2nd Sunday
Dubbo	T. Gildea, Loco., Wellington	Protestant Hall, 1st Monday
Dowra	Les. Thomas, Loco., Dubbo	Bawden's Rooms, 4th Sunday
Harden	C/o J. H. Catts, Trades Hall, Sydney	Waiting Room, 4th of each month
Junee	E. White, Fuelman, Harden	Railway Station, 1st Wednesday
Narranderra	W. Nichols, Per. Way, Junee	Waiting-room, 2nd Saturday
Potomundra	E. Rochford, Goods Clerk, Narranderra	Railway Station, 2nd Friday
Oxforburn	A. Mewton, Upper Picton	Old Barracks, 2nd Thursday
Newcastle	R. Murray, Per. Way Ganger	Lodge room, Town Hall, 1st Saturday
Woolton	R. Corish, Interlocking, Goulburn	Oddfellows' Hall, 2nd Saturday
Newcastle	W. Godfrey, Loco., Hamilton	Trades Hall, Newcastle, 4th Tuesday
Tamworth	J. J. Bailey, West Tamworth	Oddfellows' Hall, East T., 1st Sunday
Narrabri	E. C. McColl, Goods, Narrabri W.	Railway Station, 1st Thursday
Queanbeyan	J. E. Monk, P.O. Royalla	Waiting-room, 3rd Saturday
Armidale	J. McCormick, Armidale	Caledonian Hotel, 1st Saturday
Murrumbidgee	B. Dugan, Loco., Murrumbidgee	Railway Station, 4th Saturday
Inverell	J. Forde, Byron Siding, via Inverell	Railway Station, 1st Saturday
Moree	J. Donnelly, Per. Way, Moree	Railway Station, 1st Saturday
Singleton	R. Winsor, Traffic, Singleton	Loco. Tank House, 1st Friday
Albury	R. McLean, Ganger, Albury	Railway Station, 1st Thursday
Lismore	T. Linklater, Loco., Lismore	Railway Station, 1st Friday
Nyngan	J. E. Richardson, Per. Way, Nyngan	Railway Station, 1st Saturday
Warriss Creek	A. D. Worrell, Pump, Warriss Creek	Railway Station, 1st Saturday
Bulacrain	T. M. Green, Per. Way, Bulacrain	Council Chambers, 1st Saturday
Kiama	W. Thomas, Pheasant Point, Kiama	Royal Edward Hotel, 2nd Wed.
Eveleigh	H. Court, 12 Park Road, Moore Park	Railway Station, 2nd Saturday
Soons	W. C. Callister, Per. Way, Aberdeen	Trades Hall, Sydney, 3rd and 4th Tuesday
Erskineville	J. Jackson, 81 Samuel-st., St. Peters	Council Chambers, 2nd Saturday
Hurstville	A. E. Moore, 4 Dorset-st., Hurstville	Trades Hall, 1st Saturday
Darling Harbour	A. W. Kearsley, Outwards	St. George's Hall, 1st Sunday
Newtown	F. J. Fryke, 82 City-road, City	Trades Hall, Sydney, 3rd and 4th Tuesday
Ultimo	W. Hardill, Loco., Ultimo	Wollongong, 1st Saturday
Wollongong	J. Quech, Per. Way, Tarravanna	M.U.I.O.P. Hall, 1st Sunday
Junee, No. 2	R. Williams, Thomas-st., Junee	Trades Hall, Sydney, 3rd Friday
Interlocking	G. H. Stokes, Allen-st., Granville	School of Arts, 1st Wednesday
Hornsby	E. L. Collier, Collector, Hornsby	
Parkes	H. A. Neave, Per. Way Office, Parkes	
Southern Officers	H. Jones, N.O., Culcairn	Members to be summoned.
Western Officers	H. Newell, Night Officer, Marrickville	Members to be summoned.
Tramway Traffic	F. Ross, 40 St. David-st., Ashfield	Tramway Traffic, 3rd and 4th Wed.
Western Officers	H. Chapman, Night Officer, Brewong	Members to be summoned.
Botany P.D. Siding	F. Newton, 69 Day-street, Leichhardt	Railway Institute, 1st Wednesday

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

COUNCIL MEETING.
The usual monthly meeting of the Council of the 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.

