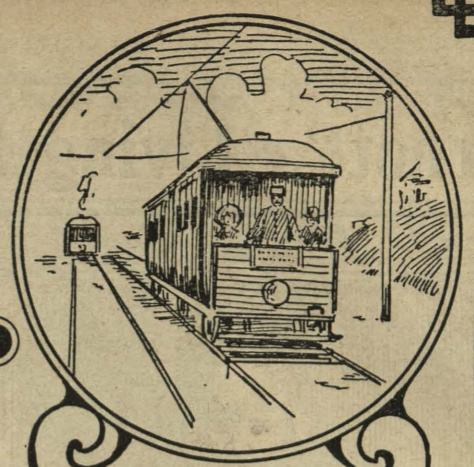
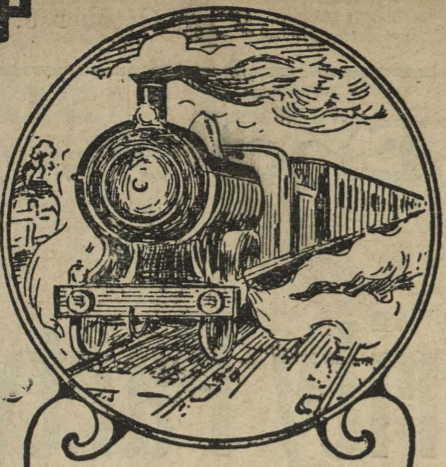


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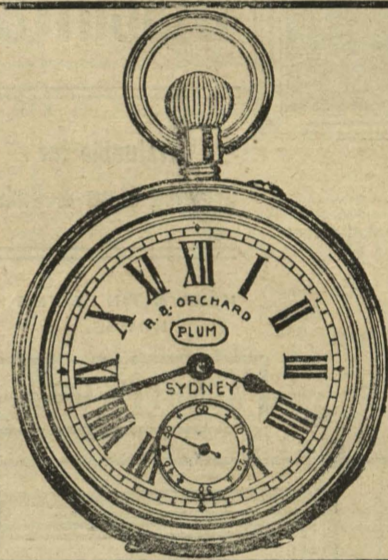
VOL. VI., No. 24. Business Address: See Page 4. THURSDAY, OCTOBER 6, 1910. Subscription: 8/- per annum. Post Free. (TWELVE PAGES). ONE PENNY.

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## Sparklets from Sportdom

(By "SALVADOR.") Some fellow with a statistical turn of brain announces that he has computed no less than seven hundred airship casualties nearly half of which have proved fatal during the last twelve months. During the race for the Vanderbilt Cup on Saturday three competitors were slain, and several spectators seriously injured. And doubtless the butcher's bill will keep on increasing. It was quite evident during the fight between Johnnie Summers and Hughie Mehegan at the Stadium that Johnnie has lost a considerable amount of his former dash. Never at any stage did he get going with the vim and vigor which characterised his early battles here. All through the fight was a tame one and the referee declared it a draw at the conclusion. The majority of the spectators were of the opinion that Summers won. There were close on ten thousand spectators present. The boxers cut the house equally. A thundering good cheque for each resulted. Dealer Wells v Sailor Duffy will be the piece de resistance at the Gaiety next Saturday night. This might be safely tipped to pan out a rattling contest. Both are thundering smart exponents, and a little bird whispers that they will be trained to the hour. It is safe to bet your jibboom that the jolly Jack Tars will be in strong force on the occasion, for Duffy is a great favorite in the navy. Our own Ted Nelson has failed to set the Thames on fire. He was matched against a London boxer, but the display that resulted gave the Londoners the blues. It was clinchful and abortive boxing all through. Ted was forced to light out for Paris to look for other mates. Writer is surprised to hear of Nelson adopting these tactics. Usually he fought here with the cleanest of lean breaks, and seemed most effective whinb thus scrapping. Cricket opened in dead earnest last Saturday, and the day was one sent doubtless by the gods. R. B. Minnett was one of the champion smiters on the occasion, having whacked up 108 against the Shoremen. Howard of Waverley, with 63, D. A. Gee with 57, R. Harvey (Petersham) 42. Makin topped the score with 125. They all hope to get their "eye" in better later on. The contest between Vic. Gleeson and Paddy Jones panned out a magnet which attracted a fair attendance to the Central Athletic Hall last Friday night. Scores of men from the different depots were present, and both bashers were seconded by men well-known in the service. In the ring, Paddy appeared much the heavier, but Vic. wore a cool, calm, confident expression as the gong sounded the signal for attack. Early it was evident that Vic. carried too many guns for his adversary. Paddy bullocked into him with great pluck, but alas, it requires more than pluck at times to win a boxing contest. Once or twice Paddy caught Vic. napping, and rattled him somewhat. On occasions he came with a rush, and drove hard on to the ropes. But the trouble was (for Paddy) that Vic. was seldom there when he let fly and his punches mainly assaulted the atmosphere. On the other hand, Vic's straight left was a malediction to poor Paddy. It kept pumping into his face like a piston rod. In the third round he commenced to shed claret copiously. Later his eye closed up, and sent in its resignation. Badly mauled, he fought on, hoping against hope that some lucky punch that he might deliver may do the trick. But the God of Flukes was not on his side on the occasion. He took delivery of a whole haul of punishment, and retired to his corner with the seal of defeat indelibly stamped upon his brow. Seeing his groggy condition, his seconds then wisely skied the wipe.



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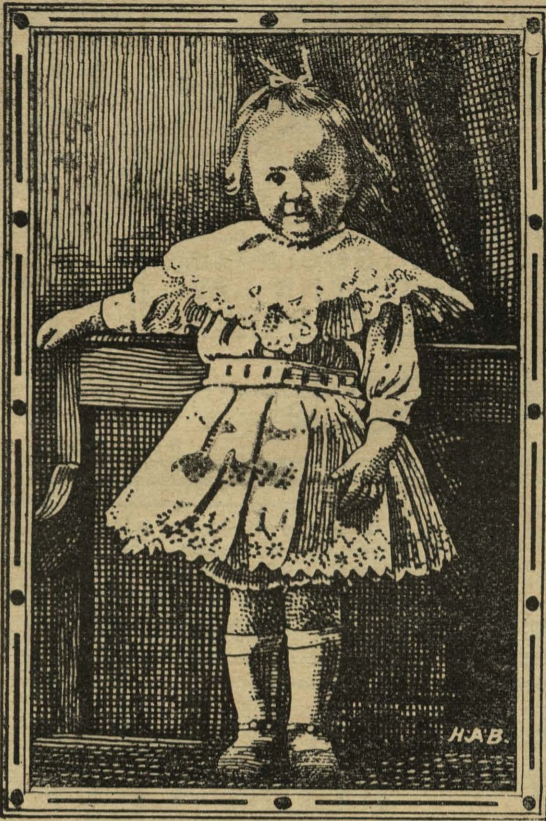
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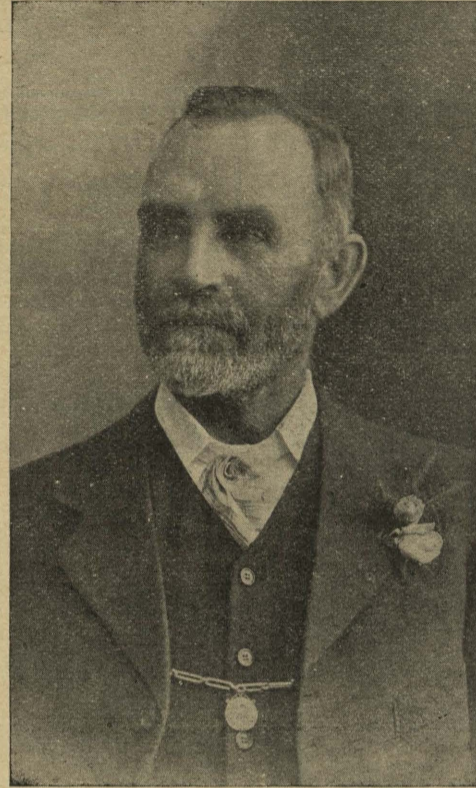
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# Superannuation Board Election. The "All Grades" Solidarity Party.



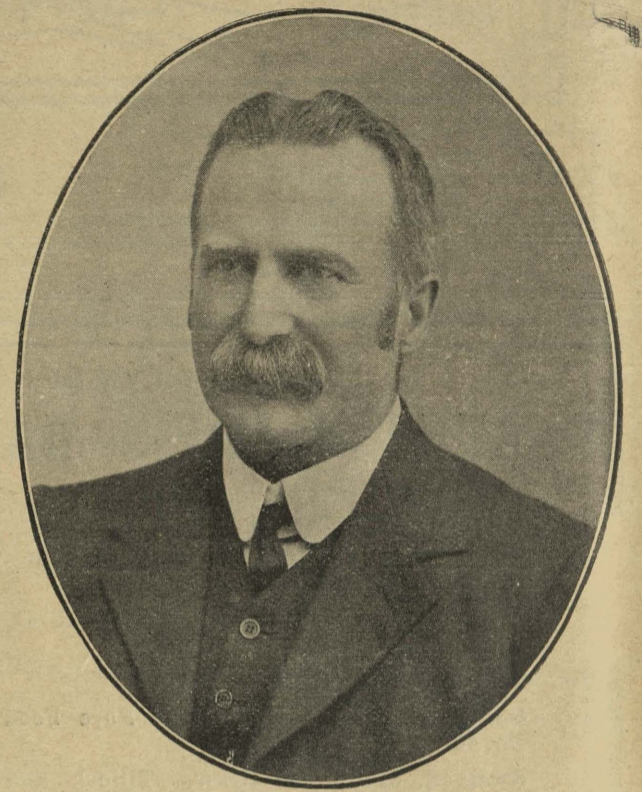
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The Turf: Notes and Selections (By "Musket.")

Final payment to-day for the richly-endowed Toorak Handicap. Owners accepting with their prads will have to part up £20 for each horse.

Next Saturday week the V.A.T.C. meeting commences, but the Caulfield Cup will not be decided till the following week.

Dhobi and Langloh fell while competing in the Stand Handicap at Flemington on Saturday. Dhobi was a prominent Caulfield fancy, and as he was very sore after the fall, his backers are naturally not pleased over the happening.

A son of Havoc, in Havocorn, won the Queensland Guineas on Saturday last, after a good race. The big handicap at the same meeting (Q.T.C.) went to the N.S.W.-bred prad, Mountain Oak, by Ruenalf.

The Caulfield Cup fancy, Blairgour, who recently suffered from a bad cold, is all right again, and his gallop this morning will be watched keenly by his numerous supporters.

N. Cairns, the New Zealand jockey, had his ear badly torn through his mount, Boobah, falling with him in the Hurdle Race last Saturday.

To-day owners will have an opportunity of securing some very fair thoroughbreds, as a sale is to take place at Randwick.

Malt King does not shift himself as freely as he did some time ago. Maybe he will in future be seen to better advantage over a middle distance.

When Flaxen fell with Pike in the Kensington Handicap it appeared as though he was very seriously injured, but he "escaped" with a bad shaking.

Capt. White is coming on in double quick time. He won the October Stakes easily at Flemington last Saturday.

The scratching of Prince Foote out of the Caulfield Cup was a piece of work befitting only a turf battler, of no principle other than let 'em all sink so long as he swims.

Next Saturday the A.J.C. Spring meeting of 1910 will wind up.

The downfall of Prince Foote in the Spring Stakes came as a huge surprise, especially when the imported horse Comedy King effected it. Backers would very much like to have seen Prince Foote score for their own sakes, but they were glad, in a sense, that he was defeated owing to the horse's owner scratching him out of the Caulfield Cup after the public had invested heavily on him for that event.

Knowing that the public had backed Prince Foote for the Caulfield Cup, and kept doing so up to the time of him being struck out, it was an action unworthy of a sportsman to scratch the horse, still that was what Mr. "Barron," or I should say Mr. Brown, did. Such an action on the part of the biggest grab-all battler would have been condemned by the press, yet not a word of adverse criticism in the daily papers about it, presumably because it was wealthy coal mine magnate Mr. J. Brown who performed the "feat." Now, how would Mr. McGowen have fared at the nibs of these "liberites" had he owned Prince Foote and acted similarly?

An enormous sum of money was earned by the late T. Loates. He was one of England's foremost jockeys, but retired many years ago. Loates left estate valued at £250,000.

Many were the inquiries for Comedy King for the Melbourne Cup after his victory in the Spring Stakes on Saturday, and he is now a firm favorite for the big race.

The victory of Capt. White in the October Stakes at the V.R.C. meeting on Saturday was a bit of a surprise, as was Alawa's defeat in the same event, as he went out at 4 to 1 on. The crack Malster horse is evidently not himself else he must have easily accounted for his opponents. Capt. White is nicely weighted in the Caulfield Cup, and I would not be surprised to see him set up a big fight for the prize.

Another nice little cheque went to the owner of Lemberg last week, when the son of Cyllene won the Jockey Club Stakes of 10,000 sovereigns.

On Lager's showing of late, she could run prominently in the Caulfield Guineas.

To 'Lection Candidates.—When the question of Wade's Gaming Act is set forth as one of the alleged good deeds that the Liberal Party was responsible for, just ask it from your respective rostrums—How is it that City Tattersall's Club, Tattersall's Club, and private clubs are allowed to carry on gambling with impunity? Let the public know that betting is carried on at Lord's pigeon shooting ground, Botany, too every week, and under the noses of the policemen who are stationed at the Club's gates, hundreds of pounds changing hands at times over a single shot. Tell them that for wagering to the amount of a shilling or two that the working man's bookmaker is sent to prison in the event of not being able to pay a fine of from £30 to £50, even for a first offence. Dear Poly Tishins, just another: Why did Joey Carruthers buy into the Moorefield Racing Club joint? Was it not owing to Wade's Gaming Act driving those who formerly patronised the small shops to the courses to invest their money that influenced Joey to speculate in the Moorefield Racing, Ltd.? Yet another: Why do the dailies give full publicity

to the clever (?) work of the police in sheeting home a charge against the silver bookmaker, or a pak-a-pu school, and remain reticent to the unlawful doings at the above-mentioned places? Just another, please: Why is not action taken against the Pitt-street Clubs especially as the dailies chronicle the betting that takes place therein? Just another—Here, pull off!

A.J.C. SPRING MEETING.

The first day's racing of the A.J.C. Spring Carnival took place last Saturday, in fine weather, and assembled there was the largest crowd that ever put in an appearance at Randwick on any one day.

The Hurdle Race set the ball rolling, and the result appeased the desires of punters generally, as the hot favorite in The Reckoning won easily from Woolloomooloo.

Boobah was the only other horse backed for large amounts, but as he turned turtle shortly after starting his backers did not have much fun for their money.

The Reckoning though he carried the heavy weight of 12.4, led from start to finish, eventually winning easily by four lengths from Woolloomooloo, with Gay Hampton third.

The second event, the Trial Stakes, was another turn up for backers, as the pronounced favorite, Patronatus, won like a tradesman.

Punters had to lay from 6 to 7 to 4 on him, but after heads were turned for home, they never feared about the result, as his rider, Pike, brought him along, and eventually landed the chestnut an easy four lengths winner from Crown Derby, who got badly away.

The Derby attracted a good field, but the numerically that has faced the starter for many years at this place.

The event resulted badly for backers, as Tanami won at any odds.

He won handsomely, too, defeating the Victorian colt Bobadea by three lengths, with Beverage a length further away in third place.

The winner has been a great disappointment for a long time past, but he always showed a liking for a bit of distance.

The favorite, Cadonia, did not shape at all well, and Beverage's running was only moderate.

The Epsom Handicap was responsible for spirited speculation, and a better betting event was never recorded in this State.

The favorite was Malt King, about whom 7 to 2 was freely accepted at the close of operations; then next to him in the quotations were Flavinus and Gold Lace, they being about equal favorites.

Bobby, the Victorian representative, was well backed, though as regards public and stable investments, nearly everything in the race was substantially supported.

Silver Hampton did the trick, or was alleged by the judge to have done so, but I, in endorsing the opinions of many other sports, think that Flavinus got home first.

However, the judge said Silver Hampton, consequently the bookmakers had to pay out over him.

