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Experts on our Staff are ready to help you. See various Depts. of the Paper

VOL. VI., No. 24.

Business Address See Page 4.

THURSDAY, OCTOBER 6, 1910.

Sparklets from Sportdom

- (E; "SALVADOR.")

Some fellow with a statistical turn

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 re-

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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 on the occasion, for Duffy is a great favorite in the navy.

Our own Ted Nelson has failed on 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 mathes. Writer is surprised to hear of Nelson adopting these tactics. Usually he fought here with the cleanest of lean breaks, and seemed most effective whinh thus scrapping.

Writer knows of at least two punters who plunged on Prince Foote last Saturday, who came home, ahem, per boot. Alawa walloped, too, all of the "cracks" in fact. What a bookmakers' harvest the day turned out? But 'tis all in the game all in the game.

Paddy Kellar demonstrated his Paddy Kellar demonstrated his superiority over Britt at the Gaiety Club last Saturday night. Contrary to the great majority of Saturday night fights of late this contest went the full twenty rounds. It was not a wildly, sensational affray, but there were rounds that occasionally electrified the audience. Kellar came with a great rush at the finish, and referee Barron, without hesitation, indicated him as the winner. the winner.

The Smelbourne football season The Smelbourne football seas in finished in a most inglorious manner last Saturday. Several of the players were also almost finished, too, from all accounts. Stoush flew thick upon the field, and a couple of players were belted into insensibility. The culprits have been in cases disqualified for life. The penalty is not sufficiently severe for their display of brutality. Three menths' hard would have met the case more adequately if we can believe all more adequately if we can believe all reports in connection with the as-

MacInstoush's boxers have arrived. Billy Papke's first match will doubtless be with Arthur Cripps. 'Tis said that the invasion has also caused Bill Squires to rise up, and his castor is apt to be shied into the ring at any moment. Ray Bronson, Jim Clabby, and Cyclone Johnnie Thompson also arrived by the Zealandia, and will be seen in action at an early date.

It came as a thumping surprise the news that Billy Elliott was beaten on points by Joe Russell for the fedder championship, up in the northern capital last Saturday night. Everyone who follows up the game consistently

knew well that Joe was coming along well, but few if any were of the opinion that he would get way with the scalp of our clever little visitor from Maoriland.

Our sports who departed for the land of the fried nigger to witness the John-son-Jeffries fight are starting to drift back in large numbers. Consensus of opinion of them regarding the boil over is that Jeff. became seized with the biggest attack of either funk or stage fright on record, and, of course, that was the end of him.

Harry Pearce is probably the most popular sculler in Australia. Good natured, good humoured, and with a face that mostly wears a sunny sort of smile, he is hail fellow well met everywhere. Harry arrived at Coraki to compete in the local regatta last Saturday, and was tendered an enthusiastic welcome by the local sports.

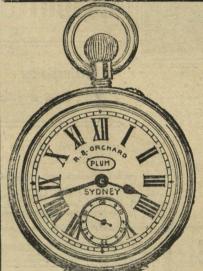
An incident showing the courage of the young Australian comes drifting down from Ballina. Several kiddies were in a boat, when one of them, aged four, tumbled into the water and began to hastily drown. Another kiddie, aged eight, finally managed to seize him by the wool and haul him into safety. It is good to tumble across kiddies of such tender age who can keep their blocks thus in moments of danger, where prompt action and pluck danger, where prompt action and pluck are so required.

Transpires that the mysterious bruiser who is to bash blue blazes out of Jack Johnson is a Scotch Canadian giant, named Myles McLeod. Joe Choynski, who "tried Myles," calculated that with a couple of months' judicious handling the newclause handling the newclause. dicious handling the newchum should be able to deliver the goods. Wonder if these hard-headed pugs are pulling the young man's leg?

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 R. Harvey (Petersham) 42. Makin topped the score with 125. They all hope to get their "eye" in better later

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 4-any 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 rat-tled him somewhat. On occasions he tled 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 on, hoping against hope that some lucky punch that he might deliver may do the trick. But the God of Flukes was not make the side on the occasion. He took givery of a whole hatful of punishment, and retired to his corner with the coal of defeat indelibly. 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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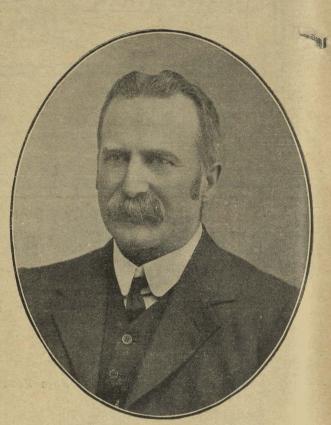
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- 5. Because these Candidates will strive to keep down administrative expenses, and thus enable pensioners on the Fund to receive the most liberal treatment possible.
- 6. Because representing the staff on this Board is not a billet, but a post of honor, and the "All Grades" bunch is seeking the honor, not to create a billet. They will fight against these posts becoming highly paid offices.
- 7. Because no other Candidates have such great support for any stand they take on behalf of the staff. The Amalgamated Association has 55 well organised branches, comprising over 8,000 Members, and a Weekly Newspaper with a 10,000 issue. What can the strongest independent Candidate do, if relying only on his own personal strength and his own pocket? There are mighty interests to defend for a staff of over 20,000, scattered over nearly 4,000 miles of Railway and Tramway Lines. Should occasion require, the "All Grades" bunch are the only Candidates who could properly and effectively conduct a campaign over the whole Service.
- 8. The "All Grades" Candidates will immediately take up the case for the so-called temporary employees, and with the powerful backing of the organisation and the "Co-Operator," will have the best chance of success.
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The Turf: Notes and Selections (By "Musket.")

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 follow-

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 hannening. 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

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 "excaped" with a bad shaking.

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

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

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 own er 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 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 him fight for the to see him set up a big fight for the

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 from your respective rostrums—How is it that City Tattersall's Club, Tattersall's Club, and private 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 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 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 incourses to invest their money that influenced Joey to speculate in the Moore-field 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 chest-nut an easy four lengths winner from Crown Derby, who got badly away.

The Derby attracted a good field, the best 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 dis-

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 Flavinius and Gold Lace, they being about equal

Bobby, the Victorian representative, was well backed, though as regards public and stable investments, nearly everything in the race was substantial-

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 Flavinius got home first.

However, the judge said Silver Hampton consequently the bookmak-ers had to pay out over him.

Flavinius 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

He won easily from Prince Foote, with Pendil 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 klose, 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

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

Eric, not much fancied, won the Metropolitan from Ra and Flavinius, the favorite, Patronatus, cutting it

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 negoticities the should be supported by the steeple of the state of the tiating the obstacles on the hill.

The voungsters 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-

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

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

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 Parsee, who won nicely at the fin-ish. Comedy King and Prince Foote monopolised the betting market, but neither showed up.

The running of these horses is inex-plicable, 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 Grantham Stakes won by Ptah, 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 Re-spect downed him nicely. The favorite got away well, so no fault in that re-spect could be formed as an excuse for his defeat. for his defeat.

The Sydney Handicap brought the fun to a close, Brackenburg winning by a length from Ra, with Apple Pie half a length further away. The favor-ite, Red Knight, shaped badly at the

Variations of Award.

the Railway Loco. Laborers' Award for 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, 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. Th 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 jeady response list on behalf of the bereaved widow and children, and the leady response from all quarters is most gratifying. The "S.M. Herald" has also, we understand, a list open. Already considerably over £100 has eeen 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 Penalty summonses have been issued in connection to the rates paid to weighbridge porters and others; junior porters at Junee and Albury; adult porters attaining 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 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 prother actions appeared. 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 advo-cate whom the staff themselves had placed in a position in which he was able to serve a good apprenticeship for the position of Departmental Prosecut-

Or.

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, counseled Mr. Alanson rct 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 according 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.

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 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 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 the contract of the trans in Newcastle. 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 mounted.

TRAM DRIVER. Yours, etc.,

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 con-cerned. If only one man in each cen-tre starts to work and communicates with our Head Office, every assistance will be given and good results will ac-crue. 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 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

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.

the pass.
Yours, etc,
A VICTIM

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"The Saloon is the Enemy of the
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at the Toronto Convention last year. vote that the number of Licenses existing in the Elec-

torate continue 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.

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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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MERRYLANDS. Factory Estate.

Mose to the station and opposite for the formation of the fo

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

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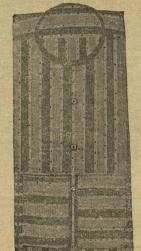
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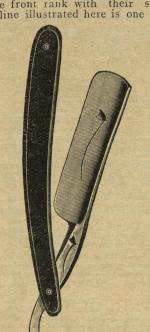
In our advt. columns to-day my friends will see that Messrs. Gowing Bros., George-street, City, are talking shirts. I have had an opportunity ing shirts. I have had an opportunity of seeing the stocks carried by the firm and without a doubt they do splecialise in shirts. For a good, strong working-shirt, 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.



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.

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 beards should be the fashion. I have been looking round amongst the mazor specialists lately, and in this line I find Anthony Hordern and Sons stand in the front rank with their stocks. The line illustrated here is one which



the firm recommends as a good useful implement, and is priced at 2/6, 3/- 3/3 each, in black handles, and at 5/- and 5/9 with ivory handles. This is Geo. Wostenholm's original pipe brand. Then Cadman's original Bengall razor can be had at 3/-, 3/3 and 3/6 with square point 3/3 and 3/6 with round points black handles. Then the popular Joseph Rodgers' razor can be bought by me, with black handles at 3/9, 4/- and 4/3 each, and ivory handles, 6/9, 7/6, and 13/- each. Now, then, can I buy a razor for you?