There were present Messrs. Brown (president), Flynn, and Campbell (vice-presidents), Paul (executive officer), Burke (gen. treasurer), J. H. Catts (gen. secretary), and the following Councillors: Messrs. Twyford, Pascoe, Cunningham (loco. mechanical), Wordsworth (loco. running), Mason, Lawless (railway traffic), Ross, Purcell (tram traffic), Sheriff, King, Savage, O'Donnell (railway per. way), and Patterson (trams per. way).

Executive Report.—The executive reported having met to consider a resolution carried at the last Hurstville branch on the motion of Messrs. Estell and Butfield, reflecting on the administration of Head Office. Messrs. Estell and Butfield were summoned to attend and explain their statements. Mr. Estell wrote stating that he had moved on information supplied by the President (Mr. Brown). Mr. Brown flatly contradicted Mr. Estell's statement. He wrote of the administration of the Head Office was investigated, and a resolution carried unanimously as follows:—"That the statements made at the Hurstville branch are absolutely without foundation."
The question of organisation was considered, when it was resolved on the motion of Messrs. Flynn and Burke:—"That the organiser submit monthly reports to the executive of work done."

The General Secretary recommended an increase of ten shillings per week in the wages of one of the clerks at Head Office. It was resolved on the motion of Messrs. Flynn and Campbell that the wages be fixed at £2/5/- (a 5/- increase) per week till the annual conference.
Lengthy consideration was given to the executive report, especially dealing with the Hurstville resolution. The whole of the working of Head Office was explained to the Council. Mr. Butfield of Hurstville, who seconded the resolution in the local branch, was in attendance and disclaimed any association with Mr. Estell's statement. He had seconded the resolution to enable it to be forwarded to Head Office, simply because he thought Mr. Estell's statements should be investigated. Messrs. Campbell, Savage, and Sheriff related what had been stated at the branch meeting. Mr. Brown again totally repudiated the statements made by Mr. Estell alleged

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, pointing out various discrepancies in connection with the matter of his case, and to get further particulars.

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

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

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

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

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

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

Tram Per. Way Report.—Mr. Flynn reported re the case of Mr. Galloway, fireman, and stated he intended calling the Tram Per. Way Councillors together to recommend that an 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." He stated he found there was a good sale for the paper outside the department, but the title was a hindrance. It was not intended to alter the paper in any way. It would continue to be the official organ of the Association. The original agreement was produced, and it was found the Council could act regarding this matter between the Annual Conferences. It was resolved on the motion of Messrs. Paul and Ross:—"That permission be granted for the alteration of the name 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.
The report was adopted.

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. In the meantime, Mr. E. Lawless, secretary of our general branch at Hornsby, has been asked to enrol all officers desirous of joining the Amalgamated body.

Western Officers' Branch.

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

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

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

(3) The matter of nights off for N.O.'s, it is generally understood that a N.O. should have one clear night off a week, but it is the practice in some parts of the district for officers to have 3 nights off, and others 4 nights off per month. It was suggested that meetings be held at an early date at the following places:—One day and night meeting at Mount Victoria, and one day and night meeting at Penrith, so as to rally Eastern members together and discuss various matters. Dates of same will be announced at a later date. A vote of thanks to the president for his presence was heartily given, thus concluding a very interesting meeting. The next meeting will be held for S.M.'s on 12th September at 8.30 p.m.

We trust collectors will report regularly to their branch secretary.—Gen. Sec.)

Botany Road Siding Branch.

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

Erskineville.

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

Hornsby.

The usual monthly meeting of the above was held in the School of Arts, Hornsby, on Wednesday, August 3rd. The chair was occupied by Mr. J. Leatham. Apologies were received from Mr. I. Hostie and Mr. A. Hughes, who were unavoidably absent. Correspondence was read and received from General Secretary, re transfer of Mr. P. Barclay and Mr. J. G. Kemp from Sydney branch; from Picton branch, transfer of Mr. H. Woodward. It was proposed that these members be received into the Hornsby branch. Carried. Re Mr. Stephenson's testimonial, it was decided to send lists out and ask that

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

Running Shed Branch.

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

OFFICERS AMALGAMATE.

Sectional Association to Join Amalgamation.

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

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

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

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

3. The joint body, working in branches of the Amalgamated Association shall elect the representatives for the Wages Board being applied for, and shall take part in the preparation of claims and submission of evidence to the Board.
Signed as delegates of the respective bodies:—

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

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

QUARRY BOARD.

The Home Pass Question.