Flavinus appeared to have won by a clear half length from Silver Hampton, with Apple Pie just in advance of Malt King who got a bad run.

After the buzz over this race had waned, the Spring Stakes came under observation, and bookies did not take much risk when offering to accept 5 to 2 and 9 to 4 about Prince Foote.

Nothing else, save Parsee, was backed for bulk money. The winner turned up in the imported horse, Comedy King, about whom as much as 20 to 1 was laid.

Though the son of Persimmon had been suffering from a slight attack of rheumatism for the previous few days, he did not show any stiffness in his galloping.

He won easily from Prince Foote, with Pencil a good third, and the latter finished very well.

Parsee only shaped moderately after getting well away.

The Kensington Handicap brought the day's racing to a close, Grist, a 10 to 1 show, scoring all the way.

Troon ran him fairly close, while Hartfell was a fair third, but the favorite, Nangar, performed indifferently.

Metropolitan Day.

The second day's racing was well attended, and results were not too good for backers.

The elect in the opening event, the Flying Handicap, was Broadsword, and from his Epsom showing he was entitled to the position of favorite.

He, however, ran indifferently, but Maori King, another New Zealand-bred horse, won with a fine finishing run.

Irishman made the pace, but failed over the last bit, although he recorded a fair second.

The Clibborn Stakes was responsible for a smashing good finish between Styria and Desert Rose, in which the latter prevailed, but only by a bare head.

The favorite was the Victorian colt Bobadea, and his running was very weak after his good effort in the Derby.

Eric, not much fancied, won the Metropolitan from Ra and Flavinus, the favorite, Patronatus, cutting it badly.

Silver Hampton and Eric are in the one stable, consequently the Northern trainer, Stringer, who has the brace in hand, had a royal win over the double.

There were four starters in the Steeplechase, Nigel showing great superiority over his opponents, and he won easily from Seymour, while the hot pot, Bullworth, was tailed off in third place. Kielder ran off after negotiating the obstacles on the hill.

The youngsters made their debut this season in the Breeders' Plate, Cisco winning cleverly from Mirabexia, who made the pace warm from the start, but she couldn't see it right out.

Cisco is a fine-shaped colt, and is almost sure to furnish into a great three-year-old.

The fun was brought to a close by Red Knight getting badly away in the Squatters' Handicap, and scoring well.

Again backers had the thin edge of the wedge, that is the majority had, and those who came out on top were few and far between.

Third Day.

The "off-day's" racing was supported well, dull but fine weather prevailing yesterday, when some good sport resulted.

There were three races decided which came under the classic description. The opening event was the Second Hurdle Race, which found Woolloomooloo favorite, closely pressed by Boobah.

Woolloomooloo practically made all the running, and won all out by half a length from Dinyah. Grateful and Boobah fell, the latter was running well just prior to falling.

The Craven Plate resulted in a win for Comedy, who won nicely at the finish. Comedy King and Prince Foote monopolised the betting market, but neither showed up.

The running of these horses is inexplicable, for neither ever flattered their backers at any stage of the journey.

The Suburban Handicap was well won by Abbey Boy, who was backed for a lot of money at a good price.

Broadsword may have won but for getting away badly.

Styria got badly away in the Grant-ham Stakes, won by Prah, who was at a fairly long price.

The winner won all out, but Styria would have secured the verdict with any luck at all at the start.

Popinjay was favorite from the open till the close of betting, for the Gim-crack Stakes, but again backers were doomed to disappointment, for Respect downed him nicely. The favorite got away well, so no fault in that respect could be formed as an excuse for his defeat.

The Sydney Handicap brought the fun to a close, Brackenbug winning by a length from Ra, with Apple Pie half a length further away. The favorite, Red Knight, shaped badly at the finish.

Variations of Award.

Applications have been lodged with the Railway Loco. Laborers' Award for a variation to cover gasworkers, Newcastle crane drivers and others, whilst we are awaiting a move being made by tram per. way carpenters and others as a preliminary to the Tram Per. Way Board being called together to deal with theirs and others cases. The tramway fettlers and gangers are also busy preparing for a reference to the Tram Per. Way Board in connection with their grievances. Several other variations have been mentioned in connection with other Boards.

The Late Leading Porter Allen.

That the late Leading Porter Allen, who recently met an untimely death at the Central Railway Station in an effort to save a passenger from almost certain mutilation, was generally recognised as a capable and worthy officer, has been further evidenced since our last issue. The Lord Mayor (Alderman Allen Taylor) a few days ago took charge of a public subscription list on behalf of the bereaved widow and children, and the ready response from all quarters is most gratifying. The "S.M. Herald" has also, we understand, a list open. Already considerably over £100 has been subscribed, and the fund promises to reach a very respectable total. Of course, nothing can compensate the loss of a husband and father, but it must be a source of great solace to the bereaved ones to know that the late head of the house was so highly and so generally esteemed.

Penalty Cases.

Penalty summonses have been issued in connection to the rates paid to weighbridge porters and others; junior porters at June and Albany; adult porters attending their majority and kept on at juniors rates; Harris, storeman, Eveleigh; and several others are being prepared. In the case of tram per. way employees working on Sundays, penalty summonses were issued, since which time the award rates have been paid. These will, therefore, be withdrawn when they come before the Industrial Court.

A New Crown Prosecutor.

At the Appeals Board last week, Mr. W. C. Alanson, late representative of the staff, appeared in several cases, as departmental prosecutor. Mr. Hollis, M.L.A., had the pleasure (?) of defending one of the first cases, if not the very first case in which Mr. Alanson appeared. It was rather a sudden change. It seems only a few weeks ago since the Loco. Association were pushing Mr. Alanson's Appeals Board candidature for all they were worth.

It appears to be the strange irony of fate, that the gentleman who represented the staff for three years on the Board—now in turn represents the Department. No doubt Mr. Thow came to the conclusion that he had an advocate whom the staff themselves had placed in a position in which he was able to serve a good apprenticeship for the position of Departmental Prosecutor.

During the course of the case in which Mr. Hollis was interested, Mr. Alanson stated that he intended giving evidence in support of the Department's case himself—against Bob Hollis' client. The chairman, Mr. Hodgson, counselled Mr. Alanson not to follow that course. Mr. Brown also objected.

There is nothing which could be legally objected to in counsel himself giving evidence on either side. It has been done over and over again, especially in Wages Board cases, where secretaries conduct cases. The suddenness of Mr. Alanson's change of position from men's advocate to Departmental advocate, however, seemed to touch the moral sensibilities of the Board, and Mr. Alanson did not press his stated intention.

We are not offering any comment on Mr. Alanson's undoubted right to occupy any position offered him in the Department, but merely mention the matter as one of those interesting phenomena which at times occur.

CORRESPONDENCE

Tram Motor Drivers.

To the Editor:— Sir,—Re the Wages Board for Loco. Staff, Newcastle, does this include the steam tram drivers there? About 50 of the men may come over to the Association if something can be done for them. Could one claim be made for time and a quarter for all time worked after 10 p.m. from Monday to Friday, and time and a half on Saturdays when the universal Saturday half-holiday becomes law; that is for all time worked from 1 p.m. to 1 a.m. We also want 14/- a day, the maximum after a man is five years a driver. As the Department have taken the firemen off the motors and the work is very hard and they have saved on an average about 22/6 per day on each motor since the firemen have been done away with, some increase should be made. Each motor has to pull four cars on most of the trams in Newcastle. The driver's work, besides being heavy is extra hard, as he has to take the start signal with the conductor standing on the back of the rear car. A driver has to strain his hearing.

Some time back the Railway Drivers' and Firemen's Association asked the Chief Commissioner for 14/- per day after 10 years in the Department. The Chief Commissioner refused, and said if he had his way there would be no steam motors. However, the number has since been increased and more are mooted.

Yours, etc., TRAM DRIVER.

It would be better, we think, for a Wages Board to be constituted to cover tram motor drivers, firemen, cleaners, etc. Should any desire be expressed and any general response be forthcoming, the Amalgamated Association will be ready and willing to help those concerned. If only one man in each centre starts to work and communicates with our Head Office, every assistance will be given and good results will accrue. We thank this tram motor driver for bringing the above matters under notice. Our columns being widely read, provide a really good channel of communication from one section of the staff to another.—Ed.

Passes and Increases.

(To the Editor.) Sir,—A grievance concerning every employee due for promotions is as follows:—In the past I think it has been the rule to give the Loco. employees their increases on the 1st January or 1st July. But of late the Department have brought forth a new idea, giving the employees their increases on the dates when they fall due. I beg to state, for instance that I am allowed 4 privilege passes a year, and that a single pass will last four days, so during the year I take out my four passes and I have sixteen days on leave. Now, I ask, why is it that when my increase falls due I am compelled to work sixteen days from the date that my increase falls due before I receive it? I would like to know the amount saved in giving the increases and cutting the leave of absence out. This would amount to a nice sum that the employees, I maintain, are being robbed of.

And I may state that the running staff in Hamilton cannot get a pass without first getting leave of absence. As the roster for the following day's work is not posted up till 6 o'clock p.m., while the office and pass book is locked up at 5 o'clock, so at 6 o'clock, finding that I am off duty next day, I cannot get a pass till 9 o'clock next morning. Supposing I would like a day in Sydney, 9 o'clock is too late to think about catching the mail train, which leaves here about 8 o'clock a.m. I think it would be far better if the shed foreman had charge of the pass book after office hours, seeing that this duty is generally performed by the junior clerk of the office, bar signing the pass.

Yours, etc., A VICTIM

THE NEW SUMMER HAT FOR COUNTRY WEAR, 12s. 6d. Carefully packed and forwarded CARRIAGE PAID, per Parcels Post, to any Post Office, or by Rail or Steamer to your nearest Town or Port in the Commonwealth. Designed and made by our Millinery Workroom Artistes. Procureable only at PITT STREET HORDERN'S. Ladies, leave your ORDERS EARLY for this dainty Article of the Millinery Profession. P.S.—This is going to be one of the Great Successes of the Season. Kindly show this to your friends. HORDERN BROTHERS, Sydney's Leaders of Fashions 205, 205, 207, 209, 211 Pitt St. and 422 George St., Sydney.

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AMERICAN LABOR LEADERS AND LOCAL OPTION. "The time has come when the Saloon and the Labor Movement must be divorced." This is the official statement of the American Federation of Labor. "The Saloon is the Enemy of the People for whom we work."—John B. Lennon, Treasurer Federation of Labor, at the Toronto Convention last year. I vote that the number of Licenses existing in the Electorate continue..... I vote that the number of Licenses in the Electorate be reduced..... I vote that no Licenses be granted in the Electorate..... X VOTE THUS FOR VICTORY.

ASSOCIATED RACING CLUBS' PONY RACES. NEXT MEETINGS: ASCOT - WED., OCT. 12. ROSEBERY - WED., OCT. 19. VIGORIA PARK - WED., OCT. 26. J. UNDERHILL, Sec., Phone 2082. 11 Elizabeth Street.

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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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**Shirt Specialists.**  
In our advt. columns to-day my friends will see that Messrs. Gowing Bros., George-street, City, are talking shirts. I have had an opportunity of seeing the stocks carried by the firm and without a doubt they do specialise in shirts. For a good, strong working-shirt, in strong Harvard, navy, drill, galatea, flannelette and other materials, specially constructed for hard wear and at prices ranging from 1/11, 2/6, 2/11, 3/3, 3/6 up to 8/6. The most exacting customer can be pleased here. Then at about the same prices the comfortable tennis shirt can be bought, all from a very fine and up-to-the-minute stock.

**Boots for the Service.**  
The addition of boots to the stock of Messrs. F. J. Palmer's store in Pitt and Park Streets is of recent date. I have some little reason for believing that I had something to do with this forward move. Anyhow, I can say with conviction that the idea of catering for the needs of railway and tramway men and their families is prominently before this enterprising firm in adding boots to their stocks. A fine new catalogue is being prepared, which promises to induce considerable attention, because it will bring to light something new in the footwear trade, and because the prices threaten to revolutionise the boot business. I secured from the firm several brand new illustrations of their boot stocks which I am putting before my readers now. They are bound to command attention. They are essentially business pullers. Here they are:—

**A Good Line for Men.**  
A week or two back I illustrated a safety razor in this column, and this proved such a business puller (orders are still coming for it), that I thought I'd touch on razors again. This time I am talking of ordinary razors, and all my friends who shave know how necessary it is to have good tools to work with. In fact, I always think, after a rough shave, that beard's should be in the fashion. I have been looking round amongst the razor specialists lately, and in this line I find Anthony Horner and Sons stand in the front rank with their stocks. The line illustrated here is one which

Fashion shirts (stiff cuffs and neck bands), in all the latest colors and designs, and made by the firm can be bought at 2/11, 3/6, 4/6, 5/6 and 6/6. If you send to me for your shirt requirements, I am sure you will be pleased with my selection. If you like I will send you a catalogue, showing the various styles, etc.

Men's bovine calf boots, seamless golosh, medium shape. A strong, hard service boot, 8/11, 11/6.

Men's kip "harvester," military back counter, standard screwed soles, sprigged toe and point, uppers best waxed, thread sewn. A good hard-service boot at 12/6.

Men's blucher nailed, heel plated, 9/3. Plated at toe and heel, 5/11, 7/6, 9/6, 10/9. Men's bluchers, nailed only, 5/6, 7/-, 9/-, 10/6. Men's black calf cossacks, standard screwed soles, 5/9, 7/-, 9/-, 8/-, 9/6. Men's mineral kip military cossack, watertight, tongues, 11/6. In black calf, 11/3.

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**LADIES!**  
A visit to our Millinery Show-rooms will prove a delightful treat for you. Our Beautiful Millinery is the pick of Home and Continental Fashion Centres

If you cannot call, send us your order by mail. It will be attended to promptly and satisfactorily. We will supply you with most becoming and delightful head-gear. We pay carriage on all our Millinery.

A very becoming model, trimmed with swathes, chiffon and clusters of roses and foliage, 19/6.

Purchase your Summer Hats from the MODEL MILLINERS—  
**MARCUS CLARK & CO., LTD.,**  
CENTRAL SQUARE, GEORGE STREET, SYDNEY.

Youth's black calf bal., half golosh, toe-caps, medium toe, 6/6, 7/6. A good



strong school boot. In black glaze kid bals., 7/6, 10/6. In tan calf bals., 9/6, 11/6. Sizes from 1 to 4.

Men's tan glaze kid full goloshed and cap bals., English back stay, wetted. Stocked in A, B, C toes at 10/9, 13/9, 14/6, 16/6, 18/6, 21/-. In plain vamp, 14/6. To button, 15/6, 18/6, 21/6.

**Stylish Neckwear.**  
Talking of vests, brought me on to neck ties. Palmers' London buyer managed to snap up at a specially low price 400 doz. Oxford and broad-ended ties. The Oxfords in hundreds of distinctive patterns and usually priced at 1/6 and 2/- have been marked 1/- all round, and there are some beauties amongst them, too

Then there is a splendid range of the "Broadway" or broad-ended ties, illustrated here. These are in a couple



of hundred patterns, in silks, poplins, fourlords and silk mixtures. These are usually priced at 2/6 and 3/-, but this purchase has been marked 2/- to clear.

Now, these goods are well worth the attention of my friends, and I am quite sure that a great number will avail themselves of these lines at once.

**THE RAILWAY VOTE** can have only one logical expression in the Superannuation Board election. The Amalgamated "All Grades" candidates Brown and Catts stand pre-eminently above others as Representatives of the Service!

Mistress (to new maid): "Please bear in mind that I never tolerate gossip. But—but if you learn anything really interesting about the neighbors you may tell it to me!"

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**Consultation and Advice**

**Time off to vote.**—Are railway men who are working out of their electorate to be allowed time off to vote?—Voter.  
**Answer.**—So far no arrangements have been made. We are doing our best to have something done in the matter, but, unfortunately, the Government does not seem to be at all keen about providing facilities for the recording of the working man's and woman's vote. We sincerely hope no employee will look so lightly upon the sacred duty of citizenship which can be exercised at the ballot box, as to neglect to record his vote because he will lose time in doing so.

