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THURSDAY, SEPTEMBER 15, 1910.

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Sparklets from Sportdom

(By "SALVADOR.")

Joyless, anti-sport Judkins has broken out in a fresh place in search of more notoriety. He was booked to leave Melbourne last Tuesday to inreave Melbourne last Tuesday to invade Tasmania with a fierce intentions of commencing a crusade against Tatt.'s sweeps. Jud. is evidently of the opinion that a sweep ticket is a passport purchased which mean simultaneous admission into the clutches of the devil. Apples are cheap down in the fly speck at present, and should the Islanders pelt him with the specked variety there should be no occasion for the canting person to drop dead from sheer survivo

Our old friend Tommy Burns has sprained his knee, and it is stated that the mishap may cause his absolute thad a fair crack of the whip, and with the money accumulated in this fight-loving portion of the globe, should be able to retire in comfort. By the war it will be remembered that Tommy stated emphatically that he would never re-enter the ring after his last quilting at the hands of Brudder Johnsing. Doubtless we will see him again limping back into the magic square in the dim future though. Tahmmy was always notorious for his love for the shining dollar, and there is always a bag of them to be picked up easier in the ring than by embarking in business.

When Greek meets Greek—they start an oyster shop. When Newtown and South Sydnev leaguites meet on the Agricultural Ground they are tipped to start the ball rolling in a manner calculated to thrill all belovers. Newtown has scored 11 wins, lost 2, and is 23 on the competition points table. Souths came next with 11 wins, 3 defeats, and on the C.T. are 22. Both teams will be "all out," and spectators who expect to see some "skin and hair" flying may not be disappointed. appointed.

An American motor hog, one of the millionaire variety, was scragged and put upon tral last week. Whilst scorching! he ran over and killed a young girl. Accidents will, of course, happen, but when the cowardly motor man, knowing well that he has injur-ed a pedestrian, same as this miscreant must have known, then flies from the scene of his crime, without ascertaining whether he could be of any assistance, as did this inhuman wretch, he deserves boiling in lard. But being a millionaire he will probably get off with a nominal fine with a nominal fine.

Poor old Bill Lang is now a fallen idol. In spite of the faith many of his Australian friends had in him, his six round bout with Al. Kaufman last week has completely dimmed the lustre of his pugilistic star. From accounts Kaufman "put it all over him."
By the way, unless Willum has de with Tommy Burns, Tommy's chances of beating big Kaufman, should the ex-champion ever re-enter the ring, do not strike one as being any odds on

Injuries to cyclists, footballers, one cricketer, two jockeys, a lacrosse player, a baseball man, a log-chopper (fatal), several aeronauts and a lady skater. Also, incidentally, the crew of one of our war-boats have all caught the mumps. It might be mentioned that not a single injury has been sustained in the boxing arena, and there have been willing battles in all of the local stoushing temples.

We were under the impression that uch D. McIntosh was going to play hell and turn up Jack in London, according to recent cables, to the effect that he was determined to run a tournament amongst the heavy-weight boxers of England, with the idea and hopes of discovering a bruiser who would be able to account for Jack Johnson. But there the matter ended, and the enterprising Mac is now on his way back to Australia. cord.

These cable stunts though have served the purpose of keeping H. D. M's me-mory green with the Australian pub-lic. 'Tis wonderful the advertising dodges which can be learned in Yan-keeland.

Great battle between Jim Barry and Ted Green at the Central last Friday night. It went the full twenty rounds at a whirlwind bat. The old rounds at a whirlwind bat. The old general Green fairly outpointed Barry, and the referee gave him the decision. Barry was evidently the favorite, though for a bic section of the audience hooted the decision in menacing fashion. Several of them rushed the ring and Joe Costa, the referee left hastily, escorted by sympathisers to his dressing room. Being an umpire is not all beer and skittles.

Jack Griffiths, the club swinger, was billed to assault the world's record at the Central last night (Wednesday), and should, as this paper sees birth, still be wearily twirling. It seems a fearful waste of good energy this sort of thing, but men do all sorts of things for a crust in this comical old world.

The Rugby Union competition was advanced another stage last Saturday, when before the prowess and fury of the Eastern Subs. Balmain bit the dust by 17 to nil. Manly rose up in strenuous fashion, and rattled North Sydney's grinders by 20 to 9. Newtown still predominated, the Uni. men being the victims, and 11 points to 3 the scores. Glebe and South Sydney made matters over-warm, a player from each side being shoo'd off the field by the referee for "ungentlemanly" behaviour. Sydney came out of the fray top dogs by 12 to six. St. George and Wests failed to rally up a team, so abandoned their match. The members have evidently lost heart owing to being bumped so consistently.

Balmain and South Sydney League teams played an attractive match on Birchgrove, and Balmain barrackers had the mortification of seeing their heroes trounced by 16 to 7. Eastern Subs completely flattened Glebe out, 36 to nil being registered. Two players were injured in this match, and forced to retire. North Sydney men were in good form were in good form, and conquered Wests by 12 to 4. Annandale bucked in all it knew how to, but the doughty Newtown gladiators hit them to leg, so to speak by 19 to 2. The game is now almost on its death bed. The cricketers and sailing crews are beginning to encroach. It will soon be: Farewell Rughy Season 1910 be: Farewell, Rugby Season, 1910.

The good old surfing days are comino round again, and the troubadours on the trams that run down to the on the trams that run down to the bright, blue sea are bracing themselves for the ordeal. With the Sunday morning crowd clinging like so many ants to the footboard, the lot of a ticket snatcher is far from a happy one. That more of the knights of the bag and whistle do not get knocked off the footboards whilst climbing round the backs of surfers hanging on to the staunchions, as other trams come whizzing past is a mystery. But then a tram conductor is supposed to have as many lives as a cat, and twice have as many lives as a cat, and twice a cat's agility. One of the main ag-gravations attached to clattering out to the wave-washed beaches with a legion aboard, on a day when the sun is hot enough to blister the peak of is not enough to bister the peak of a cap, and the unfortunate troub, is steaming with perspiration and smothered with dust, is that he can only watch his phissengers rushing down joyfully into the cool, hissing briny, whilst he, after a longing gaze at the blue Pacific tumbling lazily in, must swing his pole around and clatter back through the devilish dust into the sweltering town again. the sweltering town again.

Still rising—Morane, a French aviator, soared to the height of 8,469 feet—over a mile and a half—last Saturday. This constitutes the latest re-

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Galatea Sailor Blouses, 2/6, 3/6 to 5/6. Crash Sailor Blouses, 2/6, 3/6 to 5/6.

Boys' Conway (3 garment) Suits, in Crash, White and Galatea, 5/6, 6/6, 7/6 to 12/6. Sailor Suits in Crash, White and Galatea, 4/6, 5/6 to 7/6.

We have also to hand a stock of Jersey Suits (so much in favor during the Winter Season). These fashionable and serviceable Garments are in Summer Weights, in Greys, Creams and Browns, at 11/6, 13/6, and 16/6.

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Alleged Humor.

Conducted by Mr. Spectacles.

Are you fond of fruit? Well, eat the date of this paper!

"Pa, what is writer's cramp?" "It's being cramped for money, my son. All writers suffer from it."

When is a pretty girl like a spoon? When she is in-T-resting (interest-

How can you make a thin child fat? Pitch him out of the bedroom win-dow, and he is bound to come down

Here's to the fellow who smiles,
While life rolls on like a song,
And here's to the chap who can smile
When everything goes dead wrong.

Talking about love! It's a great tache, and a poet's dream, and all the . But its something like measles, after all. It's pretty bad when it strikes one late in life.

There was a young man of Balmain, Who was a little bit soft on the brain, When his sweetheart said, "Kiss me, And mind you don't miss me"—

Green: "I'd like that fellow Brown if he didn't always laugh at his own White: "Brown doesn't laugh at his own jokes. He laughs at you fellows who are silly enough to listen to them."

At the end of the ball one of the guests went into the cloakroom at three o'clock in the morning, and the attendant came forward with a coat. "That isn't my coat," said the guest; "mine is a perfectly new one." "A new one? Oh, I haven't had any new coats left since half-most twelve." coats left since half-past twelve.

When was Napoleon most shabbily

When he was out at Elbo. I replied that I was, rather.
"Well, kiss me for a lark!" said
the lady, and I—ran away.

Said a particular lady friend to me the other day: "Are you fond of

Why is an author the queerest animal in the world? Because his tale come out of his

The man who has forgotten more than others ever knew is to be pitied; he would, perhaps, be of greater ser-vice if he had remembered a little.

Worse!--"Have you found that your idol has feet of clay?"
"No," sobbed the bride, "I have found that he has a cork leg."

There was a young girl of Calcutta, Who had such a terrible stutter; One day-she said, "Please, Will you pass me the cheese, And the b-b-b-b-b-b-butter!"

Hubbard: "I estimate that advertising costs me fifty pounds a year more than I can afford—"

Jaye: "What are you talking about? You don't advertise."

"No; but the drapers do, and my wife is a confirmed bargain-hunter."

May: "What kind of saucepan that from which, though it has no lid, the water will not come out when the saucepan is turned upside down?" Marjorie: "A very remarkable one, I should think."

May: pan." "No; merely an empty sauce-



THE "CHANTECLER" FASHION.
She: "I want some poultry."
Shopwalker: "For the head or for the table, madam?"

Two Toasts.

Here's to the man who plans things-Builds things—makes things— Who prates not of wonders of old, Nor gloats upon ancestral gold, But takes off his coat, and takes a hold

And DOES things.

"There are thousands of ways of making money," remarked the Captain of Industry. "Yes," but only one honest way," said another, a modest chap. "What's that?" said the com-pany promoter. "Ah," said the mopany promoter. dest chap, "I thought you wouldn't

Reginald: "Have you any peculiarity, Richard?"
Richard: "No, Reginald, I think

Reginald: "Strange; many people have one. By the way, which hand do you stir your tea with?"
Richard: "My right hand, of

Reginald: "Aha! That is your peculiarity. Most people use a teaspoon."

In a far Western town a commercial traveller brought the notes percent to his room with his angry storming. "Want your room changed, mister?" "Room trade one percent the porter. "Room traveller brought the hotel porter up politely queried the porter. "Room changed, no!" fumed the traveller. "It's the fleas I object to, that's all." "Mrs. Leary," shouted the porter to the housekeeper down below, "the gent in No. 11 is satisfied with his room, but he wants the fleas chang-

No Children Allowed.

'Have you any children?" demanded the landlord.

"Yes," replied the would-be tenant solemnly, "six—all in the cemetery." "Better than here," said the landlord consolingly; and proceeded to execute the desired lease.

In due time the children returned from the cemetery, whither they had been sent to play.

Father was about to apply the strap. "Father," said Willie, who had just completed his second term at the grammar school, "unless that instrument has been properly sterilised I desire to protest." This gave the old man pause. "Moreover," continued Willie, the germs that might be released by the violent impact of leather upon a porous textile fabric but lately exposed to the dust of the streets would be apt to affect you deleteriously." As strap fell from a nerveless hand, Willie sloped to imbibe a little more

Say! Nellie Smart, can you tell me the difference between a lemon and an elephant? Nellie Smart (after a wise and wor-

Nellie Smart (after a wise and worried look): Well, I can't really say that I do know exactly the difference between a lemon and an elephant.

Oh, well in that case, it wouldn't do to send you for lemons, would it?

You might bring back a dozen ele-

You might bring back a dozen elephants.

An Easy (A kneesy) Riddle: If a rooster, a little boy and a monkey each broke their knee, where would they go for a new one? Well, the rooster would go to London for a Cockney; the voungster would go to the butcher for a kidney, and the monkey would go to the mint to get a ha'-penny (please drop the "h" and dodge the brick).

Don't Argue.

Tubbs: "Where do the frozen meat?"
Stubbs: "Where does the frozen meat, you mean, and even then there is no sense in what you say."

Tubbs: "Pardon me! Where do the

frozen meat?" Stubbs: "Oh, I don't know. You know you're talking absolute nonsense,

Tubbs: "On the contrary, Stubbs.

The frozen meet round the fire as a rule; where the genial warmth may thaw them."

Brown's Refusal.

Brown was very much in love with pretty Miss Simpson, and had told her so repeatedly, but in vain. She did not reciprocate. Brown's friends knew of the affair, and whenever Brown gave a toast, Miss Simpson was made the subject of it. One night, when Brown and his companions were enjoying a little supper among themselves, one of the men said:

"Come, Brown, your usual toast."
"No," came the reply, "since I can't
make her Brown, I'll toast her no long-

A Good Card Trick.

For this trick twenty-one cards are needed. Deal them out face downward into three piles, each of an equal number, and ask a friend to select a card and tell you which pack it is in. Put that pack between the other two, and deal them out again, from left to right always again ack. from left to right always, again asking which pack the chosen card is in. This is once more put between the other two. The cards are dealt thus three times. After the third time, deal out your cards face upward, and the eleventh card will be the one originally chosen.

TRAM STRIKE VICTIMS.

Chief Commissioner Interviewed.

A Free and Frank Discussion.

In accordance with the decision of the Council of the Amalgamated Association, representatives of the Rozelle Tramway branch, Driver G. zelle Tramway branch, Driver G. Paull and Driver Wallace, who are also executive officer and councillor respectively of the Amalgamated Association, waited upon the Chief Commissioner, Mr. T. R. Johnson, on Tuesday of last week with a request that the embargo against the victims of the late tram strike might be removed.

good, if the smaller number placed the matter before you. I join the other speakers in the request made, and feel sure, if granted, it will be appreciated far and wide.

Mr. Johnson's Reply.

What Stands in the Way.

Mr. Johnson: Now, I have listened to you very carefully and your series.

Mr. J. H. Catts (Hon. Gen. Sec. of the Amalgamated), introduced the tram representatives, and Mr. Johnson received them all in the most

The Interview.

Mr. Catts: I may say, Mr. Johnson, that our presence is the outcome of negotiations which have been in progress some time regarding those tram of employment has been decreed. Durproached Mr. Harper, Deputy Chief Commissioner, on the matter, but he stated—and we could see the force of his position—that as the decision was given by you, he could not upset it. I suggested that Mr. Harper might rupt your holiday with regard to the

men concerned.

We then approached the Minister for Railways and suggested that you might be cabled to, with a sympathetic expression of opinion from the Government. Mr. Waddell expressed himself personally sympathetic, and promised to place the matter before the Cabinet and advise us of the result. He did not, however, do so.

Mr. Johnson: This was purely a matter of administration.

Mr. Catts: Quite so, but our intention was that you should be communicated with, and asked on our behalf to take a less rigid view than you did at the time of the strike.

The idea of taking this action at the

The idea of taking this action at the time was very largely the outcome of the determination of the Government to release certain coal miners from gaol who were concerned in the coal As these men had had part of their punishment remitted, we thought the same principle might be applied to the tramway men referred to. How-ever, we have had to await your return. An Open Wound.

We desire that the late tram strike and all its incidences might be forgotten and that the wounds may be allowed to heal. This is very difficult, if not impossible, under present conditions. Every pay day particularly, the tramway men meet their old comrades at the various depots trying to earn a livelihood by insurance canvassing, selling wares, etc. Some are doing fairly well, others very poorly. The men working for the insurance com-panies will have their living prejudiced by the passing of the Superannuation Act. As these old tramway men tell the present employees of their trials and difficulties the whole of the incidences of the tram strike are revived. The men at work cannot forget that their unfortunate comrades were punished for acting on behalf of the whole. Under these circumstances, how is it possible for the tram strike to be for-

Corrective or Vindictive Punishment.

We believe you gave voice to a good principle—which was new to us—soon after you came to Australia when you said the object of punishment was corrective and not vindictive. We submit that all the corrective purposes which

vou had in mind have been served.

In view of this we make an earnest appeal to you to raise the embargo against the employment of these men. They are capable men, and will render good service to the Department. Of course we have in mind that several are doing well and would not return to the Tramway Department, but we have in mind others who are not so able to adapt themselves to outside conditions after long service to the Department.

A Large Body of Opinion.

We represent a large body of men, both railway and tramway. Our deputation is small, but our arguments are big. Numbers wanted to come, but we thought three could place the case as well as three hundred. We trust you will see your way clear to accede to our request.

Mr. Paull: I think Mr. Catts has covered the ground pretty well. It is rades outside the fence. We were all equally responsible for the strike, and we feel that these men are being called upon to suffer on our account. It will take many years for the feelings en-gendered by the strike, and more so by the prohibition of employment of some of our friends, to die down. Some of the men, as Mr. Catts has said, are doing fairly well, whilst others are not able to maintain their families. It must be remembered that a man becomes unfitted for general work outside the Department after a number of years' service within. The years he might have learnt a trade are gone. In many cases all that is left is laboring work, and if the man does not happen to be big and strong, he I can only endorse the remarks of the previous speaker, and hope that the

Mr. Wallace: I don't know that I can add anything to what has been said by Mr. Catts and Mr. Paull. We represent the general desire of the tramway men concerned in the strike as well as a large number of men of other grades who feel that it would be no derogation of the dignity and position of the Chief Commissioner to now withdraw the appearant of the and withdraw the embargo referred to and allow those who wish to come back to be reinstated in their positions. I may say that when it was heard that we were going to make this request, we were pressed to bring a large deputation. Even a number of storekeepers and others within

Driver Wallace.

request can be acceded to.

We felt it would make a less encroachment on your time and do as much good, if the smaller number placed the

Mr. Johnson: Now, I have listened to you very carefully, and very quietly. You were quite right in believing that a small deputation would influence me as much as a large one. Some of the people of New South Wales have pe-culiar ideas—altogether novel to me that it is numbers on a deputation that count. They pay a very poor compli-ment to my intelligence. Yes, you are quite right in coming with a small de-I am never impressed with

I am aware of the steps taken by your Association, and, if I may express an opinion, I think you did not follow the correct course in seeking outside influence in connection with a purely administrative matter.

purely administrative matter.
Mr. Catts: As you were away, we sought to have a cable message sent to

Mr. Johnson: Now, I did not interrupt you. A listent to all you had to say. There has been a good deal of influence sought to be exercised upon me in regard to this mat-

Now, let me say I am as sorry as Now, let me say I am as sorry as you are in this connection. I have a list of these men before me. Some of the men concerned I would like to be able to re-employ. One man in particular I have in mind who did all he could to prevent the strike I would like to be able to do something for. But I investigated the matter thoroughly at the time, satisfied myself of the lv at the time, satisfied myself of the part taken by these men as leaders, and came to the conclusion that this list of men must be dealt with as I have done.

Some Can Never Return.

There are some of the men on this list who will never come back to the Department while I am Chief Commissioner, of that I am sure. It would not be in the public interest. They would only stir up trouble. My difficulty is that I cannot see how I can discriminate. They have all been prohibited from re-employment for the same offence. It is unfortunate that. same offence. It is unfortunate that there are some good men amongst them and some the reverse. But as they were all punished for the same thing, how can I allow some to return to work without allowing them all. It would be an unjust thing to do.

The Loyalists. There is another thing of which I am reminded when mention is made of the feeling of soreness existing, that stood lovally to the Depart ment are being made to feel that there is no comradeship, no brotherliness for them. While the men persist in for them. While the men persist in this attitude, how can the wounds heal? I had a case brought under my notice recently, where one of these men was ever prevented from entering into an athletic competition—a road race, I think it was. While this spirit is being asserted towards the men who very properly remained loyal to the Department, I cannot consider the lifting of the embargo against those men for the embargo against those men for whom you have made such a strong appeal. If I find later on that this attitude towards the loyalists is improved, I may be able to consider the position of some of the men who have been debarred from employment. Of course, I could not dream of putting the loyalists off to make room for the men who left their positions. I am very sorry frankly and straightforwardly, as I al-

ways do. I hope you will convey to those whom you represent, not only my decision. but the spirit in which it is given.
A Brief Rejoinder.

Mr. Catts: While accepting your de-

cision, and without making any futher request, I should like to add a word or First of all we seek always to convey to our members the spirit and intention of any decision you give. would not seek to create a wrongful impression by colorable reports. We can quite see your difficulty—looking at it from your point of view—in reinstating the men we are pleading for, as you state that would necessitate the dismissal of the lovalists, but vacancies are occurring almost daily which could be filled without prejudice to anyone at present in the Service. There is just one further matter—I think I would be correct in saying you are not fully conversant with the inside conduct of Union affairs. he that in times of stress and excitement, some member scarcely heard of before will rise to his feet and carry the whole meeting with him, by expressing what is in all their minds. In such circumstances, if officers did not carry out the decision of the majority, another set of officers would be quickly elected who would do so. It is just as likely as not that there are men in the Service who had more to do with the decision to strike, than those penalised.

Mr. Paull: I am afraid the feeling against the lovalists—although it is dying down—will be kept smouldering

dving down—will be kept smouldering while the embargo is kept against the men debarred from employment.

Mr. Johnson: I hope to hear of a better state of affairs. Now you have my reply fully and frankly.

Mr. Catts: Now that We have finished with this matter, I would like to seek some information, as well as bring under your notice certain aspects of the superannuation question.

Mr. Johnston: Very well.

(The superannuation questions re-

(The superannuation questions referred to are reported elsewhere in this issue.)

The Alexandra mail coach, when crossing the Goulburn River at Darlingford (Vic.) was swept away. The coach, two horses, and mails were lost. and others outside wanted to join us. The driver had a narrow escape.

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

Malt King and Maltine are about equal favorites for the Epsom Handicap, Silver Hampton and Flavinius being in good request too, while Gold Lace, Golden Slipper and Apple Pie are animals well supported. Patronatus still maintains his position at the head of quotations for the Metropolitan Stakes, and he is likely to keep his place till flag fall.

Another big race for galloways will be run at Ascot (Vic.) next November, the stake being £1000. No doubt a good few Sydney ponies will take part in the event, but, scrange to say, though we have better horses all round than the Victorians, our trainers are not successful with their charges in these big races.

Flavinius' form in the Welter Handi-p on Saturday last was encourag-g, especially to those who have invested on him for the Epsom, in which he is handicapped at 8.6. Last year he ran fifth in the Epsom, under 8.11, but as the chestnut looks a lot brighter now than he did on that occasion, I will be surprised if he does not give a great account of himself in the mile event this year.

The stable must have netted a tidy pile over the victory of Prince Foote in the Chelmsford Stakes, as he was backed from 12 to 1 to 5 to 1, and had the start been delayed a little longer he would have been at an even shorter price than that on offer at flag fall.

Simpson rode Hartfell on the outside all the way in the Novice Handicap, and he did well in getting second to Nangar. The latter is a nice even galloper, and is improving with each gailop.

The big Malster colt, Malthusian, ran better in the Novice Handicap than he has ever done, and such a fine big fellow may do better when properly

Tanami was last to finish in the Chelmsford Stakes, which was won by his stable mate Prince Foote. The former looks well, and little notice can be taken of his position in this event. *

Though Patronatus was defeated in the Chelmsford Stakes, he ran well enough to suggest his being trouble-some in the Metropolitan Stakes.

Parsee was a very long way out of the hunt, in company with a few others, in the Chelmsford Stakes, when best part of the mile and a furlong had been traversed. Yet he managed to run a creditable fourth. This horse cannot begin well at all, but he should run prominently in the Metropolitan Stakes, notwithstanding that he has the tidy burden of 9st. to

The surprise of the Chelmsford Stakes was the running of Silver Hampton who led from the start up to near the leger, where Patronatus passed him. Silver Hampton, however, did not peter right out, for struggling along well under the whip, he ran third, being only a length behind the second horse, Patronatus. The Hampton gelding has the low weight of 6.12 in the Epsom Handicap.

Prince Foote was a long way back in the Chelmsford Stakes after more than half of the trip had been negotiated, consequently his great finish was all the more meritorious. He came along in treble quick time from the end of the stand, his run being all too good for the favorite Patronatus. Prince Foote got home by a length and a half, and it should take something very choice to down him in the Caulvery choice to down him in the Caulfield Cup.

The mount on Malt King in the Epsom Handicap will be given to S. McDonald, who is almost bound to do his mount justice. This horse is now an extra firm favorite for the mile race, as he should be after his brilliant display on Saturday and v. 9.7 play on Saturday under 9.7.

Apple Pie, who ran third in the Doncaster Handicap, finished fairly well in the Tramway Handicap on Saturday, but it appears as though Malt King who won, will again finish in advance of the Ayr Laddie mare in the Epsom Handicap.

As Malt King will have 5lbs. less to carry in the Epsom Handicap than he humped to victory in the Tramway Handicap, his chance of success in the important mile event appears to be particularly rosy. He can run a mile out well, as Prince Foote knows, for on two occasions the son of Malster owned Baron's crack horse over that distance, and he also defeated him in the Champagne Stakes, a 6 furlong event.

The Victorian jockey Foulsham, who rode Desert Rose in the Tramway Handicap, was cautioned by the stewards for having during the race interferred with Poi Dance.

The best lot of horses for the season were those that took part at Tattersall's meeting on Saturday. No better lot could have been got to-gether in this State, while New Zea-land was also well represented, though some of the Maorilanders were not in

Should V.S. start in the Hurdle Race at Rosehill, he will most likely be ridden by that clever cross-country horseman, J. Freeland, as this pradis owned and trained by his brother Harry. who recently plied his calling at unregistered fixtures.

S. McDonald, who was one of the very best of the horsemen riding at the A.R.C. meetings had his first mount at Randwick on Malt King in the Tramway Handicap, which the son of Malster won.

Rosehill races take place on Saturday, and with such a grand nomination, the fixture is sure to be well patronised. The running of horses in the Spring Stakes, a special-weight race, is in itself worth going to see, as our best weight-for-age horses are engaged in it. Should Prince Foote, Maltine and Malt King run, additional interest will be located in the event.

Though there were only a few nominations for Saturday's Hurdle Race, and the quality of cattle not of much note, Paddy Nolan could not score with the elect of 3 nominations. He picked out Hoanga to do the trick, but the ex-Maorilander fell early. Hoanga had he stood up, may have been capable of downing Ennismar, who won, but I doubt it very much, as the old chestnut won easily.

One of the many rooks who were at Tattersall's meeting on Saturday tried his expert persuasive powers on me for fully 5 minutes trying to get me to back Maltine for the Chelmsford Stakes. I did not shunt him, as it rather amused me to listen to his fairy tales, and for plausibility he fairly beat the band. Still, why does detective Austin allow these vagabonds to rob respectable racegoers, especially strangers, and still further, how is it that they evade the Amended Vagrant Act?

The ancient gelding, Ennismar, ap-The ancient gelding, Ennismar, appears to be improving with age. The chestnut looked nice and bright ou Saturday, vet he was only third favorite in a field of half a dozen. The New Zealand horse Hoanga was the elect, but he fell after traversing half a mile, and, with him out of the way, Enniverse. Ennismar's task was probably made easy, and he won comfortably from

Nangar who is by Newhaven, is a nicely turned colt, and he won the Novice Handicap on Saturday in particularly good style. Newhaven is the sire of Bunbury, a colt that works at Randwick, and when the youngster strips for a race he should give a good account of himself. On Thursday last he ran half a mile in 50½, and on Saturday put up 1.5¼ for 5 furlongs.