Boots for the Service.

The addition of boots to the stock of essrs. F. J. Palmer's store in Pitt 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 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:—



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

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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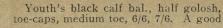
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call, send us your order by mail. It will be attended to promptly and satisfactorily. We will supply you with most becoming and delightful headgear. We pay carriage on all our Millinery.

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



Men's tan glace kid full goloshed and cap bals., English back stay, welted. 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

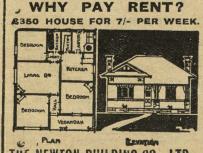


of hundred patterns, in silks, poplins, fourlords and silk mixtures. These are usually priced at 2/6 and 3/-, but this purchase has been marked 2/- to

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

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 gos-sip. But—but if you learn anything really interesting about the neighbors you may tell it to me!



THE NEWTON BUILDING CO., LTD. Office: Equitable Bldgs., George St., Sydney. Workshops: 26 Jamieson St.

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 Gov-ernment does not seem to be at all keen about providing facilities for the re-cording of the working man's and wo-man's vote. We sincerely hope no em-ployee will look so lightly upon the sa-cred duty of citizenship which can be exercised at the ballot box, as to ne-glect to record his vote because he will ose 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. 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., Fettler, 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.

,, ,, 9 weeks. ,, ,, 12 months. ,, 12 mont ,, ,, 12 ,, ,, 24 years.

7/- ,, 5 ,, 5 ,, I am now 66 years of age?—S.F., Exdriver, Marrickville.

Answer.—About £100 a year or a

Another Surender 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

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 Sep-tember, 1932. Would you let me know what the surrender value of my policy is worth?—Byron.

Answer.—You would receive less

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.,

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.

Eyesight failure and Pension.—If an employee of the Per. Way, Loco., or Traffic fails in the eyesight test, can 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

vice 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

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., Fettler, Bethungra.

Answer.—Unless polling day is pro-claimed 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 all. 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 or £100 at 60. I pay quarterly 13/3. olicy began 1905, matures 1955?—
.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

1½ 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?

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 1½ 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. save time. We will have a correspondence looked up.

Can I Appeal.—A junior hand to me

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 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., Bowers!

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, 13 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 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 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 proctice 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 colcolored silk, with neat pin-tucked collar, nicely-shaped sleeves, and boxpleat down front. For something neat and durable, this little blouse is unequalled. Many business girls, who are saving 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. 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



prices 2/3, 2/11, 3/6, 4/6 and

Then a linen bag is quite a novelty for such an occasion, and the one il-lustrated 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 Solomen, of the Imperial Arcade Sydney, a firm able to give every satisfaction. Feathers, skirts, etc., etc., are dyed, and suits, gloves, hats and other articles are cleaned at very reasonable rates by

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

Corticelli Silks.

These are embroidered on hat-crowns, blouses full gowns, glove-tops, silk hose and collars, and look best of all. Corticilli silks wash beau-tifully, and never change color or run. Sold by all drapers, recommend-ed by all

Eight Hour Day.

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 midday 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 "Baloon," 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 mobvements, 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, Eisher's Some of the hats, too are verging on the extreme. Mrs. Welsby Fisher's 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 says 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 poeple. Very

Monday morning wherever one looked was a dense mass of poeple. 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 trolly 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 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

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

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

A Wonderful Invention—No More Loose Plates.

The Patent Flexible Suction which I attach to Uppen or Lower Sets of Teeth is without doubt the surest method of firmly attaching plates to palate. By this attachments, sets of Teeth MUST stay firmly in their proper place, and give great comfort to the weater. 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 remodelized and made equal to new; fix guaranteed.

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

each are worn by satisfied ratients 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 III 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.



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 illus-trated here. These may be had in a great many new dsigns and colors,



at 8/11, yet smart and stylish. 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 earry out your wishes. I will reply further in

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.

314.—Your letter of the 21st instant and 26th instant to hand, and I am making enquiries into the matter of Hansard at once, arreport 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 rolls for Gwydir costs 2/6 per copy, so II am sending 2 copies, and if you still require the other copy, I shall be glad to get it for 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. (Erclosed was £2/12/9). The boots have gone forward, cost 5/3, and print 6/-, qui't 12/6, nainsook 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 20th 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 23/. 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, qui't 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 she 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 little balance along, until you have another order for me to fill, or until you are writing again for something elso

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

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

315.—I have your letter with order for grocries, and 22/11 enclosed. The goods have gone forward, and should reach you as soon as this letter. The cost was £1/2/3, 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 1/5 the amount was 27/1. Twill cost 1/½ 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 1/3½, 2/7; tabling, 1/7½, 3/3; and Gimp 3d. Shoes 3/9, hat 3/9, combe 3d., and cotton and needles 9d. Total spent 27/1, just cutting out your credit.

323.—Yours of the 27th instant to hand to-day. 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 cricketing materials. At the same time, if you leave the purchase to me I know several firms who specialise in these goods but 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 coat, 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/-. 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 shen promoted to 14/- per day, and was so naid for 8 years. Then 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, hen 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. weeks old now.

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 in-

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 vear, 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 in erage salary, and consequently increase the pension allowance. If elected to the Superannuation Board 1 shall be able to secure exact figures, and find your exact position.

On the estimated pension you wil 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.

93 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.

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 oured similar cases, and I de-olded 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 pre-

viously so disastrous to my health. In fact, Billiousness 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 there will prove a security as they we dence 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 $1/1\frac{1}{2}$ per box, or 2/9 family size (containing three times the $1/1\frac{1}{2}$), or from The Bile Bean Co., 39 Pitt Street, Sydney.



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



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 chene designs, 1/0½, and 1/3 yard.

White Pongee Musikus, with Smart Chene striped effects, 6/6 and 8/6 doz. Dainty Effects in Printed Voiles, $9\frac{1}{2}d.$, $11\frac{1}{2}d.$,

French Mustins in Chene Prints, 101d., 1/31. Spot Fancy, and Bordered Delaines, in a good range of colors, $1/0\frac{1}{2}$, and $1/3\frac{1}{2}$ yard. Smart Striped Scotch Zephyrs, in very fine

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, Shantung Linens, in subdued colorings, and soft mercerised finish, 7½d. and 1/3½ yard.

Spot Effects in Shantungs, light and dark

rings, 1/41 yard. "Linalline," 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. 48in. French Dress Linens, in all shades, WHITE SPOT AND ALLOVER MUSLINS.

Pin Spot and Shower of Hail Muslins, 71d.,

9½d., 11½d., 1/3½, 1/6½, 1/9½ yard.

AHover Embroidered Muslins, in great variety, 9½d., 1/0½, 1/3½, 1/6½, 1/11½, 2/6, 2/11 yard. BRISE BISE AND MOSQUITO NETS.

Ecru and White Madras, frilled, 112d., 1/02, White Nottingham, 81d., 101d., 1/01, 1/8,

White Swiss Applique, 24in. 1/6, 27in. 1/11, 2/3, 5011. 4/6. Madras Muslims, plain edge, Cream only—44in. 1/-, 50in. 1/3, 54in. 1/3 $\frac{1}{2}$, 1/4 $\frac{1}{2}$. Cream Fringed, 2 sides—45in., 1/4 $\frac{1}{2}$, 1/6 $\frac{1}{2}$; 54in., 1/6 $\frac{1}{2}$, 1/9, 2/3, 2/6. Colored Madras, extra fine, 54in. 2/41 yard.

Coin Spot Muslins, in various size spots, White or Cream—9½d., 10½d., 1/- yard.

Mosquito Nets, fine mesh, 90in. 1/-, 108in. 1/3, 120in., 1/3½, 1/4½, 1/6½, 1/11½; 140in., 1/6½, 1/8½, 1/11½ yard.

Art Serge, Dark Red and Green, 52in. 1/11, 72in. 3/3, 3/11. Dyed Boiton Sheetings, in Marone, Light Blue, Electric and Green, 52in. 1/61 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 PAILETTE, 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.

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.

occurs. $\frac{1}{6\frac{1}{2}}$, $\frac{1}{9\frac{1}{2}}$ yard; $\frac{34}{10}$ in., $\frac{1}{11\frac{1}{2}}$, $\frac{2}{3}$, $\frac{2}{6}$, $\frac{2}{11}$, $\frac{3}{3}$ yard; $\frac{3}{11}$, $\frac{2}{6}$, $\frac{3}{11}$, $\frac{5}{11}$ yard.

PAISLEY SILKS.

Our Stock of these Fashionab'e Silks is very varied. We show them in all the newest combinations of colourings.

Pais'ey Jap., 2Sin. 2/6 yard, 27in. 2/11 yard.

Pais'ey Twill, 40-inch. Rich colourings in light and dark effects, 6/11 yard

Pais'ey Satin, 18in., 2/3 yard.

binger here. If you cannot earl, of live out of town, we shall be pleased by the patterns by return mail.

Black Pallette, 40-inch. Usual Prices, 4/11 and 5/6.

Black Chiffon Taffeta, 40-inch. Usual Prices, 4/11.

ALL AT ONE GREAT CLEARING PRICE, 3/11 YARD.