**Surrender Value.**—Could you kindly tell me what the surrender value of my insurance policy will be? I am insured with the A.M.P. Society for £200, payable at the age of 60 years, or previous death. The policy was in force 2 years last July, and it is under the Society's table as J. 60; my half-yearly premium is £2 17s. 4d., and my age now is 26 years?—F. E. Dixon, Deepwater.  
**Answer.**—From enquiries made, we think you would only receive £2 or £3.

**What Will I Receive?**—I insured in the City Mutual Life Insurance Co., Ltd., in March, 1904, for £100, for which I pay £4 yearly. Bonus is only 17/6, as I have to draw a bonus to pay one premium. What is the surrender value of my policy?—P.J.S., Fetter, Gunnedah.  
**Answer.**—About £5 at most.

**What will My Pension be?**—Will you please be good enough to give me some idea as to what my pension will be? I have been employed in the Loco. Department for the past 32 years 10 months, my wages being:—  
5/- per day for 1 month.  
8/- " " " 9 weeks.  
11/- " " " 12 months.  
12/- " " " 12 " "  
13/- " " " 12 " "  
14/- " " " 24 years.  
7/- " " " 5 " "  
I am now 66 years of age?—S.F., Ex-driver, Marrickville.  
**Answer.**—About £100 a year or a little better.

**Another Surrender Value.**—I am insured since 1896 up to the age of 60 years for £100. I pay £2 17/7 per annum. What would be the surrender value of my policy?—J.M., Parkes.  
**Answer.**—About £6, may be a little more.

**Surrender Value.**—I insured in the International Mutual in 1906 for £100, and I pay 17/8 half-yearly policy, to mature at 60, which will be 1st September, 1932. Would you let me know what the surrender value of my policy is worth?—Byron.  
**Answer.**—You would receive less than £1.

**What would I pay?**—I joined the service on 6th November, 1905, received 6/6 per day for seven months, and 7/- for 12 months, and have been on 7/6 for three years and five months. What amount of back money would I have to pay the Superannuation Fund?—J.N., Byron Bay.  
**Answer.**—About £8.

**More Surrender Values.**—I insured at the age of 16, pay £2 1/8 per annum, and am now 24 years of age. If I surrender my policy what am I entitled to draw?  
If I determine to surrender my policy, would I have to write to the Commissioners, also the Company with whom I am insured?—L.M., N.O., Nundah.  
**Answer.**—You would receive about £3 if you surrender. If you decide to surrender, simply write the secretary, Superannuation Board, after the Board is elected.

**What Value?**—What would the surrender value of my policy be? I insured in April, 1907. I pay £1 6/1 half-yearly, the total paid in to date is £9 2/7. My policy matures at 60, and I will be 27 years of age next January?—W.B., Campsie.  
**Answer.**—About £1 10/0 to £3; not more than £3, not less than £1 10/0. We should say about £2.

**Eye-sight failure and Pension.**—If an employee of the Per. Way, Loco., or Traffic fails in the eyesight test, can the Department put him in a position at a reduced wage, or can the employee resign and draw the pension after he has failed in the eyesight test?—K.L., Warren.  
**Answer.**—This matter is not provided for in the Act. It will be a matter for the Board to determine, consequently only the Board can answer the question. If he has over 10 years' service and he desires to retire, he should be allowed to do so.

**Unjustly treated.**—On the 27th September I was rostered up to sign on at 9.50 a.m. I turned up for duty and worked until 12.10 p.m., when I was instructed to sign off. Under ordinary circumstances I should have continued to work until about 5 p.m. I have plenty of time in, but do not consider I have been justly treated, and would like your advice on the matter?—A.J.S., Granville.  
**Answer.**—The circumstances are not sufficiently stated to enable a complete reply to be given. If you have had full time in, you cannot complain on that score. We think the foreman should have given you notice you would only be wanted for half a day. The case should be investigated by your branch.

**Polling Day Pay.**—Will you please let me know if my pay can be stopped on Election Day for going into town to vote, as it would take me the whole day to get in and back again?—G.E.C., Fetter, Bethungra.  
**Answer.**—Unless polling day is proclaimed a public holiday your pay will certainly be stopped. The Department may possibly issue orders that time off shall be given without pay being stopped for the purpose of voting. In that case you will be paid, not unless.

**Am I Compelled.**—At 21 I was compelled to insure to draw at 60 or death. Is it compulsory for me to contribute to the Superannuation Fund?—A.B.C.  
**Answer.**—Yes.

**Porters' Expenses.**—I was sent to relieve a junior porter while he was ill. He then got 14 days' holiday. Am I entitled to expenses during the whole time I am away from home relieving?—P.E.  
**Answer.**—Yes.

**What is the Value.**—I have insured for £100 at 60. I pay quarterly 13/3. Policy began 1905, matures 1955?—C.M., Nyngan.  
**Answer.**—About £2.

**How Do I Stand.**—(1) I worked a year and 8 months on 6/6 seven years and nine months on 7/6. I am 42 years of age. Will I have to pay 1 1/2 per cent. on past service?  
(2) As I was compelled to insure, will I come under the act of grace the same as old hands who have not insured?  
(3) I have paid £35 insurance money, what can I get back for my policy if I surrender it?—Galong.  
**Answer.**—(1) You will pay 1 1/2 per cent. on your wages until you reach 60. You will be eligible to retire on a pension of about £60 per year. You will then have to pay for, say, 10 years' back service which will amount to about £15. You can pay this at once or in instalments extending over 3 years. If you do not do one of these two things the Board will make reductions to recoup the fund from your pension allowance.  
(2) No. (3) About £6. Don't surrender your policy for a couple of months until your representatives on the Board can investigate the matter on your behalf.

**C.K., Forest Lodge.**—We would look up previous correspondence to see what yours of 20/9/10 refers to. Letters are dealt with and filed away. In following any previous letter up, mention should have been made to the subject matter to which it refers, to save time. We will have any previous correspondence looked up.

**Can I Appeal.**—A junior hand to me has been promoted in preference to me, can I have my case sent on to the Appeal Board?—Interlocking.  
**Answer.**—No. The Appeal Board only deals with punishments inflicted for an offence where punishment affects the rank, grade or pay of the employee. All you can do is to appeal to the Chief Commissioner. We are trying through the Interlocking Board about to sit, to provide for such cases in the award.

**What will I pay.**—I joined the service in 1877, and I am in receipt of 7/6 per day. My age is 55 years. Will you kindly inform me how much I will have to pay into the Superannuation Fund, also how much I shall receive when I retire at the age limit.—F.J., Bowral.  
**Answer.**—You will pay 8d. a week until you retire. If you retire at 60, your pension will amount to about £74 per year or about £1 8/- per week. You will then have to pay back to the Fund, 1 1/2 per cent. on your wages received for 33 years to date. This will come to about £47. You can pay this off in one lump sum or in instalments, extending over 3 years. Otherwise the Board will reduce your pension to reimburse the fund, in a certain number of years.

**Junior Porters' Treatment.**—Do you know junior porters are working up to 14 hours a day on 5/- per week? They seem to have no one to help them. Being sent away from home they only receive 25/- per week. When they reach 21 years of age, they are kept working at 5/3 per day instead of as adults?—Mac.  
**Answer.**—Junior porters can join the Association for 1/3 per quarter. The Association will help them. The way from home rate was £1 as a minimum. We had it raised to £1 5/-. The hours are fixed at a maximum of 10. All beyond that is overtime and should be paid for as such. We contend all boys over 16 working as junior porters should be paid 2/6 per day, and have lodged two test cases in the Industrial Court against the Chief Commissioner for not doing so. We have also lodged a penalty case against the Chief Commissioner for not paying young men porters at a minimum of 6/6 per day. These cases are awaiting their turn for hearing in the Court. You will see the junior porters are not being neglected. We have had no other cases than those mentioned brought under our notice.

**A Promotion Matter.**—An employee resigns from the service, and re-enters after six months (he is junior to others), yet he is jumped over their heads at the rate of 1/- per day extra?—Ham.  
**Answer.**—This matter should be appealed against. Everything depends upon the circumstances.

**Fuelman's Night Duty.**—Fuelmen sign on at 2 p.m., off 10 p.m. What rate should they be paid, day or night or part. At one time we were paid night rates for this shift, and local office stopped it, and paid day rates?—Hamilton.  
**Answer.**—The Award says "present conditions to apply." Whatever was the practice at the date of issue of the Award, can be claimed now.

# Woman's Realm.

Women readers are cordially invited to make a friend of us. Information and advice will be given, and shopping orders will be executed, no charge being made for same. Cash must accompany orders. Should you desire your shopping done with any particular firm, your wishes will be respected. Original invoices will be forwarded with goods. Write to "Woman's Department," c/o "Railway and Tramway Co-operator," Sydney. Send 2d. stamp for reply. Make postal notes or post-office orders payable to the Manager "Railway and Tramway Co-operator."

### A Washing Silk Blouse.

My friends in the country will be glad to know I have made special arrangements with Messrs. E. Way and Co. to supply to "Co-operator" readers a washing silk blouse.



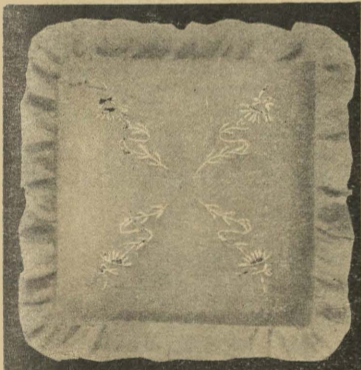
It is a prettily-tucked blouse, in navy, black, white, sky or moss-colored silk, with neat pin-tucked collar, nicely-shaped sleeves, and box-pleat down front. For something neat and durable, this little blouse is unequalled. Many business girls, who are away from home wear nothing else but the washing silk blouse, as they are able to wash and iron it again in half an hour. Would you like one of Way's new catalogues? They are beautifully illustrated, with all the latest summer goods.

### For a Glory Box.

Have you a friend who is getting her glory box together? Most girl friends like to help in a thing like this, and I am going to give you a couple of illustrations which I think should answer the purpose very well.



A pretty embroidered muslin night-dress case, 3/11 to 4/3, and a white muslin embroidered cushion cover with 4/11.



Then a linen bag is quite a novelty for such an occasion, and the one illustrated is a prettily-embossed bag in blue, red, pink, or white, from 10½d. each to 3/3. Even the cheaper quality is quite nice.

### There are Dyers and Dyers.

Any of my friends who require any dyeing or cleaning done, will find in Messrs. Selig and Solomon, of the Imperial Arcade Sydney, a firm able to give every satisfaction. Feathers, skirts, etc., are dyed, and suits, gloves, hats and other articles are cleaned at very reasonable rates by them.

When shopping with our advertisers you will help us a lot by mentioning the "Co-operator."

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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 attachment, sets of Teeth MUST stay firmly in their proper place, and give great comfort to the wearer.

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

MY UPPER AND LOWER SETS OF TEETH AT £1/1/- each are worn by satisfied patients all over Australia. They give satisfaction, and last for years.

By my Painless Method it is possible to extract any number of teeth in a few minutes at 1/- and 2/6 each. No Pain, No Danger, No Ill After Effects. I do not make any charge for painless extractions when orders are given for Artificial Teeth. Visitors to Sydney can be fitted with Teeth in ONE DAY if required. Personal attention.

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

### Corticelli Silks.

These are embroidered on hat-crowns, blouses, full gowns, gloves, tops, silk hose and collars, and look best of all. Corticelli silks wash beautifully, and never change color or run. Sold by all drapers, recommended by all.

### Eight Hour Day.

The holidays are over, and everyone is settling down to business again. The Saturday half-holiday is a great advantage after all, and many business people left Sydney by the mid-day trains on Saturday to spend Sunday and Monday on the Mountains, or some other favorite holiday resort to return to work on Tuesday morning.

Everybody came out in holiday attire, cambrics, muslins, linens, and hollands taking the lead. Many girls wore the new "Hoble Skirt," others, the "Balloon," and others still, the plain tight-fitting skirt. All are ridiculous, and even ugly if carried too far, or if worn by any but small people. One girl in particular I noticed wore a figured muslin, with the "Kicker" placed very low down, impeding the movements, and making her look (silly girl) like a bag of chaff tied at both ends, and in the middle. Some of the hats, too, are verging on the extreme. Mrs. Welsby Fisher's hat was the largest on the lawn at the races at Randwick on Saturday. It was over 4 feet in diameter! and Mrs. Fisher said it made her turn sideways to get into a taxi.

The 8-hour procession was a great success this year, and at 9 o'clock on Monday morning wherever one looked was a dense mass of people. Very noticeable was the fact that little or no cheering was done, the crowd keeping very quiet all the time. When the bakers came along throwing out their tiny loaves of bread, there was a little shouting and confusion, but it did not last for long. Then when the Botany exhibit passed, called "Australian Industry"—a large trolley of wool, with 5 girls draped in white, reclining on white cushions—the crowd made an effort at cheering, but it was not a howling success.

### For the Summer.

In shopping for my friends, I am continually in and about the leading showrooms of the city, and I never miss making a note of anything I see that might interest readers. To-day I saw a couple of summer blouses at Edward Arnold and Co., Oxford-st., City. These lines are meeting with a very ready sale here, and I hope my friends will purchase before the best are gone. The first was a dainty



Swiss muslin blouse with embroidered front; the kind that looks well with any style of skirt whose wearer will be cool on the hottest summer day, and one of those blouses that look as good as new after every washing. This at 6/11 is not beyond the means of any of us. At 8/11 there is a big stock of choice designs in white muslin blouses fit for picnic, holiday or afternoon wear, and one continually wonders how they can be produced at the figure.

Another stylish-looking blouse in Delaine, and with a great choice of designs and colors, can be bought at 9/11. Readers will see by the illustration that in addition to its low price this blouse has a strong selling feature on being of such a smart and fashionable appearance. Blouses like



these are sure to find a ready sale, and I would recommend my friends to buy theirs early. Then I saw a very smart-looking cambric dress, as illustrated here. These may be had in a great many new designs and colors, spots, stripes, etc., moderately priced



at 8/11, yet smart and stylish. Who would not buy one?

## ANSWERS TO CORRESPONDENTS.

(By Town Shopper.)

### A Few Samples of Our Shopping Department Replies.

317.—Yours of the 30th instant received, for which I thank you. The meat has gone forward, and cost 5/1, and I trust you have received it ere this, in good condition.

310.—I was pleased to note your letter in my mail this morning. (Enclosed was 5/-.) The petroleum has gone forward, cost 4/3, with trainage 3d. leaving a credit balance of 6d. with me.

316.—I have your letter of the 22nd instant, and beg to advise that I am looking into the matter referred to, and am endeavouring to carry out your wishes. I will reply further in a day or so.

319.—Yours of the 30th instant just received. The blouses have done to hand, and I am having the one returned altered to your measurements, and it will be forwarded to-morrow. There is to be no extra charge except 9d. for postage.

316.—I have your letter of the 25th instant. I have been round to all the leading furnishing firms, and find that the best linen tick, about 30lbs. kapok, would cost 42/6, and the best Belgian tick about 30/-. Freight would be about 2/6.

314.—Your letter of the 21st instant and 26th instant to hand, and I am making enquiries into the matter of Hansard at once, and report later on. I have also placed the order for the mirror, it is being cut, and will be forwarded as soon as completed.

323.—I have your letter of the 26th instant. The electoral roll for Gwydir costs 2/6 per copy, so I am sending 2 copies, and if you still require the other copy, I shall be glad to get it for you.

315.—Your letter came to hand this morning, for which I thank you. (Enclosed was £2/12/9.) The boots have gone forward, cost 5/3, and print 6/-, quilt 12/6, pairsock 1/6, print 3/10, hose 1/3, gloves 1/-, lace 1/9, suit 14/11. This makes a balance spent on your behalf £2/11/8, and leaves a balance of 1/1.

320.—I have your order of the 29th instant, enclosed was £2/12/-, and your balance made a total of £2/14/9. The groceries have gone forward, cost £2/6/6, and the silk and insertion 6/-. Amount spent on your behalf, £2/12/6, and there is a balance to your credit now of 2/3.

319.—I have your letter of the 26th instant, with enclosure of 2/-. In your letter you stated that there was a balance of 2/1, this is evidently an error, as we have only a credit of 1/2. Goods have gone forward, zephyr cost 12/3, quilt 10/9; total spent 23/1, balance to your credit 1/2.