TATTERSALL'S MEETINGS.

Secretary Oliffe reports good biz over last Saturday's fixture of the above club. There was a great num-ber of people present, and the weather was simply perfect.

Paddy Nolan, the Randwick trainer, had 3 horses nominated for the Hurdle Race, but only elected to start Hoanga, who went to the post a warm favorite at 6 to 4. Grateful was a 3 to favorite at 6 to 4. Grateful was a 3 to 1 fancy, and the ancient Ennismar stood at a point longer odds.

Backers of the favorite were soon put out of their anxiety, as Hoanga fell after traversing a short journey. This left Kielder and Grateful in the lead, and the pair carried on the running for a little over 9 furlongs, where Kielder dropped back, which left Grateful in command on his pat. Ennismar, however ran past him before the mar, however, ran past him before the Kensington stand was reached, and he eventually won easily by 4 lengths from Grateful, Manitoba struggling into third position. The winner is an aged chestnut by Ennistymon, a horse that was once raced by the late P. Flanagan. * *

Everyone appeared anxious to invest on Desert Rose when betting commenced for the Tramway Handicap, and indeed right up to flag-fall did rhino come for her. The Metallicians opened at 4's and then 5 to 1 the field, but so consistently came, the morey but so consistently came the money for Desert Rose, that she hardened a couple of points at flag-fall. Malt King was always at 5 to 1, while Flavigny at 8, and Boy Scout at a point longer, were the mediums of spirited speculation. The start was only moderate, Desert Rose getting away best, and she carried on the running up to the end of the stand, where Malt King shot to the front and ran home a 2-lengths winner from the so consistently came the money where Malt King shot to the front and ran home a 2-lengths winner from the elect, while Apple Pie secured third money. The distance was run in 1.14, and though a bit slower than the Australasian record, it was fast, especially when compared with other times recorded during the day.

Quite a bevy of aristocrats put in an appearance in the Chelmsford Stakes, the Australian queen star performer Maltine, being well backed, but Patronatus, who only had 8st, to carry, was made favorite at 6 to 4. Prince Foote was well supported as were Maltine and Lager, and the former proved conclusively that his opponproved conclusively that his opponents were a long way inferior to him. Patronatus shone out conspicuously near home, and the crowd hailed him as the victor when he approached the end of the stand, but Prince Foote coming with a big run near the rails, fairly smothered him and eventually won by a length, Patronatus defeating Silver Hampton by 2 more for second honors. The winner must be hard to beat in the Caulfield Cup, for which he now is at a very short price.

A good field of horses stripped in the Novice Handicap, the favorite being Nangar, who has on more than one occasion shown his ability to gallop fairly well. Hartfell ran him close in the betting, and also fairly close in the race, but the son of Newhaven was too good by about 3 lengths. Hartfell good by about 3 lengths. Hartfell, however, ran very wide, still, under an circumstances, the better horse won so far as present condition is concerned.

Didus was the fancy for the Spring Handicap, in which several other horses found heavy backing. Eric, with the pony jockey. S. McDonald, up. was freely invested upon, as were Britain and Ptah, while nibblers came at Cadonia. Cadonia won in a very

decisive manner from Didus, after the latter looked all over a winner at the distance. Blue Gem filled third place, and ran in a forward position all the way over the last mile.

The curtain was rung down on the Welter Mile, and this panned out a soft snap for Flavinius, who took charge after entering the straight, and won by 3 lengths from the hurdle horse, The Reckoning. On The Reckoning's running, he will have to be considered when reviewing the candidates in the hurdle races to be run at the Spring meeting of the A. J.C.

The fixture was put through well up to time, and the sport on the whole was good, though I cannot be gulled into thinking that some of the best cattle were out for keeps.

ANTICIPATIONS.

(By "Musket.") ROSEHILL RACES.

My selections are as follows:- HURDLE RACE.	
Con Hampton	
Gay Hampton	. 1
Grateful	. 2
H.C	. 3
GUINEAS.	
Beverage or Gigandra	. 1
CAMELIA STAKES.	
Poi Dance	. 1
Golden Slipper	2
Flavioner	2
Flavigney	. 3
SPRING STAKES.	
Malt King or Patronatus	. 1
ROSEHILL HANDICAP.	
Safrano	. 1
Didus	2
Eric	3
RYDALMERE MILE.	0
Kurnell	1
Tad Daniel	1
Lady Ruenalf	2
Chauvelin	3

Master Soult is coming on splendidly since he met with his accident. He is now sure to go to the post in the weight for age races to be run at the A.J.C. Spring meeting, unless something unforeseen happens between now and the cornival and the carnival.

No horse training in Victoria has improved in appearance during the past few months than the imported asimal Comedy King. He arrived in Sydney this week, and his presence at Rosehill on Saturday would be welcomed by all admirers of the thorough-bred.

The Sydney unregistered performer, Ruatamata won a race at Richmond (Vic.) last Monday, starting a hot favorite. This mare should win many more events in the Southern State, as she could well hold her own when competing at our fixtures.

During Kiatere's ten years of racing over, fences he has won in stakes £3,000.

Silver Hampton, though very lightly handictpped for the Epsom Handicap, is not a fancy of mine in a race of this description.

The 13.3 pony Game Lad appeared to be very hot in a race at Rosebery on Wednesday. He was ridden by Norris who appears to be making things warm of late.

Young Khein made his first appearance on a pony course last Wednes. day. He had the mount on Ena, who fell in the 13.3 Handicap.

Good judges in Victoria speak favorably of Maltronus, a colt by Malster, from Sentrona. He is in Jack Fielder's stable, and is trained on the Flemington tracks.

This is the 20th week of the publication of the "Co-operator." and still

there is no sign of abatement of its

powerful organising effect for the

Amalgamated Railway and Tramway

Service Association. Every one of the

following names have been sent to

head office since last issue, as a new member of some branch of the Asso-

ciation. The publication of the names

in our columns each week means that the names and addresses have been

registered and added to the "Co-opera-

tor" mailing list. Should the issue containing the names and addresses

not reach any new member shown, we

shall be glad to know at once. Every

precaution is taken to have the mailing list kept strictly up-to-date each week,

and we would like to hear any and

every complaint of non-delivery at once. That helps us to keep our finger on the pulse of the mailing de-

rtment:—
J. Hennessy, Redfern.
C. Fagan, Annandale.
J. Broughton, Auburn.
S. H. Nancarrow, Newtown.
R. Bartholomew, Arncliffe.
E. Perry, Darlington.
D. Davies Petersham.
Edwin G. Farnsworth, Blayney.
William George Stevenson, Wick-

ham.
Frank W. Lisle, Newcastle.
John Nicholls, Awaba.
Roland J. Donington, Gulgong.
Thomas Mitchell, Gulgong.
Richard Parkins, Newtown.
James Fry. Hurstville.
J. Curry, City.
R. Edgar. Tempe.
Alf Holmes, Newtown.
John Harvey, Marrickville.
R. Potter, Casino.
W. L. Harris Gemalla.

W. L. Harris Gemalla. H. W. Dive Woodford. W. Harris, Tarana.

partment:-

ham.

Our Bounding Circulation.

Last Week Scores 80 Not Out!

A N.S.W. bred colt in the one by lbex from Suzanne, is a speedy young-ster. He is in W. P. Whitty's stable at Flemington.

The veteran steeplechaser Kiatere, who is owned by a N.Z. sportsman, is to be pensioned off. The old hurdler, Mainspring, tedently racing in the metropolis is now running in a 'bus.

The New Zealand sportsman, Mr. W. Melrose, intends to race his string of horses in Australia shortly.

The scratching of Boobah out of the Rosehill Hurdle Race suggests that the chestnut is being specially reserved for the two hurdle races that are to be run in connection with the A.J.C. Spring meeting. If so, he will be hard

Beverage and Blast are moving along smartly at Randwick in their

ROSEBERY.

A very large crowd witnessed the meeting of the Rosebery Racing Club yesterday, and fine weather favored the fixture.

The opening event was the Flying Handicap, for which a very fair field went to the post, the elect in betting being Frenchy, while Glitter was next in demand.

The favorite found the wide berth that he had too big an obstacle, and eventually finished among the other

The winner turned up in Ascot, with Kilderkin, who was ridden a very bad race, second, and Alberto next.

The first heat of the Maiden Handicap went to Game Kid, who was lucky in scoring by a head from Miss Voyou. The latter can be considered very unlucky in losing, as she was taken off the course by Cardoness, who held a slight lead for a couple of furlongs.

The Lady Flora defeated the others.

Conwell was made favorite at 2 to 1 for the Second Flutter. Walla Walla coming next at fours, while Last Chance with an unfashionable jockey up found support.

The favorite soon went to the front after flagfall, and giving nothing a chance won easily from Lady Cross. After these two came Millar and Walla

Gloss headed betting quotations for the 14-2 Handicap at 2 to 1, Cavalry at threes being next in demand.

After the tape went up, Mulpera streaked right away and led New Rosa by three lenghts into the straight, but at the half distance the leader shut up, leaving New Rosa to win nicely. Gloss was fully five lengths behind Mulpera, then came Odd Sock. Cavalry and Lady Alwynne fell. Dove, the rider of the former was unlucky in breaking his leg, but Cavalry's pilot (Smith) escaped with a shaking.

The concluding event, the 14-2 Handicap, was decided in divisions, the first going to Lady Cynthea, who started favorite; Refrain filled second place, only being half a length behind the winner; Realm was third, and Puss next Puss next. * * *

For the second heat Playmate started a hot favorite, while Pretty Polly found solid support.

Soon after the despatch the favorite went to the front, and eventually won by ten lengths from Pretty Polly.

C. G. Janison, Paddington.
W. Nicholls, Sans Souci.
A. Richards, Enmore.
Claude Smith, Kogarah.
E. H. Taylor, Manly.
George Edward Revis, Marrickville.

Smith, Dundas.

E. H. Taylor, Manly.
George Edward Revis, Marrickville
S. Smith, Dundas.
H. Courts, Granville.
R. W. Foster, Erskineville.
Charles Dowling, Surry Hills.
Thomas Stoddart, Ariah Park.
E. A. Herring Terrible Vale.
J. W. Green Nyngan.
Svdney Day. Darlinghurst.
William Mullahay, Redfern.
H. H. Ingersole, Curban.
P. Slatterv. Rooty Hill.
F. J. Gorrell, Goondah.
Richard A. Stevens, Eskbank.
V. Albert Goodsir, Black Mountain.
F. L. Pursehouse, Yass Junction.
W. Goodger, Gular.
Mr. Treble, Newtown.
C. H. Moon, Gular.
G. Guest, Enmore.
A. Gulliver, Knapsack.
R. Grealy, Inverell.
James Higgins, Gragin.
James Spence. Bourke.
Chris Chew, Bathurst.
T. J. Hurley, Monteagle.
L. A. Cartwright, Leura.
James Page, Cook's Hill.
E. Pulman. Penrith.
James Dunne, Mount Druitt.
John Shaw, Rooty Hill.
Henry Talbot, Mount Druitt.
John Thomas, Werrington.
J. Davidson, Marrickville.
Albert Hedges. Blacktown.
Charles Flynn, Blacktown.
B. Rigby, Granville.
Albert Hedges, Blacktown.
Charles Flynn, Blacktown.
B. Rigby, Granville.
Arthur Harvey, Riverstone.
John Blacker, North Botany.
A. Billington Ryde.
J. Golding Eveleigh.
T. Pert. Eveleigh.
J. McCandless, Stanmore.
Richard Johnson, Windsor.
Reg. Watts, Redfern.
— Scully Darlinghurst.
Gordon Lyall, West Maitland.
Gordon Shepley, Tamworth.
W. J. Aldridge, Carlton.

CORRESPONDENCE

CASUAL TRAM CONDUCTORS.

(To the Editor.)

Sir,—I should like to bring under your notice the following facts which a big percentage of men employed in the tramway service are laboring under, viz., the casual tram conductor. In the first place, we only receive 6/6 per day and this is a very small wage. But we get very few full periods, although we work every day. We sometimes have to be contented with two times have to be contented with two hours. Certainly we are on the same footing as the permanent conductors, as far as rates of pay go, per day, but surely you cannot compare a casual with the permanent man. The perwith the permanent man. The p manent man knows his work for fortnight, whereas we must consult rosters after 5 p.m. every evening. Suppose a casual hand lives at North Sydney, and is sent to Kogarah or Parramatta? He travels in his own time, while the other man is paid, and furthermore, we can say nothing if we are given two hours! It is a bless-ing we cannot get less. I know of men who have been looked up for a spec. job before 4 in the morning, and have been given 4 hours, while at this very same depot they are looking for men later on in the day. I have very carefully reviewed the wages of the carefully reviewed the wages of the permanent and casual men in other unions, and I find the casual get 15 to 30 per cent. more. If you got this there would be a big slaughter in the casual roster—permanent men while the work lasts. The Department cannot dispense with the casuals altogether, but why not have us on 6 months on probation as in other Government departments? An instance came under my notice only the other came under my notice only the other Sunday, a driver at 9/- was off sick; his conductor takes his place for 7/6, and a casual substitutes him at 6/6. The Department gains 2/6 for this on an ordinary day. This gain is out of the pockets of the worker.—Yours, POVERTY-STREET.

(The particulars of such instances as this last-mentioned should be supplied to the Association. The spirit of the Wages Board Award is undoubtedly that employees relieving in higher grades should be paid the rate for the higher grade.—Ed.)

Newcastle Guards.

(To the Editor.)

Sir,—There is a grievance in this district amongst the guards. A guard leaves here on a Saturday for Murrurundi and is kept there until Tuesday, or perhaps Tuesday night. They send him back, and he gets as far as Singleton, when the train is cancelled, some vehicles being taken off and put on another train. The Department then sends this man back to Murrurundi. He is away from home from Saturday till Tuesday or Wednesday night. As a consequence, this guard is either short of time or else has to work excessive hours to make any (To the Editor.) work excessive hours to make any reasonable time. Surely the Department can manage things better!

Yours, etc., NEWCASTLE.

Agitators.

(To the Editor.)
Sir,—It is becoming a common thing at Hamilton Loco., whenever a man asks for anything, or tries to better himself, he is branded as an agitator, or he is told he is not considered suitable or lacks resource. agitator, or he is told he is not considered suitable, or lacks resource. The bosses ought to have to live on seven bob a day, and they would be agitators. Why can't some of the officers see the other fellow's point of

Yours, etc. HAMILTON.

"LILY BRAYTON" -SHOE.——

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VICTORIA PARK - WED., SEPT. 21. KENSINGTON - WED., SEPT. 28. - WED., OCT. 12.

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ROSEHILL RACES,

GUINEAS DAY, Next Saturday, September 17.

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First Race, 2.5 p.m.

SPECIAL TRAINS:-11.45, 12.12, 12.26, 12.48, 12.52, 12.56, 1.0, 1.6, 1.18, 1.22 and 1.43.

GEO. W. S. ROWE, Sec.

SUPERANNUATION BOARD ELECTION.

Mr. R. B. ORCHARD desires to announce that at the request of a large section of the Tramway Service, he is offering himself as a Candidate for the position of Tramway Representative on the Superannuation Board.

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Here are desirable home-sites that you can afford. For 5s. monthly you can purchase any of these lots—why not start to-day? Be independent of a landlord—own your home.

CLYDE, Railway Works Estate.
A few minutes' walk from the station, close to Clyde works and Brunton's. Big 40ft. home sites, level, desirable in every way. Price. level, desirable in every way. Price, 15s. per foot. Rickard's easy terms. No deposit, 5s. monthly first year, 7s. 6d. monthly the second year, 10s. monthly thereafter.

MERRYLANDS. Factory Estate. Close to the station and opposite Goodket and Smith's Factories. Big desirable lots only £15. Terms: No deposit, 5s. monthly, no interest. Big prospective value, as this estate is in the heart of the coming factory district.

GRANVILLE. Deliwood
Estate. About 15 minutes' walk
from either Granville or Clyde
stations. Here we have big homesites for £10. No deposit, 5s.
monthly, no interest, free Torrens
transfers.

Plans post free.

Arthur Rickard & Co. Ltd., 84b PITT STREET.

Auctioneers and Realty Specialists, Please mention "Co-operator,"

How to Increase Your Wages.

We are in a position to increase the purchasing power of your wages by at least 10 percent. We have expert shoppers who can select your groceries, ironmongery, crockery, wearables of all kinds, tollet requisites, furniture, jewellery, and electro-plate, musical instruments, etc., at the best and cheapest houses in Sydney. Goods with original invoice will be sent post free or by cheapest carriage rate. It you wish it, your shopping will be done with the firms you name. Write us at once, enclosing 2d. stamp for reply. Address letters: "Town Shopper," o/o "Railway and Tramway Co-operator," 435 Kenf-et., Sydney. Money orders should accompany advices, and be made payable to the Manager "Railway and Tramway Co-operator." case I do not think they can be beaten anywhere. Linen and towelling are commodities which must be of good quality to give satisfaction, and if this is combined with cheapness, then the

purchaser cannot fail to be pleased. The prices I am about to quote do combine these two, and I hope my friends will seek the opportunity now

white Türkish Towels—20 x 40 inch. 53d. each; 20 x 48 inch, 104d. each; 25

x 54 inch, 1s. 3d. each. Grey Turkish Towels—20 by 43 inch,

6½d. each; 24 x 48 inch, 10½d. each; 24

ogd. each; 24 x 48 inch, 10gd. each; 24 x 54 inch, 12½d, each.

Serviettes, ready hemmed for use—
24 x 24 inch, 11s. 9d. doz.

Unbleached Damask—60in. wide,
12½d, per yard; 64in. wide, 13½d. per yard; 70in. wide, 1s. 6d. per yard.

White Table Damask—60in. wide, 1s. 21d. etip wide 1s. 51d. 70ii wide.

 $3\frac{1}{2}d.$; 64in. wide, 1s. $5\frac{1}{2}d.$; 70in. wide, 1s. $5\frac{1}{2}d.$

Attention, Boys!
"That Spring Suit!" is the battle cry
of Messrs. Gowing Bros., of Georgestreet, City, for the next few weeks.
The new season's suitings have just

been opened up, and now the decks are

cleared for action. A good portion of the window spaces, both in George-street and the Royal Arcade are being devoted to showing the new patterns and colorings, and one has only to see

the cutters at work inside, all as busy as nailers (I saw upwards of a dozen)

to know that a fair share of patronage is being accorded to Gowings in the tailering department. The firm are

tailoring department. The firm are right up to the minute with their styles, and they have very kindly lent me one of their blocks showing the

latest thing in suits now being worn in

a good stock ready for the mail.

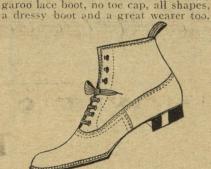
If you would like to have a complete price-list of these goods let we know, and I will post one on to you. I have

Several millions of pounds have been spent in the building trade of the city during the past year or so, and it seems as though the end is not yet. A great deal of the money has been laid out in new or additional business pre-mises in the city, and all this denotes great business prosperity. One of the firms at present engaged in "more room" operations is Messrs. F. J. Palmer and Sons, of Park and Pitt streets. To keep up with the business doing they have been forced to secure additional space and so have acquired. additional space, and so have acquired that very large building lately occupied by the Masonic Club in Pitt-street. When the additions are completed the firm propose to carry still larger stocks of men's requirements. Boots are in future to have special attention here, and during my rounds in the store to-day I saw some samples, which are worth the attention of my friends. No. 1 was a men's calf cossack with standard screwed soles.

This ought to be a handy No. 2 was a very nice black box calf lace boot, welted sole, medium, round,



A tip-top line for Sunday or light wear, and moderately priced at 12s. 6d. Another boot I saw was a glace kangaroo lace boot, no toe cap, all shapes,



Cost 16s. 6d. pair.

I have not the space to show you all the lines I saw, but cannot close without a mention of the old favorite evening boot, "The Romeo." This is an easy fitting boot, with pump sole, to be had in black or tan at a cost of



Now, do any of my friends want boots?

Special "Pick-up" Lines.

When shopping in the city I always keep my eyes open for bargains, and when I come across any, immediately make a note to let my friends in the country know of them. The lines I am trade a special study of, and in this

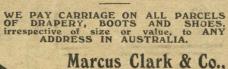
Ladies' Kid 3-ar Shoe, no Toe-cap, light sole, 8/11;

Cheaper quality. ... 6/11.

To any of my readers who require a spring suit I advise no delay. Just now dreds of exclusive designs, and I think you will be wise to get in early, before the best are gone. If you will ask Messrs. Gowing Bros. to send you some patters, I am sure they will reach you per return mail. Or if you wish it, I will fix the matter up for



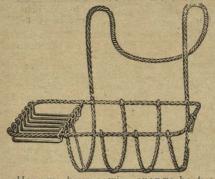
COMPARE THE PRICES and take into account the POSTAGE PAID, WHERE CAN THEY BE EQUALLED?



- LTD., -CENTRAL SQUARE, GEORGE STREET, SYDNEY.

For the Tub.

A contrivance to hold soap and sponges is very often missing in the bath room. I am sure it is not from want of thought, but just because we are unable to see something to suit



Here we have a wire sponge basket to hang on bath. There is no naildriving necessary, and price is 1/9, with postage about 3d.

Are You Worried with Tea Canvassers?

Having had a rather intimate acquaintance with a number of country districts. I know that there is very little need to ask the above question of my readers in the country. You are worried with tea canvassers, I know, and that is why I set out the other day to try to make arrangements for the supply of bulk quantities of real good tea to my friends in the country, at prices which will mean a saving to all of my shoppers who accept the idea of buying their tea supplies through the "Co-operator" shopping department. After making a number of enquiries I find that I can fix it nicely. The whole point of my enquiries was whether I could arrange to supply the best tea at a lower price than I know my country readers have to pay locally. That is just the one consideration that weighs with you, is it not? Well I can fix it. I have arranged for supplies of from 5 or 10lbs. upwards of tea, direct from the blenders, and that means that you will save threepence on every lb., and at the same time get a superior quality of tea. Last week I sent two tins of tea away to the county at 1/3 per lb., and I know, because I have tried it, that the quality is equal to the best. that the quality is equal to the best 1/6 tea you can buy anywhere. Now, what about letting me have your order at once for a tin of tea? Of course, my transactions are all cash, but the saving you will effect—not having to contribute to the cost of maintaining well-paid and well-equipped canvassers in your districts—will mean a lot more to you than the two or three months' credit you get from them.

Will you think about this, and think about, it now? When ordering, say

whether you wish the tea supplied at 1/3, 1/6, 1/9 or 2/-. It is my business to do your shopping for you, and it is my business to earn your esteem and thanks. That being so, you can well leave the matter in my hands. Send a trial order at once, and save money

Buy a Pram. for Baby.

There's a baby in every home-cathere ought to be! At least that's what the Birthrate Commissioner's say, and although the deepest thinkers amongst our politicians have probably hit the nail upon the head when they say that wherever any decline in a country's birthrate is made apparent, it is an evidence that something is radically wrong with the social system that makes citizens fear the responsibilities of families, it is satisfactory to note that New South Wales of late has been doing fairly well in this direction. But all that is by-the-way. It is a little consideration quite apart from "shopping department lit-eratue," and I expect the editor will be getting to me for encrouching upon his domains. I know there are babies in a great many of my readers' homes. And they are fine babies, too. Each one is without a doubt the "darlingest little crittur that ever was"—except when Pa has to walk the floor in the middle of the night. But even then, baby's chubby little smile the next morning squares everything up again and Pa will say "bless his little



At the same time open plenty of it, especially during this beautiful Spring weather, is a big factor in keeping baby good-tempered. Take the little dot out in the warm, clear sunshine often, and you'n find he or she will smile much oftener and cry less. But then very few mothers are manity and frill about with them every day. Of course not. If baby is to go out every day a perambulator is necessary. Well, if you are thinking of a pram for baby, I can save you



Consultation and Advice

Booking Off for Sunday Duty.-Can a man be booked off for a day in lieu of Sunday to be subsequently worked

by him at the direction of the Department?—Shunter, Sydney yard.

Answer.—This, or a similar question, has been asked and answered several times. There does not appear, however, to have been any finality reached. A recent letter from the Commissioners claimed that the time booked off was not in anticipation of Sunday duty. However, the position we take up is inspired by the following direction, clause 8 of the Traffic Wages Board Award:

In the metropolitan and suburban area such employee who have worked of on Sunday may be booked off or Commissioners claimed that the time

ed on Sunday may be booked off on another day for a time equal to the actual time worked.

This clearly does not provide for the anticipation of Sunday duty.

Fettlers' Overtime.-We have worked all day to-day, 6/9/10, fettling, and have to come out again to-night and start at 12 o'clock, midnight, and work right through until the usual knock off time on 10/9/10. Are we entitled to over-time rates from starting at midnight until usual knock off time on the 10th?

—Tram. Per. Way.

Answer.—Our opinion is that the

time worked from time of starting at midnight on 6th until knock off time should be paid at overtime rates.

Relieving in Higher Crade.-If a laborer in Tramway Dept. is driving stationary engine or working at drilling machine, is he not entitled award rates; or if a washout man is re-lieving night chargeman, which car-ries 10s. per day, is he not entitled to the higher rates?—Newcastle.

Answer.-There is no award covering these grades in tramway. We hope to have a new Board set up which will deal with them. In the meantime, a departmental appeal should be made and the department asked to pay the same rates as provided in the Railway Loco. Laborers' award.

Transfer to Other Department.-Do the Department object to a transfer from, say, the Per. Way to Loco.?

Answer.—In some cases, yes; in others, no. Each case is settled on its

Night Porter's Relief .- Am I en titled to 1s. 6d. expenses per night when relieving at the next station to my home station, when unable to get home? The distance is one mile.—

Railway Porter, Hornsby.

Answer.—If unable to get home, you are entitled to the 1s. 6d. expenses, but as the distance is only one mile from relieving station to your home station, we would like further particulars as to why you cannot get home, before giving definite information.

(2) When relieving a night officer for one night, and working 12 hours, am I entitled to 1s. extra, whereas 12 hours at my own rate of pay would come to more? Answer.-You are entitled to your

own rate of pay, plus 1s., when relieving at night.

Ccods Porters' Hours.—Can goods porters at a country station be worked 10 hours each day and stood off to take out overtime?—N.W.

Answer.-The Department are allowed an hour's grace, intended to cover rushes of business or to complete the loading or unloading of a truck. An employee on 9 hours a day may therefore be worked 10 hours as long as his week's work does not ex-ceed 58 hours, but his work for the period must come within 108 hours. It was never intended that temporary hands may be employed for the express purpose of enabling the Department to work goods porters say hours in a week and then put on a temporary hand for four hours while the permanent man is stood off to save overtime. It will, therefore, be advis-able to keep a complete statement of particulars of the case, if what you suggest is attempted.