We wou'd like you to call in to our Sikk Department, and see for yourself this Wonderfull Value in Black Silks. No one pressed to buy.

TUSSORE 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.

Reseda, Sky, Amethyst, Brown, and Saxe, 1/3 yard,
Costume Linen, 26in., in Pink, V. Rose, Brown, Sky, Saxe. Amethyst, and Helio., 1/6½ yard.
Linen Grash. 48in., in Amethyst, V. Rose, Tan, Reseda. Champagne, Old Rose, Dark Brown, Light Brown, and Saxe, 1/11½ yard.
Ninon Linen, 34-35in., in White, Cream, Sky, V. Rose, Pink, Helio., Green, Brown, Champagne, Grey. Saxe, Prune, Light Navy, Dark Navy, ard Black, 8½d. yard; 7/11 dozen.
Ninon Linen, 30in., in White, Cream, Sky, Helio., V. Rose, Saxe, Navy, Black, Brown, Green, and Amethyst, 7½d. yard; 6/11 dozen.
French Cambrios, 31in., Light Grounds, Neat

DRESS DEPARTMENT.

Just at present Creponnes are all the rage, medium-priced materials. Out of our many, and country of the co

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.

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Every subscriber will be entitled to have any business conducted in Sydney free of charge. A special reference should be made

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As subscribers will directly benefit it is to their interest to do their business with those who pay for advertising space. This will increase the value of the paper as an advertising medium, and consequently increase the means at our disposal to help Railway and Tramway men. Be sure and mention the "Railway and Tramway Co-operator" when doing business.

ARTICLES AND CONTRIBUTIONS. Space will be given for contributions and articles, dealing with any helpful subject. We will do our best to authenticate all facts sent in, and where

we cannot do so will place matter in an open column, where we will not be responsible for the opinions expressed.

LEGAL RESPONSIBILITY.

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

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

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

The Railway and Tramway Co-operator.

OCTOBER 6, 1910.

FAULT-FINDING.

When Dryden wrote

"None, none descends into himself

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. The literature of every age has had to submit to the same ordeal. As a matter of fact, criticism is essentially the fire which purges our literature, and that which survives it is the fine gold which we treasure on our bookshelves for all time. But it is not our purpose to enter upon a discussion of literature just now. We are very much more concerned about the mundane affairs which we call politics— and between politics and literature there is, unfortunately, a great gulf fixed which it is not pleasant to contemplate. But the powerful couplet of the poet bears equally well upon the politics of to-day as we in New South Wales know them. The air is rendered hideous nightly throughout the length and breadth of the State with the declamations of the fault-finder. He is not the peculiar property of any one party or particular school of politics either. He is, unfortunately, very common-all too common-to all parties. 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. But that, we suppose, will never be. It seems inevitable that it must be, and so the only course left open is to discriminate, and to decide as to which side is the more worthy of support. With those ideas always uppermost, we have no hesitation in attaching ourselves to the Labor party in New South Wales. The chief reason for that attitude is probably the conviction that that way honesty and the purity of public life lies. Time was in this country when our foremost public man, the late Sir Henry Parkes, appealed to the country for men, making his great battle cry "Men, not measures." The country heard and heeded, and such a thing as a definite, constructive policy was not insisted upon.

But that time passed by, and it ended

in absolute chaos. That practice re-

sulted in legislation entirely out of

sympathy with the popular will, and

laid secure the foundations of the big industrial and social evils, the destruction or alleviation of which is now universally recognised as the mission of present-day politics. Then there arose the Labor party, and its motto was: "Measures, not men." There was the The secret imperfections of his foundation of the great bulwarks of democracy which are now our proud boast, and it is very generally admitted that their maintenance is our only hope. Throughout the quarter of a century which has since elapsed, the Labor party has been true to the ideal of its inception. Its platform has stood out in bold relief at each successive election. There it was, and is, in black and white, and the finest feature of the constitution of the party is its solidarity. Secessions from its ranks have been very few and very far between, and they have always been followed with absolute oblivion.

> 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. The Labor party has often to meet the objection that it should not devote its time to criticism, but rather to the presentation of a constructive policy which would appeal to the general constituency of the State. Happily for New South Wales, its Labor Party Opposition can shoulder the joint responsibility and carry it cheerfully. Its policy is before the country, and has been all along. It has no administrative misdeeds to atone for, because it has had no opportunity yet of administration. And it certainly would appear that this State is going to fall into line with the Commonwealth constituencies, and give the people's party the opportunity to display its genius for statecraft. 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. It certainly looks as though the tactics of "blame the Labor party" have signally failed, either to arouse the enthusiasm of his own supporters, or to convince the army of non-partisans, whose vote plays so big a part in the decisions at the ballot box. We believe Mr. Wade and his party will have plenty of time in hand after the 14th instant to find fault to their hearts' content-in the cool shades of Opposition, or in the comprative oblivion of pri-

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

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 exfor a branch if the Association at dgee. We are glad to hear it. Any nty 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 Tram-way 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 (Rail-

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, clerical workers of the railway traffic department. At the Newcastle officersmeeting 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 wowser 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 organiser 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 of the characteristics. 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., where-upon the Liberal lady subsided!

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. Stephenson deserves your vote thoroughly, and must win if you stick together!

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 recention was exceedparticularly 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 be-fore or after the public meetings. Negotiations are in progress for meal hour meetings at various other Metro-politan railway centres. Should the arrangements be completed notices will

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 amalganiation 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 fight-ing 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 furled 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 altoghther 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 To dom 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 them-selves. 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? 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 So crude, indeed, that they amount to absolute unfairness. 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 several valuable suggestions were brought forward by Capt. J. Brough-ton, 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 sight-The following are the prize-500vds, 600vds, Hcp. Total

E.	Cleary	63	57	18	150
E.	Carroll	55	56	25	150
H.	J. Morris .	53	54	25	150
W.	Perkins	63	53	25	150
T.	Byrnes	59	53	25	150
F.	Lyons	59	51	25	150
R.	Arblaster .	73	69	4	148
J.	Thomas	68	67	6	148
A.	Larkin	46	51	25	146
F.	Lane	57	46	25	146
E.	Albone	71.	67	4	146
J.	Scully	53	46	25	145
J.	Scully	53	46	25	146
H.	Green	67	64	6	143
W.	J. Green .	72	66	2	142
				- Indigentity	-

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 tensely 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 beasserts), 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 electioneering 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 reat 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 intion by reason of the fact that his in-tense enthusiasm for Labor exists in spite of the fact that he is reputed to be a very wealthy man. Time was when one of the stock objections to 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 bub-bling over with intense enthusiasm for the political convictions which are the common basis for the administrative actions of himself and his colleagues.

'Co-operator' readers have been told before that when he took office a few months ago, he called the whole of his staff together, and, addressing them all—chief clerk and messenger boy alike—as his Christian brethren, he announced his determination to er once take up the position and retain it while he was "boss rooster of this circus." The expression is highly characteristic, and it is charmingly unconventional. He told his Sunday audience in St. George's Hall that he retains an abhorrence of useless red-tape methods. "Before I went there," he said, "the boss rooster at —— used to have a letter written to the boss rooster at some other place to say that permissoin was sought for the rooster at a third place to kill a dog. There is none of that now. We kill the dog (if he really ought to die), and if any permission is really required, we ask for it afterwards!

Only the other day he had to meet the Premier and Attorney-General of South Australia on a matter involving many thousands of pounds. He said to Mr. Verran: "Look here; let's meet together, alone, without any of these roosters (clerks and other officials) about the place, and fix it." The suggestion was agreed to, and in twenty minutes the whole thing was settled that would probably have run into months under the old methods. And yet it needs an O'Malley to do things in this way and do them well. "The in this way, and do them well. "The King" is essentially a big man. He

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

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 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

"Something must be done to stop the onward march of this human in-dustrial carnage. There was an unex-ampled 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. Boodle 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 boodle-eer roosters will have gone where memory forgets 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 enthusi-astic Federal Labor members, who have been granted time to take part in the election campaign now being waged in New South Wales. We cer-tainly enjoyed his meetings, and, appreciating very highly, as we do, the great inherent, latent power of the man himself, we shall be very greatly sur-prised 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 na-

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 opera-tions 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 Wilmoti capable and deservedly popular of ficer, is the last victim to be added to the heave 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, sides which there are four children, the youngest two years of 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 Stephenson, when a substantial amount was handed over.

Crushed by a Traverser.

A very serious accident happened at the Randwick tramsheds on Friday, as the result of which overhead lineman, 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 Upon enquiry the hopsital yetsrday we learned that he was making satisfactory progress towards recovery. His many will be glad to welcome him back to his work again speedily.

E. J. EVANS.

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Federal Expansion.

Creat Constitutional Changes. Last week the Federal Labor Gov-nment placed before the National Parliament its proposals for altera-tions to the Commonwealth Constitution, which are necessary to enable the Labor platform, as adopted by the people of Federal election, being car-ried out. The proposals are briefly as

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 tries 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 form. with corporations, except those formed for religious, charitable, scien-

tific, or artistic purposes.