318.—Yours of the 27th instant to hand, for which I thank you. Attached herewith I am sending you the grocery price list with cost and freight cost. I shall be pleased to place the order for you, and please rest assured that if sent to me it shall have my personal supervision.

318.—I have your card to hand this morning, and am pleased indeed to hear that the shoes are satisfactory. Do not bother sending the life balance along until you have another order for me to fill, or until you are writing again for something else.

321.—I am pleased to see yours of the 26th instant amongst my mail, enclosed was 30/-. The goods have gone forward, and I hope will open up to your entire satisfaction. Boy's

coat, knockers, and suit cost £12/10/-, and print at 6d. per yard, 2/6; trousers and vest, 13/-; and shirt 2/11. Total amount spent on your behalf 31/3, leaving a credit balance of 1/3.

313.—I have yours of the 22nd instant, your balance of 5s. made the total credit 26/5. The Panama cloth at 1/9 per yard, the Galatea at 10d. per yard, and the trim cost 6d. per yard, cambric at 6½d., calico at 4½d., 4 yards of lace at 3½d., and 1 box carpenter's tools 2/11. Total spent on your behalf £15/3, leaving a balance of 1/2 to your credit.

315.—I have your letter with order for groceries, and 22/11 enclosed. The goods have gone forward, and should reach you as soon as this letter. The cost was £12/2/3, leaving a credit of 7d. against your next order, and although the saving on the list was not great, yet your list was quoted at city prices, and some of the lines were cut too fine to save on.

317.—Your letter dated the 26th instant with 2/6 enclosed, and after debiting your account with 1/6 the amount was 27/1. It will cost 1/4 per yard, and I know you will be pleased with the quality; 2 shirts, at 2/3 each, 4/6; 2 pair socks, at 10½d., 1/9; 2 pair ladies' hose, at 1/3; 2/7; tabling, 1/7; 3/3; and Gimp 3d. Shoes 3/9, hat 3/4, comb 3d., and cotton and needles 9d. Total spent 27/1, just cutting out your credit.

323.—Yours of the 27th instant to hand today. I am writing several firms this morning asking them to forward you a copy of their catalogue, and in which you will find price lists and illustrations of cricketer materials. At the same time, if you leave the purchase to me, I know several firms who specialise in these goods, and who do not issue catalogues, and from whom the goods could be bought to better advantage. In regard to hiring fancy dresses, I know so many firms in this line, but at the same time could not give you an estimation of the cost until I know what it is you are requiring. If you will send along a list of what you require, I shall send along the cost of hiring by return.

## CONSULTATION & ADVICE.

A Bit of a Problem.—Joined, May, 1882, was a cleaner 7 months, then I got to firing duties at 8/- per day for one year and 6 months, then 9/- per day for another year and 6 months, then got 10/- per day.

This pay I kept at for about 5 years. I then started driving at 11/- per day for one year and 6 months. Then got 12/- per day for another year and 6 months, then 13/- per day. Very many drivers were reduced to firemen, so I served one year and four months at 13/- per day. Then for 3 years I was driving some days at 13/- and some days at 10/- firing; cannot give exact time or days when I was firing or driving as no record was kept, not excepting the pension funds as now. I was then promoted to 14/- per day, and was so paid for 8 years. Then owing to my wife's continual illness I took a shunter's job at Newcastle at 12/- per day, that being a reduction of 2/- a day. I was thus paid for 3 years, then owing to eyesight test was reduced to 8/- per day for 5 months, and then started stationary engine driver at 9/- per day, which I shall be holding for 3 years on November 28th. This is as correctly as I possibly can give you. Was 29½ years old when I joined. Am 59 years, and some six weeks old now.

I cannot give you any further information on this subject, so if you cannot form any estimate of my pension, well, it must stay at that. Again I would ask, do all employees go off at 60 years of age under new scheme. And do all employees have to go before the Board (as the chairman is a doctor) before he is dismissed the service.—J.W.J. Islington.

Answer.—Your own statement is approximate only in several places, consequently I cannot give you exact figures. But I am close enough to the actual position to give you a good indication. Your average salary would work out at about £160 per year, or about 10/4 per day. Take your service at 30 years. Your pension will be 1-30 of your average salary multiplied by your years' of service. This comes to £80 per year. Your pension will be that at least, as you will be sure to have had payment for overtime worked, which will be added to your total salary "or emoluments." This will increase your average salary, and consequently increase the pension allowance. If elected to the Superannuation Board I shall be able to secure exact figures, and find your exact position.

On the estimated pension you will have to pay into the Fund about £72 contributions, being the amount you should have contributed had you commenced paying when you joined the service. This can be paid in a lump sum, or in instalments extending over 3 years, otherwise your pension will be reduced to about £70 or less per year—the Board will decide.

All employees may go off at 60 if they desire, otherwise they are kept on as long as the Department think he can do his work up to 70 years. Then he must retire. There will be no examination by the Superannuation Board in such cases.

## SAVE MONEY and deal at the RIFFIN COUPON TEA AND CASH GROCERY COY.

Orders called for and delivered. 95 Regent Street, Redfern. Send for Price List. Phone 381 Redfern.

## H. V. SMITH & CO.

91 to 101 Cleveland St., Redfern.

We've just opened our Boot Department and want you to pop in when passing, if not to buy, then have a glance through our stocks. You will find our staff courteous and obliging.



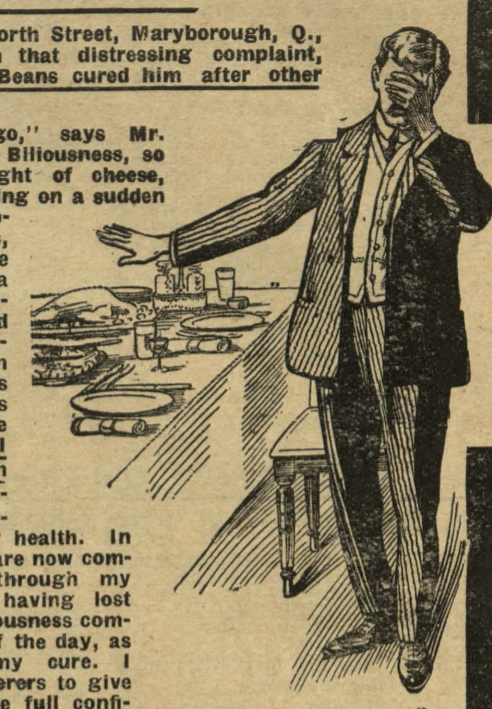
Our Special Tramway Cossacks, price, 7/6. Postage extra.

# BILIOUSNESS

## Sickened at Sight of Food—Many Treatments Failed to Cure.

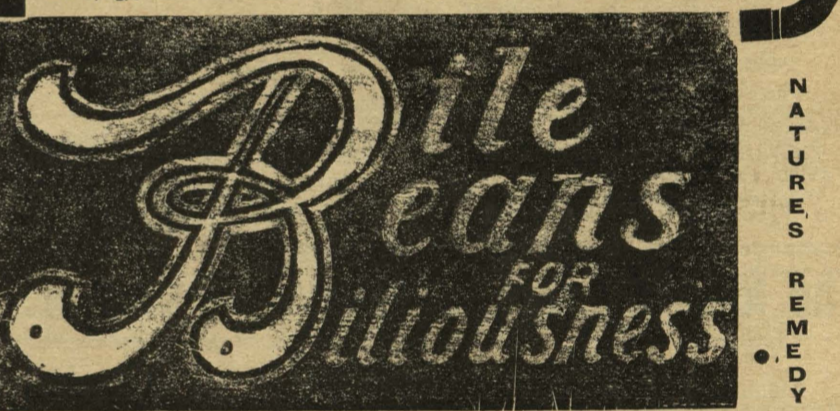
Mr. J. J. Higgins, of North Street, Maryborough, Q., tells how he suffered from that distressing complaint, Biliousness, and how Bile Beans cured him after other treatments entirely failed.

"About four years ago," says Mr. Higgins, "I was subject to Biliousness, so much so that even the sight of cheese, pastry and the like would bring on a sudden attack. I tried several professed cures for Biliousness, but met with no success. One day I happened to receive a little pamphlet, wherein I noticed that Bile Beans had cured similar cases, and I decided to test their merits in my case. The first few doses afforded me relief, and thus encouraged, I continued the course, with the result that I am now entirely free from Biliousness. I can eat, without fear, items of food previously so disastrous to my health. In fact, Biliousness and myself are now complete strangers, and I go through my day's work with pleasure, having lost that fear of an attack of Biliousness coming on me at any moment of the day, as experienced previous to my cure. I would advise all Bilious sufferers to give Bile Beans a trial, and have full confidence they will prove as effective as they were in my case."



## THE BEST FAMILY MEDICINE.

Bile Beans are pronounced unequalled for Biliousness, Headache, Indigestion, Constipation, Piles, Dizziness, Debility, Loss of Appetite, Flatulency, Nausea, Anaemia, Impure Blood, Offensive Breath, Vomiting, Restless Sleep, Lassitude, and all ailments that owe their origin to Defective Liver and Stomach Action. Obtainable from all Chemists and Stores at 1/1½ per box, or 2/9 family size (containing three times the 1/1½), or from The Bile Bean Co., 39 Pitt Street, Sydney.



NATURE'S REMEDY

## HOYLE'S PRINTS

Hoyle's Prints always look smart and neat and are ideal for holiday and everyday wear. You can place absolute confidence in HOYLE'S PRINTS because they wash perfectly and give lasting service. When shopping be sure to ask for Hoyle's—not merely "prints"—and see that you get the brand you ask for. There is an extensive range of patterns for every purpose prints are used for. You will find them on sale at all good stores.



## EDWARD ARNOLD & CO.

We are now showing some marvellous values in Wash Fabrics in all the newest weaves and our stocks in Dress Linens and Shantungs comprise a fine range of all the new season's shades.

- Self and Fancy Striped "Crepelle" in full range of colors, 5/11, 7/6, 8/6 doz.
- Soft Mercerised Foulards, in neat and chic designs, 1/6, and 1/3 yard.
- White Pongee Muslins, with Smart Chene striped effects, 6/6 and 8/6 doz.
- Dainty Effects in Printed Voiles, 9½d., 11½d., 12½d., 15½d. yard.
- French Muslins in Chene Prints, 10½d., 1/3, 1/6½ yard.
- Spot, Fancy, and Bordered Delaines, in a good range of colors, 1/9, and 1/3½ yard.
- Smart Striped Scotch Zephyrs, in very fine shirting designs, 7/6 dozen.
- Check and Plain Zephyrs, in a great range of colors, 6/9 and 8/6 dozen.
- French Shirting Cambrics, in all the newest styles, and a very fine range for selection, 5/11 to 9/6 dozen.
- COLORED DRESS LINENS.
- Self Striped Crash Linens, in all shades, 10½d. yard.
- Shantung Linens, in subdued colorings, and soft mercerised finish, 7½d. and 1/3½ yard.
- Spot Effects in Shantungs, light and dark colorings, 1/4½ yard.
- "Linaline," a good imitation of fine Irish linen, a full range of light or dark colors, 7/6 dozen.
- 36in. "New Linne," 36 inches wide; colors, Sky, Saxe, Pink, Helio, Nil, Vieux Rose, Amethyst, Tan, Brown, Green, Navy, etc., 8/9 dozen.
- Real Irish Linens, 36 inches wide, splendid range of all fashionable shades, 1/3½ yard.
- 45in. French Dress Linens, in all shades, 1/11½ yard.
- WHITE SPOT AND ALLOVER MUSLINS.
- Pin Spot and Shower of Hail Muslins, 7½d., 9½d., 11½d., 1/3, 1/6½, 1/9½ yard.
- Allover Embroidered Muslins, in great variety, 9½d., 1/0, 1/3, 1/6½, 1/11½, 2/6, 2/11 yard.
- BRISE BISE AND MOSQUITO NETS.
- Ecu and White Madras, frilled, 11½d., 1/3, 1/6, 1/11½ yard.
- White Nottingham, 9½d., 10½d., 1/0, 1/3, 1/6 yard.
- White Swiss Applique, 24in. 1/6, 27in. 1/11, 2/3, 30in. 4/6.
- Madras Muslins, plain edge, Cream only—44in. 1/7, 50in. 1/8, 54in. 1/9, 1/4½.
- Cream Fringed, 2 sides—45in., 1/4, 1/6, 54in., 1/6, 1/9, 2/3, 2/6.
- Colored Madras, extra fine, 54in. 2/4½ yard.
- Coin Spot Muslins, in various size spots, White or Cream—9½d., 10½d., 1/7 yard.
- Mosquito Nets, fine mesh, 90in. 1/7, 108in. 1/3, 120in., 1/3, 1/4, 1/4½, 1/6, 1/11½, 140in., 1/6, 1/8, 1/11½ yard.
- Art Serge, Dark Red and Green, 52in. 1/11, 72in. 3/8, 3/11.
- Dyed Bottom Sheetings, in Marone, Light Blue, Electric and Green, 52in. 1/6½ yard.

OUR NEW SEASON'S FASHION BOOK POSTED ON APPLICATION.  
**EDWARD ARNOLD & CO.,**  
Oxford and Crown Streets, SYDNEY.

EXTRAORDINARY PURCHASE!

MANUFACTURERS' STOCK, consisting of 16,000 Yards DOUBLE-WIDTH BLACK SILKS, BLACK PALETTE, BLACK MESSALINE, BLACK CHIFFON TAFFETA.

Every yard guaranteed to be worth not less than 4/11. Although this is an exceptionally big purchase, we would advise our friends not to think it over too long, as good things don't linger here. If you cannot call, or live out of town, we shall be pleased to forward you patterns by return mail.

Black Palette, 40-inch. Usual Prices, 4/11 and 5/6. Black Chiffon Taffeta, 40-inch. Usual Prices, 4/11 and 5/6. Black Messaline, 36-inch. Usual Price, 4/11. ALL AT ONE GREAT CLEARING PRICE, 3/11 YARD.

PAISLEY SILKS. Our big import of these ever-popular silks have just arrived, and have opened up even better than we anticipated. They are Bright, Clean, and Free from Blemish.

PAISLEY SILKS. Our Stock of these Fashionable Silks is very varied. We show them in all the newest combinations of colours.

DRESS DEPARTMENT. Just at present Creponnes are all the rage, in medium-priced materials. Out of our many, lines we quote:

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.)

Yearly ... 5/ posted. Half-Yearly ... 2/6 posted.

A CO-OPERATIVE NEWSPAPER.

Every subscriber will be entitled to have any business conducted in Sydney free of charge.

A special reference should be made to the various departments of the paper, which indicate the advantages to which subscribers are entitled.

OUR ADVERTISERS.

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

The Railway and Tramway Co-operator.

OCTOBER 6, 1910.

FAULT-FINDING.

When Dryden wrote "None, none descends into himself to find

The secret imperfections of his mind,"

he had plenty of reason to criticise the fault-finding fetish of the age. The most virulent and persistent criticism was being offered at many of the literary works which have since been handed down to us as the most precious pearls of our language.

It might even be argued that a propensity for fault-finding is pardonable in an Opposition. It is surely the province of the administrators to both defend past legislation and present the constructive policy of the future.

It is almost too much to expect, but at the same time it is very much to be desired that this propensity should be reduced to a minimum, or eliminated altogether.

Probably never before has a retiring Premier and his ministers had to face such general demonstrations of unpopularity as are everywhere being recorded against Mr. Wade and his party.

THE TRAMWAY VOTE.—Tramway men of every grade in the service are assured of honest and determined representation on the Superannuation Board if J. H. Stephenson is returned.

Tramway men. Be sure and mention "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.

Tram Shed Foreman.

We learn that a petition is being signed amongst tram shed foremen in favor of another branch of the Amalgamated Association. There is ample room for these men. What about ticket examiners and clerical staff joining in?

Crowded with Business.

The Industrial Court is crowded with business, hence our applications have not come on for hearing. We are hopeful that the Court will set apart a day for these cases shortly and thus clear the Board.

New Branch at Mudgee.

We have word from Mr. D. Clyne, of Mudgee, to the effect that a desire exists for a branch if the Association at Mudgee. We are glad to hear it. Any twenty employees can have a local branch by signing a petition to that effect and forwarding to Head Office. Good luck, Mudgee district, fire away.