Tram Conductors' Wages.—I have been employed three years as tram conductor. What wages should I receive?—Waverley.

Answer.—First 6 months Cs. 6d., next 12 months 7s., succeeding 12 months 7s. 6d., after 2½ years 8s. You should therefore by receiving 8s. pay day

therefore be receiving 8s. per day.

Superannuation Act.—(1) I joined the Railway on 1st January, 1886, aged 26 years, at 7s. per day. 1st January, 1890, I received 8s. 1st January, 1891, I received 8s. 6d. I remained on 8s. 6d. until October, 1905, when I received 9s. per day. 1st July, 1906, I received 9s. 6d. per day; 1st July, 1907, 10s. per day, and 1st January, 1910 I received 10s. 6d. per day. How much money do I have to pay towards Super-

annuation Fund from the date I joined (1st January 1886) until the 1st January, 1910? (2) Say I remain on 10s. 6d. a day until I am 60 years of age, which will be nine years more, what will be my pension per week?-Ganger, Clyde

Answer.-Having received this enquiry rather late, the General Secretary had no time to figure out the reply for this issue. He will, however, make it up, and give the answer next

Re Superannuation Fund.—The branch secretary, Newcastle, asks:— In the event of an employee being

will he forfeit all rights to Old Age Pension Fund? Answer.-No.

If an old employee is retired now before the Act comes into force, or retired immediately after, what position does he stand in, and what is he entitled to?

Answer.—If before the Act he would get nothing. The Commissioners, however, will not retire anyone until the Act is in force.

Will an employee have to pay back right up to the time he joined the Service to receive his pension, or only for ten years back? Will it be deducted from his pension, or will he have to pay before he receives anything?

Answer.-Every employee now in the Service will commence paying at 12 per cent. until retired. The pension then computed on length of service. Balance of his service for which he has not paid has then to be paid in one (a) In lump sum.

(b) In instalments extending over 3 years, or

(c) In instalments extending over thirteen years, which is the average life it is reckoned a man will live over sixty years.

Does the Act bar men who have attained the age of 50, or is there any limit of the age in this respect? Some appear to think that it is no good for those of 50 years of age.

Answer.—No one is debarred.

Question.—I understood Mr. Gerrard to state at last Sydney branch meeting that there was no provision in the Suuperannuation Act for an annual appropriation by Parliament towards the superannuation allowances. Is not this a serious omission from the Act?—En-

Answer.-You have either misunderstood Mr. Gerrard, or else he has overlooked Section 5 of the Act, which states, amongst other things: "There states, amongst other things: "There shall also, on appropriation by Parliament, be annually placed to the credit of the said account from the Consoli-dated Revenue Fund, such moneys as may be required to meet claims un-der the Act."

Will the Cratuity be Abolished?-Does the Superannuation Act do away with the payment of a lump sum gratuity upon retirement, which the men have been receiving for some years?—Galong.

Answer.—The lump sum was paid

Answer.—The lump sum was paid only as an act of grace. It was not provided under any Act of Parliament. The intention is that it will be abolished and the superannuation allowance take its place. If any employee gives me his total length of service and wages received right through, also his age, I can tell him what he would have received in the lump sum retiring allowance, and what he will receive allowance, and what he will receive under the Superannuation Act. This will enable him to see whether he is better off or worse off. I think he will be better off.—J. H. C.

Insurance Policy and Superannuation.—In the event of a person being at present insured, will the Government take over from the insurance company any money previously paid in and place it to his or her credit in the superannuation fund?—Wilga Tank.

Answer.—This point is very fully explained in last issue. You have three months in which to decide whether you will withdraw your policy from the Department. If you withdraw it, you can do what you like with it; or you can tell the Department you will take the surrender value of the policy, and thus extinguish it. You have also three months to decide upon that. If you do neither of these two things, but simply leave it alone, your policy will be kept by the Department as at present. The Superannuation Board will pay your premiums, and when the policy matures it will be paid over to the employee or his repreover to the employee or his representative, less the amount the Superannuation Board have paid to keep it going.—I. H. C.

Shoddy Footwear.

(To the Editor, the "Co-operator.")

For some time past considerable attention has been given to the question of shoddy footwear, and Mr. Tudor, Minister for Trade and Customs, has spoken of the dishonest practices of unscrupulous manufacturers who sell boots made from strawboard, glue and leather shaving for genuine leather boots. It will not, perhaps, be out of place, if the position of the retailer or distributor is put before the public.

We find it most difficult to meet the requirements of many customers, with whom price is such a dominant factor that they are not willing to pay a price that can ensure solid material and workmanship. Consequently, there are distributors who will provide the class of goods that Mr. Tudor refers to, and retailers who are struggling to support the market with goods made from leather throughout, with solid workmanship, are sometimes at their wits' end to know how to deal with such competition, particularly considering the high price of material used in the manufacture of footwear, com-

vailing in the Commonwealth. It is impossible to sell goods made from genuine leather throughout at the absurdly low prices which many purchasers expect to pay. Our company is quite in agreement with Mr. Tudor as to the serious position in which the bona-fide manufacturer is placed, and would suggest that he not only makes it compulsory for all footwear to be stamped "Solid Leather Throughout" if such is the case, but that every manufacturer be compelled to stamp in a prominent part, stating where imitation is used, such for example, as "stiffner, imitation leather," "insole, imitation," "heels, half-imitation," and so on.

bined with the high rate of wages pre-

The genuine distributer has nothing to fear from any intending legislation as regards "shoddy footwear," and our company would suggest that Mr. Tu-dor should act as suggested, so that buyers will know exactly what they are paying for.

We are, etc., CROPLEYS, Ltd.,

William F. Cropley, Managing Director.

Woman's Realm.

Women readers are cordially invited to write to us. Information and advice will be gwen, 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 paracular firm, your wishes will be respected. Original invoices will be forwarded with gnodely grite to "Town Shopper," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Same 2d. stamp for reply, otherwise queries will be answered in these columns. Send post-smoo orders only, and make payable to the Managor "Railway and Tramway Co-operator."

Millinery! Millinery! Millinery!

Messrs. E. Way and Co. are becoming very popular for hats, more espe-cially for those of the Sailor Style. As I anticipated, last week's illustration brought showers of orders, and they are still coming in. It looks as though the firm of E. Way and Co. is prospering greatly through our columns.

ng nd,

ne



Who does not need a smart Sailor Hat? one which will not fade, break, or look shabby like the general run of hats? Bye-the-bye, this is something similar to Way's "Railway Hat," which has become so famous, and was illustrated in my columns some time back. Made of a fine straw in any color and Made of a fine straw, in any color, and trimmed simply with a pretty puritan bow of velvet ribbon. The price is startling. Post free.—7/6—Post free.

Concerning Corticelli Silk.

To the average woman a dainty piece of embroidery is at all times a pleasant pastime, but nowadays there is quite a fashionable vogue for Corticelli needlework. It is being taken up with an enthusiasm suggestive of the days of our great grandmothers, when such dainty handiwork was reckoned an absolutely necessary accomplishment.

Picnic Frocks.

How longingly do we all look forward to the picnic season! During the autumn and winter months there is autumn and winter months there is very little outdoor amusement, so that when spring puts in an appearance the young folk are planning all kinds of excursions. Girls are often worried on account of their wearing apparel for these occasions and very seldom think how advisable it is to keep a frock for such uses as picnicing, boating, etc. Here is an illustration of an ideal sports frock. Something which will not look too soiled after a day's outing, and yet be light, comfortable, and pretty.



Made of the new season's cambrics, and trimmed embroidery and straps. Price, 15s. 6d. This dress is procurable in a good variety of colors and designs-A bargain indeed.

Dainty Neckwear.

Lace jabots are quite hte rage, and nearly everybody wears one in the



front opening of tailor-made coats and skirts, whilst others wear them over a plain silk blouse. And very pretty

The illustration is an Edelweiss lace Jabot, and can be had in various other styles, from 3s. 11d. upwards.

A Young Cirl's Frock.

The navy and butcher-blue print frocks are very much in evidence this year amongst the younger folk. In fact, I think that very few school girls should be without one. If made of Hoyle's print, the spots do not fall out or the color fade, and altogether they are about the most serviceable article. are about the most serviceable article in a girl's wardrobe.

Here is a frock of navy blue print,



but it may be procured in butcher also, white pipings and pearl buttons. The prices range from 5/3 to 7/3, according to size (24in. is the shortest, while 39in. is the longest).

Answers to Requests.

"Can you suggest a remedy for a tarnished fender?"—Fenders and fire-irons are apt to tarnish and get rusty in damp weather. A paste made of powdered bathbrick and sweet oil rubbed over the affected parts and brushed away with a soft polisher when dry will restore brightness.

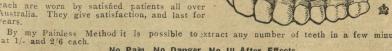
"Is there anything else used for softening water and loosening dirt in white clothing, besides soda?"—Soda should not be used in the water of which white clohes are to be washed. A little borax or ammonia, though, will soften hard water and loosen the dust in very soiled clothes.

"Is there anything you know of to clean gilt picture frames?"—To clean gilt picture frames, boil a large-sized onion in a pint of water; dip a soft cloth in onion water when it is almost ened frames. Stains will come off quite easily, but the frame should have final brush up with a piece of old white velvet or chamois leather.

No More Loose Plates. A Wonderful Invention-

The Patent Flexible Suction which I attach to Upper or Lower Sets of Teeth is without doubt the surest method of firmly attaching plates to palate. By this attachments, sets of Teeth MUST stay firmly in their proper place, and give great comfort to the wearer. UPPER OR LOWER PATENT SUCTION SETS, £3 3s. Patent Suctions can be added any old and badly-fitting plate. Old Sets remodelled and made equal to new; fit, guaranteed.

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



at 1/- and 2/6 each.

No Pain, No Danger, No III After Effects.

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

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

What did you think of the hat I illustrated last, dear reader? Yesterday I received a letter from a friend asking me to choose a hat for her daughter. The young lady is fair and 22 years of age, so this is the hat I sent.

A new shape in leghorn, trimmed with rather large roses and ribbon, bow on brim. It should suit her to perfection.



I could have this hat made specially in any color straw, coarse or fine, and trimmed the same, for 25s. Don't you

ANSWERS TO CORRESPONDENTS.

(By Town Shopper.)

No. 77.—Your reply just received. I have been down to Messrs. Anthony Hordern and Sons and they are posting the rifle bag to you to night, price 5/-, postage 9d.

No. 106.—I have your letter of the 2nd instant, for which I thank you. The shoes and stockings have gone forward, shoes 10/3 and stockings 1/6, postage 9d. This has just cut out your remittance for 12/6, and I trust you will like the goods sent.

No. 81.—Your order with cash 9/4 received to-day, I have sent the watch from Orchard's, and trust you will receive it safely. Balance to your credit is the I will be pleased to do anything I can not only for you, but for any of your friends.

No. 73.—Yours of the 2nd instant to hand, together with enclosure of 3/×. I am glad the goods have opened up to your satisfaction. Fur tam cap had been forwarded from Messrs. E. Way and Co., and I sincerely hope this will meet with your approval also. Cost was 4/4 post free.

No. 69-67.—With pleasure I noted your letter of 2nd instant with 20/cenclosed, for which please accept my chanks. The boots have gone forward, cost 16/6, post free, and the spirit level (which was enclosed as desired) cost 1/6. This leaves a balance to your credit of 2/7.

No. 75-76.—Yours of the 5th inst, just re-

No. 75-76.—Yours of the 5th inst. just received, "Hansard" is going forward, 2/6 post free, and seven dozen fret-saws and postage costing 2/2, leaving you a credit balance of 11d, with me. I hope you receive the goods alright, and that they open up to your satisfaction.

No. 58-59.—I have your letter of the 1st instant, for which please accept my best thanks. (Enclosed was 21/-.) The music stand has gone forward, cost 6/4 post free; also the violin bridge and chin rest, cost 2/-. The balance of your order has gone forward, cost 12/5 post free, and I trust that everything will be to your liking. Balance 3d.

No. 101A.—The two copies of "Co-operator" of 12th August have gone forward, and I trust they contain something to your benefit. Is there anything else I can do for you? You will notice we have a shopping department in connection with our paper, and I shall be only too pleased to place my services at your disposal.

No. 107-108-109.—I have your order of the 7th instant, with enclosure of 23/10/. Your balance was 2/1, making a total of 23/12/1. The goods you ordered have gone forward, and I hope ere this that you will have received them safely. The groceries $\cos t 22/17/7$ and the boots 4/3 per pair, 8/6. The freight on this lot $\cos t$. 6/6, making the total spent 23/12/7.

No. 68-79.—I have your letter of the 5th instant, for which I whank you. (£2/5/- enclosed.) The grocery order has gone forward, cost 37/1, freight 4/3, also two reumants from Palmer's for 3/8. This makes the total spent on your behalf £2.5/-. Patterns are going forward, and I hope you will be able to make a selection. Do not fail to let me know if I can help you in any way.

No. 77a.—I have yours of the 3rd instant, with enclosure 1/6, for which please accept my best thanks. With regard to the springs for Columbia graphophone, I asked the firm to send you quotations and particulars of these, but they have evidently neglected to do so. However, you will find them enclosed herewith. The pipe has gone forward from Hordens'; they hold the check for despatch on the 2nd instant.

No. 101B.—Your letter of the 5th instant asking for grocery catalogues came to hand today, and I am sending a couple under separate cover. If you will send me a list of what you require I could send you the exact cost with freight added. I am also sending a catalogue of men's wear from one of our advertisers, and if there is anything there you would like, do not be sitate to command my services, they are yours for the asking.

No. 54.—Your letter with 17/6 duly received, and I am pleased to have some shopping orders from you. I have sent the skirt on and got it freight paid also, so I sent a pair of stockings for the balance. Let me know how you like the skirt. Shall I expect some more orders from you? I have expert shoppers waiting to carry out your slightest wish and they save money every time, so I hope you will avail yourself of their service very often.

avail yours of their service very often.

No. 167a.—I have yours of the 8th instant, and I regret truly that the malt food has not reached you yet. The firm produced their rail receipt, which shows that the food was forwarded that same day. If you have not yet received it, please let me know immediately, and I shall see what I can do in the matter. There is too much of this delay with the post office and rail people, and they really want stirring up.

SAVE MONEY and deal at the DIFFIN COUPON TEA AND -CASH GROCERY COY.

Orders called for and delivered. 93 Regent Street, - Redfern. Send for Price List. 'Phone 381 Redfern. thing else I can do for you? You have only to command me. The new stimmer goods are opening up now, and some of the dress materials are extremely pretty. Have you ordered your summer frock or hat yet? I am sure I could place your orders for these goods to advantage down here.

No. 17a.—I am pleased to receive your order with enclosure \$1. With reference to the dress I have gone into the matter and find I can purchase a nice cream sicilian skirt and silk blouse for 25/6 (skirk knife pleated) or else a linen coat and skirt, pale blue, at about 22/6. These are articles I am sure you would be pleased with if you care to go the extra money. I will await your decision. It would also be advisable for you to send me the height and age of young lady you intend the dress for.

No. 72.—Yours of the 3rd instant to hand.

young lady you intend the dress for.

No. 72.—Yours of the 3rd instant to hand, together with enclosure 5/6, for which I thank you. The frock (cream sicilian skirt and sik blouse) has gone forward, price 23/6. The firm made a reduction for me on account of doing such a lot of shopping with them to-day, so that I have 2/: to your credit against next order. What about your own drapery or groceries, boots, etc. Every day I am buying these articles for my friends in the country, and save money, too.

No. 71.—I thank you for yours of 5th instant, enclosing 16/- for boots, a/so pattern for black silk ribbon. All the goods have gone forward now, and I trust that when you receive them they will open up to your entire satisfaction. Steps 6/6, skirt board 2/8, deck chair 3/6, rollers, binding for matting 1/9, and three yards ribbon 9½d, per yard, 2/4½, and boots from J. W. Hickey and Sons, 16/- post free. There is now a balance to your credit of 3/1, which I am holding against your next order.

No. 74.—Yours of the 5th instant to hand, for which I thank you. The muslin, buttons, and cashmere have gone forward from Messrs. E. Way and Co., and four remnants of tweed from Palmer's, cost 9/8. This just cuts out the amount enclosed in your letter. Is there anything else I can do for you? My services are always at your command, so I hope you will avail yourself of them very often. Will you drop me a line and let me know how you like the goods?

want just one or two particular copies, let me know and I will send them on.

No. 105.—I have your order of the 4th instant, for which please accept my best thanks. (Twelve shillings ene'osed, and balance of 1/11 made the total 13/11.) Six yards of flannelette have gone forward at 1/8½ per yard, 10/3. This is such a nice quality, and I am sure you will be pleased with it. I have now a balance of 3/8 to your credit, and I hope to have another order from you soon. I could save you considerable money on groceries down here, and the freight would be at the most only about 6/- per cwt.

No. 104.—Many thanks for your kind letter, I spent the money as though for myself, and hope satisfaction will be the result. The msertion I got at 4/6 per dozen, and this is such a pretty design for the money, and strong, too; lace to match at 1/11 per dozen. I sent one dozen of each, and think this will be enough for three nightdresses. Of course, it all depends on the way you want to trim them. Nainsook at 6d. per yard, 1/-; calico at 6d. per yard, 3/-; tape 5½d., and camphor 6d. Total speen ton your behalf is 8/4½, so that there is a credit balance in your name now of 1/7½.

No. 81-83.—I have your letter of the 6th instant to hand to-day. The Jap. silk at 1/3 per yard—4/4½, two reels of silk at 1½d.—3d., and insertion 1/9, have gone forward from Messrs. Hordern Bros. Trousers at 6/6 from Gowing's. No: 13 is the largest size trousers stocked; and if these do not fit. please return them to me. I was not able to purchase the "mitts" under 1/3 per pair, and only had 8d. balance, so will hold it over till I hear from you. Please do not think it any trouble for me to execute your orders: that is just what the shopping department is for, and I hope you will continue to use it very often.

No. 65a.—A selection of patterns and catalogues are being forwarded under separate

No. 65a.—A selection of patterns and catalogues are being forwarded under separate cover by this same mail, and I am also including a grocery catalogue in the list and think that if you will look through it, you will see how I am able to save on your prices. Even on some lines I am able to get the amount, reduced lower than they are marked in the list. Freight per cwt, to Bathurst would be only 3/-, and to Welbington about 5/-. This is an extract of a letter received to-day: "Why you are actually able to save me 3/- in the £ on my groceries, even when freight is paid." This will show how money is to be saved by purchasing through the "SHOPPING DE-PARTMENT."

PARTMENT."

No. 78.—Please accept my thanks for your order of 5th instant. The goods have gone forward, invoices enclosed in parcels, and I trust they will open up to your entire satisfaction. Was the last order right? The trousers were sent at 2/6, but I could not get the double knees as you desired. The shoes and buttons from Marcus Clark. The shoes were 8/11, but they cut them to 7/6, as I had done such a lot of shopping these to-day. The button I could not match, so sent the very nearest, and I hope it will be right. The peggy bag and stockings have gone from Way's, and although I sent a little better article than you specified in your letter, yet I think they are world the difference in price. Bag 3/9, and stockings 1/6. This just cut out your letter of the 8th instant, and I am enclosing now the Water and Severage Board Award (a copy), and I trust it will prove of interest to you. Your letter was handed to the shopping department of the "Railway and Tramway Cooperator." If this department is of any service to you in the future, please do not hesitae to avail yourself of it. The department is here to help all our friends in the country, and not only is it limited to the railway and tramway men, but to their friends ard their friends also. On every order that goes from this department there is a considerable saving to the purchaser, and I feel sure that if it was used freely by people in the country who were anxious to save, they would benefit materially by it.

H. V. SMITH & CO.,

Drapers, Mercers, and Importers,

91 TO 101 CLEVELAND STREET. REDFERN.

You will enjoy shopping in our new building.

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.

NEW PROTECTION For Employers and Employees.

BUNDY & ROCHESTER TIME RECORDERS. ABSOLUTELY ALEX. KNOX, 18 BRIDGE ST. PERFECTLY RELIABLE.

RUNNING ULCERS

Whole Leg a Swollen Mass of Inflammation—Bedridden for Months together -Hospital and every description of treatment completely fails.

Zam-Buk effects the most Remarkable Triumph of Skin-growing and Disease-dispelling ever recorded.

As a triumph of skin-healing and Buk in the case of Mrs. S. Clifford, of disease-dispelling, the victory by Zam-87 Gold Street, Collingwood, Melbourne, is without parallel. This lady says:—"While going upstairs! slipped and scraped the skin off one of my legs. I neglected to give the wound any special attention, and simply bound it up, thinking it would be all right; but instead of getting better the leg gradually grew worse, and at the end of three months it had developed alarming symptoms. The wound discharged and presented the appearance of a running ulcer, the pain being almost unbearable. I thought blood poisoning had set in.

"The climax came one night, when my leg got so bad and presented such serious indications, that I made up my mind to go into the hospital the next morning. I did so, and there I was a patient, undergoing continuous treatment, for eighteen months. The doctors scraped the bone in the leg, and the agony afterwards was indescribable.

"In the hospital the doctors applied hot fomentations and ointments to draw out the inflammation and reduce the fearful swelling; but their efforts were powerless to do me any good. At last my leg got so bad that I had to become a resident in the hospital, where the doctors applied hot fementations to the wound every hour incessantly for two days. 'Then the doctors resolved to graft some skin over the wound. They did so, but the 'graft' remained on only two or three days, when it came away and a fresh wound broke out and formed an outlet near the ankle-bone, increasing tenfold my already overflowing cup of misery.

"I was an inmate of the hospital for a month. I then left that institution for home, and thankful I was to do so.

"I was in the depths of the direct despair when my mother happened to be talking to a neighbor about me one day, and telling her how I was suffering. She immediately asked mother if I had tried Zam-Buk, and so great was her faith in it that she strongly advised mother to get a supply, and let me try it on my leg.

"So mother, fortunately, followed her kindly advice, and procured a pot of Zam-Buk. I applied a dressing, and under the wonderful influence of Zam-Buk the pain ceased almost immediately, the inflammation and swelling subsided, and I could actually FEEL the soothing powers of Zam-Buk at work. WITH A JOYFUL HEART I CONTINUED WITH THE TREATMENT OF ZAM-BUK, and applied a dressing every two or three hours, each application bringing additional relief. After a week of this treatment the wound on the ankie had healed completely.

"It was a harder fight with the larger wound, however; but I knew that my case was a bad one, and ! kept on and persevered with Zam-Buk. The big ulcerated hole began to contract, the bottom of the wound looked healthier in every way, and at the end of six weeks Zam-Buk had completed its miraculous work, and the wound was healed right up with clean, new, healthy skin."

SOOTHING, HEALING, ANTISEPTIC.



Zam-Bun to re-store Mrs. Ciff-for d's diseased limb to soundness and health. Zam-Buk is a natural skin healer and disease dispeller. 1/6 and 3/8 per pot. everywhere.

MRS. S. CLIFFORD.

HOYLE'S PRINTS

THE ONE wash fabric in which you can place absolute confidence.

There is a big range of patterns for every purpose prints are used for, and you are sure to find just the one you will like.

For sale at all good stores—insist on Hovle's.



EXTRAORDINARY VALUES In Wash Dress Fabrics at EDWARD ARNOLD &

Self Colors and Stripes, in great variety, in Manchester Crepes, 5/11, 6/11, 7/6, 8/6

20 x 86 in.

36in. Cotton Taffetas, in a fine range of light and dark colors, 7/6 and 8/9 doz.

Cotton Shantungs, extra silky finish, White or Colors, 91/2d, yard. Shantung Linen, in a full range of smart colors, 13½d. yard.

Beautiful Range of Light and Dark Colors, in real Irish Linens, 36in. wide, all at 1/3 yard. White Musica Blouse Lengths, with hand-some embroidered fronts, 3/6, 3/11, 4/11, 6/11, 8/11 each.

WHITE TURKISH TOWELS
 Size.
 Price.

 14 x 26 in
 2/6 doz.

 15 x 30 in.
 3/3 doz.

 20 x 40 in.
 52d. each

 21 x 45 in.
 62d. 72d. each

 25 x 48 in.
 102d. each

 24 x 52 in.
 1/02 each

 25 x 54 in.
 1/3 each

 27 x 56 in.
 1/5½ each

 24 x 48 in.
 1/10 each

 25 x 50 in.
 2/- each

 20 x 40 in., White Hucks
 93d. each

doz.

Smart Stripes, Checks, and Self Colors, in Jap. Crepe, 8/6 doz.

Shot Crepes, in very smart effects, 27in., 1/2 yard.

Printed Cambrics, in a heavy 32in. cloth, guaranteed absolutely fast colors, in spots, stripes, etc., Butcher, Navy, or Black grounds, 6/11 doz.

36in. Cotton Taffetas.

 24 x 46 in.
 1/4 each

 24 x 50 in.
 2/- each

 27 x 55 in.
 2/8 each

 SERVIETTES, Hemmed ready for use-

18 x 20 in. 4/3 doz. 20 x 20 in. 4/9 doz. 22 x 22 in. 6/6, 7/6 doz. 23 x 24 in. 9/6, 10/6 doz. 24 x 24 in. 11/9 doz. 24 x 26 in. 15/- doz. 26 x 26 in. 17/9 doz. UNBLEACHED DAMASKS-

WHITE TABLE DAMASK-

Patterns, Dress Materials and Table Damask Posted Free on Application. Carriage Paid on all Parcels over £1 except Floorcloths and Furniture.

EDWARD ARNOLD & CO., Alexandra House, OXFORD AND CROWN STREETS, SYDNEY,

LASSETTERS' RELIABLE CUTLERY. 20 50-Lassetters' Special Offer -Sneffield-made Table Knives, with Square Xylonite Handles. Tables. 8/6 doz: Desserts. 7/- doz. CO 51-Best Sheffield Meat Carve.s, Square Xylonit: Handles, marvellous value, 3/6 pair. CO 52-Lassetters' Sheffield Made Penknife, 2 blades, Ivory or Sing Handle, 2/- each. CO 53 - I assetters' Famous Haddon Razor, the best razor on the market. Black i andle, & inch. 1/-; 1 inch. 5/6 LASSETTERS', -----Cheapside, Sydney.

THE RAILWAY & TRAMWAY CO-OPERATOR

The official organ of the Amalgamated Railway and Tramway Service Association, PUBLISHED WEEKLY.

Editor: J. H. CATTS, M.H.R., Trades Hall, Sydney. TERMS TO SUBSCRIBERS (In Advance Only.)

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have any business conducted in Sydney free of charge. special reference should be made to the various departments of the paper, which indicate the advantages to which subscribers are entitled.

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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.

The Railway and Tramway Co-operator.

SEPTEMBER 15, 1910,

SOME REASONS WHY.