Sub-section 35 of section 51 of the Constitution gives the Commonwealth power to legislate for "Conciliation and arbitration for the 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 settlealso including prevention and settle-ment 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

These proposed alterations of the Constitution are fraught with far-reaching potentialities for National achievement. Great capitalistic trusts 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 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 trial functions of the Commonwealth. The Constitution is so limited in its scope as to prevent this being done. It is clear therefore that the Constrution 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 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 Labor Government to power. Notwithstanding, however, that these proposed constitutional amendments are the logical corollory of the last Federal elections, the reactionary forces of Australia, with their subser-vient and venal daily press will ex-haust every avenue of misrepresentation, calumny and abuse, to prevent the people from giving themselves the power to develop nationally upon ac-ceptable lines. A great campaign will 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 shackels 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 Bogev.

The amount of deliberate lying on the 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 any other Labor member, but 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. 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 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 tory and the policing of those laws. will be necessary to pass certain do-mestic laws through the Federal

House. In other cases arrangements will need to be made with the State authorities in connection with such matters. It is easy to conceive of minor details in connection with the administration of such domestic laws occupying some time, owing to the red tape of Governmental routine when two authorities are in negotiation. As the Labor Government are committed to carry out the work, and as the issue or non-issue of the second proclama-tion is not a factor in connection with the carrying out of the work, it is plain that the lying tactics of the conserva-tive daily press of Sydney are merely the gutter tactics of the immoral and corrupt political jobbery whose cause

The Land Tax Scare.

On the one hand the conservative press tell us that the Federal land tax will cause rents to rise, and on the other that land will be rushed upon the market and thus depreciate in value. Indeed some authorities on the capitalistic side go so far as to put the talistic side go so far as to put the depreciation of values of all the lands depreciation of values of all the lands of Australia at £90,000,000. (Will the "Sydney Morning Herald" please note we are simply repeating the conservative argument.) Now both of these statements cannot be true at one and the same time. If land is thrown upon the market, and becomes cheap as is suggested, then larger numbers of people will be enabled to build. An increased number of buildings will mean a reduction of existing rents. If the lands of Australia have in the vicinity of £90,000,000 of inflated values knocked off, then the buyers of land and the owners of land in taking interest on their investments will have a smaller capital sum upon which to a smaller capital sum upon which to draw. Again, to admit that the landlords can raise rents, is to admit they are letting houses to-day at less than they can get for them. It is tantamount to exalting the landlord to the pedestal o fphilanthropy. In short, it is an untrue statement, and a contradiction of well-established economic fact.

End of Federal Session.

The Federal Cabinet met on Tuesday The Federal Cabinet met on Tuesday last and planned out the business for the remainder of the Session. Very little new business will be introduced. The opposition have been advised accordingly. When once the House knows the work to be got through before the Session closes, there is seldom any unnecessary delay. It is estimated that the House will close up somewhere between October 20th and November 1st.

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	1849 057
Labor received 30 per	cent of the
total value created, and	every em-
ployee accounted for £2	200 worth of
goods.	oo worth or

Woollens and Tweeds,
Value produced
Persons employed 2.509
Wages paid
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, va-
Labor received 31 per cent. of th value created. The value of the worl of each employee was £165. Brewing and Distilling. Ale and Stout produced, va-

Persons employed£2,596,858 Persons employed 3,241
Labor received 16 per cent. of the value created. The value of the work

each employee was £820.

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

Total published in	TOOT	
For every £100 spent in	100	
Mining £55	was	wage
Shipbuilding \dots £37	,,	,,
Tramways £31	,,	,,
Railways £30	95	,,
Agriculture £29 Cotton Manufacture £29	"	,,,
Iron and Steel £25	"	33
Gas£20	"	"
Brewing £7	"	"
21	"	,,

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 quali-ties, 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 Ben-nett 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 Crades bunch of candidates. That is surely not going to be recorded against us!

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

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 conto the Chief Commissioner for con-

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 super-annuation scheme has a lot of Ber-gin'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

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 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."

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

The Two Old Boys.

On the back of folded circulars announcing the candidature of Messrs. nouncing 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

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 that Mr. Johnson had submitted a scheme to the Government, and with

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 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. McGowen to place such a Bill before the House as a proporty measure? 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

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.

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 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 safeguard. a benevolent fund, and the safeguard-ing 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. stances the stan 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 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 com-pletest 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 been nerved to progress and positive-They themselves can see shortcomings of the various candidates. For a rival candidate himself to adopt the roll of general scavinger, 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 short-comings 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 NOMINA-TIONS.

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 Eyeleigh. Blake, gland packer, Granville; E. R. Hodgkinson, storeman, Eveleigh; W. J. Morrant, 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. Dallimor, S.M., Turramurra; B. H. Stephenson, signalman, Newtown, M. Gazzard, station master, Honeysuckle; J. Kenney, laborer, Honeysuckle Pt. J. Kenney, laborer, Honeysuckle Pt.; F. Randell, fettler, Hamilton; John A. Abraham, fettler, Wickham; Thomas H. Guy, ganger, Adamstown; A. E. Finlay, clerk, Newcastle; E. Lawless, ticket callecter, H. C. P. 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; K. Spring, laborer, Crapyille, J. F. ney; 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

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. Morrant, E. L. attendant, Clyde; H. Taylor, ganger, Clyde; A. F. 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 Souther builder, Redfern; Thomas Sowter, Woodville-road, Granville; H. Peyler, acting driver, Rookwood; C. Geeson, Loco. Dept., Rydalmere; C. H. Dallimore, relief S.M.; Turramurra; Fred. Gaylaird, clerk, Sydney; G. C. Swift clerk, Sydney; E. Edmunds; clerk Sydney; T. Randell, fettler, Hamilton; 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. Lawless, ticket collector, Hornsby:

J. M. Anderson, signalman, Clyde;

follows :-

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.

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 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 lowed 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 pomination was not re-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 Astreated 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 is own. He (the speaker) considered essential that there should be one his own. representative free of the Department on the Board, and also that such re-

Werris Creek Eight Hour Day.

presentative 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 ac-

tuated by any motives of personal gain. He thought it as well to make this statement in Mr. Richards' presence." (Loud applause.)

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 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.



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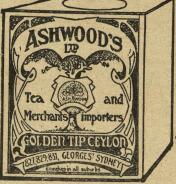
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A LOCO. DRIVER'S CASE.

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

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

The decision was as follows:-"That Hopwood be disrated 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 abstrainer and he took a class power. total abstainer and he took a glass now and again. He had been suffering from influenza, and on the morning in quesinfluenza, 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. plained 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 re-plied 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 had answered Mr. Watson, the latter charged him with being under the influence of liquor. Mr. Westacott was with him. He (Hopwood) was dumbfounded. He referred to Mr. Westacott and said, "This is pretty serious to take a man off his engine." Mr. Westacott was a man off his engine." Westacott 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 re-Mr. Catts: Did you follow Mr. Wat-

son into the S.M.'s office? A. Yes, he followed Mr. Watson step by step, Mr. Westacott 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? He never touched the door. The statement was ridiculous. He could swear before God that he was as sober as ever

Q. You give a point blank denial to the charge from beginning to end? A. He had pleaded his innocence from be-

ginning 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. Hop-wood 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. 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 e ordinary way-properly? A. Yes. He was positive the work was done properly. Are you a total abstainer?

Yes, he had never taken a drink in his life, and did not uphold those who

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 hift? 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.

Were there any complaints about rough shunting that afternoon? 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

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 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 shun-

ter Large? A. About a week. Q. Is he an erratic shunter? He had heard Hopwood say something about reckless signalling, shunter Myers was present. Hopwood complained that the go-ahead signal and red light were given too hurriedly.

Shunter Myers' Statement.

H. Myers, acting head shunter, Junee, H. Myers, acting head shunter, Junee, 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 takling 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? Hop-wood 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

Q. Did you see him get on his enine? A. Yes.
Q. Did he walk straight? A. Yes,

he walked along a plank over the gas pipe, and no man intoxicated could 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

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

Cross-examined by Mr. Alanson: Q. Did you give signals to Hopwood on the day in question? A. Yes.

O. 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

Are you strong personal friends?

Q. Are you on good terms with him?
A. Yes. He liked working with Hop-wood, 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

Large was cutting off trucks. He (Myers) was turning points, and chasing trucks. He would generally be further away from the engine than

O. Have you ever had a drink in

Hopwood's company? A. No. Q. Did you smell Hopwood's breath?

Q. Were you close enough to him to detect it if he had been smelling of liquor? A. Yes. liquor? Q. Are you positive Hopwood was sober on the afternoon in question?

Another Shunter Testifies. W. Millis, shunter, Junee, 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 rememkind 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

Q. Was the shunting operations carried out expeditiously and properly generally? A. Yes.

O. Did you give any signals to Hopwood? A. Yes, at times.
O. Were they carried out correctly?

Yes.

O. 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

O. 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 Q. Did that cause you to take par-

ticular 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 driver under the influence of liquor?

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

Q. Were any chains broken during the afternoon is 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 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 Cross-examined by Mr. Alanson:-

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? 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 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 Junee, without an accident occurring. The evidence of Mr. Watson and Mr. Westacott was contradictory. Mr. Watson states he did not notice Hopwood in the shunting operations. Westacott says they were both watching the shunting operations Mr. Watson states he 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

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

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 consider-

able doubt raised in their minds as to

the condition of Hopwood on the day in question, and he asked them to pause,

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, Junee, and shed foreman from Harden, were and sned 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. Westacott. 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. Neithher of them knew that centre chains were or 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 evi-dence. 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." Hav-

ing 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 anyl 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 drink 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 appearance.