Booking Clerks.

Booking clerks are covered by the Clerical Wages Board now being applied for, but so far this section has not made any move to prepare a classification for themselves. If they desire their claims considered by the Board, they would be well advised to get to work. We would be glad to hear from those concerned.

Mandurama Branch.

Owing to having to address political meetings in various parts of the State up to October 14th, the General Secretary will not be able to visit Mandurama in the meantime, as desired in connection with the proposed new branch. In the meantime Mr. Wade is acting as Secretary pro tem. New members are asked to pay their subscriptions to him.

Industrial Action Pending.

The Association has applications filed in the Arbitration Court since August 24th for Wages Boards for Clerical Staff, Railway Traffic Staff, Interlocking Department, and Tramway Department, including linemen and laborers, Randwick shop assistants, Loco. laborers and others.

Administrative Officers.

On Friday evening last a meeting of clerical staff employees on Sydney station was held to consider whether they would join the Amalgamated Association. The General Secretary had a conversation with one of the prime movers in the matter and advised a certain course of action. We understand these officers intend asking for a branch to be formed.

Per. Way Board.

The Railway Per. Way Board met last Thursday, Friday and Tuesday to consider its award. The representatives have not been able to agree, except on a few minor points. The chairman will have to decide on the greater number of issues involved. The award should be issued during the next few weeks. In connection with the evidence now being printed each week, it should be remembered that the Board has ceased hearing evidence. The evidence appearing is therefore some weeks old. We intend, however, to publish the whole as space offers, so that the men concerned shall know everything which transpired.

Meetings.

Mr. J. H. Catts, M.P., who has been speaking every night for the last week, will address further public meetings at the following centres in support of State Labor candidates:— October 6, Thursday, Armidale. October 7, Friday, Kiama. October 8, Saturday, Liverpool. October 9, Sunday, Penrith (Railway). October 10, Monday, Goulburn. At each centre he will be glad to meet local railway men either before or after the public meeting. The local secretary can make arrangements.

Clerical Wages Board.

The application for a Clerical Wages Board now pending only covers stationmasters, night officers, and clerical workers of the railway traffic department. At the Newcastle officers-meeting on Friday night last, it was stated that clericals in other departments wanted similar action taken. We are prepared to take such action as soon as a reasonable number of such other clericals throw in their lot with us. Officers in such departments desiring action taken should communicate with the General Secretary, Trades Hall, Sydney, for full particulars as to procedure to be followed, etc.

Candidate's Baker's Bill.

A certain Liberal State member, of the wouser brand, now contesting one of the Northern seats, has been complaining that he is slandered because statements have been made to the effect that he owed his baker £30 for bread. The lady organizer for the Liberals called on the baker in question and told him of the preposterous tactics of the candidate's opponents, and said she had come to investigate the matter so that she could give it a personal denial. "You can deny that the member owes me £30 for bread," said the baker. "In fact I shall quite willingly show you my books." He did so. The Liberal lady found the statement made of the candidate's indebtedness of £30 was untrue. The baker's books showed it to be only £25 10s., whereupon the Liberal lady subsided!

Meal Hour Addresses.

During last week the General Secretary delivered meal hour addresses at the Interlocking shops, Sydney yard, Loco., and carriage washing and goods shed, Sydney, on Superannuation. He was well received at every centre. At the Interlocking shops particularly the reception was exceedingly hearty, cheers being given frequently. During the evenings he addressed public meetings in various metropolitan electorates in favor of State Labor candidates. This week the General Secretary is speaking for State Labor candidates throughout the north, and where opportunity offers will meet the railway men either before or after the public meetings. Negotiations are in progress for meal hour meetings at various other Metropolitan railway centres. Should the arrangements be completed notices will be posted.

Tramway Men and Amalgamation.

Elsewhere in this issue there appears a letter over the signature of "Tram Troub," which should be read with much genuine interest by all tramway men, but especially members of the small sectional union. We are assured that this is just the kind of reflections with which very many more of "Tram Troub's" fellows are troubled just now. But the door of amalgamation is wide open. Of course, the A.R. and T.S. Association would welcome any calling together of Tramway Union members to discuss and reason out the question of the absolute futility of the sectional union. But we are very much afraid the suggestion will not be adopted. We should very much like to have been allowed to publish the bona-fide name and address of the writer of the letter. But there are private reasons against that, which we are bound to respect. At the same time, it should not be necessary for us to say that the letter is genuine, and from the source it purports to come.

What's the Matter with Tamworth?

Word comes from Mr. J. Bailey, secretary of the Tamworth branch of the Association—see report amongst branch meetings—that it is very hard to get members to turn up at the meetings and do their share of the fighting which is going on for improved industrial conditions. On the books of the Tamworth branch there are over 160 members, and yet, says the secretary, all the work of keeping the meetings going is left to a few regular attendants. This is hard to understand. The branch meets only once a month, and we certainly think there should be sufficient enthusiasm amongst the large membership roll to secure well-attended meetings. Surely the members want to be in the van of the great forward movement now taking place. The absence from their branch meetings is distinctly their loss. A lively interest in union affairs never yet did any worker any harm. On the contrary, it has meant a lot to a great many. We hope to hear soon that the meetings of the Tamworth branch are better attended—as they certainly ought to be.

Eight Hour Day.

Though the weather was bright and warm for the great annual eight-hour demonstration on Monday last, a stiff north-westerly wind blew clouds of dust all day, and made things rather uncomfortable for all concerned. A number of banners were more or less seriously damaged, and several others had to be securely furlled soon after the procession started on its journey to avoid serious trouble. Immense crowds were lined on both sides of the streets through which the procession passed, and the reception given each individual display was very cordial. There were a larger number of bands and more societies represented than at any previous demonstration in Sydney, and altogether the spectacular portion of the celebration was a credit to the organising ability of Secretary Travers and his committee. The sports and banquet on the Agricultural Ground were very largely attended, and went off most successfully. On every hand there was a confident exuberance, born of the conviction that Labor is at present in the throes of its last big struggle with the combined forces of Torydom in New South Wales, and the speeches were all tinged with the spirit of conquest, engendered by the encouraging reports of Labor's prospects which are to hand from every quarter of the State. In connection with the art union, we would remind our readers that tickets are still available. This will be drawn on the 29th instant.

Clogging the Wheels.

No one can understand the attitude of the Socialists in the present election campaign, only the Socialists themselves. Last Sunday night writer pulled up at one of the street meetings of these intelligent and zealous, but very misguided people. There would be no objection to urge if the exponents (?)—the mark is surely justified—were to confine themselves to attempts to expound the praiseworthy ideas which possess them about the re-organisation, or whatever else they choose to call it, of society. But, strangely enough, a great deal of the time seems to be taken up in denouncing the Political Labor Party and the P.L.L. movement generally. Surely our S.L.P. friends can realise that in adopting this attitude they are merely clogging the wheels of progress? Socialism is a wonderful and a beautiful theme, and writer can understand the compelling influence it has upon those whom it inspires. But what need is there to abuse and denounce the Labor Party, and in that way help to maintain in power in the State the arch-enemy of all socialistic ideas? It might be remarked that some of the ideas expressed about Labor legislation are very crude. So crude, indeed, that they amount to absolute unfairness. If they do not want political power—and some of the "doctors" say that—then why dabble in politics at all. We should very much like to hear an intelligent and valid reason for this incongruous and lamentable state of affairs.

Metropolitan Railway Rifle Club.

The above club held its quarterly meeting on Friday evening last, at the club's room, McDonaldtown, for the payment of prizes and for the September quarter, and general business for the ensuing quarter. There was a very good attendance of members, and several valuable suggestions were brought forward by Capt. J. Broughton, and unanimously adopted. Messrs. McKinley, Broughton and Garland were appointed handicappers for the December quarter, and the ranges agreed upon were 700 and 800 yards, 1st class targets, 7 shots and 2 sighters. The following are the prize-winners:—

Table with 3 columns: Name, Score, Prize. Includes E. Cleary, H. Carroll, H. J. Morris, etc.

O'MALLEYISMS.

The Hon. King O'Malley, M.P., Minister for Home Affairs in the Commonwealth Parliament, has been described as the king of Australian platform entertainers. That is certainly a sweeping statement, but it must be admitted that it is a difficult matter to imagine a more effective or a more attractive entertainer of political or semi-political meetings. "The King," as he is familiarly, and not unaffectionately called by his fellow-members of the Federal Parliament, is a very busy man since accepting the responsibilities of the guidance of the destinies of the Home Affairs office. But he is intensely interested in the progress of the great Labor movement throughout Australia, and finds time occasionally to visit the various State centres to assist in what he would term the pre-burial services of the various Tory political parties.

At the invitation of Mr. and Mrs. J. H. Catts, the Minister for Home Affairs and his wife paid a flying visit to New South Wales last week. It was thus that the writer had his first opportunity of hearing and meeting "The King," who fulfilled two engagements on Saturday night last, and one on Sunday afternoon, returning to Melbourne again on Monday. He addressed two very large Labor rallies on Saturday night—one at Waverley, in support of Mr. Duncan's candidature ("Waverley's next member," as the Minister for Home Affairs confidently asserts), and one at Newtown on behalf of Mr. Stuart Robertson's re-election campaign. At both meetings he charmed his audiences, which were very large, with very fine electioneer addresses, and must be very gratified with the warmth of his reception.

It is not our purpose, nor is it our province, to attempt a report of the speeches. But there were many real pearls, which demand reproduction in our columns by way of appreciation of our enjoyment. Brother O'Malley commands a good deal of extra attention by reason of the fact that his intense enthusiasm for Labor exists in spite of the fact that he is reputed to be a very wealthy man. Tim was when one of the stock objections of Labor Party advocates was that they were men without a stake in the country. The great wave of democracy has drawn into its vortex many men of late whose financial status is such as to show up in splendid relief their efforts for the benefit of the masses by the curtailment of the profits and privileges of the moneyed classes.

There can be no better evidence of the righteousness of Labor's ideal. That aspect appealed to the writer strongly in connection with the recent visit of Mr. O'Malley. He told his Newtown audience on Saturday night that the party's progressive land tax would hit him just as hard as it would hit most of the people who were squealing. Such a man is surely entitled to talk about the nobility of the inspiring ideals which have carried the people's party so triumphantly on, particularly during the last decade of years. "The King" is simply bubbling over with intense enthusiasm for the political convictions which are the common basis for the administrative actions of himself and his colleagues.

Crushed by a Traverser.

A very serious accident happened at the Randwick tramsheds on Friday, as the result of which overhead line-man, A. Rosendale, very nearly lost his life. The injured man is an esteemed member of the Ultimo branch of the Amalgamated Railway and Tramway Association. He is a married man, about 40 years of age, residing at North Sydney. From the particulars to hand, it appears that Rosendale was engaged in some work of a delicate nature on a high girder, when he was caught and badly crushed by the traverser, in a very similar manner to that by which the late Painter Braine recently met his death, but the injured man was hurried with all speed away to the Sydney hospital, where it was found that, though his injuries were very serious, and three of his ribs were broken, there were hopes of his surviving the painful accident. Upon enquiry at the hospital yesterday we learned that he was making satisfactory progress towards recovery. His many friends will be glad to welcome him back to his work again speedily.

thinks big. Such men Australia needs to-day, more, perhaps, than at any other time of her history, and perhaps more than she will ever need them again.

Though not an Australian born (he is an American—decidedly so!) Mr. O'Malley is certainly the most loyal Australian Minister for Home Affairs we have yet had. It is a proud boast that though he has let many contracts, running into very big figures, not a single one has yet been let by him outside of the Commonwealth. He tells us that this idea of his met with some rather determined opposition from some of the "big roosters" of his Department. He promptly silenced the detractors of Australian goods and Australian workmen by saying: "Well, now, let's apply this little idea of yours to you yourself. You know, you're not fit for this job you've got. Why not import some of these big roosters from America and England and Germany, and put them in your places?"

"The King" is particularly keen on the Wade Government. Though his speeches are extremely humorous, bristling as they do with Yankeeisms of the quaintest possible order, they are nevertheless of a most convincing standard. His adversaries in debate must frequently squirm in their places, as he reels off his remarkable flow of argument and illustration. Urging his Saturday night audience at Newtown to be true to the sacred trust of the ballot box, he said the spirit of the persecuted men in the gaols of the State would follow the roosters of this leg-iron Government to their graves. The men they were fighting were as free from consciences as hell was of vegetation. It was a great battle, and it was an impersonal battle. The one side was representing principles, and the other side was representing the want of principles.

"Something must be done to stop the onward march of this human industrial carnage. There was an unexampled waste of human life in the Australian mines and factories, and that must be abated. It should be a very unpleasant business to use up so much human flesh and blood in Australia's industrial development. A perfect civil war would be far less cruel. It was all very well to do things and leave the consequences for posterity to face. Posterity never did a day's work in its life, and it never would. Booble only learned one lesson, and that was to work the workers. That is what you are fighting, and if you do your duty on the 14th, these booble-er roosters will have gone where memory forgets and oblivion remembers."

It is of such matter, introduced with the clearest possible statement of well-known facts, and finished off with some telling anecdote, that his speeches are composed. It is a distinct pity that the exigencies of his administrative office will not allow King O'Malley to join that band of enthusiastic Federal Labor members, who have been granted time to take part in the election campaign now being waged in New South Wales. We certainly enjoyed his meetings, and, appreciating very highly, as we do, the great inherent, latent power of the man himself, we shall be very greatly surprised if he doesn't leave behind him a record as a Commonwealth administrator that will make his name lustrous in the annals of Australia's national life.

Killed Whilst Shunting.

Another very sad fatality has gone down on the records of the New South Wales railway service since our last issue. We regret exceedingly to have to report the death of Guard Wilmott, who was killed during shunting operations at Hurstville on Thursday last. Only meagre particulars of the fatality have reached us. All railway men, however, are cognisant of the extreme dangers which surround them while shunting. Guard Wilmott who was a capable and deservedly popular officer, is the last victim to be added to the heavy death roll of shunting duties. The circumstances of the victim's home are very sad. His wife is in a very delicate state of health, besides which there are four children, the youngest two years of age, to mourn their great loss. We hope to be able to announce next week that a substantial compassionate allowance has been made for the support of the widow and children. At Sunday's mass meeting at Newtown a collection was taken up, at the suggestion of Mr. J. H. Stephenson, when a substantial amount was handed over.

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# Commonwealth Politics.

The Latest News Direct from Melbourne.

## Federal Expansion.

**Great Constitutional Changes.**  
Last week the Federal Labor Government placed before the National Parliament its proposals for alterations to the Commonwealth Constitution, which are necessary to enable the Labor platform, as adopted by the people of Federal election, being carried out. The proposals are briefly as follows:—

Section 51 of the Constitution gives the Commonwealth Parliament power to make laws in respect to "trade or commerce with other countries and among States." It is now proposed to omit the words "with other countries and among States." This will give the Commonwealth complete power over the whole trade and commerce both within or between the States.

It is also proposed to omit from sub-section 20 of section 51 the words "foreign corporations and trading or financial corporations formed within the limits of Commonwealth," and to substitute for them words giving the Commonwealth Parliament full power to deal with corporations, except those formed for religious, charitable, scientific, or artistic purposes.

Sub-section 35 of section 51 of the Constitution gives the Commonwealth power to legislate for "conciliation and arbitration for the prevention and settlement of industrial disputes extending beyond the limits of any one State." It is proposed under this bill to strike out these words, and to substitute these comprehensive words, "Industrial matters, including employment and wages, conditions of employment and also including prevention and settlement of industrial disputes." The effect of this will be to give the Commonwealth power to settle disputes within a single State as well as those extending beyond a single State.

It is further intended to add a new sub-section to section 51 of Constitution to enable the Commonwealth to legislate for combinations and monopolies in relation to production, manufacture, or supply of goods or services.