Our reasons for asking the electors to reject the nominees of the Wade Government at the approaching general elections can be stated in clear and specific terms. They are:—

The Wade Government has failed to redeem its promises in connection with closer settlement. Notwithstanding the expenditure of large sums of money on the purchase of estates at fancy prices, the area of lands held in holdings of over ten thousand acres has been increased during the last six years. There are as many local men with small amounts of capital desper-ately hunting round for land to-day as there were six years ago. The buying of a few estates at high prices has only had the tendency of making land dearer to-day than it was five years ago, and has not touched the ever-increasing land problem.
2. The Wade Government has failed

to properly administer the Lands Department in respect of what little Crown lands are left. The reform of crown lands are left. The reform of the Lands Department promised three years ago by Mr. Moore has never been carried out, and the Lands Department to-day is run still in the interests of the large landholders, and is so surrounded by technicalities and red tape as to bring despair to the men with small capital who are looking for land. Huge areas of valuable ing for land. Huge areas of valuable lands are still under improvement lease, and no attempt has been made to get any of these leases back for settlement purposes.

3. The Wade Government has drifted along on the tide of prosperity with-out making any provision for the future. The development of the interior has been grossly neglected; the duplication of the railway lines has been unnecessarily delayed; many promised new lines to act as feeders to the main lines have never been constructed in spite of ministerial promises. The rol-ling stock of the Department is still inadequate, and producers are suffering perpetual loss and annoyance, ow in to the want of reasonable foresight by the Minister in charge of the rail-

4. The Wade Government has only trifled with the principle of State Banking. The whole business of advance to settlers is surrounded with so much expense and technicalities that the bank is of very little value to the class of people for whom it was cre-

The Wade Government has failed to break up the mineral monopoly which exists under the old mineral condition purchases. All over the State valuable mineral deposits not approachable under the Mining on Private Properties Act, are locked up, and no Act to give miners the right to get at this mineral wealth under the Mining on Private Properties Act has been passed.
6. The Wade Government is respon-

sible for the Coercion Act, a piece of legislation which stands for ever as a disgrace to a British community; a measure which did not settle the coal strike, but only prolonged it; which placed the brand of criminality on a number of highly respected citizens, and which has stirred up a bitter resentment amongst a large section of the population that will not disappear for many years to come.

The Wade Government as neglected the matter of education, particularly so far as small country schools are concerned, and again and again has refused to pay teachers more than a bare living wage. Numbers of small country schools have been closed up unnecessarily, and owing to the wretched salaries paid, the necessary teachers for scattered districts are not

6. The Wade Government has been guilty of many acts of maladministration. It tried to make political capital out of the coal strike by curtailing the railway traffic when there was absolutely no need to do so. In many instances it has administered the laws of the community in favor of the wealthy man as against the poorer one. Men are thrown into gaol for combining for a strike, but employers who form combines and rings and enter into conspiracies to exploit the public are allowed to go untouched. The increasing power of the middle-man by the formation of combines—rings and trusts-has in no way been checked, and the interests of producers have be come seriously menaced by combinations which have been formed in Sussex-street and elsewhere.

9. The Wade Government has during the last week of Parliament, with a hypocritical pretence of securing government by the majority of the people, deliberately refused to amend the Electoral Act in such a way as to grant to commercial travellers, shearers, and other persons who are com-pelled to work away from their homes, the rights of voting at elections. At the same time it has imposed upon the electors of this country the cumbersome second ballot system in order that two or three of its members might be saved from the result of a split in the Liberal forces in city constituencies. It has also at the last moment altered the electoral law in such a way as to make it possible for the supplementary rolls to be seriously manipulated, against electors who are absent

from their homes. 10. The Wade Government concluded its record by bringing in a Bill to strengthen and solidify the Upper House and give it greatly increased powers to block and after legislation. Under the pretence of constitutional reform a proposal was introduced which would have absolutely stifled all progress in the future and placed our legislation at the mercy of a nominee amber, a body of men absolutely out of touch with popular sentiment and consisting mainly of political derelicts who have been unable to get into the elected chamber. Owing to the exposure of this iniquitous proposal by the Opposition it was abandoned, but the attempt to pass it shows that if the Government gets a chance in the next Parliament, it will strengthen the hands of the Upper House, and thus place further obstacles in the way of

Every man who is nominated by the Wade Government as its candidate must accept his share of responsibility for the failure of the Government to redeem its pledges, for its wild and unsound financing, for its acts of mal-administration, and for the class bias which has characterised both its legislation and its administration.

Officers' Branch at Orange.

We understand Mr. J. P. Gray, president of our Eskbank district Officers' branch, has been spending some holi-days in the Orange district, and has been doing some good organising work there. He was commissioned to open an officers' branch for the Orange district, if desired by the men concerned. We hope to have some definite news as to the result of his visit for next issue.

Catekeepers.

We are glad to report that the women gatekeepers are beginning to join the Association. They are only charged 1/3 per quarter, and receive a free copy of the "Co-operator" week' ly. We are desirous of doing something to improve the lot of our women gatekeepers. Their lack of unity, here probled them. has enabled them, as a body, to be utterly neglected by the Department. The General Secretary has had the matter referred to a committee of enquiry to see if we have enough evidence from those concerned to base a claim (and back it up), to the Traffic wages Board Wages Board

Engine Lifters.

We are glad to learn that the whole of the engine lifters on the loco. side,, Eveleigh, propose joining the Association in a body. Some little time ago, several of them who were members resigned. They find, however, that being outside the fold is unprofitable to men who need improvement in their industrial need improvement in their industrial conditions, and have a good case. The General Secretary was out at the Eveleigh shops on Monday last and promised to do all in his power to assist these men with their cases. sist these men with their case, as soon as they put themselves right with the

Mrs. Shaw's Case.

In answer to a letter from the General Secretary asking that Mrs. Shaw (wife of the late Fettler Shaw) be given employment, the Chief Commissioner has replied, stating that the positions in which women can be employed are in which women can be employed are few in number and that vacancies seldom occur. An opportunity of offering Mrs. Shaw a position has not yet presented itself. However, he states that Mrs. Shaw's claims will not be overlooked, and will be considered in conjunction with a large number of similar deserving cases, as soon as opportunities arise.

Breadalbane Labor League.

A correspondent writes:-The usual fortnightly meeting was held on Friday, 9th inst., the president in the chair. Two new members were proposed. We have hardly had a meeting at which at least one new member was not proposed. A pleasing feature is the number of young ladies. A debate on the No-license question formed the night's topic. After a good, warm dis-cussion the No-license advocates won the day by a good majority. Mr. P. Hollis recently spoke here, and made a very favorable impression. Nothing is being left undone to get a solid labor majority, both in the Goulburn and Queanbeyan portions of Breadalbane.

Tramway Electrical Claims.

The committee of the Ultimo branch has made a thorough investigation of the cases of tower waggon drivers, gangers, and carpenters, and have re-commended that the claims already drafted be amended as follows:— Tower waggon drivers 6d. per day increase, gangers 2s. per day above the rate paid to linemen, carpenters to be included. The same general conditions to apply to all. It was thought that the carpenters could be dealt with that the carpenters could be dealt with at once, as there is an award already covering them. The general secretary has had the original claims amended as desired. There is no award covering carpenters, as the Commissioners have secured exemption from their operation. However, we are hopeful operation. However, we are hopeful of the whole claims being dealt with very soon now.

Officers' Amalgamation.

The negotiations for the 'amalgama-tion of the Officers' Association and tion of the Officers' Association and the Amalgamated Association, were advanced another stage at a council meeting of the Officers' Association, held on the 5th instant. The report of the conference of officers of each Association was presented, and after consideration, was adopted. (The report of this conference has already appeared in these columns.) Under the rules of the Officers' Association, it is necessary that the council's decision shall be sary that the council's decision shall be sent on to the branches of the Assoc sent on to the branch. This sho tion for confirmation. No difficulty This should take about a week. No difficulty is now apprehended. As soon as these now apprehended. As soon as these preliminaries can be arranged, joint meetings of the Amalgamated branches for officers and the officers' branches will be called in each district where two such exist, when the branch officers will be asked to vacate the officers in account of the original original or original ori offices, in each case, to enable officers to be elected by the joint meetings. The amalgamation will then be complete, and the branches of the two bodies will become unified. The Council of the Amalgamatical will the coll for nominations. mated will then call for nominations for a set of councillors for officers, to for a set of Councillors of other than a voluntary department of the Amalgamated Council, until the Annual Conference in February next, when a recommendation will be made for permanent representation on the

We hope, therefore, to see complete unity amongst the officers of the vice within the next couple of weeks. This will enable an unbroken front to be presented at the Clerical Wages Board, and we feel assured the result will be a considerable improvement in the general conditions of employment of those concerned.

Mr. T. W. Burns, carriage paint shop, Eveleigh, asks us to state that although he was recently promoted from laborer to waggon painter a few weeks ago, as stated by us, he has now been put back again to his former position, as he was only temporarily reliaving a painter, the was off girly relieving a painter who was off sick.

Celebrating a Promotion.

At Ryan's Hotel, George-street West Sydney, on the evening of September 3 (says the "Evening News") Mr. Arthur Fleming, of the ticket-collecting branch of the New South Wales Government Railways, was entertained by his comrades at a smoke-concert, to mark his promotion in the service mark his promotion in the service. The chair was occupied by Mr. Abbott. Mr. Fleming was presented by Mr. Barclay, on behalf of the ticket-collecting staff, with a travelling-bag and a set of brushes. Among those who contributed to the evening's enjoyment in the shape of a musical programme, were Messrs. Pyrke, Pike, Clarke, Harris. Prune (accompanist), and the

A Good Witness.

It appears that some idle tongue has been busy around the Wollongong district circulating a report that the A. R. and T. S. Association was dissatisfied with the evidence given before the Per. Way Board by Mr. Robert Kelly, of Dapto. As a matter of fact, we believe it was stated that his evidence was considered to be harmful to dence was considered to be harmful to the Association's case. This is a pure and absolute fabrication. Mr. Kelly's and absolute fabrication. Mr. Kelly's evidence was of considerable value, and of great assistance to the General Secretary in the conduct of the case. It will be published in the "Co-operator" in its turn. A letter to the above effect has already been sent to the secretary of the Wollongong branch, but it was considered only fair to Mr. Kelly, who (in common with all the other witnesses) showed commendable enthusiasm in attending to give evidence, to lend the publicity of our columns to the denial of the mischievous rumour.

Peculiar Tactics.

A dodger has been brought under our notice, urging the staff to vote for Mr. M'Evoy and Mr. Brown for the Superannuation Board. This dodger was being distributed on Tuesday last, over a week after a special meeting of the Council of the Amalgamated Association decided upon the selection of a bunch of candidates to be nominated on behalf of the Association.

Mr. Brown is not a candidate at the present moment. He is nominated for selection by the Association, and has signed a pledge to retire if not selected. On the other hand Mr. M'Evoy has declined to enter a selection by the Association. Under these circumstances, Mr. Brown could not have sanctioned the issue of the dodgers in question, and if that be so it is like the impu-dence of any person or persons to issue a dodger announcing any candidature behind the back of the person concerned, much less to bracket such person with another, with whom he cannot run in company

We ask our members not to countenance these tactics in any way.

Practical Sympathy.

Mr. E. R. S. Larba-Lestier, dentist, of Newtown and Enmore, writes:—
Re Leading Porter Allen—Sir,—
Reading in the daily paper that an act of bravery resulting in severe injury (since proved fatal—Ed.) the would-be rescuer, Leading Porter Allen, has occurred, will you please so good as to accept on his behalf a cheque for £1 towards starting a fund for the financial relief of his family. Having had a previous experience in having a cheque for a similar occasion returned by a daily paper, and knowing that you only have the welfare of the laboring classes at heart, I feel sure you will fall in with my de-

sire, and not treat me as above stated.
(We shall be very glad indeed to receive and acknowledge further sums for this admirable purpose. No doubt some kind of social or benefit will be organised, which we shall be very glad to help along, and hand over all sums sent to us in this way.—Ed.)

"Give Us More Evidence."

"Give us more Per. Way Board evidence every week" is a request which comes from Armidale, vide report of branch meeting on another page of this issue. We are very pleased to note that the publication of the evi-dence is being appreciated and inter-estedly read. But it is really impossible to devote any more space each veek to this one feature than we are week to this one feature than we are doing. From every issue of the "Coperator," now a big budget of good and interesting matter is crowded out, and we can hardly find any corners at all for editorial comment on many matters of urgent, topical interest, with which we are anxious to deal. The editorial mind of a newspaper has to be cosmopolitan, else any journal would very soon get wearisome and monotonous. The "Co-operator" was only fourteen weeks in existence when it was increased from eight pages weekly to twelve. This addition, we might say, was made, at the time, at a financial loss, and purely in the interests of the railway and tramway service, for which we honestly think we have shown a commendable zeal. At the present time we could easily fill a sixteen-page paper weekly, but individual readers have no idea of the cost of production. If every member will give us his unflagging enthusiasm, as we are giving ours, we confidently expect soon to have so largely increased our circulation as to be able to demand that measure of increased advertising support as will enable us to again add to the size of the weekly journal, of which we think we may justly feel proud to-day.

The N. S. Wales Alliance has issued a No-License campaign song book, comprising 21 hymn-songs, set to old and favorite tunes. This method was ver- popular at the last State elections amongst No-License campaigners, and will doubtless be so again.

At Bourke a deputation asked the Railway Commissioners to run an evening train from Bourke to Sydney every Friday during the summer months.

Ambulance Class at Lyndhurst.

"One of the class" writes:-The members of the ambulance class at Lyndhurst have completed their Lyndhurst have completed their lessons, and sustained examination under Dr. Foley, at Cowra. The whole class passed successfully. To show their respect to Mr. Le-Breton, their teacher, they assembled at Mr. Lyon's Royal Hotel on Wednesday night last, and presented him with a set of carvers. Mr. M'Grath was voted to the chair, and carried out the duties to the letter. and carried out the duties to the letter. Several other guests spoke of the good qualities of Mr. Le-Breton as a teacher, and tendered him a very hearty vote of thanks. We were very sorry to hear from him that he didn't expect to be with us next year. His place will be hard to fill, for he is an able teacher and a jolly good fellow.

A Well-Earned Seven-and-Six.

The lot of the Newcastle fuelmen is certainly not all beer and skittles, and there is no doubt they earn their wages of 7.6 per day well. One of these hard-worked and under-paid employees of the Chief Commissioner got a fit of the blues the other day, and wrote to us thuswise:

"... Fueling here, we have to carry bags of coke to put on and empty into bunkers of motors. This work into bunkers of motors. This empty into bunkers of motors. work is very heavy on shirts and un-dershirts and boots (to say nothing of pants), which last no time. Contrast this class of work for 7/6 per day, with that of the wharf laborer at 1/3 per hour? Out of this, we have to 1/3 per hour? Out of this, we have to pay insurance (what fine officers they can build!), sick and accident funds, and now I suppose this white horse, Wade's Pension Fund, will be the next. So you will see there is no fortune in fueling. 'Get married,' these Liberals (?) tell us. It must be buried the mean. Let us hope we will have a Labor Government in October next.'

Darling Harbor Crievances.

In the issue before last we published a letter sent on to the Chief Commissioner in connection with a Darling Harbor grievance, which turns out to be incorrectly placed before the Department. This is the result of the branch peglecting to carry out our own partment. This is the result of the branch neglecting to carry out our own rules and appoint a committee to inreport thereon. It is easy enough for those concerned to see the error, because they know what the grievance is, cause they know what the grievance is, but to any person realing the statement as it came from the branch—unless he was himself working at Darling Harbor and thus knew the circumstances—there is no indication of what the complaint refers to. The cumstances—there is no indication of what the complaint refers to. The general secretary wrote to the Darling Harbor branch secretary last week, stating he would be glad to meet members with grievances, or attend a special meeting of the branch, on a Sunday morning, to try and come to some arrangement. As it is imperatively necessary that a proper understanding should be arrived at, and the general secretary being anxious to do all in his power for the Darling Harbor men, a special meeting is being called men, a special meeting is being called for next Sunday morning at 10 a.m. at the Trades Hall. We hope there will be a good attendance, so that there will be some scheme devised for properly treating and remedying griev-

Traffic Twaddle.

Prior to the Traffic Award, the car conductors worked their shifts in rotation. This enabled each man to be tation. This enabled each man to be at home on Sunday, in turn. Since the Award, the department has seen fit to fix the car conductors on permanent shifts. This means that some men can be home every Sunday, whilst others cannot get a Sunday at home at all—a manifest injustice. When the conductors ask that the shifts might rotate as formerly the shifts might rotate as formerly, the departmental bosses reply: "The This is Award will not allow it." This is absolute bunkum. The Award leaves absolute bunkum. The Award leaves the allocation of shifts an entirely open question. If any clause in the Award can be construed, by any stretch of imagination, to any stretch of imagination, to bear the interpretation suggested by the department, we would like to know which clause it is. The Association would quick and lively have the Wages Board called together, and have the matter righted. We are confident, however, the reply given to car conductors is only a departmental "gag." It is becoming the practice in several quarters to make the Awards "the stalking horse" when the department has a weak case. If it would cost the department five bob a week extra to allow the car conducta week extra to allow the car conductors to have a Sunday at home in turn, and this is the reason the shifts are not allowed to rotate, why can't they say so fairly and squarely? This "gag" about the Awards may be very good for the department when they ave no reason on their side, but as far as the men are concerned, it is getting a bit tiresome.

Trangie Railway Ambulance Corps.

A correspondent writes:—There was an examination of candidates for certificates and medals held here on Monday last, the local medico, Dr. Giommi, being the medical officer, and Mr. E. Wessell, of Nyngan, instructor. The following candidates presented themselves for certificates:—R. Dwyer, D. Burchett, S. Bycroft (Per. Way), A. Cameron (constable). For medals: A. Dawson, S.M.; W. Smith. J. Warman, and R. J. Doyle (Per. Way); George Morrison (senior constable). I believe we all passed with high honors, as the doctor said he was very well pleased doctor said he was very well pleased with the quality of the work done by both classes. There was some quick work for a couple of our lads. They only passed for certificates on Monday, and on Saturday they got their first actual work. A man staying at one of the local hotels cut his throat. Mr. D. Burchett, coming on the scene, rendered first aid by arresting bleeding, until the arrival of the police and the doctor. The man was a bit troublesome, and Mr. R. Dwyer ably assisted Mr. Burchett.

OBITUARY.

Henry Wigginton.

The "Last Post" has sounded since our last issue for another old and es-teemed member of the Amalgamated Association, and one who, throughout a lengthy service to the N.S. Wales a lengthy service to' the N.S. Wales Commissioners, earned a very high reputation as a capable and loyal servant of the public. Last week, at the Randwick tramsned, Henry Wggnton, aged 55, met an untimely death, whilst on duty. Deceased was a single man, and resided at Waterloo. He was working at the head of a tramcar which had been run tinto the sheds for attention, when the car suddenly moved and crushed him against another car on the crushed him against another car on the same rails. The tramway ambulance rendered first-aid, and conveyed the injured man to the Sydney Hospital, but the unfortunate man was very serious ly crushed, and died soon after admission.

Mrs. Cerrard.

The members of the Association and employees generally will regret to learn of the death of Mrs. Gerrard, wife of Mr. J. Gerrard, secretary of the Sydney branch. Mrs. Gerrard had been explice for some time, and had up been ailing for some time, and had un-dergone several operations. She passed away at about 11.30 a.m. on Monday last, at the age of 46 years. There are ten children left behind with the father, the youngest being about 12 years old. Mr. and Mrs. Gerrard were sincerely devoted to each other, and the family has always been singularly united. The funeral took place on Tuesday afternoon, being attended by a large circle of personal friends, and the members of the Ancient Order of

A wreath was sent on behalf of the Association, as well as one sent by the General Secretary personally. We extend our heartfelt sympathy to our old friend Mr. Gerrard and his family, and we feel sure there will be a kindred feeling far and wide, especially throughout the Association, at the early decease of a good wife, a kind mother, and a humble, sincere Christian

Frank Allen.

We like to think of railway and tramway men as disciplinarians always. Taken as a whole, the staff of the N.S. Wales Commissioners is an army of public servants, of whom any State might well be proud. The repu-State might well be proud. The reputation of our system for the safety of the travelling public is very high—and that it the last word about the efficiency of the staff. But it is a service which spells danger to a great many of its followers, and it is our sad duty at times to chronicle the untimely end of some of those who appreciate so highly their responsibility to the public. We would not intrude upon the sacred precincts of the bereavement chamber. precincts of the bereavement chamber, but we want just to say that there can be no higher honor than to sacrifice one's life in the service of others. The railway or tramway man who loses his life, on duty, does that, just as emphatically as any whose names become enscrolled on the tablets of a nation's memorial stone, because of the more public nature of their sacrifice. Last week, at the Central Railway Station, another brave man gave his life to save another's. Frank Allen, aged 50. a leading porter, attempted to prevent a lad from risking his life by jumping upon a rapidly moving train, when they both slipped down between the platform and the carriage. There was only room for one to stand flat against the platform wall with safety. Allen pushed the fad against the wall, nobly taking the position of danger himself. The train passed over his left leg, and also badly crushed him otherwise. Subsequently, at the hospital, when he regained consciousness, after his leg had been amoutated, his only concern was for the boy for whom he had risked his life. "I told him to lie flat," he said, while his life was slowly ebbing away. Strange to say, the lad for whom so great a sacrifice was made has completely disappeared. The reason must be fear of prosecution. surely cannot be unmindful of the eter-nal debt of gratitude he owes to the

brave man who sacrificed his life for n. After lingering along for eight days in the hospital, Frank Allen breathed his last on Monday, and was interred at Rookwood on Wednesday, in the presence of a very large number of his fellow employees, whom were many officers and members of the Amalgamated Railway and Tramway Service Association. The funeral cortege was eloquent testimony of the popularity of the deceased and the high esteem in which he was held

by all who knew him. A very large number of wreaths, cards and other messages of sympathy were received by the sadly bereaved widow and children, to whom we now offer the sincerest possible condolence. We may also be permitted to say that the Executive officers of the Amalgamated Association have taken up the matter of the Departmental recognition of the late Porter Allen's long and honorable service, and we hope to be able to announce next issue that a substantial sum of money has been handed to Mrs. Allen to relieve her, at least, of financial anxiety at such a grief-stricken time as this.

By advertisement in this issue, Mr. Orchard announces that he has decid ed to offer himself as a candidate for the position of tramway representative on the Superannuation Board. is in response to the request of a large number of tramway men.

EXCHANGES WANTED. Advertisements-3 insertions 2/6 prepaid

FIREMAN, late of Sydney, now of Newcastle district, desires an ex-change to the Metropolitan district. Apply to FIREMAN, c/o T. Godfrey, Islington, Newcastle.

Commonwealth Politics.

The Latest News Direct from Melbourne.

Old Age and Invalid Pensions.

The invalid pensions on a Commonwealth basis will operate as from December 15th by proclamation by the Government. Also the age at which women may receive old age pensions will be reduced from 65 to 60 years. will be reduced from 65 to 60 years. The increased cost of these liberal arrangements will involve an added expenditure of £572,671 per year, bringing the estimated cost of old age and invalid pensions for the current year to £2,070,000.

The pensions even after December 15th will not be all that the party would like, but owing to the large scope of the measure, covering the population of a continent, the difficulty of raising the necessary revenue is a yery serious matter.

very serious matter.

The Federal Capital.

The Federal Government are going right ahead with the capital site. They have placed £45,000 on the estimates for the current year, and the House of Representatives has endorsed it by a large majority. It is said there will have a heatile demonstration in the it by a large majority. It is said there will be a hostile demonstration in the Senate. But there need be no apprehension on that score. The Senate cannot amend a money Bill. They can only suggest amendments. If they should not agree to the Federal capital item they can only offer a suggestion to the House of Representatives. That House having voted the item by such a substantial mapority, is not likely to yield its position on a matter of finance. There is, then, only one alternative for the Senate, and that is to pass the item or suffer the pains of a double dissolution. There is always a strong anti-dissolution party in the a strong anti-dissolution. There is always a strong anti-dissolution party in the Senate, and the first signs of trouble in this direction will soon cool the ardour of the anti-Federal capital party. There may be some empty blather. There may be a large number of leading articles in the Anti-Labor press. But the item will go through.

Some of the critics of the Government complain that £45,000 is not a sufficient vote for the current year. It should be remembered, however, that calling for competitive designs, the calling for competitive designs, the surveying and the preliminary work which must be undertaken, before actual building operations are commenced, whilst taking a good deal of time, will not absorb a very large amount of money. With these preliminaries out of the way, an opportunity should be made for a long step forward next year. This will entail big expenditure. In the meantime, however, everything possible is being however, everything possible is being done as regards expedition, consistent with the proper planning of the future Home of the Commonwealth.

Transport of Troops.

Several questions on the subject of the transport of troops and the difficulties created by the differences in the railway gauges of the several States were asked in the House of Representatives last week.

Mr. Frazer (W.A.), replying on behalf of the Minister for Defence (Senator Pearce, W.A.) to Mr. Catts (N.S.W.), said that to transport 30,000 troops and material (15 mounted brigades) from Melbourne to Brisbane would require:—Between Melbourne and Wodonga, 315 trains; between Woand Wodonga, 315 trains; between Wodonga and Wallangarra, 375 trains; between Wallangarra and Brisbane, 450 trains. In these trains the numbers of carriages would be:—Victoria, 8820; New South Wales, 11,250; Queensland, 9900. At Wodonga there was siding accommodation, but not at Wallangarra (Q.).
Mr Catts further asked:—Supposing

efficiency of transport from Melbourne to Brisbane with a uniform gauge throughout, what standard of efficiency would be represented by the existing arrangement?

Frazer replied: - Approximately one-third. It would take 63 days under present conditions, and only 23 days 10 hours with a uniform gauge.

A Testimonial.

Scarcely a resolution or a measure is moved by the Federal Ministry that does not evoke a snarling protest from Joe Cook. He can see no good in anything that emanates from the Fisher Government, and judging him by his own insinuations and suspicions, he must himself be a pretty low down sort of cuss.

Joe Cook is christened "Snarleyow," Because he's always growling,

At every move progressive
He starts his dingo howling. every time that he o'erstepped Of decency the border,

Joe were pulled up, you'd hear of But "Order!" "Order!" "Order!" -Exchange.

Eskbank Cossip.

Traffic here is very brisk for the time of year, there being a great deal of wheat and wool and coal moving.

There has been a good crop of appeals from this district of late, and no wonder, for in a number of in-stances it would appear that the punishment was altogether too severe. The men of this district are of opinion that the Board should be presided over v an outsider, with a representative

This branch of the Amalgamated is growing steadily, and we hope the time is not far distant when the local members of the Traffic Association will join There have been rumors of them coming over for some time past, and it is no use disguising the fact that if we hope to better our conditions we must all belong to the one union. If the men would only stop and think, it is playing into one unless? is playing into any employer's hands if they can keep the employees divided

amongst themselves.

We have had the Chief and party here on inspection, and I believe every-

The Labor Split.