Mr. Catts reviewed the evidence at 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, Junee, 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 gencies. This gentleman gave evidence at the departmental enquiry in favor 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 Junee, 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, Junee, 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 s 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 of 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 longer than anticipated. As t not Hopwood's fault, I ask that his witnesses be paid for that day.
Mr. Johnson: Very well. Mr. Alan-

son 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 the could not see the matter in the same light as we did, but we had every latitude in presenting

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

Amalgamated Railway & Tramway Association.

matabilshed 1888.

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

VICE-PRESIDENTS: ale). T. FLYNN (Tram. Per. Way, Erskineville). B. D. CAMPBELL (Per. Way, Rockdale). J. STEPHENSON (Railway Traffic, Newtown).

A. G. T. FLYNN

EXECUTIVE OFFICERS: A. G. PAUL (Tram Traffic, Rozelle.)

QENERAL SECRETARY:

TREASURER.

F. BURKE (Paint Shops, Eveleigh).

TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. KIGGINS.

LOCO. RUNNING. man, Eveleigh).
W. SPRING (Washout).

LOCO. MECHANICAL.

RAILWAY PER. WAY. LOCO. RUNNING.
A. HUNT (Driver).
A. COURT (Loco. Sheds).
H. WORDSWORTH (Fuelman, Eveleigh).
M. WALTERS (Washoutman, Eveleigh).
W. SPRING (Washout).

W. SPRING (Washout).

LOCO. MECHANICAL.

RAILWAY PER. WAY.
A. SHERIFF (Bricklayer, Banksia).
E. SAVAGE (Fettler, Mortdale).
Shop).
J. MELVILLE (C. and W. M. A. O'DONNELL (Fettler, Mortdale).
S. KING (Fettler, Clyde).

RAILWAY TRAFFIC. SNELLING (Signalman).
DAVIDSON (Porter).
LAWLESS (Ticket Col.

lector).
V. A. CUNEO (Station Mas.)
A. MASON (Ticket Col-

TRAM TRAFFIC. O'NEILL (Rozelle).
PURCELL (Newtown).
ROSS (Rozelle).
WALLACE (Rozelle). A. WALLACE (Rozelle).
A. LE BRETON (Newtown). TRAMS OTHERWISE.

BRANCHES.

Local Secretarie

Local Secretaries will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.					
Branch.	Secretary's Name and Address.	Place and Time of Meeting.			
Sydney	J. Gerrard, Turning Shops, Eveleigh	Trades Hall 1st Thursda			
Oranville	E. R. Hodgkinson, George-st., Clyde	School of Arts 3rd Tuesda			
Penrith		School of Arts 2nd Inursday			
Eskbank Blackheath	Les Murray Porter Blackheath	Waiting room 2nd Wednesda			
Wallerawang	c/o J. H. Catts, Trades Hall, Sydney T. Thomas, Per. Way Shops W. B. Peters, Storeman, Orange	Shaw's Rooms 1st Saturda			
Bathurst	T. Thomas, Per. Way Shops	Templars' Hall 1st Frida			
Orange	W. B. Peters, Storeman, Orange	Guards' Barracks 2nd Sunda			
Wellington					
Dubbo		Waiting Poom 4th of each month			
Cowra					
Junaa	W. Nichols, Per. Way, Junee	Waiting-room 2nd Saturds			
Narrandera	E. Rochester, Goods Cl'k, Narrandera	Railway Station 2nd Frida			
Ploton	A. Mewton, Upper Picton	Old Barracks 2nd Thursda			
Cootamundra	R. Murray, Per. Way Ganger	Lodge room, Town Hall, 1st Satural			
Gouiburn	R. Corish, Interlocking, Goulburn	Oddfellows' Hall 2nd Saturda			
Newcastie	E. Rochester, Goods Clrk, Narrandera A. Mewton, Upper Picton R. Murray, Per. Way Ganger R. Corish, Interlocking, Goulburn T. Godfrey, Loco, Hamilton J. J. Bailey, West Tamworth E. C. McColl, Goobar-st., Narrabri W.	Oddfellowe' Hell Fact T 1st Sunda			
Norrahri	F C McColl Goobar-st. Narrabri W.	Railway Station 1st Thursda			
Armidale	O McDermott. Armidale	Caledonian Hotel 1st Saturda			
a d	D D Tage Murringi	Class Doom 1st Frida			
Inverell	J. Forde, Byron Siding, via Inverell	Railway Station 4th Saturds			
Moree	J. Donnelly, Per. Way, Moree	Railway Station 1st Saturda			
Albury	J. Forde, Byron Siding, via Inverell J. Donnelly, Per. Way, Moree R. Winsor, Traffic, Singleton R. McLean, Ganger, Albury	Loco Tank House 1st Frida			
I lemore	T. Linklater, Loco., Lismore J. E. Richardson, Per. Way, Nyngan	Railway Station 1st Thursda			
Nyngan	I. E. Richardson, Per. Way, Nyngan	Railway Station 1st Frida			
Werris Creek	A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Saturda			
Bulcairn	A. D. Worrell, Pumper, Werris Creek T. M. Green, Per. Way, Culcairn W. Thomas, Pheasant Point, Kiama	Railway Station 1st Frida			
Klama	W. Thomas, Pheasant Point, Klama	Royal Edward Hotel 2nd Wes			
Eveleigh	H. Court, 12 Park Road, Moore Park W. C. Callister, Per. Way, Aberdeen	Railway Station 1st Sunde			
Erekineville	J. Jackson, 81 Samuel-st., St. Peters.	Railway Institute 2nd Wednesda Council Chambers 2nd Saturda			
Hurstville	A. E. Moore, 4 Dora-st., Hurstville	Council Chambers 2nd Saturds			
Darling Harhour	A W. Kearsley, Outwards	Trades Hall ist Saturus			
nwotwel	F. J. Pryke, 82 City-road, City	St. George's Hall 1st Sunda Trades Hall 1st Tuesda			
Ultimo	W. Hartill-Law, Lineman				
Wollongong	R. Williams, Thomas-st., Junee G. H. Stokes, Allen-st., Granville	MILLOOF Hall 1st Sunda			
Junee, No. 2	G H Stokes Allenst Granville	Trades Hall 3rd Frida			
Hornshy	E. Lawless, Ticket Collector, Hornsby.	School of Arts First Wednesda			
Darkes	H. A. Neave. Per. Way Office, Parkes	General Waiting Room 1st bull-			
ALL COMPANIE					
Metrop. Officers	H. Newell, Station Master, Marrickville	Members to be summoned.			
Tramway Iramo	F. Priot, 40 St. David s-road, Ashield	Members to be summoned			
	H. Chapman, Night Officer, Brewongle F. Newton, 69 Day-street, Leichhardt				
lewcastle Offs.	Mr Musgrove (pro tem). Hamilton Sin.	Meetings as summoned.			
arling Hbr.Offs	W. J. Boyce, "Inwards." Mr. Bremmer, Signelman	Trades Hall, 1st and 3rd Friday			
Fram Signalmen	Mr Bremner, Signelman	Railway Institute, Tuesday, Fortinging			

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

THE FIGHT FOR UNION.

2,000 New Members in Nine Months.

Tram Signalmen.

In a previous issue we reported that the tramway signalmen had held meetings of both day and night shifts, and considered their position as industrials. These meetings were spontaneously arranged by the men concerned. The result was they decided as a body to throw in their lot with the great Amalgamation. They therefore called subsequent meetings on Monday of last week at 10 a.m. and 8 p.m. respectively. and sent an invitation to the Amalgamated general secretary to be present which invitation was accepted. was a good attendance at both meetings. Mr. Bremner occupied the chair and briefly stated the determination of the tram signalmen. Every man in the service had been either present at the meetings or had been visited, and they were unanimous in their desire to in the Amalgamation. They desired to know their position in the Association: whether they would form a branch or join an existing branch. Very few—only about half-a-dozen—were members of the sectional Tramway Union, but these men had decided to withdraw from that union so that the signalmen could act unitedly. desired to know their legal position in regard to resignations. They further would like to know their position re garding variations of existing awards or the securing of redress from fresh boards under the Amalgamated Asso-

New Branch Suggested.

The general secretary, who was cordially received, said that they could organise themselves according to their own convenience to suit their own time of working shifts, and to the best advantage as far as dealing with their industrial conditions were concerned. Under the Amalgamated rules any 20 employees so desiring could have a branch of the association formed. They could manage their own affairs, seek redress of their own grievances, and when all means at their disposal failed, the council of the association would take up their case. They, therefore, had all the advantages of a purely sectional union plus the advantages of complete service sympathy and unity. The matter was therefore in their own Existing Awards.

They could, as a branch of the association duly registered under the Industrial Disputes Act, make an appli-cation to any existing Wages Board which had jurisdiction over them, for a variation of an award to meet any of the disabilities of their daily toil. Everything would then depend on the case they put forward. Whatever any duly-registered industrial union could for them, the Amalgamated Association could do, and, he contended, could do it better because of the strength and influence of a vast organisation with its powerful weekly paper at the back of them. No one could guarantee what a Wages Board would do, but, as far as placing their case before any board was concerned, the Amalgamated Association had the completest machinery ready for the work. A great mistake existed in the minds some people, or would he say the idea was promulgated for a purpose— to the effect that the only body which could approach a Wages Board was the one instrumental in having the board constituted. Such was not the case. When once these boards were constithey were public tribunals, and could be approached by any duly-registered industrial union, with a bona fide case and bona fide representing the men affected, (Applause.) The boards could also be approached by the body which had them constituted, for variation of the award, to cover some fresh ground to that covered in the award, or to have an alteration made where it could be shown the existing award Constitution of Boards.