These proposed alterations of the Constitution are fraught with far-reaching potentialities for National achievement. Great capitalistic trusts and combines can never be effectively controlled, except through the National Parliament. Their ramifications are interstate, and State action usually only removes the cancerous growth in the body politic from one state to another. With powers so clearly defined as to leave no room for dispute the people of Australia may express their will and insist upon it being given effect to without let or hindrance. At the last Federal election the constituencies gave a mandate for the nationalisation of monopolies, and the extension of the economic and industrial functions of the Commonwealth. The Constitution is so limited in its scope as to prevent this being done. It is clear therefore that the Constitution as an instrument of government is out of date and out of conformity with public opinion. Unless they are prepared to stultify themselves, the people must grant constitutional power to the National Parliament sufficient to enable it to carry out the policy and platform upon which they returned the Federal Labor Government to power. Notwithstanding, however, that these proposed constitutional amendments are the logical corollary of the last Federal elections, the reactionary forces of Australia, with their subservient and venal daily press will exhaust every avenue of misrepresentation, calumny and abuse, to prevent the people from giving themselves the power to develop nationally upon acceptable lines. A great campaign will need to be fought, as soon as our Christmas dinners have been digested there will be the national call to arms. Australian advancement and Australian national ideals will be the songs upon our lips. The people will have to be stirred to the importance of the occasion, and with democracy's eyes opened, some of the absurd restrictions and shackles will be removed from the Federal power. Australian nationalism will then be able to assert itself in the majesty of its might and in the might of its majesty. And when the Federal Parliament meets in session in 1911, it will be to commence with fresh vigor and rejuvenated strength in the great work of developing an enlightened, self-reliant, Commonwealth on this vast island continent of the southern seas.

## Federal Capital Bogey.

The amount of deliberate lying on this part of the daily press of Sydney in connection with the Federal capital is extraordinary. Speaking on the Newtown bridge last Saturday night, Mr. Catts, M.P., stated distinctly that he could not speak for the Government or for any other Labor member, but for speaking personally he said he would not be a party to taking over Wade's Coercion Act to operate in the territory. The "Herald" deliberately twisted this into a statement made on behalf of the Labor Government. He referred to the misrepresentation of the "Herald," yet the false statements are continued.

Let us repeat the text of the statement made. The issue of the second proclamation or its non-issue at this juncture is not hindering in any way the progress of the Federal capital work. The Labor Government have passed £60,000 for expenditure in the Territory, including £10,000 for a military college. The laying out of this money is proceeding expeditiously. Before the issue of the second proclamation, and the complete severance of the Territory from N.S.W., arrangements have to be completed for the operation of domestic laws in the Territory and the policing of those laws. It will be necessary to pass certain domestic laws through the Federal

## RANDOM SHOTS.

### Some Superannuation Candidates.

**Mr. Bergin's Scheme.**  
The following is an extract from a pamphlet being issued to railway men in connection with the election of the Superannuation Board:—

For years Mr. Bergin has worked and worried to perfect a scheme of superannuation, and, after having finally finished his task, he broke up his home at Bathurst (where he had lived for years) and brought his scheme to Sydney and presented it to the Chief Commissioner for consideration.

So good and sound was the scheme that it was agreed by all to be the best that had been presented, and Mr. Bergin was kept in constant communication with the Commissioners' office, and the present superannuation scheme has a lot of Bergin's scheme embodied in it.

**An Impudent Plagiarism.**  
The preposterous claim put forward by Guard Bergin that he worked out a superannuation scheme, which he presented to the Railway Commissioners in October, 1908, was exposed in the "Public Service" for December, 1908. The "Public Service," which has since ceased publication, was the official organ of the Commonwealth Service Unions. Here is the editorial comment of the "Public Service" on Guard Bergin's claim:—

"Our attention has been called to an article appearing in the 'Sydney Daily Telegraph' of October 31st, in which it is stated that a railway guard named Bergin, stationed at Bathurst, N.S.W., had submitted a superannuation scheme to the N.S.W. Railway Commissioners, which it is alleged he prepared. The scheme is printed in full, and with the exception that the words 'Commonwealth Government' have been replaced by the words 'Railway Commissioners,' it is practically a reproduction of the superannuation scheme published in our columns recently, and which was prepared by the Queensland Association five years ago."

Thus Mr. Bergin's pretended knowledge of superannuation is desperately comical. (The above reprint appeared in the "R. and T. Review" February, 1909.)

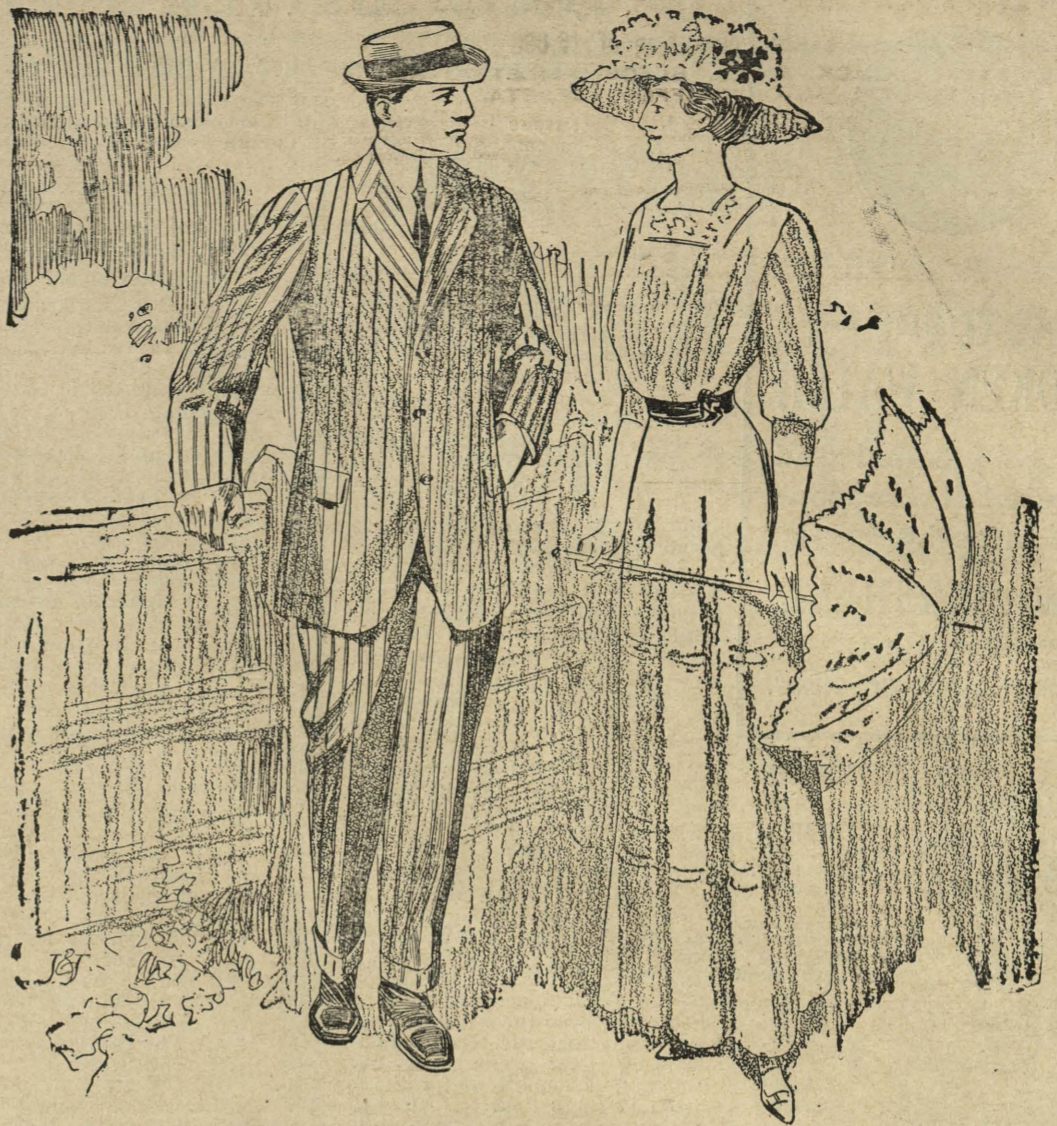
**The Two Old Boys.**  
On the back of folded circulars announcing the candidature of Messrs. Stone and Bergin for the Superannuation Board, dropped out at a suburban station recently, were written the words "Vote for Labor and the two old boys." The handwriting looks very like that of Mr. E. Warland. The Circular contains the following:—

Extract from "New South Wales Railway Budget," September 1st, 1910: "Many members have for years taken an active interest in the pension scheme, and amongst the most prominent may be mentioned Mr. T. Stone, who has done a great deal in furthering the movement; and the value of his work in the cause is shown in a letter which the Premier, the Hon. C. G. Wade, K.C., has addressed to him. In the letter the Premier says 'that if any member of the railway service is claiming special credit for his share in this Bill, it is only right to say that your position should not be overlooked. You were the first to approach me after the announcement was made that Mr. Johnson had submitted a scheme to the Government, and with you I discussed the main principles of the Bill on many occasions.'"

Mr. Stone lives in Premier Wade's electorate, and no doubt Mr. Wade's letter is designed to assist Mr. Stone in his Superannuation Board candidature. The suggestion that a man should be qualified for a seat on the Board because Mr. Wade recommends him, will not find unqualified acceptance by railway men in general. The words referred to on the back of the circular may not have any contradictory significance to such persons as see "the point" about three weeks afterwards, but to the ordinary, keen-witted railway man, it has much of the appearance of trying to run with the hare and hunt with the hounds. We have no words of personal antagonism to offer to Mr. Stone. He is a very harmless, likeable old chap. But as a debater and a fighter—well we won't hurt the "old chap's" feelings.

**An Effort to Please.**  
Davy Moore writes of the considerable advance made by our chief commissioner, "our generous Premier," liberally and justly recognising our wishes, and then goes on to say, "holding these views, I venture to offer my services to you." There is nothing generous about Mr. Wade. The superannuation scheme is not costing him a penny, and he quite clearly was interested in the large railway vote more than in the railway men's welfare. Otherwise why has he refused to pass an Eight Hour Bill, or even allow Mr. McGowan to place such a Bill before the House as a non-party measure? Of course, Mr. Moore has reached a ripe old age and now surveys mankind with a benevolent soul, but there is strenuous work to be done on the Superannuation Board, and while Mr. Moore is paying his obeisance to Dr. MacLaurin, Mr. Simpson, Mr. Johnson and others (should such a miracle occur as for him to become elected), about twenty cases will be decided on the voices.

**Mister McCarney.**  
Another aspirant bears the above cognomen. The chief qualification which he puts forward is the fancied demerits of an opponent. He protests at the same time how wrong it is to prefer his qualifications in this way, and then does the thing he realises to be so objectionable. This attitude is only comparable to the German's watch, which when the big hand pointed to twenty to one and the little hand to three minutes past four, in reality registered the time of day as half-past six. The reasoning in both cases is a bit dizzy. Mr. McCarney's facts are just about as reliable. Should a court be established, by which it is proposed to deal with railway employees for chronic dizziness,



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we would suggest this gentleman for the position of service defender. For any other advocate's office, the only person who would take him seriously is "Mister McCarney."

**The Long Long Ago.**  
Mr. Swain, of the Sydney C. and W. shops, gives as a reason for his election to the Superannuation Board:—

Also have taken my share of offices and responsibilities in the Railway and Tramway Service Association. Is Mr. Swain now a member? If so, when did he last show up at an Association meeting? Mr. Swain might have said what year of our Lord this occurred. We know that when troublous times o'ertook the Association, and courageous leaders were urgently wanted to steer the barque through the surging waters of adversity, Mr. Swain could not be seen with the most powerful microscope. We believe Mr. Swain to have been a good president of the Hospital Fund, but there is a vast difference between the administration of a benevolent fund, and the safeguarding of the interests of employees "sacked for misconduct," for instance, when their cases come before the Superannuation Board, which shall say whether or not the misconduct is "serious." Some hard knocks may have to be taken—and given. In such circumstances the staff would be better represented by an unpopular man, given to arguing the point, than a gentleman who would shudder at contention, and whose knees would rattle together under the table when Mr. Johnson looked fierce and Mr. Simpson frowned. Departmental decisions may often have to be received, and courage will be needed, especially if the representative is one of the employees of the Chief Commissioner.

**A Stunted Horizon.**  
We have no word of condemnation of Mr. Scrivener's candidature, owing to his diminutive stature. The immortal bard wrote:—

Were I so large to grasp the pole,  
Or hold the ocean in my span,  
Or hold the ocean in my span,  
I must be measured by my soul,  
The mind is the measure of the man.

Mr. Scrivener could not be said to be of large mind. His meal-hour addresses to his shop mates are more anti-Catts than pro-Scrivener.

If the service wants the tip for the Superannuation Board election let it note the two candidates upon whom the greatest amount of personalities and misrepresentation is poured out. Observing that certain candidates find general acceptance, the men of small calibre and limited horizon think the only way to meet the situation is by attempting to destroy the other fellow. The employees who are to be represented on the Board want constructive evidence of the candidates' ability, not negation. And the very fact that a candidate so misjudges the essentials upon which the judgment of railway men will be found, is one of the completest evidences of his unfitness for the position. The Fusion at the Federal election made the same mistake of supposing that a substitute could be found for a progressive policy. Australians, whether born or adopted, have never been to progress and positiveness. They themselves can see the shortcomings of the various candidates. For a rival candidate himself to adopt the roll of general scavenger, is taken as an indication that he has nothing better to offer. Where great lack of knowledge exists, much cunning is required to hide the defect. And for a candidate to seek to cover up his own shortcomings in the dust heap of personal abuse, is the kind of ostrich silliness which only exposes his own small-mindedness and deceives no one but the poor ostrich animal himself.

## SUPERANNUATION NOMINATIONS.

The following gentlemen have nominated Mr. J. H. Catts for one of the railway seats on the Superannuation Board election:—

J. M. Anderson, signalman, Clyde; F. Clements, station master, Granville; W. Wallace, porter, Granville; Albert Paull, night officer, Granville; W. P. J. Guilfoyle, interlocking laborer, Abbot-street, Granville; John Blake, gland packer, Granville; E. R. Hodgkinson, storeman, Eveleigh; W. J. Morratt, E.L. attendant, Clyde; H. Taylor, ganger, Clyde; A. T. Hansford, porter, Clyde Junction; F. Smith, examiner, Clyde Yard; C. Geeson, driver, Loco. Dept., Rydalmere; R. H. Dallimore, S.M., Turramurra; B. H. Stephenson, signalman, Newtown; M. Gazzard, station master, Honeysuckle; J. Kenney, laborer, Honeysuckle Pt.; F. Randall, fettler, Hamilton; John A. Abraham, fettler, Wickham; Thomas H. Guy, ganger, Adamstown; A. E. Finlay, clerk, Newcastle; E. Lawless, ticket collector, Hornsby; H. Court, tube cleaner, Eveleigh; H. Wordsworth, fuelman, Eveleigh; M. A. O'Donnell, fettler, Loftus; W. Spring, washman, Eveleigh; F. J. Pascoe, lifter's assistant, Eveleigh; A. E. Bennett, carpenter, Sydney; K. Davidson, storeman, C. C. department, Sydney; S. King, laborer, Granville; J. E. Snelling, signalman, Granville; E. D. Campbell, ganger, Rockdale; Fred. Bourke, painter, Eveleigh.

Mr. C. Brown's nominators are as follows:—

J. M. Anderson, signalman, Clyde; F. Clements, station master, Granville; W. Wallace, porter, Granville; Albert Paull, night officer, Granville; W. P. J. Guilfoyle, interlocking laborer, Abbott-street, Granville; John Blake, gland packer, Granville; E. R. Hodgkinson, storeman, Eveleigh; W. J. Morratt, E.L. attendant, Clyde; H. Taylor, ganger, Clyde; A. F. Hansford, porter, Clyde Junction; F. Smith, examiner, Clyde; H. Higgs, pattern maker, Eveleigh; R. Grinson, fitter, Redfern; W. Osborn, carriage builder, Redfern; Thomas Sowler, Woodville-road, Granville; H. Peyler, acting driver, Rookwood; C. Geeson, Loco. Dept., Rydalmere; C. H. Dallimore, relief S.M.; Turramurra; Fred. Gaylard, clerk, Sydney; G. C. Swift, clerk, Sydney; E. Edmunds, clerk, Sydney; T. Randall, fettler, Hamilton; M. A. O'Donnell, fettler, Loftus; E. Lawless, ticket collector, Hornsby; F. J. Pascoe, lifter's assistant, Eveleigh; H. Court, tube cleaner, Eveleigh; A. E. Bennett, carpenter, Sydney; H. Wordsworth, fuelman, Eveleigh; W. Spring, washman, Eveleigh; K. Davidson, storeman, C. C. Department, Sydney; S. King, laborer, Granville; J. E. Snelling, signalman, Granville; E. D. Campbell, ganger, Rockdale; Frederick Bourke, painter, Eveleigh.