We regret very much the delay by 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. The General Secretary has written to the chairman of the Board. As we go to press we have urged the chairman to expedite the decision. We find he has decided that employees enraged at Ardglenn or Tarana, who live away from the quarry shall have their wages increased, which increase may be avoided by the Commissioners if they grant home passes daily in the case of employees who can reach their homes daily, or otherwise weekly. The Department have been acquainted with this decision, but refuse to carry it out until legally compelled to do so. The Board will meet next week to formally register their decision, which should be gazetted a few days after.

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 25 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 Dint:

"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, C. Eldridge, G. Anderson, R. Alexander, P. Keane, G. Wallace, C. Hallet, W. Hislop, J. Coonan, N. Cuddiford, W. Ley, F. Amy, M. Barden, M. Monaghan, W. Woolnough, O. Windeyer, F. Smith, J. Twiss, L. S. Dowling, G. Whiteoak, L. O'Donnell, E. Gooley, H. Southall, O. Windeyer, J. Roe, D. Brown, W. Goodwin, G. Dwyer, H. Manuel, J. Warren, W. Woodcroft, R. Dinte, J. McCann, W. Dowling, F. Reid, G. Nicholson.

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.

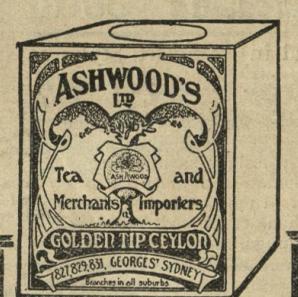
Nationalisation of Coal Mines.

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. Kambah 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. Nambour 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. Woolahra 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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RAILWAY & TRAMWAY MEN who are wise put a few shillings a month into a block of land in some suitable locality, thus laying the foundation of a future home of their own or else a little investment which will stand them in good stead later on smoothing the path in their declining years. The young man starting out in a constant job if not reckless or careless begins to save for the cosy little home which he looks forward to. If he begins in time when that home is occupied it is his own and not the landlord's. We are out to do business, but we are out to do it on legitimate lines and the first object of this Company is to assist such men to become their own landlords. So many men in the service have done business with the old Haymarket Company, that references as to our methods of dealing can be had from men who are working with you every day. Ask any of them if they ever regretted dealing with this Company. To men in the service we can show building and home sites which we know will suit them. There is Dobroyd Park, Haberfield, where several are located and there are a few goods lots still left. There are also a few left in the Fernbank Estate, Marrickville. Then there is the St. Kilda Park Estate, the pick of the Kogarah and Sans Souci District where the lots are unequalled for railway men, who can get a season ticket by train and tram and live in the country and by the sea-side. There is also the Alston Park Estate on the heights of Bexley, a beautiful situation practically in the country. Lots are available in any of these Estates on terms to suit everybody. Just call in and get a plan from the HAYMARKET P.L.B. & I. CO., LTD., 750 GEORGE STREET, and have a look around for yourselves.

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APLEA FOR THE BLUES. Colored Fabrics this season of course are very popular. The Greens, Browns, Olives, Tans, Black and White Stripes are very pleasing, but it's restful once in a while to get back to good old Blue Serge, Black Cheviot, Black Thibet or Vicuna. All the colors and patterns in vogue seem to make the blue and black more popular. We can especially recommend our Two-Year All Wool Serge. It is stamped and guaranteed by the English Mills to be Sun-proof and to stand Sea and Rainwater and any climatic change without shrinkage, or loss of its fine blue color. Your tailored suit can be made in 20 styles, just as you desire, fitted, of course, with the Palmer Unbreakable Shape-retaining Coat Fronts, thus giving your suit the same lease of Perfect Fit as the fabrics their wearability and color, that is: easily two years! One of the styles described.



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

- £5** WORTH OF FURNITURE, 5/- deposit, 2/6 weekly. Houses partly or completely furnished, on terms made to suit purchasers. Immediate up-to-date stock. C. FORSSBERG, 78 William-street.
- £10** FURNITURE, 10/- deposit, 3/6 weekly. Oak Dining and Bed Room Furniture a speciality. Brass-mounted Italian top Bedsteads, £2/10 to £12/10. Agents in N.S.W. for Wonderful Wertheim Sewing Machines, cash or terms. C. FORSSBERG, 78 William-street.
- £15** FURNITURE, 20/- deposit, 5/- weekly. Bevelled Mirror Sideboards, from £2/10. Wardrobes £3, Duchess Chests £2, Marble-top Washstands 20/-. Wertheim Sewing Machines, cash or easy terms. C. FORSSBERG, 78 William-street.
- £20** FURNITURE, 25/- deposit, 6/- weekly. Carpets, Linoleums, Bedclothes, Drapings, Cutlery, E.P. Ware, Crockery, and all Kitchen Utensils stocked in great variety. Wertheim Sewing Machines. C. FORSSBERG, 78 William-street.
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 ARTHUR FRENBERG, Manager.