The mischief making Tory press of New South Wales, especially the "Sun," which seeks to adopt the worst style of American yellow journalism, has been doing its utmost to manufacture a split in the Federal Labor party. First they discover an organised scheme to depose the present Ministers by a sordid gang of office-hungry political bandits. Then it discovers a rift in the lute regarding the Land Tax. Again it is whispered that the party object to the absence of Lord Dudley from Melbourne, which Lord Dudley from Melbourne, which creates a cave pro and con. The Federal capital is then the rock upon which Federal Labor solidarity is being broken into fragments. This paragraph is being written in the train. Several members of the Federal Labor party, coping the heading, said, "Hullo, we have members of the Federal Labor party, seeing the heading, said, "Hullo, J.H.C., where is the split? We have not heard of it?" To which the writer replied: "It exists in the imagination of the Anti-Labor press." There is absolutely nothing in it. There may be some slight difference of opinion in minor details connected with the Land Tax, which is perfectly legitimate, but in regard to all the main principles the party are agreed. There has certainly been differences of opinion regarding the Federal capital, but even this has only affected a small minority of the party. This, it must be remembered, is not a party question. There is not the faintest reference to the Federal capital on the Federal Labor platform. It is therefore impossible for any party decision to override the pledges of each individual member to his electors. If this could be done, then the tors. If this could be done, then the ridiculous charge levelled at the party, that a member had to put his private

that a member had to put his private convictions on every conceivable subject into the melting pot, would be true. The Anti-Labor press have been so long screeching this libel that they are now trying to justify it.

The Federal Labor party are as solid to-day as ever they were. The utmost harmony prevails both personally and politically. The Conservative press tactics to create dissention in the Labor ranks are foredoomed to failure.

Commonwealth Factories.

The Minister for Defence, Senator Pearce, states that it is the intention rearce, states that it is the intention of the Government to erect factories for making woollen cloth, uniforms, harness, saddlery, and leather accourrements. These factories would be run as a joint establishment, but there might be several in the Commonwealth. The contract system had been a constant source of trouble process. a constant source of trouble, necessitating a large inspecting staff, and resulting in great variations in the quality of the uniform.

The Fusion Pledge.

Speaking at Ballarat yesterday week, r. P. M'Glynn, Attorney-General in the Fusion Government, referred to the capital site question. The proposal, he said, was premature. The question might well be held over for the next 10 or 15 years. As a member of the Deakin Ministry he had supported the action taken by them in respect to the action taken by them in respect to the Federal capital, and he was now expressing his own private opinion.

The Toll Telephone.

No longer may the lively young housemaid from next door, or the blushful Hebe from the adjacent pub, make Sunday afternoon engagements through the local watch-house telephone. Josiah surnamed Thomas has squelched all that, and the John will be able to devote his time to the preparation of crime reports and the preparation of crime reports, and the passing on of descriptions of lost horses and cattle, instead of obliging Smith or Jones by ringing up a hospital to find out whether his aunt's dead. Not that the beauteous creatures aforementioned, or Smith or Jones won't be able to ring up, but it will cost them just one penny, which certainly is cheap enough if the news is of any importance. There has been too long a tendency to lean up against Government institutions, and the only wonder is that the public have not asked the police to stamp their letters for them

In the days of auld lang syne I'd sing For half-an-hour or more; And paralyse the watch-house work,

With never-ceasing jaw.
But now, alas! the P.M.G.
Has wheeled us into line,
And all those little luxuries Are things of auld lang syne.

Ah, now with sorrow I recall How I would drivel on, But that was in the good old days

For ever past and gone.
For "Are you there?" "So long, old chap,"

A penny is the fine,
Thus telephoning's scarcer than
In days of auld lang syne. -"Call" (Vic.).

thing was found O.K. But I wonder how it would be if he came on the hop? It is reported that some of the officials in the West had no sleep the night before, and were out at peep o' day on the eventful morning. I would remind all of these to paste the following in their caps:—"Simple duty hath no place for fear."

I have to report an incident that happened here lately, in which Mr. A. Rynards, fireman, played a prominent party. Mr. Rynards was going home from work, when a townsman by some means or other slipped and fell, striking his head with considerable force on the kerbing, and putting a terrible gash in his head. Mr. Rynards rushed to his assistance, rendered first aid, and helped to take him to a doctor, who on examining the man compliwho on examining the man complinted Mr. Rynards on the way had bandaged the wound, and other-wise attended to the man. This not only reflects great credit on Mr. Ry nards, but also on his instructor and the Department.

PROPOSED OFFICERS WAGES BOARD.

Night Officers Submit.

Another very successful and enthusiastic meeting was held at the Railway Institute on Monday morning last. It was very gratifying to see the way in which the night officers are at last realising that a combined effort is required to bring about better conditions for themselves. The Bankstown and Milson's Point lines were represented nearly to a man. The relief staff and Illawarra were also well represented; in fact, every seat was occupied, and the interest and enthusiasm taken in the meeting was very pronounced. Mr. J. Pope, night officer, Belmore, was elected as chairman, and in a short but stirring address explained the motive of the meeting, viz., to consider and endorse the hours, pay, and conditions drawn up to be presented to the Wages Board for the officers in the Metropolitan area. Mr. H. E. Chin, N.O., Canterbury, was called on to put before the meeting the hours, pay, and conditions which were drawn up by the appointed committee on the 9th inst. In a short address Mr. Chin pointed out that to address Mr. Chin pointed out that to better the conditions amalgamation was necessary, to combine so effec-tually to put a good case before the Wages Board. Each item was read and debated on, and the result was a very satisfactory classification drawn up. The meeting was then adjourned till the 26th inst., when another meeting will be held to help the cause along. We hope to see even a bigger and more successful meeting on the 26th

[It should be stated that the general secretary was unable to attend the above meeting, though he expected to be present. Mr. Catts will, however, be present at the meeting on the 26th.

Proposed Claims and Conditions for Night Officers.

1. Hours.—Firty-eight hours to constitute a week's work, to be worked between Mondays and Saturdays, both days inclusive.

2. Overtime.—All time worked on Sundays and in excess of 48 hours in any one week to be paid for at the rate of time and a half.

Grade.	Min. €	Max.	Qrs £
First	200	210	50
Second	190	200	50
Third	180	190	50
Fourth	170	180	50
Fifth	160	170	40
Sixth	150	160	40

Increments to be paid at the rate of £10 per annum until maximum is attained. Night officers relieving in a higher grade to be paid the same rate as the officer relieved.

4. Night officers to be graded as S.M. after two years' service as N.O.

5. Officers working the Morse instrument to be paid £10 per annum extra. 6. Night officers not to be called upon to do postal work.

7. Full rates to be paid for all time

8. Promotions to be given according to seniority in grade.

9. Vacancies to be advertised in weekly notices, and list to be printed showing position of seniority of each 10. All stations to be classified and re-graded every five years, and a list of same to be printed and exhibited at

every station. 11. Officers attending as witnesses in a law case or other departmental business on behalf of Chief Commissioner, to be paid for same at ordinary rates, or time off in lieu of same and

12. All Public Holidays worked to be

added to Annual Leave of 21 days. 13. All breaches of rules and regulations committed in sight of an inspector or special officer to be brought under notice of said officer by foresaid inspector or special officer at the time of committal, otherwise no case to be brought against the officer.

14. Copies of all charges and reports against officers to be submitted for the officer's perusal week before his case is tried.

15. Officers to be supplied with watches.

16. A standard or fixed scale of expenses for relief officers.

17. All privileges and conditions existing previous to this award and not affected by the award to continue.

18. Night officers to be supplied with macintoshes and topcoats. 19. Officers permanently at a station

sent away to relieve at another station to receive out-of-pocket expenses. [The association desire it to be clear-

The association desire it to be clearly understood that suggestions of amendment or possible improvement are cordially invited from any of the officers interested in the proposed Wages Board claims. Full consideration will be given to all such suggestions, which will also be accorded full publicity—Ed 1 publicity.—Ed.]

Metrop. Railway Rifle Club.

We are glad to hear that the "Co-operator" is to be regularly supplied with reports of the doings of the above club. Reports should reach us, if possible, on Monday, but not later than Tuesday, to ensure publication that week. Mr. W. Garland (treasurer), on behalf of Mr. H. Green (secretary), writes:—"Last Saturday's club shoot, 15 shots at 500 yards, was the third shoot of the September quarter. The shoot of the September quarter. The weather conditions were unfavorable, and that must be held to be responsible for the comparatively low totals scored, as follow:—J. Broughton 66, W. Bell 64, W. Perkins 63, E. Cleary 62, A. Cooper 60, J. Thomas 60, J. Syvret 59, F. Lyons 59, H. Green 56, P. Sheehan 54, J. Morris 53, J. Scully 53, E. Larkin 46."

[If there are any members in receipt of handicaps it is as well to show them always.—Ed.]



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GOWING BROS.,

7, 9, 11, 13, 15, and 17 Royal Areade, Sydney.

BRANCH MEETINGS—Contd.

Sydney Branch.

The usual meeting of Sydney branch was held on Thursday last, Mr. J. W. Cunningham presiding. Correspond-Cunningham presiding. ence was received asking for informa-tion concerning the industrial conditions of the men employed in the Interlocking Department. Much information was given, and further reference was left to the Interlocking Branch. The question of engine lifters' conditions was again brought up, and intervention on their behalf was and intervention on their behalf was promised when those engaged were ready to have their case re-opened, but nothing can be done in the meantime. The resignations of five members were received in accordance with the rules. We had the pleasure of admitting 92 members to our branch roll. This members to our branch roll. This makes 207 new members in the two months. Clearance was granted to Mr. Ballard to Picton branch. The unfinished matter of machine painters was again referred to, but as nothing defi-nitely official has reached our branch it was left over to our next meeting. The question of employees' representa-tives on the Superannuation Board was introduced. Much comment was made on the delay in bringing this matter under the notice of the staff, and more particularly members of the Sydney branch. It was deided to write to the Council re the election of two members to represent the railway employees. Mr. J. Lamond moved: "That Mr. T. D. Richards and Mr. J. Gerrard be nominated, and their names submitted to the Council for confirmation and support." This was seconded and carried unanimously. The meeting was very enthusiastic, and was brought to a close about 10.30 p.m.

Junee No. 2.

The usual monthly meeting of above branch was held on 4th instant, Mr. Akers in the chair. In regard to porters' overtime, it was decided to place the matter in the hands of the general secretary to have the cases seen to and advise the result. It was resolved that branch secretary write head office asking for the sum of £2 5s. to pay delegates' expenses to last conference, and the amount would be paid back in instalments. It was then moved by Mr. Sheedy, and seconded by Mr. Grimmond, that Mr. Woodcock be asked to terest is taken by him for the building up of this branch. The interest taken by him is in securing all the members he can possibly get for the Traffic As-sociation. This was carried unanimously.

A special meeting was held on the 9th instant, when Messrs. Brown and Catts were nominated as candidates for selection to contest the Superan-nuation Board election.

SALARY STAFF WAGES BOARD

(To the Editor.)

Sir,—In connection with the proposed Wages Board for the salaried staff, I trust that the matter of a "free house" or "house allowance" for Night Officers will be one of the claims submitted. Some time ago I was instru-mental in having the question placed before the Commissioners by one of the existing Unions, with anything but a satisfactory result. However, it will be generally acknowledged that the Night Officers are the worst-treated body of employees in the Service. their duties are not in all cases arduous, their responsibility is great. During their hours of duty they are, like the Station Master, responsible for the working of their station, the duties of which are legion. In addition to in-

voicing, compilation of returns, etc., they are called upon to treat the most important traffic, such as express and mail trains; to satisfactorily effect crossings, assist in shunting operations, handle heavy "out of" traffic, work one or other of the electric block, staff or tablet systems, and exercise careful and strict supervision over the station and running staff which come under their control. In the almost total absence of serious accident during their hours of duty, the vigilance dis-played in this respect is all that can be desired. For all this, they are in some cases paid the miserable pittance of £120 per annum, and out of this (particularly in the suburbs) they are called upon to disgorge as much as £40 or £45 per annum for rent. It might be said that a house could be obtained for considerably less, but what kind of a dwelling would it be? Let those occupy it who wish. The importance of a Night Officer's position, with his administrative and supervisory duties, demands that he should maintain a respectable appearance, and he is expected to live within easy distance of the station, and I, for one, have found it very difficult to find a suitable house for less than. house for less than £40 per annum, thus leaving £80 to "keep the home together." If, through illness or any other cause, the poor N.O. is unable to meet his just liabilities, he is threatened with the "order of the sack." The Commissioners say, in effect, that 5s. per week is sufficient reput for a Night Officer to pay, masrent for a Night Officer to pay, mas-much as that is the charge made where a residence is provided. being so, to be consistent they should place every N.O. on the same level in this respect, by footing the bill for the difference between the Departmental charge and the actual rent paid (up to a stated sum) where no house provided, or extend to the "Night Owls" the same right as that enjoyed by the Station Masters, viz.: a free house or house allowance.—I am, etc.,

"ONE FROM THE NORTH."

The following petition has been received at the Head Office of the Amalgamated Association, signed by 67 station masters, night officers and sala-

NEWCASTLE OFFICERS.

"We, the undersigned, being convinced of the good work already done, and being done by the Amalgamated Railway and Tramway Service Association for the betterment of all classes of the Service, hereby signify our willingness to enrol as members of the Association. We note with interest and deeply appreciate the movement started for the benefit of the salaried staff, and we are prepared to do our part in bringing about better working conditions.

"It is only by organisation and amalgamation that the best interests of the employees can be served in ventilating their grievances, and obtaining better conditions, together with proper representation of cases, which from time to time occur, and in strengthening the bonds of unity and brotherhood, which should exist between all the different branches of the Railway and Tramway Service.
"We also ask that a branch of the

Association be formed for the Station Masters, Night Officers, Coaching Clerks, and all other members the Salaried Staff of the Newcastle district.

"Hoping to receive your usual prompt attention, and also that the branch above mentioned will be formed at an early date."

The Acting Secretary has written the General Secretary as follows:—

"We specially ask that you personally open the branch, and go fully into matters with us. thing is in readiness to open the branch, and it now remains for you to say when you will be able to attend."

The General Secretary expects to be able to advise those concerned next Monday or Tuesday when he will be able to open the branch.

Mr. Stone's Denial.

Just as we go to press with this issue a letter arrives from Mr. T. Stone of "Trevallyn," Hunter-st., Hornsby, in which he asks us to give publicity to his emphatic denial of the statement made in last issue to the effect that he had been given leave of absence. and was to visit the various railway centres "to explain Mr. Wade's goodness in giving the service a superannuation scheme." Mr. Stone emphatically denies that he has been given any leave of absence, nor has he asked for such patither has apprehiment the for such; neither has anything of the kind transpired between the Premier and himself. We are glad to know that Mr. Stone is not to be made use of in this way, and willingly publish his repudiation of the rumor which gained currency last week.

The Railroad Boys.

Here's to the joys of the railroad

boys,
And we'll let their priefs go by,
For they're here to-day, the gayest

gay,
Though to-morrow they may die.
And there's something in the railroad

In office, train or shop, And but for the noise of the railroad The works of the world would stop.

From the lads in blue who call the To the Commissioner in his pride, They're one and all at the beck and

Where the iron monsters glide, For there's something in the railroad

Like the touch of a magic spell; Though brave men die in the wreck-age high, Of a steel and iron hell.

And here's a cheer for the engineer Who depends on his steady brain And iron nerve, that will ever serve To pilot his ladened train.

For there's something in the railroad life, And they love their mighty toys,

And they give and take for achieve-ment's sake, The luck of the railroad boys.

They struggle hard, in office and

That all may be well on the line, And a pleasing sight is the bright headlight

Of the train that arrives on time. Yes, there's something in the railroad A charm that can never die, And here's to the joys of the railroad

boys,
And we'll let their griefs pass by.
—Mrs. F. Knight.

TO ALL PER. WAY MEN.

Are your mates members of the Association? Are they helping in the fight with their subs.? Do you remind the loafers what skunks they are not to lend a hand? Do your du v by getting every Per. Way man to join

GOVT. SAVINGS BANK OF NEW SOUTH WALES, Head Office, Moore St., Sydney.

Safety Patent Deposit Box.

This ingenious device for saving money and or encouraging thrift in children may be had om any branch of the bank except Moore

from any branch of the bank except Moore Street, price 6d.
When a full box is returned a new one is issued free. Obtain a box and commence to save your small change. The result will surprise you

Boxes may be seen and pamphlet obtained at any of the Bank's branches.

J. H. Davies, Secretary.

In innocence and youth complain-

Toothache sure's a wanton curse, The intense pain seems always reigning.

Afflicting body, mind, and purse.

n adult life we see the same thing Afflicting men and women pure LARBA-LESTIER then will com-

Pain no more will you endure.

133 King-street, Newtown.





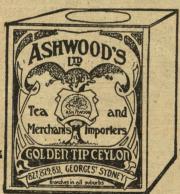
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Bergstrom's Tailoring is a grade higher than the average tailoring but is no higher in price. The materials are carefully selected, and are thoroughly stylish and durable, while the cutting and making is perfect. In fact for style, comfort, fit, wear and satisfaction Bergstrom Suits are unaversalled. Suits are unexcelled.

Come in and inspect our fine display or write

for free patterns and self-measure form. Suits to Order at 63/-, 70/-, 75/-, 84/-. Hand Made, HAROLD BERGSTROM.

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bargain. We go direct to the owners of the Ceylon Every home boat brings us a consignment. Consequently our Tea is always fresh and you can depend on receiving extra good quality because we are direct importers. BUY ASHWOOD'S TEAS AND G T FULL VALUE FOR YOUR MONEY.

Our 1/3 Tea is a Marvel,
Por general family use it can't be beaten.
12lbs, 14'=; 20lbs, 22/6.
Our 1/6 Extra Choice Ceylon is the finest
Ceylon Tea imported.
You'll get nothing better anywhere—even
at 2/- per lb. 12lbs, 17/-; 20lbs, 27/6.
Por Parm and Station Use we recommend
our 1/- Tea. A rich strong "Playory"
tea that always helps the householder to
practice real economy. 12lbs, 11'-; 20lbs,
17/6,

SAMPLES FREE.

We will send you samples of any quality you fancy, or of the lot if you say so, accompanied by The Largest Cut Rate Grocery Price-List in the Common-wealth. Fill in this Coupon for sample and Catalogue.

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ADDRESS

ASHWOOD'S, Ltd.

"Sydney's Largest Cut-Rate Pure Food Stores," 827-831 GEORGE ST., SYDNEY 26 Branches and More to Follow.

Superannuation Board Election.

ASSOCIATION NOMINEES.

Candidates Selected by Branches.

Branch Special Meetings.

Branches have energetically responded to the call for nominations for selec-tion by the Association of three candi-Board under the auspices of the Amalgamated Association. Twenty nominations came to hand, as follows:—Messrs. Burke, Burden, Brown, Catts, Corish, Cuneo, Campbell, Clyde, Dobson, Flynn, Gerrard, Henstock, Jackson, Mills, McEvoy, Richards, Roders, Camber Carriers Tauford

gers, Stephenson, Scrivener, Twyford.
The following signed pledges consenting to nomination, and agreeing to retire from the contest if not selected:
—Messrs. Burden, Burke, Brown,
Catts, Campbell, Corish, Cuneo, Flynn, Jackson, Rodgers, Stephenson, and Twyford.

The General Secretary waited upon Messrs. McEvoy, Richards, Scrivener, and Henstock, who declined to sub-

scribe to the conditions of nomination. No consent or pledge being received from Messrs. Dobson, Mills, or Clyde, and as they were not available to be waited upon, their nominations were declared informal.

Mr. J. Gerrard has retired from the contest, owing to a very sad family bereavement.

Whom to Select from.

The following nominations have therefore been referred to branches for them to select three, to run as the candidates of the Association, at the special branch meetings being held at Burke, F., Paint Shops, Eveleigh.
Burke, F., Paint Shops, Eveleigh.
Brown, C., Running Sheds, Eveleigh.
Catts, J. H., Head Office, Sydney.
Campbell, E. D., Ganger, Per. Way,

Corish, R., Interlocking Dept., Goul-Cuneo, W. A., S.M., McDonaldtown. Flynn, T., Tram. Per. Way, Erskine-

Jackson, J., Tram. Per. Way, Erskine-

Rodgers, O., Paint Shops, Eveleigh. Stephenson, J. H., Signalman, New-

Twyford, J., Paint Shops, Eveleigh. As members are aware, two members of the Board are to be elected by railway men, and one by tramway men. The bunch is, however, to be a solid bunch, working together in full harmony for all grades of the Railway and Tramway service.

Strong Men Wanted. In the interests of the whole of the men, as well as for the prestige of the Men, as well as for the preside of the Association, capable, strong men are wanted. Let every member who votes imagine his own case being dealt with. On retiring at 60; on being dis-

missed for misconduct; on injury in the service, or through declining health, the Superannuation Board will have to determine what allowance he shall receive. To the man affected, there could be no more serious matter at that juncture. It is not a question of electing men because you like them, or for past services, or out of sympathy, or for any reason save their fit-ness to fight for the staff. There is no provision for an advocate to appear before the Board. As far as can be ascertained, the Board will deliberate in private. The supreme question for every man, therefore, Who shall represent me on that Beard? As long as every member answers that question loyally to himself and to his family, the Association will be able to defend its selection and

Let Members be Loyal. Members should be loyal to the Association's selection. To whom are independent candidates responsible?
The answer will be: To the whole staff. Quite so. But how can the whole staff in the mass receive reports of their representatives' work, or be kept posted as to the conduct of their representatives? What is everybody's business is nobody's business. But in the case of candidates selected or elected by, or on the recommendation of the Association, representing all grades, a close touch with all the Board's work can be maintained, and the results re-ported from time to time. At any sub-sequent election we shall, therefore, be sequent election we shall, therefore, be in a position to judge of representatives on their record. The Council of the Association regard this aspect as of vital importance, and it relies upon every Amalgamated member, not only to stand loyally behind the selection of branches, but to canvass far and wide among their fellow-members and nonmembers alike, in all grades and sec-tions of the staff.

What Will the Pay Be? A number of correspondents have asked us what will be the fees paid to members of the Board representing the men. The only precedent we have is the Appeals Board, where 10/- per sitthe Appeals Board, where 10/- per string is paid. We don't expect the fees will be more than nominal. Messrs. Simpson, Warden and Johnson are public servants, and will receive their ordinary salary while attending the Board. They will therefore only residue a pening allowance in addition. ceive a nominal allowance in addition. The only outside man on the Board at present is Dr. McLaurin. He may very likely be paid professional fees as a doctor on the Board. If the employees' representatives are members of the staff, they will in all probability be paid the 10/- per sitting the same as the Appeals Board representative. Should others than employees be elect

ed, there will have to be some special consideration, which will no doubt be deait with on its merits.

It is not expected that the Board will sit more tuan one day per week. The sitting day will most probably be Monday. During the first six months the board will no doubt deal with almost every conceivable class of case, and precedents will be laid down. hrst six months will, therefore, be the most important period of the Board's administration. We don't expect any big fortunes for any of the representatives on the Board.

What Permanent Means.

Mr. Johnson's Opinions.

After the interview with the Chief Commissioner regarding the tram strike victims on the 23rd ult., which is reported in another column, the General Secretary sought some infor-mation from the Chief re certain superannuation matters.

Mr. Catts: We are anxious to know when the election of men's represen-tative on the Superannuation Board will take place; and also when the regula-tions will be issued? We presume the Chief Commissioner as Chairman of the Board, will draft the provisional re-gulations, which will be revised after-wards by the full board.

Mr. Johnson: I am not drafting the regulations. That is being attended to by the Government. I have only to-

day seen a draft of the regulations. will not take me long, when the regu-lations are gazetted to have the elec-tion attended to. I should say the Board will be elected by the first of

Mr. Catts: It will be necessary to no-tify the staff of the calling for nominations, and they will require time to

send such nominations in.

Mr. Johnson: We would follow somewhat similar lines to the Appeal Board

election.

Mr. Catts: May I suggest that the time allotted for the return of the Appeal Board ballot papers, was in some cases too short. It takes a few days for ballot papers to reach the men out back, and also a couple of days to return them. Of course, a number of men were away from home in connection with floods when the Appeal Board election took place. election took place.

Mr. Johnson: I don't anticipate that

difficulty again.

Mr. Catts: There is another very important matter exercising the minds of the men, and that is, who are to be included under the Act. It appears that only permanent men are to be included. If that is read to mean that

all over the Service. Then there are juniors on less than 5s. per day, who are permanent, but who have not been asked to insure in accordance with

wour instructions.

Mr. Johnson: It does not seem to matter very much. When they are retired, their allowance will be computed on their total service, and the average rate of pay. They would have a little to pay up in respect of the years before

they began to contribute.

Mr. Catts: There are some thousands of technically temporary men, and so f technically temporary men, and as permanent means permanent in the terms of the Railways Act, you will have far-reaching power in determining who shall come under the Act.

Mr. Johnson: I don't believe in keeping men on the temporary staff if there is permanent work for them. I have been always proper of these men.

have had a large number of these men

made permanent.

Mr. Catts: There will be a terrific howl about it. It seems to me there will have to be an early amendment of

Mr. Johnson: The Act is bristling with difficulties. I did not see it until after it was introduced, otherwise I might have had some suggestions to make. I hope you will try and keep down any dissatisfaction. I agree with you that some alterations will be needed. I have been going into the matter very closely to-day. However, you may depend upon it I will interpret it in the broadest possible way, so as to bring the largest possible number in that is all I can say for the present.

Superannuation Fund, 1884.

Position of ex-Contributors.

The General Secretary has been ask-ed by several ex-contributors to the Civil Service Superannuation Fund of 1884, whether they will still receive the gratuity they have inherited under that Fund in addition to the superannuation allowance under the present Act. Every possible enquiry has been made, and an opinion based thereon, will, we think, be found to work out fairly ac-

There are at present about 300 contributors to the 1884 Fund. These are excluded from the jurisdiction of the present measure. There are also about 250 ex-contributors to the 1884 Fund. The latter are included under the present Act. These men paid their contributions from 1884 until 1895, when Mr. Reid introduced an amending Act designed to extinguish the Fund. The Fund was said to be in an insolvent position and an inducement was held out to contributors to cease their payments, when a refund of their contri-butions would be made. A large num-ber ceased contributing, of whom only those in the Service before 1888 or who are insured, are to come under the Act, there will be a mighty how! buttons would be made. A large number ceased contributing, of whom about 250 remain. Their contributions

were not refunded. Later they were promised their refunds upon retirement. This was guaranteed in an amending Act of 1903, section 4 of which provides for a refund of contributions to ex-contributors with 3 per cent. interest upon retirement, together with a gratuity not exceeding one month's pay for each year of permanent service, and not exceeding a fort-night's pay for each year of temporary service. It is gradually leaking out that the intention of the Government —that is, the intention in passing the present Act—to pay to ex-contributors of the 1884 Fund a refund of their contributions plus 3 per cent. interest, and that the meaning of "gratuity not exceeding" will, in consequence of the present provision, be interpreted in the strictest sense. In other words, the gratuity will be purely nominal.