These are the official nominations on behalf of the Amalgamated Association. A number of the nomination papers signed by some hundreds of employees have also been lodged in connection with the candidates of the Amalgamated selection. Mr. Stephenson's nomination papers for the Tramway seat on the Board, reached us too late for publication in this issue.—Ed.

## Lifters' Claims.

These have been lodged with the chairman of the Car and Waggon (rail) Board, and will be heard during the next week or two. We understand the Board will sit from 4 to 7 p.m. to hear evidence on days to be arranged.

## MR. CATTS & MR. RICHARDS

During Mr. Catts' speech at St. George's Hall on Sunday last, Mr. T. D. Richards offered an interjection which is reported elsewhere. Proceeding, Mr. Catts said:—"While Mr. Richards is here, I might say I offered to give way to him in this election if he would run with the Association. He was nominated by Sydney branch as one of the Association's candidates. He (Mr. Catts) wrote to the secretary of Sydney branch and asked if Mr. Richards' consent had been obtained. The reply received was 'Yes.' At the Council meeting of the Association a strong feeling existed that only members of the Association should be allowed to nominate for selection. He (the speaker) had pleaded with the council not to take that stand, as it would shut Mr. Richards out of the selection. He told them that Mr. Richards was entitled to be considered, although no longer a member, nor employed in the service. There were councillors present who could bear him out. (Hear, hear.) The result was that the matter was left open. Now, Mr. Richards' pledge to abide by the Association nomination was not received at Head Office. He therefore went to Mr. Richards' residence at Fern Hill and waited for some considerable time. As he did not turn up, he (the speaker) left word for Mr. Richards to call on him. This Mr. Richards did. He then earnestly entreated Mr. Richards to enter the Association selection, on the same terms as other candidates. (This Mr. Richards refused to do. He (Mr. Catts) then offered that if Mr. Richards was not selected in the bunch, and he (the speaker) was, he would retire in Mr. Richards' favor. (Applause.) Mr. Richards, however, elected to run on his own. He (the speaker) considered it essential that there should be one representative free of the Department on the Board, and also that such representative should be linked up with the Association. He had offered to give way to Mr. Richards and to that extent had shown that he was not actuated by any motives of personal gain. He thought it as well to make this statement in Mr. Richards' presence." (Loud applause.)

## Werris Creek Eight Hour Day.

The seventh annual eight hour demonstration was held here on the 19th ult., and was a great success. We had a record attendance of about 2,000. About 400 cadets from the Northern districts were put through their various manoeuvres in the oval, and were inspected by the head of the district. They also participated in the sports. In the bicycle racing one man fell and received a compound fracture of his right arm. First aid was rendered by Mr. Bert Rogers, one of our members. The married ladies' race drew a lot of attention. The handicappers were not required, as the ladies wished to handicap themselves. However, they got away, one old lady over 50 years only getting about four yards from scratch and had no chance of winning from the young 'uns. Parliament was well represented by Messrs. Webster, Horne and H. Levien.

## Electric Light Employees.

The electric light employees of the Tramway Department have decided to join the Amalgamated Association, and are now enrolling as members. There is a warm welcome for all grades in the Amalgamated brotherhood.

## Interesting Figures.

The following figures for 1907 were recently given by Senator Pearce, the present Minister for Defence, of goods produced in the Commonwealth:—

**Boots.**

Value produced	£2,769,222
Men employed	13,916
Wages Paid	£849,057
Labor received 30 per cent. of the total value created, and every employee accounted for £200 worth of goods.	

**Woolens and Tweeds.**

Value produced	£410,000
Persons employed	2,509
Wages paid	£127,221
Labor received 31 per cent. of the value created. The value of the work of each employee was £165.	

**Brewing and Distilling.**

Ale and Stout produced, value	£2,596,858
Persons employed	3,241
Labor received 16 per cent. of the value created. The value of the work of each employee was £750.	
Spirits, Distillers', value	£149,101
Persons employed	182
Labor received 13 per cent. of the value created. The value of the work of each employee was £820.	

The following is a British Government return published in 1901:—

For every £100 spent in—	
Mining	£55 was wages.
Shipbuilding	£37 "
Tramways	£31 "
Railways	£30 "
Agriculture	£29 "
Cotton Manufacture	£29 "
Iron and Steel	£25 "
Gas	£20 "
Brewing	£7 "

## Well Done, Jack Bedford!

Elsewhere in this issue reference is made to the remarkable progress being made by the Amalgamated Railway and Tramway Association, as shown by the continual accession of new members from all over the State. We believe this to be due primarily to the organising effectiveness of the "Co-operator," but we are glad at all times to accord honor in individual cases where it is due. The branch of the Association at Werris Creek has one of our most enthusiastic and loyal exponents. Mr. Jack Bennett, whose personal popularity in the district is commanded by his many good qualities, is a whole-souled advocate of amalgamated unionism amongst his fellow employees in every branch of the service. Last week from Gunnedah he sent another batch of half-a-dozen new members. If there were a Jack Bennett in every district in the State, the great aim of the Amalgamated—every employee—would soon be within speaking distance. Well done, Jack, your reward is the increased effectiveness of the Association, which is inevitably reflected in the bettered conditions of every employee in the service.

## SUPERANNUATION BOARD ELECTION.

Only disloyalty on the part of Amalgamated members can defeat the All Grades bunch of candidates. That is surely not going to be recorded against us!

A LOCO. DRIVER'S CASE.

Great Struggle to Save an Old Employee.

In our last issue we reported the first half of the case of John Hopwood, at the Railway and Tramway Appeal Board. The charge against him was as follows:—

"Being unfit for duty while in charge of shunting engine in Junece station yard, from the effects of drink on 25/8/10."

The decision was as follows:— "That Hopwood be distracted from the position of driver at 12/- per day to that of engine turner at 10/- per day of 8 hours, and to lose time under suspension."

The Appeal Board consisted of Mr. T. Hall (Chief Accountant), in the chair; Mr. J. Spurway, Secretary for Railways, on behalf of the Department, and Mr. C. Brown, representing the employees.

Mr. W. C. Alanson appeared for the Department to conduct the case against Hopwood, and Mr. J. H. Catts, M.H.R., appeared to represent Hopwood.

For the Defence.

John Hopwood appellant sworn, examined by Mr. Catts, stated that he signed on duty on August 25th at 1.30 p.m. He was called off his engine at 5.20 p.m. by Mr. Watson, steam-shed inspector, and charged with being under the influence of liquor. The statement was absolutely untrue. He was not a total abstainer and he took a glass now and again. He had been suffering from influenza, and on the morning in question he had had one glass of brandy at about 10.30 a.m. He had been doing some business with an old gentleman, who remarked that he had a cold, and he invited him to have a "nip." He had never been the worse for liquor on duty in his life. He had been working very long hours. It was quite a usual thing for him to work from 12 to 13 hours. He had complained over and over again of the long hours he had to work, a man would naturally be a bit stale and dull under such circumstances. No complaints were made to him on the day in question, prior to Mr. Watson calling him off his engine. When Mr. Watson called him off, he asked him how he had broken the buffer casting. He replied that it had been badly flawed on the previous shift, and had been booked as broken by driver Kennedy; no doubt it was only cracked, but that being so, it had been easily broken in shunting operations. As soon as he had answered Mr. Watson, the latter charged him with being under the influence of liquor. Mr. Westcott was with him. He (Hopwood) was dumbfounded. He referred to Mr. Westcott and said, "This is pretty serious to take a man off his engine." Mr. Westcott would not answer him, but muttered something he could not understand. The fireman then took the engine back to the loco, shed. He then followed Mr. Watson into the Station Master's office, and asked to be taken before the District Superintendent, and challenged Mr. Watson to ask him any technical or mechanical questions to test his mental faculties. This was refused.

Mr. Catts: Did you follow Mr. Watson into the S.M.'s office? A. Yes, he followed Mr. Watson step by step, Mr. Westcott stopped out on the platform. Q. Is it correct to say you were unable to get into the S.M.'s office through colliding with the door several times? A. He never touched the door. The statement was ridiculous. He could swear before God that he was as sober as ever in his life.

Q. You give a point blank denial to the charge from beginning to end? A. He had pleaded his innocence from beginning to end. Mr. Alanson: I do not desire to ask any question. He has totally denied the whole charge.

The Fireman's Evidence.

William Kates, acting fireman, sworn and examined by Mr. Catts, said he remembered the day in question. Hopwood was perfectly sober. He could not understand why he had been taken off the engine. He thought it was in connection with the broken buffer. He was amazed when he heard it was for being under the influence of liquor. None of Hopwood's movements would lead one to think he was under the influence of drink. He was not close enough to Hopwood to smell his breath, but if he had not been doing his work in the normal way, he (Kates) would have soon detected it.

Q. Was there any complaint that the shunting was not properly carried out? A. None whatever. Q. Was the shunting performed in the ordinary way—properly? A. Yes. He was positive the work was done properly.

Q. Are you a total abstainer? A. Yes, he had never taken a drink in his life, and did not uphold those who did. He was a total abstainer. Cross-examined by Mr. Alanson:— Q. How long had you been shunting with Hopwood? A. About a fortnight. Q. Were you always on the afternoon shift? A. Yes.

Q. Were the shunters riding on the engine during the afternoon? A. He did not think so. Q. Are you sure of that? A. They may have been, and he may not have noticed them. It was a very common occurrence, and he may not have taken any notice of it.

Q. Were there any complaints about rough shunting that afternoon? A. When one of the couplings broke, he had got down to couple up. He spoke to the shunter, and pointed out that the links in the chain were very long. Q. How many couplings were broken that afternoon? A. One.

Q. Are you sure? A. Yes, when a coupling broke, shunting operations came to a standstill. Q. Will you now state definitely that Hopwood was in his usual condition on the afternoon in question? A. Yes.

Q. Was not the shunting rough? A. No, but as one buffer was broken, it was a bit rough on the engine, owing to one buffer bumping the trucks. Re-examined by Mr. Catts:— Q. How long have you known shunter Large? A. About a week.

Shunter Myers' Statement.

H. Myers, acting head shunter, Junece, sworn and examined by Mr. Catts, said he remembered the afternoon in question. He was assisting in the shunting operations in which Hopwood was engaged. He obeyed all the signals he (Myers) gave him O.K. He was talking to Hopwood off and on all the afternoon. He was surprised when he heard Hopwood was taken off his engine for being under the influence of liquor.

Q. Would you continue shunting operations with a driver intoxicated? No. He would be risking his life. Q. Did you know anything about the buffer being broken? A. He had seen Hopwood looking at the broken buffer. He had asked how it was done? Hopwood said it was badly flawed when it left the shed.

Q. Was Hopwood muddled in any way? A. Yes. Q. Was there any difference in his behaviour or work to any other day? A. No.

Q. It has been stated that Hopwood was so drunk, he could not stand on his engine, is that correct? A. No it is not. Q. Did you see him get on his engine? A. Yes.

Q. Did he walk straight? A. Yes, he walked along a plank over the gas pipe, and no man intoxicated could do that. The board was only about eighteen inches wide. Q. Now are you prepared to say positively that Hopwood was not under the influence of liquor? A. Yes, he would.

Mr. Brown: Q. Would you shunt with a drunken driver? A. No. Q. What would you do? A. Bring the matter under the notice of the S.M. for his own safety.

Q. Does Large get excited? A. They all got a bit excited at times when there was a rush of work. Q. Did Large give erratic signals? A. He was inclined that way. He had heard a driver complaining about it, but he could not remember what driver it was.

Cross-examined by Mr. Alanson:— Q. Did you give signals to Hopwood on the day in question? A. Yes. Q. Was there any rough shunting? A. He did not know of any. Q. Were any centre chains broken? He only knew of the buffer casting. He did not know of any centre chains being broken.

Q. How long have you been shunting with Hopwood? A. About nine months. Q. Are you strong personal friends? A. No.

Q. Are you on good terms with him? A. Yes. He liked working with Hopwood, who was a good shunting engine-driver. Q. In what way do you say Hopwood was a good shunting driver? Were not all the drivers good? A. He meant that if they were busy at any time, Hopwood would "give them a go" to get the work done.

Q. Did you at any time see Hopwood go in the opposite direction to the signal given? A. No. Q. Were you always close enough to observe all signals given? A. Sometimes he was riding on the engine, at other times he was a good way away.

Q. What part of the work were you doing? Q. Large was cutting off trucks. He (Myers) was turning points, and chasing trucks. He would generally be further away from the engine than Large. Q. Have you ever had a drink in Hopwood's company? A. No.

To Mr. Catts:— Q. Did you smell Hopwood's breath? A. No. Q. Were you close enough to him to detect it if he had been smelling of liquor? A. Yes.

Q. Are you positive Hopwood was sober on the afternoon in question? A. Yes. Another Shunter Testifies.

W. Millis, shunter, Junece, sworn and examined by Mr. Catts, related all the formal circumstances as to being on duty, etc., and assisting in shunting operations. He was doing the same kind of work as Myers. He remembered Mr. Watson stopping Hopwood. He (Millis) had first noticed the signal from Mr. Watson, and called Hopwood's attention to it. He did not know what Hopwood was wanted for, and was surprised to hear it was on a charge of being under the influence of liquor.

Q. Was the shunting operations carried out expeditiously and properly generally? A. Yes. Q. Did you give any signals to Hopwood? A. Yes, at times. Q. Were they carried out correctly? A. Yes.

Q. Were you close enough to notice Hopwood's condition? A. Yes. Q. Was he under the influence of liquor? A. No.

Q. Were you close enough to smell his breath if it had been strong? A. Yes, at times he was riding on the engine. Q. If the statement had been made that Hopwood could not stand up on the side of his engine without holding on, would that be correct? A. No, it would be incorrect.

Q. Did you hear Large make any complaint about Hopwood during the afternoon? A. Yes. He made some remark to Myers about somebody getting killed. He could not say if Myers heard it.

Q. Did that cause you to take particular notice of Hopwood? A. Yes. Q. Was he under the influence of liquor? A. No.

Q. Are you fond of shunting? A. No, he was afraid of it, and would leave it to-morrow if he could.

Q. Would you work as shunter with a driver under the influence of liquor? A. No.

Q. What would you do? A. He would go to the S.M., and if no notice was taken of his complaint, he would knock off.

Q. Were any chains broken during the afternoon in question? A. Not to his knowledge. Q. Is Large regarded as an erratic shunter—erratic at giving signals? A. Yes, very erratic with his signals. Suppose he was bringing a driver back he would often wave him back, and suddenly finding he had brought him too close, would hurriedly reverse his signals. (Millis here gave a demonstration of what he meant). On one occasion, Large had bumped the trucks up too hard, and he (Millis) had nearly been run over. He had to run between the trucks as fast as he could. He could not get out. He had to complain to Large on this score.

Q. Have you known any of the drivers to complain to Large about his signalling? A. Yes, driver Hunter for one. He could not remember others. Q. Now will you swear Hopwood was not under the influence of liquor on the afternoon in question? A. Yes, he would.

Cross-examined by Mr. Alanson:— Q. How many shunters were at work with you on the afternoon of August 25th? A. Large, Myers, and himself. Large was in charge.

Q. Did you know the engine buffer was broken? A. Yes, but he did not know when it happened. Q. Did you not know of any centre chains being broken? A. No. He was engaged on the points.

Q. Were you close enough to Hopwood to notice his condition? A. Yes, he was riding on the engine off and on all the afternoon. He was on the engine for about ten minutes talking at one time, waiting for one of the roads to be clear.

Q. Could not Hopwood have taken wrong signals from Large without knowing it? A. He did not think so. He thought he would have noticed it. Q. How far was Large working away from you? A. At times up to two hundred yards.