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 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, Nevertire.
- 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, Gilrillbone.
- 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:—

The Suggested Claims.

- Fitters' assistants, 9s. per day and dirt money.
- Turners' assistants, 9s. per day.
- Coppersmiths, tinsmiths, sheet iron workers, and plumbers' assistants, 9s. per day.
- Lifters 9s. per day
- Leading lifters 11s. per day
- Crane Drivers 10s. 6d. per day
- Timber carriers and stackers, 9s. per day.
- Tube carriers and firelighters, 9s. 6d. per day.
- Freight car attendants, 9s. per day.
- Tyers 10s. 6d. per day
- Ropemen 10s. per day
- Unskilled laborers, 8s. 6d. per day.
- Boys, 1s. increase per day all round.

Hours of Labor.

Forty-eight hours shall be a week's work, divided into five days of 8 1/2 hours and one day of 4 1/2 hours.

Overtime.

- Double time for first two hours and time and a half afterwards.
- Holidays and Sundays, if worked, to be paid for at double time.
- Any employee required for duty after completing his usual day's work, to be paid for time travelling to and from work.

General Conditions.

- Employees relieving in higher grades for a quarter of a day or more, shall be paid the minimum rate of pay for such grade.
- Promotion shall be in the order of seniority, where senior employees are competent to perform the duties appertaining to the vacant position.

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 scrutinised 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.

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:—

- Wages.**—The minimum rate of wages to be paid to gasworkers shall be at the rate of 10/- per day.
- Hours.**—48 hours shall constitute a week's work, to be worked as follows: 8 1/2 hours from Monday to Friday inclusive, and 4 1/2 on Saturday.
- 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.
- The abolition of the principle of working double shifts at the week end.
- All employees relieving in the higher grades shall be paid the minimum rate of the person relieved.
- Employees (putting in charges) shall be paid the minimum rate applicable to gasworkers, whilst so employed.
- 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.
- 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-

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.

PER. WAY BOARD.

A Metropolitan Witness.

Cost of Travelling to and from Work.

Can the Board Award Accident Compensation?

Our report last week closed during an argument at the conclusion of the examination of Fetter Musgrove, of Bulli, on the question of the method pursued in increasing a fetter's wages to the 7s. 6d. maximum.

Chairman:—That may be, but his six months' work entitled him to get the pay a fetter would get, does it not?

Mr. Fraser:—A fetter of six months would not be getting 7s. The fettlers under the commissioners' regulations start at 6s. 6d.

Mr. Catts:—Is that done now, Mr. Fraser?

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

Mr. Catts:—They start at 7s. Mr. Fraser:—They do not start at all as fettlers. They start on the extra gang. They rise to 7s. 6d. a day. When a man takes up a position as fetter he goes in that gang at 7s., and serves his period in that gang and goes up to 7s. 6d.

Chairman:—A man after working for some months in the extra gang has to suffer a reduction if he goes to a different position.

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

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

Mr. Fraser:—He has to be permanently appointed.

Mr. Catts:—As a matter of fact, the 6s. 6d. rate which Mr. Fraser referred to is wiped out.

Chairman:—A man may have served more than six months in the extra gang at 7s. 6d., but when he goes into the permanent gang he has to serve another six months before getting that rate.

Mr. Fraser:—He has to serve his probationary period on the staff.

Mr. Catts:—In the Tramway Permanent Way if he has served six months—even if it is only by a week at a time—it counts for him, and he gets the 7s. 6d.

Mr. Fraser:—That may be in the award.

Mr. Catts:—That is so. Chairman reads section of award referred to.

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

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

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

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

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

The Chairman: The Act may over-ride the Act. The Act may over-ride the Act. The Act may over-ride the Act.

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

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

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

The Chairman: It is not necessarily so. I do not know what the provisions in the Act are.