We trust the opinion formed by the

General Secretary as a consequence of the enquiries he has instituted will be found to be incorrect. The ex-contri-butors to the 1884 Fund are entitled, by every argument of fairplay and ju-tice, to their gratuity of a month's pay for each year of service, irrespective of any later provision for which they will be called upon to pay the same as all others. A definite announcement should be made by the Government on the point, and thus enable ex-contri-butors to the 1884 Fund to know exactly how they stand.

CLERICAL WAGES BOARD.

We had hoped that the application for the Wages Board for traffic station officers and clerical staff would have come before the Industrial Court last Monday, but owing to the congested list, the Judge has not been able to set the matter down for hearing.

The General Secretary went to the Industrial Court on Saturday, and asked that the matter be set down for the 19th at latest, and a promise was given that this would be done if at all possible. We are not sorry, however, that this case has not come on. The pending amalgamation of the Officers sociation with the amalgamated body, renders it very advisable that the united forces of the officers should take part in the drafting of the claims to be part in the dratting of the claims to be submitted to the Board. The Amalgamated Officers' branches have been engaged for the last couple of weeks in preparing such claims. A little exin preparing such claims. A little extra time will enable the draft of claims evolved from the recommendations of the various amalgamated branches to be submitted to the United Officers' branches, which is most desirable. It will also enable the United branches to take part in electing their representatives on the Wages Board. At the same time, we trust the committees now drafting the claims will not allow any delay to take place in submitting their reports. The extra time can be well employed by Head Office in revising and preparing a completed draft for submission back to branches.

The course to be followed to the Wages Board will be:—

1. The application for the Board will be made, and in the ordinary course granted.

2. The Judge will recommend the Government to constitute a Wages Board, and decide as to how many representatives on each side will be

3. In this case we shall ask that the nominations of members of the Board stand over until we consult the men concerned.

4. Nominations will then be called from the officers' branches for men's representatives, and these will be submitted to a selection of such officers' branches.

5. The General Secretary will then appear at the Industrial Court ag and state the result, when the Judge will recommend the Government to appoint the members named.

6. If in the meantime, the Railway solicitor and the General Secretary cannot agree upon a chairman for the Board, the matter will be left in the hands of the Judge, who will recommend a chairman for appoint-

7. As soon as these appointments are confirmed in the "Government Gazette," the Board will be called together, the claims on behalf of the officers will be presented, and arrangements made for the sittings of the Board the Board.

While all these negotiations are proceeding, the General Secretary must be finding out who will give evidence to the Board. Statements of the evidence to be given on each claim will have to be prepared by witnesses. The usual course followed is to send a dohave to be prepared by witnesses. The usual course followed is to send a document to each member with a number of questions upon which information is sought. Members will be asked to fill up these forms. The information is treated as fully confidential to the General Secretary. Each member will be asked if he is prepared to give evidence before the Board. The statements of all those so agreeable to give evidence will be closely scrutinised, and the best evidence will be selected. Branches will of course be consulted on all these points. It will be seen that a great deal of hard work is involved. But as the officers are a specially trained body of men, accustomed to drafting reports, the usual heavy work in making these preparations should be much lightened. The officers should be able to present the most complete case ever placed before an Industrial tribunal. To do this every man concerned must take his personal share of the work. We feel assured they will reap an ample reward. reap an ample reward.

Lifters' Claims.

The general secretary has had all the legal papers prepared in connection with the lifters' claims (carriage and waggon department) and lodged with the Wages Board. A copy has also been served upon the Coach and Car Makers' Society. Arrangements are now being made for the witnesses to be interviewed as a preliminary to giving evidence to the Board. We shall then await the convenience of Mr. Blackett (chairman) to call the Board together.

The timekeepers throughout the Service have been supplied with the following table, showing salary and emoluments, and the 1½ per cem deductions to be made from the wages and salaries of the staff, in connection with the Superannuation Fund. The table is also to be used in determining the deductions to the Fund in

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A QUEANBEYAN FUNCTION. Presentation to Mr. Dougall Annand.

(From Our Correspondent.)

On Saturday last, at the Railway Refreshment Rooms, Mr. Dougall Annand was the recipient of a presentation of a purse of sovereigns by mem-bers of the Queanbeyan branch of the Amalgamated Railway and Tramway Association, in recognition of his valu-Association, in recognition of his valuable services rendered to that body. Mr. Annand occupied the position of branch secretary for many years, and was lately compelled to vacate the office through being placed on the retired list of the railway service.

The Mayor (Ald. A. H. Collett) presided, and after announcing the object of the gathering, proposed the

ject of the gathering, proposed the toast of "The King."

Mr. P. Houlahan (stationmaster) proposed "Our Guest." He said Mr. Annand was one of the first to welcome him when he took charge of the Oneanbeyan station, seven years ago Oneanbeyan station, seven years ago, and he was pleased to say that a most intimate friendship had existed be-tween them ever since. Dealing with him in the capacity of an employee of the Department, he could say that he came under his observation daily. During seasons of drought he was ever ready to assist in the shunting operations in the yard at night time. For that, and for the kindly assistance he had rendered generally, he felt greatly indebted to Mr. Annand. As secre-cary of the Railway and Tramway Association branch, he considered that but for the energy of our guest the local branch would be defunct, instead of, as it is now, in a good, heal-thy condition. In conclusion, he said, he had since making his acquaintance always found him a true friend and good neighbor.

Mr. G. Lyncham (Per. Way inspector) said he had known Mr. Annand for about 15 or 16 years, during which time he had always found his actions thoroughly gentlemanly. His departmental duties were carried out consci-entiously, and the services he render-ed the Queanbeyan branch of the Railway and Tramway Association were indeed most valuable. He always regarded him as a true friend, and he wished health and prosperity to Mr.

Mr. J. E. Monk (branch secretary of the Association) said he felt considerable pleasure in having the opportunity of saying a few words in support of the toast. He had known Mr. Annand ever since his (the speaker's) boy-hood, and he always found him ever ready with valuable advice to those in need of it. The fact that the memberneed of it. The fact that the member-ship of the local branch of the Asso-ciation had dwindled down to three members at the time that Mr. Annand undertook the duties of secretary, and that when he left office the Association was in a flourishing condition, is sufficient evidence to show that Mr. Annand placed his heart and soul in the work undertaken by him, and for the achievement of which he had a big up-hill battle. The speaker then read a letter he received from a member of the Association, Mr. P. McGrath, Culcairn, in which the write said: "Please find my donation en closed. Anything I could say in Mr. Annand's favor would not adequately express my feelings, or what he really deserves, for truly, he has acted his part to perfection during the many undertook the duties of secretary, and part to perfection during the many years he has held the position of sec-retary, and had there been in other branches the loyal and energetic spirit of Mr. Annand, the Association would be something more than it is to-day. He was pleased to be still a member after twenty years under the one faithful secretary." The letter concluded by wishing Mr. Annand long life and harminess.

Mr. Patrick Cullen (Burbong) said he found pleasure in no small measure at being present to participate in honoring Mr. Annand. He had known him about 18 years, during which time ey had frequently met, and he always found him "one of the right sort," and their number of friends assembled at this pleasant gathering was better testimony to that fact than any words he could utter. He deeply re-gretted Mr. Annand's removal from the service through the provisions of the age limit, and wished him and his

family a long and successful life.

Mr. G. Feeney said he also was pleased to be present at a presentation to one by whom it was so richly deserved, even alone for the good work he had rendered the Association. He had had the pleasure of his acquaintance for about four years, and always

found him a true friend.

Messrs. E. Twyford and T. Tynan both of whom said they had known Mr Annand for a considerable number of years, each added their quota of eulogy on their guest. They expressed regret at losing him from the service, and wished his future life long and pros-

Mr. A. J. Coggan, who has been appointed to take charge of the pumping stations in place of Mr. Annand, said although he was a perfect stranger to Queanbeyan, he must say that he felt had an acquaintance with Mr. Annand by reason of the fact that he was so well and favorably known in the Loco. Department. There were a lot of men employed on the Goulburn-Cooma line, and he felt sure that there was not a single man that would not have liked to be present taking part in this presentation to Mr. Annand, because he had so well ingratiated himself with the second part of the seco

Imself with them.

The Mayor said a very pleasing duty had fallen to his lot to perform. He had been requested, on behalf of the had been requested, on behalf of the many friends present, and some who were absent, to present to Mr. Annand a purse of sovereigns, by which it was intended to convey to him their recognition of the valuable work he performed during the long term he held the secretaryship of the local branch of the Railway and Tramway Association, and their esteem of him as a fellow-employee. In handing the prelow-employee. In handing the present to the recipient, he said he hoped it would ever remind him of the many he Loco. Department of the New South

The toast was then drunk with mu-

In returning thanks, Mr. Annand said he hardly knew how to express his feelings of gratitude for the presentation, and the eulogistic sentisentation, and the eulogistic sentiments of the many speakes. He felt that he was hardly deserving of all the good qualities attributed to him. Whatever the work he had done in connection with the Association, he looked upon it as his duty, and on that account entered upon it with a good will he was sorry that because he will. He was sorry that because he was leaving the service he had to resign the secretaryship, but he found some consolation in the fact that the members had seen fit to elect him an heartery members and he will member. honorary member, and he still intended to do whatever he could for its furtherance. He again thanked them for their presence and kind remarks.

their presence and kind remarks.

Mr. Houlahan proposed "Success to the Railway and Tramway Association," which was responded to by Mr. Monk (branch secretary). "The Hostess" was proposed by Mr. W. Gale, and on Mrs. Walsh's behalf Mr. A. Hunter responded. Mr. Monk proposed "The Press," which was acknowledged by Messrs. W. Gale ("Age") and P. Tankey ("Leader"). After the toast of "The Chairman," proposed by Mr. Lyncham, had been drunk with musical honors, and replied to by the Mayor, the pleasant gathering terminated by the company singing "Auld Lang Syne." ing "Auld Lang Syne.

KEEP A STIFF UPPER LIP.

When just but a child at my dear par-

I would listen to what they would

And often I thought that the words that they spoke
Were just idle words for the day.
But one thing they said, though 'twas

so long ago, From my memory never did slip: It was this, my dear child—though sorrow you meet, Be sure, keep a stiff upper lip.

I passed this along as I journeyed through life
To any or all I did meet,
No matter the age—be it old, be it

young— In the kitchen, the parlor, or

If you are expecting a mythical for-

To come in a mythical ship, And should they turn out just a mythical fraud, Still, be sure, keep a stiff upper lip.

Young man, this is policy, you just take my word; It will help you get on so in life, For we know it is certain at times you

have found The ideal you want for a wife. And though you are lovesick and have

a bad case. Should anyone give you a tip
That the one you adore has eloped in
the night,

Yet, still, keep a stiff upper lip. A photo one day by mail I did send— Far awa" to a dear loving friend— Mrs. Imogene Bates: I thought she would like

The picture, with love, I did send. When we send off our photos we know

in our hearts A compliment we expect without But the answer I got, "You will do

But your lower lip sticks too far out."

Twas a pretty hard hit, and it struck me full tilt, Although she was telling the truth;

But that's the result in keeping in My parents' advice from my youth. By stiffering the upper so oft in my

The lower one outward would slip; But there's comfort in feeling my duty I did By keeping that stiff upper lip.

It's many a year since I heard their

And my parents lie under the sod; But it's only their bodies are moldering there-I am sure their souls are with God. It is hard to smile when you are dying

But here let me give you a tip: Never let your heart appear on your

sleeve; Though it breaks—keep a stiff up-

per lip. Henry B Jones, Washington, Ind.

£2000 Waiting Applicants.

It is surer than a mining investment, and it is even more profitable than dairy farming. A ticket in the Eight-Hour Art Union may win one of the 300 prizes, valued in all at £2,000. The First Prize would make a nice little windfall, considering it is valued at £500, and that is the sum which last year Mrs. 1. Sawdy, of North Bondi, Sydney was able to bank after she disposed of the first prize. When one remembers that this is to be had again for the same small outlay it gives the prospect of a fairly rich return to some fortunate investor. It turn to some fortunate investor. It may be your luck this time. Get a ticket at once. Don't delay, as only a limited number can be sold. A reference to our advertising columns will give all particulars.

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M. JOSEPH, Telephone 1848.

RAILWAY AMBU-LANCE CUMES.

Particulars Next Annual Competitons.

The annual Shield Competition will be held at Sydney in November next. The Snield will be awarded to the winning team for a peri-od of twelve months. and each member of the team will be pre-sented with a gold pendant replica of the Shield, members of the second team with a silver, and those of the third with a bronze pend-ant of the same de-

In order that this Competition may be placed within the reach of all members of the Corps, efficiency examinaed by the Medical Officer at all Branch Corps, where four or more members send in their names as candidates for ex-

amination.
From the result of these examina-tions the General Committee will select competitors for competition, and Branches will be duly advised of the names selected.

For the purpose of competition, the members of the Corps will be classified under the following divisions,

1. Metropolitan Division, Railways (Sydney to Nowra, Campbelltown, Parramatta, Milson's Point, and Gos-

2. Southern Division Menangle to Cowra and Albury.
3. Western Division, Wentworthville to Holmwood and

4. Northern Divi-ion, Gosford to Wallangarra.
5. Tramway Di-

Efficiency members will be confined to this classification, if any are successful at examinations at Branch Corps away from their respective depots, they will have no claim for inclusion in the squads selected to represent their rightful depots, but may be eligible for selection to repre-sent the Depot sent the Depot Class at which they are successful, consistent with the claims of members rightly belonging to

the depot.
Names of intendng competitors will require to be in the hands of the General Secretary not lat-er than September 1910, so that arrangements may be completed.

Early intimation will be given to each Branch when arrangements completed for examinations.
tioned divisions will

be entitled to send The abovemento the final competition one or more squads of four men each, as the Committee may decide, and which decision will be based on the number in each di number in each division who successfully pass the examinations.

Competitors for the shield must be in squads of four, to be formed from the efficiency members who have obtained 66 per cent. of maximum marks in the examinations. Extemporised work will be awarded higher values than where prepared appliances are used. The examinations may consist of practical first aid in wounds, bleeding, fractures, transport, making stretchers, and restoration of persons apparently drowned, etc., etc., and marks will be given for time efficienneatness, improvisations, stretcher drill, and viva voce.

Selected competitions will be granted passes, and will also be paid for all the time actually necessary to be absent from duty to attend competition. Each squad will be allowed an emergency man, who, if not required as a competitor, may act as a patient.

"Dr. Woodward's Memorial."

To perpetuate permanently the late Woodward's connection with the Corps, five bronze medals, i.e., one for each of the following divisions, viz., Metropolitan, Southern, Western, Northern, and Tramways—will be competed for annually by the efficient members members.

At the respective examinations (efficiency) in each of the abovenamed divisions, the Railway Medical Officer will select the best man, the selected men will be examined by an indepen-dent medical man, at the same time that the annual Shield competition is held. He who gains the highest num-

man's wardrobe. A new pair acts like a spring tonic in building up the appearance of an old coat and vest. We have some very smart designs in striped and hair line Fancy Worsteds; just the thing o harmonise with a blue or black coat. There are hundreds of choice patterns in French Cassimers, Fancy French Worsteds, West of Englands, Cheviots, Australian and British Tweeds and Vicunas. Summer Weight Fabrics include every design & color. Stripes, chalklines, plaids in fashionable greys, lavender, greens, browns and dark tones. Cut, and Style perfect.

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SERVICEABLE READY-TO-WEAR TROUSERS, 7/6.

They are well made, and correctly cut in the latest fashion, either loose-fitting above hips, tapering down to a snug fit over instep, or narrowcut, with hollowed out bottoms, draping nicely over boot. The serviceable, smart-appearing fabrics embrace 20 designs in Fancy Worsteds, French Cassimeres and Serges. New summer patterns are neat Greys, Browns, Greens, and Dark Tones. Correctly fashioned in regular and half sizes, with side and cross pockets, with or without one hip pocket. Honest and satisfactory

WELL-MADE, STYLISH, READY-FOR-SERVICE TROUSERS, 8/6.

OUR SPECIAL TAILORED, READY-FOR-SERVICE TROUSERS, 10/6.

At this popular price we undoubtedly show the largest range of patterns in good tailored Trousers in Australia. Over 75 patterns are at your choosing, English and Australian Tweeds, Fancy Worsteds, Serges, West of Englands, Cheviots, and Fancy Mixtures. New designs are choice Fancy Hairline, Block and Harmonising Stripes, Checks, Over-checks, and Relief Patterns, Smart Dressy Greys, Blues, Drabs, Greens, Slate and Neutral Dark Tones, Pin Dots and Twist Effects. Correctly tailored in two fashionable styles, medium or narrow cut, with hollowed out form-fitting bottoms, side, cross and hip pocket. In ¼, ½, and regular sizes. Hand-finished, and cut to fit any figure. 106 Very special value at

Finest Quality TROUSERS 15/6, 17/6

Here are the finest Trousers obtainable. tifully fashioned of fixest quality fabrics, Choice Worsteds, Cassimeres, West of Englands, Velours, Cheviots, Australian and British Tweeds, Canadian Tweeds, Finest Serges and Sergerettes. Equal in fit, style, and tailoring to the best bespoke garments 60 patterns in most recent designs of stripes, checks, interlines, chalklines, two tone and monotone effects overchecks, invisible and shadow stripes, hand finished throughout. Best workmanship and fashionable colorings of Pearl, Steel and Silver Grey, one tone colors, Browns, Greens, Olive, and Dark Shades. Best Trimmings, Hip and two side or cross pockets. Moderately priced at 15/6

Fine Dressy Trousers, 12/6

High-grade fabrics in 60 choice designs, a 'ded to careful cutting and bench tailoring, make these Trousers equal to besyoke at a third higher price. some all-wool cloths comprise finest Australian, English, and Scotch Tweeds, fancy Cheviots, Velours, lish, and Scotch Tweeds, fancy Cheviots, Velours, West of Englands, Serges, Se gerettes, Plain and Fancy Worsteds; most recent stripes, bars, checks, overchecks relief and shadow stripes, Fancy Mixtures, silk thread effects in greys, greens, browns blues, and two-toned designs. Highest quality trimmings and finish; two side or cross pockets, medium or close fitting, hollowed out to snugly lay over instep. In 4, ½, and intermediate sizes. Trousers equal to guinea Bespoke elsewhere; High-class value at 12/6

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ber of marks of those in his division will be awarded one of the medals. The winner will not be eligible to win

NIGHT OFFICERS' NIGHTS OFF

At a recent meeting of our Eskbank District Officers' Branch, the follow-District Officers' Branch, the following grievance relating to the "nights off duty" question was discussed:—

(1) An officer is relieving on 'the Mountains, and is ordered to proceed to some Western station (after doing a night's duty), and take up duty upon arrival, thus not allowing sufficient rest

(2) A N.O. will receive a wire about 4 r.m. to resume duty on his night off, although he has made other arrangements, and perhaps has not had sufficient rest. Seeing he expects the night at home, he has not had proper rest to enable him to take up his du-

(3) Some members understand that the Chief Commissioner gave N.O.'s a clear night off weekly, but in some cases in this district, some officers only obtain 3 nights a month. Perhars they may sign on a couple of nights during the month at 9 or 10 o'clock. This time is supposed to be allowed to them at a later date, although some officers say they cannot get, it, though they have applied for

We understand the Chief Commissioner's decision to mean that every

officer should have one night off per week. In the claims now being draft-ed by our officers' branches, members should see that clauses are drafted to cover this grievance. In the meantime, should instances occur, let the officer concerned appeal to his District Superintendent; keep a copy of his appeal, and when he receives a reply, if unsatisfactory, refer it to his branch for enquiry. If the branch cannot re-medy the matter, then it should be sent on to the Council. We don't anticipate any trouble in having the matter put right. If there is, however, such instances would make good evidence to place before the Wages Board.—Ed.

FITTERS LABORERS.

(To the Editor.)

Sir,—I wish to complain about the way in which the department is keeping back money, viz., £3/12/, away from the fitters' laborers in the interlocking department. You will understand that on the 6th of August last an Award was given to fitters' laborers in the service. The interlocking men did not get the 6d. until the 22nd of January. The blacksmiths' strikof January. The blacksmiths' ers appealed against the Award. fitters' laborers are shown in the "Gazette" as a distinct section, and should have got the 6d. a day from the 6th of August. If, as I have heard, it was not obligatory for the Commissioners to give it why do they put the

gazette up for perusal in the inter-locking shops? Yours, etc., ENMORE.

(The Wages Board, which raised fitters' laborers' wages to 7/6 per day, was the Loco. Laborers' Board. This Board only covered the laborers in the Loco. Department. The Award came into operation on August 6th, last year. If any fitters' laborer in the year. If any fitters' laborer in the Loco. Department was not paid at 7/6 from August 6th, 1909, we could sue the Commissioners for the back money, and get it. As far as the Interlocking Department is concerned, there is nothing to compel the Commissioners to pay 7/6 to fitters' laborers. After the Loco. Laborers' Award came out we asked that the same came out, we asked that the same class of laborers in other departments should be paid the same rate as laid down for Loco. That was agreed to by the Commissioners, and they beby the Commissioners, and they began to pay the money from January 22nd. But we could not compel them to do it. This is one of the reasons why the Association is having an Interlocking Wages Board constituted. Whatever wages this Board lavs down will be legally binding on the Commissioners. Every employee in the Interlocking should be a member of the Association, to help with their contributions to have these matters attended to.—Gen. Sec.)

The Saturday Half-holiday Act omes into operation on October 22. Most employers are gradually agreeing to alter the pay-day to an earlier date Why wear a heavy thick watch?

This extra thin dressy watch will keep exact time-will last for fifteen years.

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ney, but we are absolutely the Cheapest. All Goods delivered free to City, Suburbs and Country Orders Packed Free.

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who are wise put a few shillings a month into a block of land in some suitable locality, thus laying the foun-dation of a future home of their own or else a little investment which will stand in good stead later on smooth ng the path in their declining years. The young man starting out in a constant job if not reckless or careless egins to save for the cosy little home which he looks forward to. If he be gins in time when that home is occu ied it is nis own and not the landlord's We are out to do business, but we at to do it on legitimate lines and he first object of this Company is to ssist such men to become their ow andlords. 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 rom men who are working with you very day. Ask any of them if they ver regretted dealing with this Con-To men in the service we ca whow building and home sites which we know will suit them. There is Dobroyd Park, Haberfield, where sev eral are located and there are a few goods lots still left. There are also ew left in the Fernbank Estate, Mar-ickville. Then there is the St. Kilda Park Estate, the pick of the Kogarah and Sans Souci District where the lots ire unequalled for railway men, wh can get a season ticket by train and tram and live in the country and by the ea-side. There is also the Alston Park Estate on the heights of Bexley, beautiful situation practically in the country. Lots are available in any of hese 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.

PER. WAY BOARD.

More of the Evidence.

A Lifetime on the Roads.

Cross-examination of Mr. J. Quelch, Wollongong branch secretary, continu-Fettlers as Fog Signallers.

Mr. Campbell: Are you a pilot man or fog signalman?—A fog signalman at Corrimal. The station is half a mile from my home. I am liable to be called on at any time for fog signalling.
Continuing witness said he had to live in touch with the stations when ap-

pointed a fog signalman.
7/6 not a Fair Wage. In connection with the general conditions of fettling he did not consider 7/6 a day a fair wage for the work he had to do. The work was very hard and the cost of living had gone up. He thought that in consideration of the constant strain and the heavy work of

than 7/6 a day. In answer to Mr. Fraser, witness said he would rather trolly home from work, than walk.

fettlers that they should receive more

Mr. Catts: There is a price list here from Jones' of Corrimal and Bellambi, draper, grocer, and hardware mer-chant, which I would like the witness to verify. I have not had time to compare it with the Sydney lists, would like to do so at some time or other. (Price list handed in.)

(To witness): Have you made any pencil notes on this list?—No, none whatever.

It is just the same as you received

A Newcastle Witness.

An Extra Cang Spiker. Peter Isaac Hercules Wyper, a spiker in the relieving gang, after being sworn, was examined by Mr. Catts.

He had been in the service about 5 years in the extra gang. He knew of laborers working in the Permanent Way Department at pick and shovel work, loading gravel. He himself had worked in Wee Waa sandpit, Woolabra, and Fessifers guerrees a laborar lead and Fassifern quarry as a laborer loading sand and gravel at 7/2 per day. The work was worth 8/6.

Night Out Expenses. He was now with Ganger Crystal, re-sleepering gang at Thornton. There were thirteen in that gang. It was retrenched, and they were just building it up again. He had been working away from home when there were twelve men in the gang and re-ceived 6d. a night expenses. When there were twenty-two in the gang the night expenses were 6d. per night just the same. It made no difference at all.

Mr. Catts: When working away from home, have you worked at Quirindi?—Yes. Do you know what it cost you while you were at Quirindi?—I boarded there, paid 14/- a week for tucker alone.

slept in our own camps. Did you have to keep another home going?—I had to keep the wife and youngsters at home besides that.

A Spiker on Seven Bob.

The Chairman: What is your present wage?—Seven shillings.

I thought you were a spiker?-Yes, 1 get 7s. as a spiker.

Mr. Catts: You culy get 7s. as a spiker?—That is all.

The Chairman: How long have you been at spiking?—This is the third

gang I have been in, spiking, a total of 2 years or 2½ years altogether. Since you have been in the extra gangs?—I have only been in this gang a tortnight, and have been spiking all

How long have you been spiking altogether?—Altogether, about 2½ years.

Timber Yard Work.

Mr. Catts: Have you worked in any of the yard gangs?—Yes. I worked in Hamilton Depot for 7 or 8 months, in the material yard, just lately. The work of loading and unloading was very heavy work at Hamilton. It was all lifting, and heavy work, handling 40ft, poles and crossings. All new material and all old material has to be stacked and unloaded there, and scrap iron has to be sorted and sent to Sydney. There was no crane for lifting the heavy materials. He thought the men in the Hamilton yards should be paid 9/- a day. He thought that the 8/6 as claimed was not sufficient for the work. There were risks in the work. The danger of skips shifting, the jumping up and down out of trucks, heavy lifting, over-straining when few men were there. One r 40ft. rail sprang back and struck him across the instep. His name was Charlton. He was off about three weeks. Jones, a fettler, got hurt there. He (Wyper) got two fingers squashed there. A fettler was in charge of the gang unloading and loading. He was paid 7/6 a day and was in charge of five extra men. The Chairman: Does he work, or

does he only give you directions?—He has to work, too.

Travelling Time. Mr. Catts: As regards Claim No. 48, travelling time—what do you get paid for travelling now?-We get paid a day's wages for travelling between the hours of half past seven and five. After that we receive no travelling

Are you often called upon to travel over that time?—Yes. I was relieving not long ago, and I knocked off one Saturday at a quarter to twelve, and had to travel then all Saturday nightand some time on Sunday-and got nothing for that.