Q. Are you a personal friend of Hopwood's? A. No. He had only met Hopwood a fortnight before the case arose. Q. Have you ever had a drink in Hopwood's company? A. No.

This closed the case. Addressing the Board.

Mr. Catts then addressed the Board. He pointed out that the evidence for the department was contradictory, whereas that for the defence was solid, Large was apparently an excitable man. The shunting operations not proceeding as fast as he would like, he had excitedly laid a charge against Hopwood of being drunk. The S.M. had come upon the scene with this suggestion on his mind, and seeing Hopwood taking some trifling signal wrongfully, which he admitted was a common occurrence, he immediately came to the conclusion that Hopwood was drunk. Mr. Watson then called the man off the engine—without watching his shunting operations, and, because he could smell his breath, came to the conclusion that Hopwood was drunk. The mental impression had gone from Large to Watson. It was admitted that the work had been carried out to time for the afternoon, and he would put it to them how a drunken driver could work for three hours in a busy yard like Junece, without an accident occurring. The evidence of Mr. Watson and Mr. Westcott was contradictory. Mr. Watson states he did not notice Hopwood in the shunting operations. Westcott says they were both watching the shunting operations for about 10 minutes, and he called Watson's attention to the strange manner in which he was doing his work. The evidence of either one or the other was unreliable. Hopwood denied the charge point blank. Myers and Millis were assisting in shunting operations, and had both sworn definitely that Hopwood was in his usual sober state. Kates, the fireman, was equally positive that Hopwood was quite sober. To state the case in its mildest form, he could say there must be a considerable doubt raised in their minds as to the condition of Hopwood on the day in question, and he asked them to pause, and weigh the position well, and not consent to the terrific reduction of Hopwood, unless they were thoroughly satisfied that the charge had been proven. He was entitled to claim on Hopwood's behalf, the benefit of any doubt that might exist.

Mr. Alanson asked the Board to consider the fact that four responsible officers were against Hopwood. Mr. Catts: Surely you don't argue an officer's sworn statement is worth any more than that of any other man? Mr. Alanson: Large was in charge of and responsible for the shunting work. The S.M., shed foreman, Junece, and shed foreman from Harden, were all officers charged with the responsibility of the safety of the public and the men. These officers had no other reason for their action than to do their duty. There was no discrepancy between the evidence of Mr. Watson and Mr. Westcott. Both stated the nature of the shunting operations while waiting for Hopwood, although one took notice of the man, the other noticed the engine. The evidence of Myers and Millis were not very strong. Millis said he heard Large speak to Myers about the dangerousness of the shunting. Myers stated he did not hear it. Myers and Millis were often a long way away from the engine. Neither of them knew that centre chains were broken. Some of the evidence given for the defence he could not account for in face of the departmental evidence. But the Board must remember that the officers charged with the responsibility for the safe-working operations, had all taken steps to have Hopwood removed from being in charge of the engine on the afternoon in question, and were thoroughly satisfied that the necessity existed for the action they had taken.

The Board's Decision.

The parties then withdrew, and the Board deliberated "in camera." Having determined the case, the parties

being called in again, the chairman, Mr. Hall, said:—

"Well, Hopwood, this is a very painful case. We have considered every aspect carefully. We believe your officers thought it their duty to take you off the engine, and we cannot say they were wrong. This is the majority decision of the Board. Mr. Brown does not agree with us. We do not think that any of the witnesses who gave evidence as to your unfitness for duty, had any desire to injure you, and notwithstanding the evidence of the three witnesses and yourself, who stated you were perfectly fit for duty, we cannot see our way clear to alter the decision arrived at. We are very sorry for you. Our sympathies are with you, but our judgment is against you. We are of opinion that you had drunk that day, and were unfit to be in charge of the engine. We are sorry that a man of your years should make the mistake you did, considering all the circumstances we have decided to dismiss the appeal."

Commissioners Appealed to.

An appeal was then lodged with the chief commissioner against the decision of the Appeal Board. The appeal was heard on Wednesday last week. Mr. J. H. Catts represented the appellant, and Mr. Alanson represented the department. Messrs. Johnson and Harper, Commissioners, heard the appeal.

Mr. Catts reviewed the evidence at the Appeal Board at length, and set up the same contention as he had placed before that Board. He pointed out also that the Acting District Superintendent, Junece, had been called twice on behalf of Hopwood, had failed to attend owing, he understood, to departmental exigencies. This gentleman gave evidence at the departmental enquiry in favour of Hopwood, and as he had not been able to attend the appeals in Sydney, he (Mr. Catts) asked that the evidence taken at the departmental enquiry might be put in. Hopwood had a clean history in regard to liquor, and in view of his long service, he claimed the full benefit of any doubt raised by the contradictory nature of the evidence. He read a letter from the storeman at Junece, Mr. E. S. Baker certifying to the fact that Hopwood was perfectly sober when he signed on duty on August 25th. He also read letters from James Armstrong, manager Co-operative Society, Junece, and J. Crimmins, shunter, to the effect that Hopwood was quite sober at 11.30 a.m. and 6.30 p.m. respectively.

Mr. Alanson, in reply, stated that Hopwood had been dealt with fifteen years ago for a similar offence. He would not have mentioned the matter except that it had been referred to. He

produced the departmental records. (Hopwood stated that he had succeeded on appeal in this case, but it was found otherwise.) Mr. Alanson reviewed the evidence at the Appeal Board from the departmental point of view.

The Final Decision.

The departmental enquiry papers were read over, and the evidence of the acting district superintendent noted as requested. After consultation with Mr. Harper, Mr. Johnson gave his decision as follows:—The evidence is against you, Hopwood. Everything which can be said in your favor has been stated, and, although there does appear to be some discrepancy in the evidence, I believe it to be sufficient to prove the charge. The wonder to me is that you were not dismissed altogether. You must consider yourself a lucky man. You have admitted yourself having one glass of brandy during the morning before going on duty. The statement of storeman Baker may be quite correct. The brandy may not have taken effect. I will take the full responsibility for saying that a railway man should not take alcohol immediately prior to coming on duty or off duty. The decision of the Appeal Board must therefore be upheld.

Mr. Catts: Could you not fix some time limit to the punishment? Hopwood is now fifty-four years of age, and it will be very severe for him to have to go back to engine turner for the remainder of his service. Mr. Johnson: I shall make no promise. At the same time, the future is in Hopwood's own hands. If he conducts himself properly he will be allowed to regain his former position.

Mr. Catts: In such a case could we apply again in six months' time? Mr. Johnson: In not less than six months Hopwood may be considered. I am not making any promise, but what is in my mind may be gathered from what I say.

Mr. Catts: Hopwood's witnesses were kept a day longer in Sydney than was necessary for the hearing of the appeal, owing to other cases taking longer than anticipated. As this was not Hopwood's fault, I ask that his witnesses be paid for that day.

Mr. Johnson: Very well. Mr. Alanson will see that they are paid for the day in question.

We have to say that Mr. Johnson took a great deal of trouble enquiring into this case, allowing Mr. Catts to reply to points raised by Mr. Alanson several times, shutting out evidence objected to, etc. He could not see the matter in the same light as we did, but we had every latitude in presenting our case.

The whole of the report of the case is necessarily, condensed, whilst at the same time preserving the full purport of the evidence.

THE Amalgamated Railway & Tramway Association.

Established 1886. (Registered under the Trade Union Act of 1861 and Industrial Disputes Act of 1906.) PRESIDENT: C. BROWN (Loco., Granville). VICE-PRESIDENTS: M. D. CAMPBELL (Per. Way, Kockdale), T. FLYNN (Tram. Per. Way, Erskineville). EXECUTIVE OFFICERS: J. STEPHENSON (Railway Traffic, Newtown), A. G. PAUL (Tram Traffic, Rozelle). TREASURER: F. BURKE (Paint Shops, Eveleigh). GENERAL SECRETARY: J. H. CATTS, M.P. TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

Table with columns: LOCO. RUNNING, LOCO. MECHANICAL, RAILWAY PER. WAY, RAILWAY TRAFFIC, TRAM TRAFFIC, TRAMS OTHERWISE.

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

Table with columns: Branch, Secretary's Name and Address, Place and Time of Meeting.

(For Reports of Branch Meetings, see page 9.)

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PER. WAY BOARD. NORTH-WEST TESTIMONY.

ROBERT MITCHELL, sworn, examined by Mr. Catts, stated he was a ganger at Wee Waa. He had 21 years' service. He began as a laborer at Newcastle, shifting material and loading material for the relaying gangs.

Country Cost of Living. Is 7/6 enough for the men?—No it is not enough, far from being enough out there, the cost of living is so great. Have you made any examination into the cost of living at Wee Waa as against Sydney?—Yes, I have.

Have you secured price lists from any of the North-Western districts?—I supplied price lists from all of them. I brought them down here some time ago, from all the stores in the district, and also price lists from Lasseters', Horderns', and several places here.

Lengths Too Long. Do you know if there has been a general agitation through the north-west, for instance, that the lengths there are too long for the men?—Yes, it is impossible for a man to keep those lengths with 3 men.

Shire Council Wages. Do you think you are getting enough money as a ganger?—No, I do not. Nine shillings?—I do not think it is enough.

Have the Council any gangers?—Yes. They pay them 10/- and 11/-. The men in charge of road gangs?—Yes. That is, three men and four men.

Objectionable Work. Is there any night soil to empty on your length?—Yes, we empty the night soil every Saturday. Do the men make any objection to

doing it?—Yes. We take that work turn about. We take the night soil about a quarter of a mile from the station. We charge a day's pay to a man for the month, like that.

Sunday Work. With reference to examining your length on Sunday, how long does it take you?—It all depends on the wind. Sometimes it takes me 5 hours to run it, but generally 4 up to 4 1/2 hours.

Living Allowance. Mr. Catts: Is there any living allowance made to your fletters?—None whatever. Do you know if there is a living allowance at places west of Dubbo, when a fletcher starts work out there?—I don't know of any.

Vacancies for Promotion. Witness: Some men will be out back 15 months and get a removal to the trunk road, and other men will be there 3 years and not get a change at all.

A New Arithmetic. A member of a School Board was visiting a public school not long ago, when he encountered a small boy in the hall.

All in the way you Look at It. A young woman, travelling alone and unused to the ways of the world, had left her home on an early morning train to visit a school friend in a distant city.

Alleged Humor.

The Last Quarter of the Honey-moon. She hadn't told her mother yet of their first quarrel, but she took refuge in a flood of tears.

A Part of Johnson's Vacation. A country clergyman, on his rounds of visits, interviewed a youngster as to his acquaintance with Bible stories.

It was a bright and very original little boy named Barber who, upon hearing his father speak of their neighbor, Mr. Wood and his children the boys, Mr. Stone and the little Pebbles, remarked: "I suppose if they little Splinters, and of another neighbor papa they would say: 'Good morning, Mr. Braber, how are all the little Shavers?'"

Green Blockhead, sir." He: "Why on earth do poets almost always speak of 'wine and women' together?" She: "I'm sure I don't know; it isn't very complimentary."

It was new to the Bishop. At an unusually large dinner-party, where the guest of honor was an English Bishop, the butler, an elderly man, was obliged to bring in from a friend's house an inexperienced lad to help him in the dining-room.

A Business Forecast. A doctor, who posed as a bit of a wag, stopped outside the yard of a stone-mason one morning.

Weather's far beyond your rule; Take it cool! "Kicking" but becomes the mule; Take it cool!

The Earth Disturbed. Grandpa Gray, pompous and weighty—he could have turned the scale at eighteen stone—was walking in the garden the other day with his very inquisitive favorite grandchild.

And she settled down again comfortably and entirely satisfied.

Mrs. Doublebay: "You'll not find me difficult to suit, Norah." Norah (the new maid): "I'm sure of that, ma'am; I saw your husband as I came in, ma'am!"

Good! said the clergyman. "Now, which of them do you like the best of all?" The boy squirmed; but at last, heeding his mother's frowns, he replied: "I guess I like that one where somebody loafs and fishes."

Free-born Briton: "Y-es; unless he's married." First Fair One: "What are you doing here, dear?" Second ditto: "Looking for a husband."

Passenger (sarcastically): "Ten years, eh? What station did you start from?" A man who stole a kiss from a pretty girl was fined by a magistrate, horsewhipped by her brother, and hurried into brain-fever by his wife.

Quiz: "What was the poet's precise meaning, do you think, when he called our country 'the home of the brave and the land of the free?'" Sin Ick: "Probably he was overtly referring to married men and bachelors."

Adolphus, very much smitten, asked an experienced friend if he thought a young man should propose to a girl on his knees.

Mr. Catts: "That is, after they are appointed?—Yes." The Chairman: "I suppose you know the provisions for promotion in the other Board?"

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Sunday's Mass Meeting.

A Superannuation Rally.

Mr. Stephenson's Claims for the tramway Vote.

There was a splendid roll-up of all branches of the railway and tramway service at St. George's Hall, Newtown, on Sunday afternoon last.

Mr. J. H. Stephenson, the selected candidate of the Amalgamated Railway and Tramway Service Association, for the seat on the Board as the representative of the Tramway employees, was very cordially received.

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knew of numerous instances in which men classed as laborers, but who were really machinics, had been denied permanency for many years, instead of being made permanent after six months' service, as was the general rule.

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ing them before Wages Boards, the chairman, Departmental representative and railway solicitor had always met his convenience, as he had always tried to meet theirs.

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of the working classes. His wonderful fund of humorous, yet convincing illustration, very soon had the meeting completely charmed, and it was soon apparent the Minister for Home Affairs is a whole-souled advocate of anything and everything which tends to the betterment of the conditions and the general elevation of the working classes.

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Mothers Who Pay the Boot Bill THE "CROPLEY SHOE" has made this hard task easy. Mothers have proved that they wear longer because good material is used in the make up, and they keep in shape longer because they are well put together.

EXCHANGES WANTED. FIREMAN, late of Sydney, new of Newcastle district, desires an exchange to the Metropolitan district. Apply to FIREMAN, c/o T. Godfrey, Islington, Newcastle.

CHEAP MEAT FOR TOWN & COUNTRY BUYERS. MUTTON—Whole Sheep or Side ... 1 1/2d. per lb. Legs, Shoulders ... 2d. "

FURNITURE ON EASY TERMS. £5 worth, 2/6 weekly Call for Catalogue and £10 worth, 5/6 weekly inspect goods, or write £15 worth, 5/- weekly and traveller shall call.

D. A. HUTCHISON, THE NOTED CHEAP SHOPS, George and Bathurst Streets and 79 Oxford Street, Sydney, No. 430 Cleveland Street, Redfern.

RAILWAY & TRAMWAY MEN who are wise put a few shillings a month into a block of land in some suitable locality, thus laying the foundation of a future home of their own or else a little investment which will stand them in good stead later on smoothing the path in their declining years.

THE TRAMWAY VOTE.—Tramway men of every grade in the service are assured of honest and determined representation on the Superannuation Board if J. H. Stephenson is returned.

"Fibro-Cement" WHAT IS IT? Portland Cement, reinforced with Asbestos. It has the strength and durability of concrete, and the cool and fire-proof quality of Asbestos.

MISTAKEN OPPOSITION. Mr. Cusack in Reply. (To the Editor.) Sir,—In your issue of the 29th Sept. I notice "S.M." sounds the tocsin against me for my utterance against the Superannuation Fund.

Our Bounding Circulation. Another Century Scored. Still another week tops the century with the list of names and addresses of new members to the Amalgamated Railway and Tramway Association.

A Correction. In his Newcastle speech he stated that employees would retire at 60 voluntarily on their part, and at 65 it would be compulsory.

The Insurance Companies. Some objection had been taken to his Newcastle remarks regarding the insurance company. He had the information from a reliable authority, which was based upon instances which had been tested.

The Temporary Men. A tramway man asked what was going to be done regarding the so-called temporary man, who had years of service, but were excluded from the fund.

Time at Disposal. The Minister for Home Affairs, who was present on the platform, estimated the Federal House would rise by October 20.

Mr. King O'Malley: By November 1 at latest. Mr. Catts: There would be a recess of from 6 to 8 months.

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SUBSCRIPTIONS ACKNOWLEDGED. Doohan ... 1 3. Garlick, P. H. ... 5 0. Soutar, T. ... 3 0.

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