Any registered industrial union could apply for a board. If they refused to do so the men concerned could apply for a board as non-unionists. If the for a board as non-unionists. union which applied for the board represented a majority of the men concerned, no other union could frustrate their application. A union representing a minority, however, could claim to take part in the proceedings as well

as the union representing the majority. So that whichever union they belonged to could watch and safeguard their industrial interests. This was shown in the Traffic Wages Board (Railway). An unregistered union was allowed to appear at the board constituted at the instance of the Amalgamated Association, and had the option of filing claims and calling evidence. Tramclaims and calling evidence. way men could, therefore, have all their

industrial interests safeguarded by the

Amalgamated Association. (Applause.) Union Resignations.

He did not wish to interfere in the "inside" work of any organisation. He, however, would explain the legal position to them, as he had been asked to do so. Members must obey the registered rules of their union. They could therefore refer to the rule books to see what rules governed resignations. If what rules governed resignations. If the rule stipulated that three months' notice of resignation must be given. and all fees be paid up to the time of expiry of the notice of resignation, then that course must be followed. Members of unions resigning should all keep copies of their notice of resignation and have the lodging of such no-tice certified by a witness. He men-tioned that for the benefit of Amalgamated members as well as for anyone else. Every now and again a case cropped up of a member stating he resigned on a certain date, but having no proof of it. In a great organisation they could not make it a general rule to take a man's unsupported statement in these matters. Should memment in these matters. Should members refuse to pay their contributions, the union, if registered, could take action at law for the recovery of the arrears, dating back to the date of residential provides the laboration. ignation under the Industrial Disputes

He was glad they had decided to throw in their lot with the organisation standing for the brotherhood of the service, and welcomed them into the Amalgamated ranks. (Applause.)

Amalgamated ranks. (Applause.)

Questions.

Mr. Serrene: Did any of the loyalists join your organisation at the time of the strike?

The General Secretary: No.
Mr. Meaney: Should the membership
of any man be objected to for any reason, would the Amalgamated Association consider the wishes of their other members before admitting such person to membership?
The General Secretary: The admis-

sion of members is not a function exercised by the Head Executive or Council. He personally could not admit any person to membership. This was one of the exclusive powers of branches. Every new member had to be "proposed and seconded and accepted by a branch meeting." Generally speaking this was only formal, but it gave each branch the power to say who should be admitted to membership.

Other questions being asked and answered satisfactorily, a hearty vote of thanks was accorded the General Secretary for his attendance. Mem-

bers were then enrolled.

It was resolved to form a branch of the Amalgamated Association for tramway signalmen. Mr. Bremner was elected secretary by both meetings, and both meetings adjourned until Tuesday next at 10 a.m. and 8 p.m. respectively.

Newcastle Officers' Branch.

The first meeting in connection with the opening of the branch for the officers and salaried staff in the Newcastle district was held on Friday night, 30th September, in the Masonic Hall, Hamilton, when the branch was formally opened by Mr. Catts, general secretary. There were between thirty and forty officers present, and great interest was taken in the whole proceedings. The meeting was fairly representative, there being present members of all branches of the salaried staff, but the attendance was not all that could be desired, but many of those who would have been present were prevented from doing so on account of no tram service suitable,

and others were on duty.

Mr. Isaac Clyde, stationmaster,
Cockle Creek, was elected chairman of
the meeting, and Mr. Musgrave acted

as secretary pro tem.

It was then moved and seconded that we form a branch of the Amalgamated Railway and Tramway Service Association for the officers and salaried staff in the Newcastle district.—Carried with enthusiasm.

The enrolling of members was then proceeded with and the secretary read over the names of those who had signed the petition and signified their desire to join the association. The petition was signed by sixty-seven officers, and the whole were accepted as mem-

It having been arranged that the Railway Officers' Association join with the Amalgamated Association, there were a number of members of that Association present, including Mr. J. Palmer, secretary of the Newcastle branch. Some discussion took place as to the position in which members of the Officers' Association would stand in regard to membership of the Amalgamated Association, but in the absence of advice from the executive of the Officers' Association it was not known what action had been taken by that body, beyond the fact that they had decided to converge with the Amal-

Mr. Palmer stated that the Newcastle branch had decided to join hands with us, and that about seventy members would be taken over. Taking all together this will make our membership to upwards of 150 members on the roll. It will be seen by this that Newcastle will not be in the background in this matter. There are several others who will now join, they having been holding back until the branch was opened.

It was moved and seconded that Mr. Clyde be elected president of the Newcastle branch, and carried with much enthusiasm. The appointment of Mr. Clyde to the chair was very popular, it being unanimously agreed that he is one of the ablest men we could find, and having a very large and varied experience in all branches of the

Mr. Musgrave, coaching clerk, Hamilton, was appointed secretary of the branch; and Mr. Finlay, of Newcastle goods, was elected treasurer.

CHAMPION

Nominations for the positions of vicepresident were dealt with and resulted in the selection of Mr. D. Mulheron, of the District Superintendent's office, Newcastle, and Mr. Palmer, of the Loco. Outdoor Supt. office, and secretary of the Officers' Association.

Messrs. Nesbitt, Flood and Irwin

were appointed trustees.

Considerable discussion then arose as to the appointment of a committee, but decided, on the advice of Catts, that three committees should be oppointed: one for stationmasters, one for night officers, and one for the gene-ral clerical staff. The appointment was postponed till Saturday night, 15th October, when a special meeting will be called for this purpose, Mr. Palmer undertaking to advise all members of

Mr. Catts then proceeded to explain the objects of the Amalgamated Association, and dealt very fully with the matter. Those present expressed themselves as delighted with the address. The General Secretary also explained the procedure of the Wages Boards, and dealt at great leaves the side of the Wages Boards. and dealt at great length with the present claims before the court for a Wages Board for the S.Ms. and night officers and other members of the traffic staff. Very great attention was paid to the address of the General Secretary, much light having been thrown on matters which were till then obscured. At the close of Mr. Catts' address (which showed plainly how he had mastered this great subject) he enjoined all members to assist their branch officers, and by doing so assist the executive in carrying out great work that has been undertaken. For it is in the work performed by individual members that the strength of this great association

A very hearty vote of thanks was then accorded Mr. Catts for the very able manner in which he had dealt with

the subject.

The president, in conveying the vote of thanks, gave some very good advice to all members, stating at the same time that the time had arrived when all members of the service should join hands as brothers united in one great

Messrs. Clyde, Musgrave, Finlay, Mulheron, Palmer, and others expressed their pleasure at being appointed to the positions allotted, and the meeting closed with a vote of thanks to the

A full meeting is requested for Saturday, 15th instant, in the Masonic Hall, Hamilton, at 7.30 p.m., to appoint committees and arrange business with regard to claims to be placed be-fore the Wages Board, which it is ex-pected will be appointed at an early

BRANCH MEETINGS.

Eveleigh.

The usual monthly meeting of Eveleigh Branch was held at the Royal Edward Hotel, Wilson-st., Redfern, on Wednesday night last at 8 p.m., Mr. J. M. Walters, president, in the chair. There was a very good attendance of members. Correspondence, principally from head office, was received. On members. Correspondence, principally from head office, was received. On the motion of Messrs. H. Wordsworth and W. Spring the following new junior members were admitted to our branch:—G. S. Potter (shop boy), James Fry (boy laborer); James Swan (shop boy), E. C. Stewart (shop boy). A letter was received from Mr. W. Prendergast, cleaner at Eveleigh, stating that he was in receipt of 6e. per day as that he was in receipt of 6e. per day as a cleaner, but had been put on relieving in the capacity of tube cleaner and brick arch cleaner from July 18th last, and had not been paid the tube cleaner's rate of pay, which is 7s. 6d. per day. Mr. Prendergast said he had been informed that his case was brought under the notice of the De partment, but no notice was taken of it. As he is a financial member of the Association, he would very much like to see his case seen in to. There was rather a long discussion on this matter. It was deemed advisable for Mr. Prendergast to use all Departmental means in his power before the case was taken up by the Association. It was moved by Mr. H. Wordsworth, and seconded by Mr. W. Spring, that the secretary instruct Mr. Prendergast to lace his case before the Mechanical Engineer, as it might save a lot of

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trouble and time-Carried. Schmidt strongly objected to the wordoffice, re his resolution, inquiring into the upkeep of head office. The reply sent back read: "A resolution was carsent back read: "A resolution was carried at your last meeting on statements made by Mr. Schmidt regarding maladministration of the head office." Mr. Schmidt says he objects to the letter completely, inasmuch as he made no statement whatsoever, and does not think it fair that it should be said he did. He just merely moved the resolution, that the secretary be instructed to write to head office inquiring the to write to head office inquiring the cost to keep head office going, and no statement was made at all, as suggested in the reply. On the motion of Messrs. H. Cant and W. Spring, the secretary was instructed to head office, regarding the drivers of Darling Harbor asking for an increase of pay from 11s. per day to 12s. per day. The president, Mr. Walters, informed the branch that the Association was going along with leaps and bounds. They were making new members at a fast rate every week. This was received joyfully by all those present. The following resignations were received:—R. Grahame (fireman), H. Taylor, P. Brennan (cleaner), W. H.