Was that travelling home, or to your work?--Travelling from one place to another--from one length to another-to take up my work next morning

Do you get any expenses at all travelling?-No. Resting Time. Have you ever had occasion to travel

during the night to your work?—Yes.

To get to your work in the morning? Yes, I often have had occasion to do

You always had to start work straight away?-Start work in the mor-

ning as soon as you arrive. Do you think there should be resting time allowed you after travelling all night? — Yes; a man should have a s rest, or eight hours' rest, after

Expenses Away From Home.

With regard to expenses, when away from home, what do you think you should get?—Two shillings a night. I was working at Wee Waa and the potter there was getting the same wages as myself. I was drawing £6 6s. wages as myself. I was drawing £4 10s., and he was drawing £6 6s. I was getting 7/- a day, and he was getting 7/- a day, but he was drawing £1 1s. expenses, and I was getting 6d.

Just read clause 50. I want you to nderstand these expenses. The 2/understand these expenses. The 2/that you consider you should get per night, is that if the Department provides tents or vans?—Yes. The same as we are now provided with tents where the time exceeds a week. If sent out casually, just for, say, one day, and no tent is provided, then you should get 4/- a night. For less than a should get 4/- a night. For less than a week, where no tent is provided 3/-; for each night away from home for ess than a week, 4/-.
Mr. Bretnall: Let the witness give

the evidence. Mr. Catts: I will read the Claim to m. (Reads Claim 50.) Have you

read the claim?—Yes. Do you think it is reasonable?—Yes. The Chairman: I cannot make out how he says that the porter was getting

21/- a week expenses.

Mr. Catts: That was before the Mr. Fraser: The porter was not provided with a camp.

Some Special Reasons. Mr. Catts (to witness): Is there anything else you would like to say to the

Board. Is there any special experience required by the men working in the Hamilton Yards? Do they put raw men in there or are they experienced men?

They are men who have had experience on the road before they

Mr. Bretnall: How does he know

Mr. Catts: I do not want to call every man. (To witness): How do you know what experience the men in the yard have had out on the road?—I worked with them outside before I went there.

Is there any special wear and tear on your clothes in loading and unloading timber and big material?-Yes; big wear and tear in that yard, through the carrying of timber, and rusty nails, greasing your clothes and rotting

Have these men to work in the yard in all weathers?—They have to work in the weather, if there are orders to be loaded. If there are no orders to be loaded they knock off.

And I suppose their wages are stopped if they knock off?—Yes.

Cross-examined by Mr. Bretnall: I suppose you never worked in a saw-miller's yard?—No.

Would you be surprised to hear that all timberyard laborers after six months' experience only get 7/- a day? That depot at Hamilton is not a timber yard. It is crossings, and rails, and the sleepers have to be stacked up

25 to 30ft. high, and the rails, too.

How often have you travelled on Sunday on behalf of the Department?— Not very often on Sunday, but I very often travel on Saturday afternoon. Say half a dozen times.

The Chairman: Do you mean the half a dozen times to apply to the Saturdays or Sundays?—The Saturdays.

Mr. Bretnall: I was asking you how many times you travel on Sundays?-Not too many times on Sundaysabout twice.

What was the reason you had to travel on Saturday afternoon?-I finished work at a guarter to twelve, pulled down my camp, caught the train, and shifted to the next length in time to be there for work on Monday morning. Have you required resting time after

travelling?-Yes. Have you ever asked for a rest?-I often took a day off and had a rest.
Were you paid for it?—No.

The Chairman: Were you a relieving fettler?-I was on the relieving staff for a while. I relieved at Beambri, and at Narrabri-when fettlers had been on holidays I have taken their place?

Were you ever more than one fort-night in the place?—About a fortnight. I was at Beambri for about three months. That was when the new line

Were you paid 6d. a night expenses for the seven nights a week there?-

The Chairman: Were you paid any expenses?-Yes, 6d. a night; but only

for the six nights.

Mr. Campbell: You were paid 6d. night for twelve nights of that period?

And you stopped in the camp on the You were not paid the night expenses for that Sunday, notwithstanding

Cross-examined by Mr. Fraser: During your five years of service, have you not had opportunity of going

to a fettler's position?—If I had applied I suppose I could have gone. Considering the disabilities that are

apparently attached to the purely extra gangs, I am rather surprised that you have not got into a permanent position. You make out that you are under a good deal of expense in moving about from place to place, and yet, apparently it is your own fault that you have not got a better position?—But it would be worse if I had to go out back and build a house, and no money to start with.

That is really the position, then, that you do not want to?-Well, just at Re-examined by Mr. Catts:

What is your objection to going out back?-My wife is very delicate, and if I took her out back I would be wait-

ing for the doctor.

Do you know if the cost of living is any greater out back?—Yes; the cost of living is much greater out back. Mr. Catts: And that is one of the reasons—that the cost of living is much greater-that you do not want to go

Have you found that the cost of things is much more expensive out back, when you have been working in the extra gangs?—Yes. They are nearly half as dear again as they are

in town. A Metropolitan Canger.

Edward Butfield, sworn, examined by Mr. Catts, said he was a railway ganger at Hurstville. He had been in the service thirty-one years last April, as a ganger twenty-four years. as a ganger twenty-rour years. He had been on the Hurstville length twenty years last November. At Macquarie about 18 months. At Windsor about two years or over. He entered the service in 1970. vice in 1879, and was employed with the relieving gang about 13 months. was then appointed fettler. He was fet-tling at Rydal, and then came down to Liverpool. He was there about five years. He had at Hurstville two miles 70 chains of double main road. gang he had four men and himself. He had had mileage added to the length since he first took charge of the Hurst-ville length. His men were increased by one. He thought about three miles in all had been added to his length. They worked harder now than when they had the shorter length and three men. The traffic over the length had increased considerably. Roughly speaking, I should say from 120 to 130 trains a day—that is, in the 24 hours, ran over the length.

Fettlers Hard Work.

Mr. Catts (to witness): Let us take the work the fettlers do on the length. Is that heavy?—Yes, it is very heavy

And is it continuous?—Yes, it is very

Can they stand up and straighten their backs, and have a spell?—They can't work when a train comes along. We have to stand out of the way of the trains. Otherwise than that we have

Do you find that the trains cause you any anxiety at all?—Yes, a good deal, for the simple reason that when we are lifting a piece of road, for instance, we have to make it good for a train. We know the time the train will approach, and we have to make it good. When we are lifting we have to do a lot of work in a short time, as

were. Rush work?—Rush the work along. I am talking now about the safety yourself and the men. Are you caused anxiety in that respect—Yes, a good deal. The traffic is so thick that we have to perform the work between the trains, and have also to look after ourselves at the same time. That is to say, we are working hard with our hands and have to work with our heads to watch the trains as well.

Would you say that in addition to the very hard work there is a mental strain on the men?—Yes, a good deal. You find it so in your own case?-

When we talk about hard work, I want you to tell the Board what you consider to be hard work, whether it is an ordinary pick and shovel man's

at an ordinary pace, or whether it is fast and hard, too.

Mr. Bretnall: Is this the gangers you are talking of?—We have had the evidence of the fettlers.

Mr. Catts: 1 am asking the man in charge of the fettlers to tell us what the work is

the work is.

Witness: It is hard work, both for myself and the fettlers.
Chairman: You work with the fet-

You do not stand by?-No. I have to work, and work hard, with them to get over the work.
Mr. Catts (to the chairman): You will

see the importance of my getting from the ganger in charge of these men what the nature of this work is. (To witness): You were going to tell us what your opinion is of the continuance and hardness of the work as compared with ordinary outside pick and shovel work.—I maintain that it is more than the ordinary class of man is capable of doing the work that is required of my men along with me. It is not every man could do it. They have to be good men to do it and to stand it.

Are they specially picked men?— They are. I maintain that they are picked men from the different grades of the service, as they rise up. are picked men, pure and simple.

Extra Work. Have you got any extra work besides maintaining the roads?—Yes, I have a lot of other work to do, besides maintenance-making un the cess-things that do not count in maintaining the road or keeping the top in proper order and maintaining a good level road

What does it consist of?—Chipping fire breaks, keeping down mounds, and burning all sorts of rubbish that is along the road, unloading metal at the bridges to railway crossings and stations, top-dressing at stations with screens, keeping all footways in repair, and the approaches to railway staion buildings.

When you go off to do this extra work, what about the work of maintaining the roads?—Is your work on the roads sufficiently far advanced to enable you to take your mind off it?—No, I have to let other things stand over very often, to keep my road in perfect order.

Take the present time, for instance. Can you see a good deal of work ahead of you?—Yes, plenty of work ahead, especially in wet weather. Have you got to go at what you con-

sider a fair pace to keep up with it?— Very often we have to rush things to keep things well in hand—that is, to keep the road in proper order.

A Bullock Driver.

Does that necessitate you pushing the men?—Yes. I have to push the men for all they are worth very often—in fact, more than I should like, in one sense of the word, because they say I am a bullock-driver, that I rush them too much. I maintain that I do rush them too much for the money they receive. I reckon men working the way they have to work with me do not get enough for the labor they put in. They work too hard for the money they

are getting at the present time.

Apart altogether from the money they are getting, looking at it from a fair day's work point of view, suppose you were employing laborers to do work for yourself, outside the Department altogether, would you expect them to do as much as these men do now?—I would not ask them. I would not like to ask a man to do privately for me as much as I have to ask him to do with me on

Do you ever get any complaints that your work is not sufficiently advanced, and that you must hurry the men up? Yes, I have had notes to that effect. I have had notes before now stating they would give me a month to improve

the condition of the road.

Has it been any laxity on your part that caused it?—No, I maintain it has not. I maintain I have always done my best to get the most out of the men to have the resulting and any difficult to keep things in good and sufficient or-

And compel you to push the men beyond what you think is a fair thing?

A Dangerous Calling.

Have there been any accidents on your length?—Nothing of any consequence-only derailments through the splitting of points.

I mean men hurt?—Yes. I have had three men killed during my term of of-

fice as a ganger. I am sorry to say Can you tell us how that occurs?it due to negligence?—Two of them were killed in my absence—I was not there at the time the accidents hapened. I saw one poor fellow killed. don't know what that was through exactly. It was not through any neglect of mine. I was some distance from him—I suppose 100 yards away. Instead of walking to a point of safety he walked to a point of danger, not thinking at the time. He walked to a point of danger right into the foreot of the other road.

Was he trying to escape another train?—No. He never saw the train. He never realised the danger. He thought the train was coming on some other road, I take it. If he had stayed where he was he would have been right, but he walked right into the forefoot. but he walked right into the forefoot of the road the train was on. He never observed the train

There is always that liability?—Yes, a great liability with the fettlers.

Do you think it is a dangerous occupation?—I do.

Do you consider that 7/6 a day sufficient rate of wage for your fettlers?-No, I do not. It is not a sufficient rate of wage.

Do you know what municipal coun-

cil laborers are paid at Hurstville?— Eight, shillings for the men and 10s. the ganger, in the Hurstville Corporation Permanent men?--Permanent men

And those men are not working at a dangerous occupation?—No.
What do they do?—They maintain the roads. There is no liability in their case like we have on the trains.

Cangers' Duties.

What is your present rate of wage?-Nine shillings per day.

Do you think that ought to be increased?—I do.

What do you think should be paid?—
I think I should get 10s. a day, as a

fair wage. Do you think anything less than 10s, would be fair?—No, I do not, under the

circumstances. low long have you been getting 9s.? -Ever since I was appointed ganger. For twenty years? - Twenty-four

You have had no increase in that time?—No increase. Has the cost of living increased?-

Yes, considerably. So that your wage of 9s. now is not equal to what it was twenty years ago?

No, indeed, it is not. In addition to your having more roads to look after, and more anxiety, through the increase of traffic, have you any clerical work to do?—Yes, I have. I have to make up the returns, the books—the time from different work sheets—and different things like that.

And keep an account of all stock on the length?—Yes, and material used and transferred, and the like of that. Is there more clerical work now than there was twenty years ago?-Yes,

Are you able to do that clerical work during the day?-I don't do so. 1 ao it in my own time.

Would it be possible for you to do it

in the Department's time and keep your other work up?—It would be possible to do it, but not to get the same amount of work out of the men.

That is what I ask: would it be possible to do that work in the day time

and keep up your other work?—No. J don't think so. I don't do it, for that reason. It requires all my time and attention to the work to keep things in Sunday Examination of Length.

Do you do any Sunday duty?—Yes. walk my length every Sunday morning.
How long does that take you?—It takes three hours-sometimes three and

a half hours. That is an examination of the whole -Yes-the overhead bridges, the road and fences-to see that everything

What do you get paid for that?quarter of a day—that is, 2/3. That is all I get paid for it.

Look at claim No. 47, with regard to overtime. You see that we ask for double time on Saturdays from knock-off time till starting-time on Monday morning. You see that double time is claimed for Sunday work?—Yes.

Another Argument.

Mr. Fraser: Are you sure they do not get it? It is a specific payment for Sunday work; it is not a payment for time. They get a quarter day's pay for a certain amount of work, and half a day's pay for a certain amount of

Mr. Catts: In the case of this witness he has three hours' work on Sundays, and gets less than even time. course he has to examine his lengths Mr. Fraser: I do not know where his

home is, of course, whether it is in the middle of the length or not, to account for his taking that time.

The Chairman: In view of some trouble that has arisen in connection

with other awards, we want to be very careful about Sunday work. I want to make it quite clear. Do you contend—Mr. Catts (interrupting): Mr. Fraser's contention is that sometimes they get it—that where the length is over a certain distance they get it.

tain distance they get it.

Mr. Fraser: We pay a specific sum
for Sunday duty, not on time at all.

Mr. Catts: But your contention is

that it will work out at that.

Mr. Fraser: We pay a certain amount r a specific duty.

Mr. Catts: It works out very uneven-

Mr. Fraser: We can't help that Mr. Catts: You can if you fix a flat

rate for it. Mr. Bretnall: The Board cannot decide how the work is to be done.

The Chairman: The Board can say
that Sunday work shall be paid for by

Mr. Bretnall: I am not raising that

point at all.
The Chairman: It is not as to how The Chairman: It is not they they are to do the work, but how they they are to do the work, but how they have a support they are to do the work, but how they are to be paid for it. If there was anything wrong in it the Board could put it right, but the question is which the fairer way to do it. What are prevailing rates?—Is it a quarter day's

Mr. Fraser: A quarter day's pay for certain lengths.
The Chairman: Yes. I see by my

note that it is a quarter day's pay for eight miles or under, and half a day's pay for over that.

The Evidence Continued.

How

Mr. Catts (to witness): How does it take you three hours to do your length?

To thoroughly examine the length. I have to take the two main roads, and I have to examine the sidings, crossings, overhead bridges, etc., on the re-

turn journey.

Do you walk it? Have you no tricycle?—No tricycle.

Mr. Fraser: Do you mean to say that you examine the sidings on Sundays?

—Everything within the fences.

By whose instructions do you do that

By whose instructions do you do that on Sunday?—It is my duty, I take it.

To examine all the sidings that you know are not going to be used?—Yes.

And overhead bridges?—Yes.

By whose instruction do you are

By whose instruction do you examine the overhead bridges in any case?—It is part of my duty to examine everything for the safety of the public and for my own safety.

But have you had definite instruc-

But have you had definite instructions from anyone to examine the bridges?—Yes. I have had definite instructions to examine everything, to see that it is secure within my length.

What do you examine with regard to What do you examine with regard to the bridges?—To see that everything is in proper order—the decking of the

(Interruption) How can you tell whether they are in good order?—By examining them, to see if anything is wrong. I can tell if there is a hole in the bridge where a horse's leg might go down, or anything about the approaches of the bridge.

Who gave tree in good order?—By

Who gave you instructions to do that:—I have instructions by circular from the Department to examine the bridges.

bridges.

To examine all the bridges on your length every day —Every day, yes. I have to look over them every day.

And on Sundays?—Yes.

Mr. Catts: Do you consider 2/3 is a fair remuneration for your work on Sunday?—No. I would ask any gentleman on this board if it is a fair thing to ask a man to do three hours' work on Sunday for 2/3. It is not actually even time, for the time it takes me to walk the length. Suppose I leave the bridges out of the question, and simply walk my length, I could not do it in the two hours. I am held responsible for any accidents. It is my duty to see that everything is safe for the travelling public.

velling public. Supposing there was a hole in one of the bridges, and somebody put their foot through it and broke their leg, would you be called on?—Yes, I maintain that I would.

More Argument. Mr. Frazer: You would never be called upon in any way at all with regard to that. As head of the Department I

would certainly never punish a man for anything of that kind. Mr. Bretnall: Has the witness ever had experience of it?
Mr. Catts: Do I understand Mr. Frazer to say that the permanent way men are not responsible for the

Mr. Frazer: They are not responsible for the condition of the bridges. They are responsible for the permanent way.

Mr. Campbell: I have been called upon to examine the bridges. Mr. Frazer: Do you do it every day? Mr. Campbell: No. Mr. Frazer: Do you do it on Sun-

Mr. Campbell: No. I have only one overhead bridge on my length. My reason for interjecting is that on one occasion there was a hole in the decking of the overhead bridge on my length, and I was asked why I did not

Mr. Frazer: Were you punished for

Mr. Campbell: No. I was simply asked why I did not see to it-called upon for an explanation. I have always understood we were responsible for their condition, to report if there

was anything wrong with them.

Mr. Frazer: To report anything that you see wrong, yes but you are not held responsible.
Mr. Catts: That will perhaps be a

little good news outside. Mr. Frazer: That is all the men have to do; if they see anything that is obviously wrong they should report it. If the see anything wrong with the bridges when passing it is their duty to report it. He is not supposed to

report on the bridges. Of course, a porter, or anybody, would be expected to report anything that he saw obviously wrong in a case like that. Mr. Catts: It is somebody's duty. Mr. Frazer: Undoubtedly. There are tests made, as to the bridges. permanent gang cannot see what is

inside the timber. Mr. Catts: What Mr. Frazer calls an obvious wrong, in the bridge has, it is obvious, been made part of the duty of the permanent men to call attention to.
(To be continued.)

man, Eveleigh).
w. SPRING (Washout).

RAILWAY TRAFFIC.

ter).
L. A. MASON (Ticket Collector).

Amalgamated Railway & Tramway Association.

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H. PATERSON (Erskinevill
H. T. MESSITER (Lineman).

BRANCHES.

Local Secretaries will kindly furnish time and pl ace 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 E. R. Hodgkinson, George-st., Clyde	Frades Hall 1st Thursday School of Arts 3rd Wednesday
Penrith	G. T. Howe, Loco., Penrith	School of Arts 2nd Thursday
Blackheath	Les. Murray, Porter, Blackheath	Waiting-room 2nd Wednesday
Wallerawang	C/O J. H. Catts, Trades Hall, Sydney T. Thomas, Per. Way Shops	Shaw's Rooms 1st Saturday Templars' Hall 1st Friday
Orange	W. B. Peters, Storeman, Orange	Guards' Barracks 2nd Sunday
Dubbo	T. Gildea, Loco., Wellington Les. Thomas, Loco., Dubbo	Bawden's Rooms 4th Sunday
Cowra	C/o J. H. Catts, Trades Hall, Sydney	Waiting Room 4th of each month Railway Station 1st Wednesday
Junee	W. Nichols, Per. Way, Junee	Waiting-room 2nd Saturday
Picton	A. Mewton, Upper Picton	Railway Station 2nd Friday Old Barracks 2nd Thursday
cootamunara	R. Murray, Per. Way Ganger R. Corish, Interlocking, Goulburn	Lodge room, Town Hall, 1st Saturday
Newcastle	T. Godfrey, Loco., Hamilton	Oddfellows' Hall 2nd Saturday Trades Hall, Newcastle 4th Tuesday
Narrabri	T. Godfrey, Loco., Hamilton J. J. Bailey, West Tamworth E. C. McColl, Goobar-st., Narrabri W.	Oddfellows' Hall, East T., 1st Sunday Railway Station 1st Thursday
Queanneyan	J. E. Monk, P.O. Royalla O. McDermott, Armidale	Waiting-room 3rd Saturday
Murrurundi	B. Dugan, Loco., Murrurundi	Class Room 1st Friday
Moree	J. Forde, Byron Siding, via Inverell J. Donnelly, Per. Way, Moree	Railway Station 4th Saturday Railway Station 1st Saturday
	R. Winsor. Traffic, Singleton R. McLean, Ganger, Albury	Railway Station 1st Saturday Loco. Tank House 1st Friday
Lismore	T. Linklater, Loco., Lismore	Railway Station 1st Thursday
Werris Creek	J. E. Richardson, Per. Way, Nyngan A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Friday Railway Station 1st Saturday
Bulcairn	T. M. Green, Per. Way, Culcairn W. Thomas, Pheasant Point, Kiama	Railway Station 1st Friday Council Chambers 1st Saturday
Eveleigh	H. Court, 12 Park Road, Moore Park	Royal Edward Hotel 2nd Wed.
Erskineville	W. C. Callister, Per. Way, Aberdeen J. Jackson, 81 Samuel-st., St. Peters.	Railway Station 2nd Saturday Railway Institute 2nd Wednesday
	A. E. Moore, 4 Dora-st., Hurstville A. W. Kearsley, Outwards	Council Chambers 2nd Saturday Trades Hall 1st Saturday
Newtown	F. J. Pryke, 82 City-road, City	St. George's Hall 1st Sunday
Wollongong	J. Quelch, Per. Way, Tarrawanna	Wollongong last Saturday
Interlocking		Trades Hall 3rd Friday
Hornsby	E. Lawless, Ticket Collector, Hornsby. H. A. Neave, Per. Way Office, Parkes	School of Arts First Wednesday
Southern Officers	H. Jones, N.O., Culcairn	Members to be summoned.
Tramway Traffic	H. Newell, Night Officer, Marrickville F. Priol, 40 St. David's-road, Ashfield	Trades Hall, Sydney. 3rd and 4th Wed.
Western Officers Botany Rd. S'd'g	H. Chapman, Night Officer, Brewongle F. Newton, 69 Day-street, Leichhardt	Members to be summoned. Railway Institute 1st Wednesday
Part and the same of the same		AND REAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSO

Some secretaries have a bad habit of some secretaries have a bad habit of using both sides of the paper on which they write their reports of branch meetings. This puts the editorial and printing departments of the paper at considerable inconvenience. We would be very glad if all contributors would please write on one side of the paper only.

BRANCH MEETINGS.

New Branch at Carcoar.

A petition is being rapidly signed in ad around Carcoar for a branch of and around Carcoar for a branch of the Amalgamated Association to be formed. Mr. Wade, late of Tarana Quarry, who is now on the Per. Way at Carcoar, has been the chief moving spirit. Mr. J. Gooley, of our tram traffic branch, being on holidays in the Carcoar district, has lent valuable assistance to the movement. We conwaking up. They will receive a right royal welcome to the great amalgamated ranks.

Newtown.

The usual monthly meeting of the Newtown branch was held at St. George's Hall, Newtown, on the 11th instant. Mr. J. H. Stephenson, president, occupied the chair, and there was a very fair attendance of members, who expressed their pleasure at seeing their expressed their pleasure at seeing their president in such good health after so long an illness. Sixteen new members were admitted. It was decided that the day of meeting be changed from Tuesday to the first Sunday in the month at 3 p.m., at St. George's Hall, New-town. Our next meeting will be on Sunday, 2nd October.

Harden.

The usual monthly meeting of the above branch was held in the porters' room, on the 7th instant. There was a good attendance, Mr. G. Moss occupying the chair. It was resolved that the branch secretary should attend to the circular from H.O. re Interlocking conditions. Moved by Mr. W. Bray, seconded by Mr. R. Boreland—"That in future the meetings he held in the Marketings of the most of the second of th ditions. Moved by Mr. W. Bray, seconded by Mr. R. Boreland—"That in future the meetings be held in the Mechanics' Institute."—Carried. Proposed by E. White (branch secretary), seconded by W. Evans—"That 25 new members be admitted into the branch."—Carried. The new members are as follow:—Messrs. W. Sims (fireman), E. Nicolls (fireman), W. Mills (Fitter-incharge), W. Mills (junior call-boy), A. Brears (fitter), W. Taylor (fitter), D. Thomson (fuelman), O'Neil (fuelman), C. Barker (cleaner), A. Press (cleaner), W. Long (cleaner), R. George (cleaner), W. McDougal (cleaner), P. Mc-Kinley (cleaner), W. Lowden (cleaner), J. Jones (driver), E. Hickey (cleaner), W. Lawson (cleaner), E. Dries (cleaner), H. Jones (fuelman), Roache (store boy), F. J. Lang (cleaner), G. W. J. Shallick, L. Martin (cleaner), W. Reid (cleaner). Moved by Mr. R. Metcalfe, seconded by Mr. J. Lanham: "That the branch secretary write to the General Secretary, and ask him to visit here when convenient to him, when here when convenient to him, when passing through from the Federal Parliament."—Carried.

Werris Creek.

The general meeting of the above branch was held at Mrs. Wood's on 26th August, Mr. D. Wood presiding. 26th August, Mr. D. Wood presiding. Correspondence, principally from head office, was received, on the motion by Messrs. H. Miller and J. Gardiner. Mr. Miller moved, and Mr. A. Ayres seconded, that Mr. S. Eades, of Quirindi, be accepted in this branch by clearance from Inverell branch.—Carried. The following new members have been admitted to this branch:—Messrs. Ronald Howe (fuelman), Thos. Gardliner (firelighter). Tames Goodsir Gardiner (firelighter), James Goodsir (pumper, Breeza), Thomas Keen (fettler, Quirindi), William Bell (signal fitter), and Mrs. Martin (gatekeeper. The following members were appointed The following members were appointed a special loco. committee to investigate proposed general loco. conditions sent by head office, also firelighters' grievances:—Messrs. Worrell, Simpson, Wood, Gardiner, Howe, Willis, Russell, Carbine, R. Spark, J. Spark, Hudson, and Coutmann. Proposed by Mr. A. Avres, seconded by Mr. Gardiner, that meeting nights be altered from Friday meeting nights be altered from Friday to Sunday night each month.—Carried.

Werris Creek Loco. Committee.

A special Loco. committee meeting was held at the Railway Station on 28th August, to investigate a report on proposed Loco. conditions generally; also firelighters' grievances at Werris firelighters' grievances at Werris Creek. Mr. D. Wood presided, and Creek. Mr. D. Wood presided, and there were nine committee members in attendance. The committee was of opinion that the firelighters' grievances may be remedied by an interview with the officer-in-charge. The following motion, by Mr. Gardiner, seconded by Mr. Coutmann, was carried:—"That the secretary write the Fitter-in-Charge, asking if he would receive a deputathe secretary write the Fitter-in-Charge, asking if he would receive a deputation of three members to see if something could be done in the matter. Moved by Mr. Spark, seconded by Mr. Gardiner, that the following members interview the Fitter-in-Charge, providing he will receive same:—Secretary A. Worrell, Chairman D. Wood, and Mr. C. Simpson. Re loco. conditions, the committee went through every item the committee went through every item carefully, and it was carried unanimously that this branch approve of the suggested conditions.