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

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

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

Mr. Fraser: You cannot contract out of it, of course.

Mr. Catts: Anyhow, it is not law yet.

The Chairman: We shall have to consider that aspect of it, undoubtedly.

Mr. Catts: If a man suffers from an accident which is not his own fault in any way, that is, that he has not contributed to it by negligence, it has been the intention of the other awards that that man should get full pay.

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

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

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

Mr. Catts: I did not quite read it as you read it now.

The Chairman: As in the Traffic Award this clause will be quite good enough for you, so long as it is not affected by the Workmen's Compensation Act?

Mr. Catts: If that is agreed to, I will not bother any further about it.

Mr. Fraser: That is so. Mr. Catts is getting evidence from a lot of these men as to their failure to accumulate holidays. I think we can meet him. I think we can come to a satisfactory arrangement with him, because 90 per cent of our men do accumulate holidays.

Mr. Catts: Then we need not bother about that.

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

Mr. Catts: Is there anything further you would like to say to the Board?—He did not think it right that he should be getting only 7s., and be compelled to do the same work as the staff man who was getting 7s. 6d. He had years of experience in extra gangs.

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

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

Mr. Campbell: He would get his full wages from the moment he became permanent.

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

Mr. Fraser: From the time of his first appointment to filling a permanent vacancy, and six months on from that day he would get his increase to the full amount.

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

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

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

The Chairman: There are no extra gangs in the tramway.

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

the higher rate.

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

Mr. Catts: If a man had served six months as a painter—

The Chairman: Supposing he has served six months as a laborer at a rate of 7/-, and he is then put on as a permanent fetter, he would be jumping 1/-. He would not be entitled to the 7/6 under this clause; he would have had to serve six months at the rate immediately below what he is going to.

Mr. Catts: That is not what has been done under the Tramway Award.

The Chairman: I do not think it matters here either. If the rate is always 7/-, if he has served at his 7/ for more than six months, then when he is permanently employed he would have to come on at 7/6. He would not have another probationary period after that.

Mr. Catts: The practice in the Tramway Department was that a man would perhaps be working for six months, and then the rule would be that he was to get a higher rate but a great many would only work four months and then they would be put off and come back again. The decision given in the award was that the total service should count even if there was a break in the service, and that the break should not go against them, inasmuch as they had had the full time of probation.

The Chairman: Supposing a man was going to be promoted from fetter to ganger, and supposing that the ganger after six or twelve months got a higher rate than he got at his first appointment; the man coming on who had so many years' experience as fetter would not on his promotion to ganger jump up to the top rate?

Mr. Catts: No, but if he had served as ganger, whether relieving or not, or in broken time or not, that should count.

The Chairman: It certainly would. Does laborer mean an extra man?

Mr. Catts: No; there are other laborers in the Permanent Way Department.

The Chairman: In construction and maintenance work only I mean.

Mr. Fraser: We really divide them into two classes—the artisan laborers and Permanent Way laborers.

Mr. Catts: The extra men are practically doing the same work as relieving fettlers they are put on the work because there is an extra rush. We contend they are all doing the same class of work.

The Chairman: Who are the laborers?

Mr. Catts: We put laborers in because we find in these boards, where a large number of men are affected, say 5,000 men are covered, there will be some men working who are not covered by those other designations at all; therefore, we put them in as laborers. Take shovellers in ballast pits.

The Chairman: Would the Unskilled Laborers' Award exclude railway work?

Mr. Catts: Yes, the railways are exempt. The Judge included these men in this Board—all laborers. The only men who are exempt are men under existing awards that cover the commissioners.

The Chairman: The only thing is, I do not know how to define it. If the fettlers' work is admitted not to be laborers' work, then one can understand that there are two classes.

Mr. Fraser: Fettlers are laborers.

The Chairman: If it is contended that fettlers are laborers, then you can put the two in with the one.

Mr. Catts: Theirs is a skilled class of work. If you take the Loco. Laborers' Board on which Mr. Johnson sat, and Mr. McLaurin was chairman, it applied to loco. laborers, but they grouped the classes according to skill. (Rates of wages read from the award.)

The Chairman: Is there a rate for general laborers?

Mr. Catts: Yes.

The Chairman: Are there any other laborers besides fettlers?

Mr. Fraser: Yes, take the navy pure and simple, the man who uses a pick and shovel; the fetter is sometimes a navvy, he has to use the pick and shovel and on another day he is packman and lifting the road; that is a different class of labor.