Werris Creek.

The usual monthly meeting was held on 24th ultimo, Mr. D. Wood in the chair. Correspondence was received on the motion by Messrs. C. Coulmann and W. Bell. Re firelighters' grievances—It was decided to let same stand over for a week or two. Mr. Wowell proposed, and Mr. Miller seconded, that Mr. Samuel Skinner, fettler, of Watermark be admitted as a member of this branch—Admitted. member of this branch—Admitted. Mr. Miller and several other members complained of not receiving the "Co-operator" regularly. Proposed by Mr. Spark, seconded by Mr. Miller, that secretary write re this matter—Carried. The matter of holding a smoke concert and musical evening was then brought up. On the motion by Messrs. Coulmann and H. Miller a smoke concert and musical evening is to be held on the 19th October. The price of the tickets was fixed at 2s. 6d.

Singleton.

A special meeting of the recently reorganised Singleton Branch has been convened by Secretary Winsor for Saturday next, 8th instant. As the business is important, a full roll-up of members is earnestly requested. Thereafter the branch will meet regularly on the second Saturday in each month.

Tamworth.

The usual monthly meeting of the above branch was held on the 6/9/10. There was only a poor attendance of members, which is always the case at every meeting here. It is very seldom we have a well-attended meeting. The few have the bettling for our 1260 few have the battling for over 160 members. I should think more could attend out of that many. There have been about 22 new members entered in the books of this branch last quarter. The few members that attend appear to be getting quite disgusted, and are thinking of taking yearly tickets from Head Office. We have a strong branch, and all prospects of great improve-ment. There is one drawback, however, viz., getting the arrears money from the majority of them. That is another point the financial members are dissatisfied about.

Signalmen's Branch.

The recently opened new branch of tramway signalmen is making very satisfactory progress. At a well-attended meeting at the Railway Institute on Tuesday last, the following officers were elected:—Chairman, Mr. Paulson; vice-chairman, Mr. G. Harris; se-retury, Mr. J. Bremner, committee: No. 1 shift, Messrs. W. Walsh, G. Harris, J. Hickey, J. Higgerson, J. Meaney, A. Surrene. No. 2 shift, Messrs. H. Dege, T. Alderman, J. Cavanagh, E. Wright, G. Gandry, M. Kinnane. The regular meetings of the branch in future will be held on the last two Mondays in each month. Next meetings, October 24th and 31st. The recently opened new branch of

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top Washstands 20/.

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Is there any night soil to empty on your length?—Yes, we empty the night soil every Saturday.

PER. WAY BOARD.

about a quarter of a mile from the station. We charge a day's pay to a man for the month, like.

You give him that extra?—No; it is

Mr. Catts: Do you think that work should be done at night and paid for at night rates?—Yes. At Wee Waa the place is open to the whole of the public. They can come in there and mess

it about as they like, and it is not too handsome at times to go and clean them. The place is open to anyone

Sunday Work.

length, we get time and a half for it.

Living Allowance. Mr. Catts: Is there any living allowance made to your fettlers?—None

Do you know if there is a living allowance at places west of Dubbo, when

a fettler starts work out there?—I don't know of any. The only thing is, if a man is working for 7/- a day below Werris Creek and he comes to the North-West where I am, he goes on

The department call that a climatical

allowance?—It has been called that, but if he stays there for 20 years he gets no more. The minute you are made ganger there on the main road

you get 8/6, as a probationer; on the North-West you get 9/- straight away

Do you consider there should be an extra allowance for living in those districts?—I do, because all other public servants get it, the Post Office, the Police, the Lands Office people, and

How do you know that?—From the people themselves.

Do you know what the policemen get?—6d. a day, irrespective of grade,

get?—From 5 to 15 per cent. is allow-

And what about the Lands Office?—From 5 to 70 per cent., out about Milparinka. The post office is allowed about 25 to 30 per cent.

However it is recognised in all the other departments?—Yes, out west from Narrabri—a climatical allowance. Even the boys who are probationers at the post office are allowed £5 a year as a living allowance.

Vacancies for Promotion.

15 months and get a removal to the trunk road, and other men will be there 3 years and not get a change at

Witness: Some men will be out back

The Chairman: But is he the senior?—Sometimes seniority is reckoned before qualification.

The Chairman: That is one thing that is strongly objected to, is it not?

Mr. Catts: Would there be any ob-

jection to the vacancies being notified

Mr. Fraser: It really could not be

Mr. Catts: You hear what Mr. Fra-

Mr. Fraser: They are invited from

Witness: I have not heard of any

this 12 months—only what I read in in the "Co-operator."

Mr. Catts: That is, after they are appointed?—Yes.

the provisions for promotion in the other Board?

Mr. Catts: It does not speak of notification, though that practice is being followed under the Loco. Labor-

cers' Award on which Board the Chief Commission sat personally. Notices are being posted in the sheds of vacancies. If that is so, it would not seem much trouble to put it in the world in the sheds of the control of the shed so it would not seem much trouble to put it in the world in the shed so it is the shed so it

weekly notices that go to all the men.

The Chairman: You have read the provision in the Claim?—Yes.

Mr. Bretnall: Does Mr. Catts want to go behind his agreement in this matter? It seems to me as if he were

The Chairman: There is nothing in this claim precluding Mr. Catt's asking for notices to be given. Of course,

he knows we discussed the matter on another Board. I rather anticipate Mr. Fraser's answer, that there is no objection to this as long as it is prac-

Mr. Fraser: That is so, and it is done as long as it is practicable. I have had any amount of cases where men have been to me because other

men have been preferred to them. Say

half a dozen men are asked whether they wish to take such and such a po-

sition, some will apply and others will not. Out of the applicants the most

suitable man is selected.

trying to go behind everything.

The Chairman: I suppose you know

ser says, that vacancies are notified to

that seniority should be the test.

through the weekly notices?

the staff by circular.

the senior men.

What do the public school teachers

Have you inquired?—Yes.

it?—Half a day's pay.

whatever.

school teachers.

is allowed them.

ed them.

With reference to examining your

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 castle, shifting material and loading material for the relaying kangs. He then went relieving to the Northern district. He was 6 years. After that he was sent out as relieving fettler. Then he was appointed as a fettler.

What length have you worked on as ganger?—I have been acting ganger on the Tamworth length for 3 years, off and on, when the ganger went away relieving for 3 or 4 months at a

Have you been 5 years in Wee Waa?

How many miles of road have you look after?—113 miles. Have you got any sidings to look after?—Three-quarters of a mile of siding in the yard. That is the cattle yard siding and the goods shed

How many men have you got?—Two men and myself—three of us alto-

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. There is a lot of difference between the

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,

ago, from all the stores in the district, and also price lists from Lassetters'. Horderns', and several places here. Price lists from Moree?—Yes, and from Warialda, Belatta, Inverell, Gunnedah Wee Waa, Burren Junction, Collarenebri, Walgett, Reedy Creek, Boggabri, Baan Baa, Breeza, and Curlewis.

Do you remember what difference it showed in the prices, generally speaking, between these north-western places and Sydney?—In some cases it would come from 25 per cent. to 50

Per cent.

You have not got any price lists with you?—No.

Mr. Catts: Do you remember waiting on the Commissioner, as one of the deputation, about the matter?— Yes on the 25th October last. I had

all the price lists here then.

They were tendered to the Chief Commissioner?—Yes. Do you know if there was a general movement right through all of the nor-

thern and north-wsetern districts in favor of an increase owing to the cost of living?—Yes, all the way from Walgett and Collarenebri to Werris Was there a big agitation throughout the whole of the men?—Yes. Near-

ly every gang through the district sent in price lists and statements of the cost of living.

Did they ask you to act for them at the deputation?—Yes. They asked me

to come down the time I came before the Commissioner, with you, to repre-sent them. I had all the information then. Lengths Too Long.

Do you know if there has been a general agitation through the northwest, 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. I have a very fair length. All on the Walgett gide of me are ten times worse than side of me are ten times worse than mine. It is impossible for three men to keep them. In fact, there is a length on the other side that has 8 or 9 men on, that is, the Moree North length. Of course, the floods have played Old Harry with the road but independent of that it would be impossible for 3 men to keep the road in proper order. Chipping fire-breaks, and chipping the road from end to end, takes a power of time to do, without keeping the top

on the road.

Do you know the whole of the North and North-West pretty well?—
I have been all through it. I worked through the whole of the north, relieving, and have been with the extra gangs, and have been all through the north-west and different gangs.

And from your experience of the whole of the north and north-west do you say that generally there is too much work for the men to do on the length?—There is too much work for the men to do on the length.

Shire Council Wages.

Do you think you are getting encugh money as a ganger?—No, I

Nine shillings?—I do not think it is enough.

What do you think you ought to get?—Considering that outsiders are getting 10/-, I reckon we ought to get 10/-. The Shire Councils are paying 11' up there, and 8/6 for the men outside.

Are the Shire Councils paying 8/6 for ordinary laboring work?—Yes. Three men who were to come on with me last Friday, the Shire Council gave them an extra 6d. a day—that was 8/6. They were to come on as extra men, to fill up the cattle vards.

How much were you going to pay them?—7/-, and 6d. a night out. The Shire Council gave them the 8/6, and they stopped with them. They were three good men, men who have been

on the construction.