Armidale.

The monthly meeting of the above branch was held at the Railway Station on Wednesday night, 7th instant, the president. Mr. T. Webb, in the chair.

The following new members were admitted to the branch: Messrs. C. Parish, T. Spillane, I. Gelogley, G. Rice and P. M'Cosker; three traffic and two Per. Way men. Some of the members expressed regret at the short rebers expressed regret at the short reports of the evidence given at the Per. Way Wages Board each week in the "Co-operator." They consider that the paper should print more of the evidence, as the Per. Way men in this district are anxiously watching the proceedings. Mr. J. H. Stephenson's subscription list was closed, and the secretary was instructed to return list with all money collected, to Head Office. The secretary was instructed to write to all members in arrears, and draw their attention to rule No. 5. draw their attention to rule No. 5.

Botany Road Siding.

This branch met in Railway Insti-tute on Wednesday, September 7th, Mr. N. Lavering presiding. Claims Mr. N. Lavering presiding. Claims containing conditions of living and working, with suggestions for improvements in both were submitted by various members, which brought about a spirited debate. Sunday working conditions for both gangers and fettlers came under review. Four nominations for candidates for selection for Superannuation Board were made, and same forwarded to Head Office. The accumulation of holidays was also dealt with. Mr. Fred Newton, branch secretary, was instructed to write Head Office, asking General Secretary to make application for the re-opening of the No. 2 Tramway Wages Board, to take into consideration the claims of permanent gangers and fetters for im-proved conditions. This branch meets again on Friday (to-morrow), at Rail-way Institute, for the further consi-deration of claims, and the selection of candidates for Superannuation Board election. A cordial invitation is extended to members and intending members to attend the branch meetings, and as-sist in the fight for better conditions. Roll up and help yourselves!

Wollongong.

Wollongong.

The usual monthly meeting was held at Tattersall's Hotel on Saturday, 27th August, Mr. R. C. Paynter (president) in the chair. There was a good attendance of members. Resolved that the secretary's action be endorsed in regard to making inquiries re Mr. Robert Kelly's evidence at the Per. Way Wages Board. Proposed and seconded that the secretary ask the general secretary to publish in the "Co-operator" the reply as received by the secretary under date 15th August, 1910, in regard to Mr. R. Kelly's evidence, as this branch considers an injustice has been done to Mr. R. Kelly by false rumors being spread about. Resolved that the secretary be empowered to secure the Protestant Hall for the purpose of holding our meetings for October-December our meetings for October-December quarter. Resolved that the judicial committee meets on the 29th inst. to deal with Mr. G. Thompson's grievance. Resolved that the president, secretary, and treasurer be appointed as a committee, with power to add, to make arrangements for a social on the anniversary of the branch. The following new members were then proposed and accepted:—Mr. C. North (gatekeeper, Mount Pleasant), and Mr. W. Blackwood (laborer, Wollongong), from the 1st July, 1910. The following were proposed and accepted to be seen the laboration of the state of the seen that the see from the 1st July, 1910. The following were proposed and accepted to become members on the 1st October:—Mr. D. M'Callum (signalman, Bulli), Mr. M. Graham (shunter, Bulli), Mr. J. Shaw (laborer, Granville), Mr. J. O'Donnell (porter, Bulli), Mr. J. O'Donnell (porter, Bulli), Mr. J. Kavanagh (porter, Bulli), Mr. J. Manning (fencer, Penrith), Mr. T. Rass (station master, Corrimal), Mr. E. J. Schadel (porter, Corrimal), Mr. E. J. Schadel (porter, Corrimal), Mr. Lugbrook (fencer, Wollongong), Mr. Barton (station master, Bellambi), Mr. A. Christie (station master, Otford), Mr. A. Hines (porter, Bellambi). A hearty vote of thanks was accorded the chairman. 0-

Hurstville.

The most enthusiastic meeting yet held under the auspices of the above took place in the Hurstville Council Chambers on Saturday evening last, 10th instant. Summonses had been issued notifying members that nominations were to be received for representatives to sit on the Superannuation Board. This all-absorbing topic, and the fact that Mr. J. H. Catts, M.P., General Secretary of the Amalgamation tion was present, demonstrated to members their own responsibility; and after the meeting was declared open by the president, Mr. Bell, the minutes of province manifest and the minutes of the mi of previous meeting adopted, and other formal matters dealt with, the following motion was put and carried unani-mously: "The members of Hurstville branch acknowledge receipt of the executive and Council's letter re dealing with motion from Hurstville branch; consider the reply satisfactory, and are pleased to find that the supervision of affairs by the General Secretary has the unanimous support of the executive and Council." Re the Superannuation question: Mr. Catts, whilst explaining the positions of the employees relative to the selection for three representatives on the Board, pointed out that we should select three strong and able men. Men were required who were the best fighters and could agree with each other. The employees re-presentatives must work together and show a solid front, for there was no appeal from the Board's decision, and there was no provision for an advo-Therefore, the ablest men and strongest fighters, and men who were free to speak their minds, should be the elect of the Association. Whoever were the selected candidates should be supported solidly by the whole membership.

bership.

The following were the branch's nominations: Mr. J. H. Catts, M.P., Mr. E. D. Campbell and Mr. C. Brown.
There being no other business a vote of thanks to Mr. Catts for attending was proposed and carried by acclamation. In response Mr. Catts said he was pleased to be with us, and spoke in eulogistic terms of our energetic secretary, Mr. A. E. Moore. The president, Mr. Bell, then declared the meeting adjourned until Friday evening next. 16th instant, when we shall ing next, 16th instant, when we shall select the final three to forward to the Council for endorsement.

Orange District Officers.

A special meeting of S.M's. and N.O's. was held on Monday, 5th inst., to deal with the selection of committo deal with the selection of committees to draw up a set of conditions, etc., for the proposed Wages Board. Mr. Grey, president, was in the chair. Correspondence from Head Office was dealt with. Clearances of several members from other branches were dealt with and accepted. Nominations for committees were then gone on with, and the following were elected:—S.M's.' Committee: Messrs. Hourne (Mt. Victoria), Dogger (Hartley Vale),

Gately (Eskbank), Usher (Relief S.M.), Mulheron (Newbridge); N.O's.' Com-mittee: Messrs. F. Smudden (Penrith), C. Brackenbury (Lawson), F. Kelly (Wambool), C. Thew (Newbridge), W. Muir (Blayney Relief). During the meeting in the afternoon the president expressed his disappointment at such a poor attendance, particularly in view of the fact that almost every member was advised of the importance of the meeting, and seeing that the business before the meeting was calculated benefit all members. It was not exactly fair for the whole work and worry to be left to a willing few. The usual vote of thanks was passed to the chairman, and meeting terminated.

Newcastle.

This branch held their monthly meeting at the Trades Hall, Hunter-street West on Tuesday evening, 6/9/10, Mr. Williams, chairman, presiding. outward correspondence was being dealt with, when Mr. J. C. Watson, ex-Federal Labor Prime Minister was announced. He was very cordially recieved, and gave a very interesting speech concerning the Labor daily newspaper proposal. Several questions were asked and answered, and we believe that this is only a preliminary, as Mr. Watson will be here again shortly. He was harded a copy of the as Mr. Watson will be nere again shortly. He was handed a copy of the "Co-operator," which in itself shows what organisation can do. A vote of thanks was accorded Mr. Watson by acclamation. The address was very interesting to those present, and we hope that the project is well patro-

After finishing outward correspondence, which was, as usual, lengthy, we proceeded with the inward. Letter was read from Mr. Farley, re tramway faread from Mr. Farley, re tramway laborers and shop laborers, and their claims for a Wages Board. Secretary explained that he had the matter in hand, and had sent all papers dealing with this to Head Office. We wonder why it is that men are so slow to look after their own interests, but leave it in the hands of a few always. They have nothing to be afraid or ashamed of in trying to better their conditions. of, in trying to better their conditions. Then why not assist those that are trying to assist you, and come forward and ventilate your claims? The clear-

and ventilate your claims? The clearances of Messrs. D. Thompson, J. Pillman, and J. Nicholls, were accepted from Murrurundi branch.

The Interlocking Wages Board application was read and explained, and all information sent to Head Office. We will be pleased to hear when our late secretary, Mr. M. Hillier, is to be presented with the gold medal for his past services. The delay in not paying the Award rates to certain storemen at Award rates to certain storemen at Hamilton and H.S.P. came in for a considerable amount of discussion, and extreme measures were advised. It is extreme measures were advised. It is very satisfactory to know that the departmental regulations provide that where fettlers relieves gangers (railway or tramway) he receives the higher rates. (Per. Way relieving men please note.) We would like to know a little about the gate-keepers (signal) box, and their roster, which was sent on some time ago. We which was sent on some time ago. We cannot locate Mr. O. Smeaters, of Port Waratah yet, but are making inquiry. We will be pleased to hear from him, as secretary has letter for him. Clearance and transfer was granted to Mr. T. Allen, to Hornsby branch, and Mr. S. H. Farr, to Metropolitan branch, also Mr. Joe Bissett to Murrurundi Branch. Three of the right sort, and a credit to any branch. Our 8-hour de-legate gave a lengthy report of the arrangements at Newcastle this year, which promises to eclipse previous Eight Hour Days. Twenty-one new members were admitted, 15 from Per. Way, 3 Interlocking, 1 Traffic, and 2 from Loco., and there are promises of more for next meeting. One resigna-tion was accepted

tion was accepted. It was resolved that we ask our G neral Secretary to come and give Mr. Phil. Veal, Labor candidate, one night at Maitland. Perhaps he might also see his way clear to give a night to Mr. Gardiner, Newcastle. It was resolved that we request the Council to take action in the cases of storemen at Hamilton and H.S.P., as the Award has been evaded in both cases.

The matter of watchman at H.S.P.

he matter of watchman at H.S.P. was discussed very freely. In this instance fettlers, laborers, boilermakers, helpers, etc., do this duty after the completion of their 48 hours' work. From 6 a.m. Sunday, to 6 p.m., less two hours for meals, and six hours on Saturday, for bare time. This is looked on as another evasion of the Award, as it is absolutely overtime, and should be paid for as such. A motion on the above has already been sent to Head Office. It was also resolved that Mr. Gower's papers be sent on to Head Office (which has been done). This case should be earnestly considered by Council, as there is no doubt about the facts as stated. It is scandalous the way in which juniors, and in most cases, inexperienced hands, are elevated over experienced senior hands. There is plenty of scope for an inquiry (independent) in this district and in every department. Positions are often filled as a vacancy occurs, before notice is posted up, presumably to give experienced senior relatives first choice.

Mr. President Brown gave an interesting lecture on the Superannuation Fund on the 11th instant. He read the Act, clause by clause, and explained it to everyone present. Several questions were asked re different matters, and answered. We had an assemblage of about ninety employees of different grades of the service, and from different Unions, but they were all there to assist each other and it was one of the best meetings for good behaviour that has been held here on a Sunday. Mr. R. Webber, vice-president, occu-pied the chair and carried out his du-ties strictly and fairly to all. After the meeting we resolved ourselves into a meeting we resolved ourselves into a special meeting for the purpose of nominating candidates for the Superannuation Board. The branch secretary, Mr. T. Godfrey, read the correspondence from Head Office, re the nominations, and at the close, he nominated Messrs. Brown, Stephenson and Catts to represent us on the Board, which was seconded by Mr. D. Brogan, and unanimously carried.

unanimously carried.

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George Edwin Johns, tram conductor, Rozelle, was charged with an irregularity in connection with a cash fare ticket, and with neglect in not entering up his running journal with times of arrival and departure from the termini.

The decision of the Department against which the appellant appealed was: "The case is a serious one, and taken in conjunction with Johns' pre-vious unsatisfactory history there is no alternative but to dispense with his services." 31/8/10.

Appellant was represented by agent. The second count of the charge, with respect to the neglect in entering up the running journal, was admitted, but the irregularity with regard to the cash fare ticket was denied. The evidence, however, appeared to be very much against appeared to the second t pellant, and although the men's representative (Mr. Brown) submitted that a fine would meet the case, the Board decided that they could not interfere with the decision of the Department. The appeal was, therefore, dismiss-

William A. Thompson, fuelman, Eveleigh, appealed against dismissal from the service on charges of being repeatedly absent from work without satisfactory explanations, and of an unsatisfactory record in the service. This case had to be postponed, however, because the appellant could not appear, being at the present time an inmate of a hospital.

Herbert Evans, acting driver, Cowra, was charged with running a mixed train, Blayney to Cowra, in excess of the speed limit of 20 miles an hour, resulting in damage to the road and

inconvenience to passengers.
Punishment.—Reduced from position of first class fireman to that of third class fireman, and to take his turn behind all those at present in the

Appellant was represented by an agent before the Board. A great deal of evidence was submitted, the feature of which was that witnesses on either side came into direct conflict with each other in their testimony. As

THE BOARD.

MR. JAMES FRASER
(Engineer-in-Chief, Existing Lines) Chairman, MR. C. HODGSON
(Supt. of Lines) Commissioners Representative.

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

Ceorge Edwin Johns, tram conductions in all such cases, this gave rise to a very substantial doubt as to the veracity of the witnesses, and the blameworthiness of appellant. The men's representative (Mr. Brown) strongly contended that this was a case in which the Board might very well give the benefit of the doubt to appellant. The majority, however, decided that the weight of evidence was on the side of the Department, and that the punishment inflicted was not unduly seishment inflicted was not unduly se-vere under the circumstances. It was therefore decided, by majority, to dismiss the appeal.

> William August Johnson, guard, Wellington, was charged with reducing the load of a goods train at Geurie in order to lift a louvred van of rability of the control of the c bits, when such a proceeding was unnecessary, thereby occasioning delay

> Punishment.—Fined one day's pay In this case the appellant pleaded guilty, but lodged his appeal in order to ask the Board to deal more leniently with him. Mr. Brown took up the ly with him. Mr. Brown took up the request for leniency, and strongly supported the view that the administration of a caution would sufficiently serve the Department's ends in this matter. The Board, however, could not see its way clear to interfere with the decision of the Department. the decision of the Department.

> William Polack, third class signalman, Wallerawang, was charged with erroneously reversing the points leading from the platform loop to crossover at Wallerawang, whilst engine was passing over them, resulting in the tender of the engine being derailed

Punishment.—Fined one day's pay.
The appellant in this case was represented by Mr. J. H. Stephenson (Executive officer of the Amalgamated Railway and Tramway Service Association). A plea of not guilty was entered, and a vigorous defence was set up, for the purpose of showing that appellant was not responsible for any irregularity or accident. The Board, however, stated that they were unable to establish any other theory than that signalman Polack had cut the points. They could not account for the accident dent in any other way, and were re-luctantly compelled to throw the re-sponsibility on to appellant, who was in charge of the points. Mr. Brown dissented from the other members of the Board in their contentions. The appeal was dismissed by majority decision. Appellant again stoutly declared his innocence after the decision of the Board was announced.

The Dr. J. A. Sherman Treatment for Rupture.

. A. Sherman devoted the whole of his life to the perfecting of a complete cure for rupture. In the end he was entirely successful.

Till this doctor's method came into general use the Medical Profession general use the Medical Profession generally regarded rupture as incur-able. A truss at the most was offered as a palliative, but the remedy was often as bad as the affliction. Dr. Sherman, however, placed a new com-plexion on the case by perfecting a new appliance and treatment and sufnew appliance and treatment, and suf-ferers from rupture who adopt his mehods can rest satisfied that they may obtain a permanent cure—not a mere relief—if they will but faithfully carry out instructions. We have not space to present full details of the new treatment to our readers, but a letter directed to Mr. A. W. Martin Dept. R., Gibbs' Chambers, 7 Moore-street, Sydthe Sole Controller of the Dr. A. Sherman Treatment in Australasia, will receive due consideration. If patients can call personally it If patients can call personally it would be wise so to do. No charge under any circumstances will be made unless the patient should decide to undergo treatment.

The dark-pelted Wal. Coleman is right in the boom at present, and has been given or promised future dates galore. He toes the mark with Jack Sullivan next, at the Gaiety, and a couple of weeks later will make matters merry with Montie Andrews. Coleman has a graceful and easy style, and is tipped by good judges to make some reputation if he keeps on shaping so well. ing so well.

WERRIS CREEK GOSSIP.

The Werris Creek branch of the R, and T. Association intend holding a smoke concert shortly. The date will be fixed at next meeting. We want a good muster to roll up.

The town of Werris Creek can now sport a brass band of their own, composed chiefly of railway men, with Tom Watts, ganger, of Werris Creek, as bandmaster. He deserves great credit for getting the band together. The members practise regularly, and are preparing for the eight-hours sports members practise regularly, and are preparing for the eight-hours sports next month, for which they are engaged. The Werris Creek Independent Brass Band now gives us music to listen to in the street twice a week, and Werris Creek should be proud of their band and assist at their collections, as they are all working men and connections. they are all working men, and cannot afford to provide luxuries for the public

An accident happened on a special train travelling between Breeza and Werris Creek, unloading telephone poles, at about five miles an hour, unloading the poles while travelling. The train gave a sudden jerk, and threw several poles and men off. It was lucky no one was killed. One man was severely bruised, and received a bad scalp wound. He was brought on at once to Werris Creek to the doctor. He was taken benetic Meisland by mei was taken home to Maitland by mail last night.

last night.

Werris Creek is very busy at present with railway workmen repairing bridges, building brick tier under gap bridge, replacing old telephone poles by larger ones, fixing new telegraph wires on main line, replacing old three-railed fences by new wire fences, and the town itself is growing rapidly.

Staff Changes and Promotions.

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

Railways.

APPOINTMENTS.

Locomotive Branch.—Boilermakers' Apprentices: Harold H. Gould, Henry M. Ghiggins, Thomas W. S. King, Thomas L. Robertson, Robert Ed-M. Ghiggins, Thomas W. S. King, Thomas L. Röbertson, Robert Edwards, Eveleigh. Turners' Apprentice: David Shiells, Eveleigh. Car Builders' Apprentices: John R. Butler, Henry R. Eldridge, Arthur Eldred, Eveleigh. Blacksmiths' Apprentice: Albert E. Braine, Eveleigh. Fitters' Apprentice: John Ayres, Eveleigh. Shop Boys: Henry J. Howarth, John Devitt, John Herzog, Philip Herzog, James W. Byrnes, Leslie Kavanagh, Eveleigh. Cleaners: Michael Slattery, Harden; Hugh Walsh, Penrith; Eustace Leis, Henry Spratt, Leonard Elvin, Bathurst.

Permanent Way Branch.—Laborers: Richard Anderson, Edward Stores, Metropolitan Division; Robert Miller, Western Division.

Traffic Branch.—Porters: Franklin Haining, Redfern; Roland B. Hill, Villiam G. Simpson, William J. Price, Villiam H. Peek, Clyde Yards; William Peach, Granville; William H. Binge, T. Peach, Granville; William H. Binge, Parramatta; George Taylor, Picton; Jack A. Revie, George B. Rodram, Herbert C. Speer, Goulburn; Benjamin G. Holloway, Hurstville; John McCabe, Hornsby; Daniel J. Brown, Clyde Yards, Frederick E. Swindon, Homebush Carriage Sheds: George O. Hughes, Sydney; George Innes, Herbert H. Tite, Charles S. Davis, Oswald R. Hunder, Clarence Ponder Albert W. bert H. Tite, Charles S. Davis, Oswald R. Hunder, Clarence Ponder, Albert W. Lynch, Charles H. Stephan, Reginald Comerford, Parcels Office, Sydney; James McLaughlin, James Reid, Edward J. Branson, Sydney; Sydney H. Holley, John W. Emmons, Henry L. Morley, James H. Walker, Sydney Carriage Sheds; William F. Easton, Alexander F. Toby, Frederick J. McGinty, Edward C. Ferguson, Frederick J. Payne, Darling Harbor; William Meaney, Temora; George F. Vile, Warren; Henry Ailen, Tullamore, Junior Porter: Harold Kleem, Sydney. Messen-Henry Ailen, Tullamore. Junior Porter: Harold Kleem, Sydney. Messenger: Reginald B. Monaghan, Goods Manager's Office. Gatekeepers: John P. Bosman, Fairfields; Charles Sheppherd, Seven Hills; Jane Evans, Breadalbane; Clarence J. Doyle, Thirroul; Florence Rea, Shellharbor; Amy V. M. Walker, George's Plains; Vida Patterson, Nyngan; Harold C. Butt, Dubbo. Probationers: Ernest A. Douglas, son, Nyngan; Harold C. Butt, Dubbe Probationers: Ernest A. Dougla Thornleigh; Clarence J. Wall, Chat wood; John J. Murphy, Waterfall; Clarence G. Cornford, Kiama; Walter Angel, Narrandera; William R. Whit-

Interlocking Branch.-Shop Boy:

Electrical Branch.—Electrical chanie: George Berry, Sydney, Probationer: Allen Mullins, Eskbank.

Stores Branch.—Storeman: William

F. J. Brass, Eveleigh.

PROMOTIONS.

Locomotive Branch.—Fitters' Laborers to Gangers: Edward Blunt, Eveleigh; Arthur Stanbury, Eveleigh.
Gasfitter to Leading Gasfitter: Joseph Cockburn, Eveleigh. Striker to Storeman: Edward Jenkins, Eveleigh.
Fireman to Driver: Edward Sinclair, Eveleigh. Cleaners to Firemen: Reginald Computer Lunes: Albert Brown. inald Compton, Junee; Albert Brown, Bathurst. Call Boys to Cleaners: Albert E. Leplaw, Eveleigh. Tool Collector to Fireman: Robert Elliott, Harden. Fuelman to Coal Crane Driver: John Walsh, Harden; Harry Scott, Harden. Call Boy to Fitters' Apprentice: Wilson Gibson, Penrith. Laborer to Storeman: William Ransley, Penrith.

Permanent Way Branch.—Fettler to

Ganger: Robert Jeffery, Picton to Goul-

Traffic Branch.—Shunters to Goods Guards: Ernest A. Squires, Hornsby to Sydney; Richard F. Hunt, Sydney to Harden; Ernest C. ney to Harden; Ernest C. Pearce, Sydney to Junee; William Richards, Junee to Harden; John Logan, Metropolitan Relief to Sydney; William A. Tough, Wellington. Coal Guard to Goods Guard: Albert Haw-kins, Bullock Island to Cowra. Assist-ant Guard to Goods Guard: James Giddy, Sydney to Junee. Porters to Shunters: Thomas Howlett, Redfern to Parramatta; Robert Blyth, Homebush to Picton; George Watts, Granville; Harold P. Cork, Picton; John Eccles, Harold P. Cork, Picton; John Eccles, Milson's Point to Hurstville; Albert Shervey, John A. Christie, Metropolitan Relief; Victor J. Wilson, Leopold S. Bear, Sydney; Sydney W. Richardson, Wallerawang to Cowra; Alfred E. Mayo, Bathurst; William Fuller, Parkes to Wellington. Junior Porters: Thomas C. Moraghan, Picton to Metropolitan Relief; Herbert T. Denny, Boppy Mountain to Goulburn. Gatekeepers to Junior Porters: Frederick J. Woodall, Robert Millard, Seven Hills to Sydney Carriage Sheds. Probationers to Junior Porters: John Gorrie, to Sydney Carriage Sheds. Probationers to Junior Porters: John Gorrie, Liverpool to Sydney Carriage Sheds; Clarence Sefton, Menangle to Leonard G. Knight, Waterfall; David A. Agst, Windsor to Sydney Carriage Sheds; Louis R. Carmichael, Meadow Bank to Sydney Carriage Sheds; William C. Stephens, Thornleigh to Metropolitan Relief; Michael Garrity, Chatswood to Sydney Carriage Sheds; Roy Dugan, Brewarrina to Booyong; John J. Eddy, Euchareena to Balladoran. Probationer to Telephone Boy: Frank E. Cornell, Rockdale.

Interlocking Branch.—Fitter to Fitter-in-charge: Charles H. Pilcher, Sydney. Carpenters and Signal Fitters to Carpenters and Signal Fitters in-charge: William Rolston, Sydney; James F. G. Richter, Canterbury; John Linklater, Homebush. Signal Fitter to Signal Fitter-in-charge: Abraham Clark, Erskineville; Alexander Kegg, Auburn. Carpenter to Carpenter-in-charge: Joseph Casson, Banksia; Fred-erick W. Oliver, Petersham. rick W. Oliver, Petersham.

Electrical Branch.—Electrical Juniors

to Telephone Repairers' Improvers:
Leslie Beehag, Albert Sales, Harold
Tapner, Eveleigh.

Stores Branch.—Laborer to Storeman: Joseph Knight, Eveleigh.

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Fitters' Apprentices: James C. Smythe, Harry Wallace, Arthur Woodhead, Daniel W. Wallace, Arthur Woodhead, Daniel W. Downton, Frederick Toby, Eveleigh. Crane Attendant: Joseph Westbrook, Eveleigh. Laborer: William McKenney, Eveleigh. Boilermaker: Arthur Hampton, Eveleigh. Watchman: Charles Pennington, Eveleigh. Shop Boy: Kerin L. McAloon, Goulburn.

Permanent Way Branch.—Fettler: Maurice Galvin, Dubbo to Coonamble.

Traffic Branch.—Goods Guard: Colin C. Everingham Sydney. Shunter:

C. Everingham, Sydney. William Wright, Clyde Yards. Porter: William R. Smith, Moss Gatekeepers: Mary Meehan, Breadatbane; Mary J. Chapman, Bourke; Victor Miskel, Mary Vale. Probationer: Vivian L. Simpson, Ashfield.

Interiocking Branch.—Driller: William J. Frost, Sydney.

Stores Branch.—Storeman: Samuel

DECEASED. Permanent Way Branch.—Ganger: Robert Peacock, Burbong to Cooma.

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An error crept into the list of staff changes and promotions published in our issue of the 1st instant. The name of A. V. M. Walker, Byrock, was given as deceased. Mr. Raymond Walker as deceased. Mr. Raymond Walker writes to say that the name is that of his wife, who has been transferred from Byrock to George's Plains—"not to Paradise!" What made the sponge roll? Because it saw the cake walk!

The Department has notified the Ourimbah Railway Ambulance Corps that the challenge shield, won by them at the last annual competitions, may be allowed to stay in their possession, at Ourimbah, for a period of fourteen days, providing that a deposit of £70, the value of the shield, is lodged against its safe return to Sydney against its safe return to Sydney.



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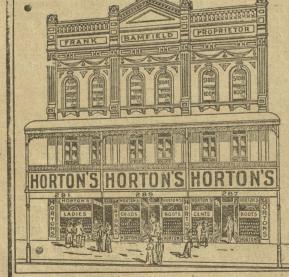
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