The Chairman: The navy pure and simple who uses the pick and shovel or beater every day simply uses his hand and never his mind. I do not think the extra men on lengths should be grouped with the others.

Mr. Catts: But if they were grouped in this way the Department would find no difficulty in locating them.

Mr. Fraser: No, the extra men on lengths are not in the same class as the others.

The Chairman: Do you know how to distinguish these men from the common laborers?

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

The Chairman: Then it is not promotion from the position of laborer to the position of fetter?

Mr. Fraser: Yes. It is an improved position, because a fetter is a permanent man and gets paid for every day in the year, whereas the laborer may not get regular work.

The Chairman: Then if a man who is a laborer is promoted to become a fetter, supposing there is a difference of wages between the two, he would have to serve six months at the lowest wages paid to the fetter?

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

The Chairman: That was also provided in the other awards.

Mr. Fraser: Yes, after he has served his probation.

Mr. Catts (to witness): Supposing all the time you had worked in extra gangs, raiing, re-railling, or re-sleeping, was counted when you were sent out fettling in an extra gang and after a total of six months you got the extra wages, would you be satisfied?—Yes.

The Chairman: That depends also whether it is admitted that the work in the extra gang is the same as that of a fetter.

Mr. Catts: We contend that it is.

That a man working at this is qualified as a fetter.

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

Mr. Catts: Do you think it is an attraction for him now to go off 7/6 a day on to permanent fettling at 7/-?

Mr. Fraser: Those men in the back country go straight to 7/6 from the extra gang.

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

Mr. Fraser: I thought Mr. Catts wanted more than that.

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

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

Mr. Catts: That is what we contend: That if a man works on that work six months he is competent to work as a fetter, and in fact it is the practice of the Department to take their fettlers out of these extra gangs.

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

The Chairman: And they still keep them for six months at the lower rate.

Daily Home Pass. Mr. Fraser (to witness): Re relieving—I thought you might be relieving for some time and be living on the place.

Witness: I was a week at one time, and was then sent to Belmore for a fortnight, and was then sent to St. Peters.

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

The Chairman: I can quite understand that if he were single.

Mr. Fraser: But supposing he was married, and was appointed for six or nine months.

Mr. Catts: Oh, that happens very seldom.

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

Mr. Fraser: In that case he may as well make his home there.

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

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

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

The Chairman: Say a man was relieving out of Tamworth and he lived in the town and went out to work on the length, he would get an allowance or rather he would be taken to and from his work.

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

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

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

Mr. Fraser: Not in the case of a man like this who is relieving on account of holidays. In a case of sickness it would be hard to say.

Skill Required by Fettlers. ... Examined by Mr. Fraser: You stated that as a relieving fetter, you have been doing spiking?—Yes.

Where have you been doing spiking?—At Svdhenham gangs ganger Spelleie said to me, "Get hold of the jigger and hammer and put a few spikes in for me."

In that case did you use the gauge?—Yes.

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

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

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

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

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

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

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

Witness: You have to know how to do it before you are recommended as a relieving fetter.

Mr. Fraser: How many rails have you cut during the time that you have been relieving fetter?—Three.

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

By whose orders did you cut with the setting tongs?—By the ganger's.

What is the ganger's name?—The first ganger was Skellie.

Where does he work?—At St. Peter's.

By his orders you cut rails with the setting tongs?—One rail with him.

Who else did you cut rails with?—Ganger Lawton or Lawson. I am not sure of the name, on the Sydneyham line.

How many rails did you cut for him?—Two.

In this cutting of rails, did you hold the set, or did you swing the hammer?—I swung the hammer.

So far as you were concerned it was a question of swinging the hammer—purely a laborer's job?—The other extra laborer held the set.

Was the rail marked by the ganger, or did you measure it?—No, the relieving ganger in the one instance measured it, and the ganger in the other instance measured it. I marked the holes to be bored.

So you cut about three rails during your time as relieving fetter, and cut them with the set?—Yes.

Mr. Catts: Mr. Fraser mentioned that he would like to know the gangers who gave the instructions.

Mr. Fraser: It is interesting to me to learn that gangers are using sets cutting rails, in spite of instructions I have given definitely not to cut rails again with them.

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

Mr. Fraser: I will not use it, excepting that I will give instructions to the divisional engineers to prevent it.

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

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