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.
The men in charge of them are get-The life in charge of them are getting 10/- and 11/-?—Yes.

What is the difference between the 10/- and 11/- men?—The leading ganger, the oldest hand, gets 11/-, and

the men under him again gets 10/-.
Mr. Bretnall: I do not know where the relevancy of this evidence is with regard to the matter we have in hand. Chairman: It is just showing what

Do the men make any objection to

Alleged Humor. doing it?—Yes. We take that work turn about. We take the night soil

Conducted by Mr. Spectacles.

She: "But, seriously, doesn't your wife object to us being seen together so much?"
He: "M'no; what worries her is

only booked, against the Traffic—one man one day per month. We get nothing extra for it. when we're not seen, you know. Do you see?" Mr. Campbell: It is a book-keeping

The Last Quarter of the Honeymoon.



who wants to use it, and we have to keep it clean. Sometimes we will empty it twice a week, and sometimes three times a week. She hadn't told her mother yet of their first quarrel, but she took refuge in a flood of tears. And that is in sight of the public?

"Before we were married you said you'd lay down your life for me," she

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 4½ hours. How much time do you get paid for it? Half a doy's pay. "I know it," he returned solemnly; "but this confounded flat is so tiny that there's no place to lay anything

The difference between fact and fiction is best exemplified by the difference between a woman and her photo-

it?—Half a day's pay.

Do you think you should be paid special rates for Sunday work?—I do. What do you think you should be paid?—Time and a half.

For all time worked then?—For all time worked. Of course, if we go out and do extra work, other than run our length we get time and a half for it. "Yes, sir," said Mr. Gallagher, "it was funny enough to make a donkey laugh! I laughed till I creid!" And then as he saw a smile go round the room, he grew red in the face and went away mad.

Immigrant: "At last I have reached Britain, the land of liberty. Here every man can do as he pleases, within the limits of the just laws of a free country. Is that not so?" try. Is that not so?"
Free-born Briton: "Y-e-s; unless he's married."

First Fair One: "What are you doing here, dear?"
Second ditto: "Looking for a hus-

"But I understood that you had one."
"That's the one I'm looking for."

Railway Guard (to passenger, who is complaining of the slowness of the train): "I know what I'm talking about, sir! I've been on this line ten

years."
Passenger (sarcastically): "Ten years, eh? What station did you start from?"

A man who stole a kiss from a pret-ty girl was fined by a magistrate, horsewhipped by her brother, and hurried into brain-fever by his wife. The clergyman also alluded to the affair in a sermon, the local editor took sides with the clergyman and reviewed the case in print, and the catterpillars ate up every blade of the malefactor's wheat crop.

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 bache-

Quiz: "What was the poet's precise

Adolphus, very much smitten, asked an experienced friend if he thought a young man should propose to a girl on "If he doesn't," promptly replied the other, "the girl should certainly get off." his knees.

Alice (reading from book): "And

she made the homely girl look ex-tremely beautiful."

Ida: "With a wave of her wand, I Mr. Fraser: Seniority and fitness is suppose? Alice: "No, with the wave of her magic hair-curler." The Chairman: Seniority prevails provided there is equal fitness.

Brown: "Is it correct to speak of a man as 'of the male persuasion?" "

Jones: "Yes; if the subject is not married?"

done. One of your witnesses gave evidence to-day that notices went down, in the Central division. Applications are invited, I know. "What has that to do with the matter?"
"Why, when he is married, his wife persuades him."

A New Arithmetic.

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

"What are you studying, my boy?" the visitor asked.
"Arithmetic and geography," an-

swered the boy. "And what are you learning in arithmetic?"

arithmetic?"

The boy thought for a minute, then he replied, "Guzinta."

"Guzinta?" said the surprised official. "What's that?"

"Why, don't you know?" said the boy. "Two guzinta four, three guzinta six, four guzinta eight, five guzinta ten."

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 left her home on an early morning train to visit a school friend in a distant city. It had been a tiresome journey, and just before reaching Harrisburg she had fallen asleep.

Waking up, she turned around to an old gentleman in the seat behind her, and said: "Will you please tell me if we are on this side of Harrisburg or the other side?"

"We are on this side," he said.

And she settled down again comfortably and entirely satisfied.

ably 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!"

He Preferred One Cirl.

When J. M. Barrie, the author of "Peter Pan," addressed an audience of one thousand girls at Smith College, during his American visit a few years ago, a friend asked him how he had found the experience.

"Well," replied Mr. Barrie, "to tell you the truth, I'd much rather talk one thousand times to one girl than to talk one time to a thousand girls."

A Part of Johnson's Vacation.

A country clergyman, on his round of visits, interviewed a youngster as to his acquaintance with Bible stories. "My lad," he said, "you have heard of the parables?" "Yes. sir," shyly answered the boy,

whose mother sacred history. mother had inducted him in '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."

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 bor, "Mr. Wood and his children the bor, "Mr. Stone and the little Peb-bles," remarked: "I suppose if they little Splinters," and of another neigh-met papa they would say: "Good morning, Mr. Braber, how are all the little Shavers?"

"What!" exclaimed the head teacher to the stupid boy of the class he had been catechising. "do you mean to tell me you cannot remember your own schoolmaster's name?"

"N-no sir."

"N-no sir."
"My, name is Green, block-head!"
"Yes, sir."
"Well, see if you can repeat it. What
is my name?"
"Green Blockhead, sir."

He: "Why on earth do poets almost always speak of 'wine and women' to-She: "I'm sure I don't know; it

isn't very complimentary."

He: "Of course not. Many wines improve with age; and most women do not."

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. The awkward helper annoyed the butler beyond endurance with questions as to his du-

He continued interminably until the butler, worn out and nervous, said ironically:

"All you need to do is to stand behind the Bishop's chair, and whenever his Lordship puts down his glass you must reach over and wipe his mouth with a paper."

That silenced his assistant. But the young man actually took the order seriously, and as soon as dinner began he stationed himself behind the Bishop, waited till his Lordship had drunk and put down his glass, and then, as de-liberately as his nervousness would permit, he opened out a large napkin and wiped the dignified old gentle-man's mouth!

A Business Forecast. A doctor, who posed as a bit of a wag, stopped outside the yard of a stone-mason one morning. "How's business?" said the doctor. "I suppose when you hear that someone is

ill you get ready for eventualities, though, of course, you never go beyond the words, 'In Memory of.'"
"Well, that all depends," replied the old chap; "you see, if you be a-doctoring of the patient I goes straight on."

Weather's far beyond your rule;
Take it cool!
"Kicking" but becomes the mule;
Take it cool!
When the sunshine's tipped with fire
And you see the world's perspire,
Raise your window three feet higher
Take it cool!

Take it cool!

That's experience's school— Take it cool! Wear no cap that fits a fool; Take it cool!

He: "I wonder why a woman always lets out what she is told?"
She: "My dear fellow, we women have two views only of a secret; either it is not worth keeping, or it is too good to keep."

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.

"Grandpa, what is we all made of?" asked the four-year-old boy.
"We are made of the dust of the earth, my child," replied the old gentleman, in his most impressive manner.

ner.

The little laddie looked puzzled, and turned this over in his mind for some seconds. Then, looking upon the massive form of his relative, "my child" said, as if with a sudden inspiration—"It must have made a great big hole, grandpa, when they took you out."

Sunday's Mass Meeting.

A Superannuation Rally.

Mr. Stephenson's Claims for the tram way Vote.

There was a splendid roll-up of all branches of the railway and tram-way service at St. George's Hall, Newtown, on Sunday afternoon last. A mass meeting of all grades had been convened by the Amalgamated Association, which might well feel gratifield at the success of the meeting. In the unavoidable absence of the President of the Association, Mr. C. dent of the Association, Mr. C. Brown, who was away in the country, Mr. F. W. Lyons of the Sydney Goods Department, was voted to the chair. He as very cordially received, and briefly introduced Mr. J. H. Stephen-

Mr. J. H. Stephenson, the selected candidate of the Amolgamated Rail-way and Tramway Service Association, for the seat on the Board as the repre-ntative of the Tramway employees, was very cordially received. He said it had been stated that a man in the serive could not have such influence on the Superannuation Board as one outside the service. He the 1ght he would have no difficulty in proving that he had fought better for the service than any of his opponents outside. He then went on to show that he had been for many years intensely interested in an any years intensely interested in an any years. advocacy of the men's grievances in connection with the eye-sight test. Before the introduction of the lantern test—in the days of the test by flagging—he had been instrumental in ging—he had been instrumental in having the whole conduct of the tests altered. One convincing illustration was given by the speaker. Seventeen men had been submitted to the eyesight test, by flagging in the open air. Sixteen of the number had failed. He took the matter up, and succeeded in getting permission for the whole of the seventeen to be re-tested. When the re-test came on, he pointed out to the officers conducting it that the nature of the test was altogether unlike practical condition. That being disputed, he persuaded the officers themselves. selves to undergo the test they were submitting the men to. They did so, and the result was ignominious fail-ure. He then insisted upon a test more in accord with practical conditions being given the men. This was done, and the result was that sixteen out of the seventeen successfully passed the test. Then there came the days of the lantern test. As soon as he knew of the introduction of the lantern he ordered seven of them from America guaranteeing £45, in payment. When the lanterns arrived he at once set out on the work he has been consistently engaged in ever since, viz., that of gratuitous instruction, especially amongst tramway men, in the intricacies of the eyesight test. ing the last 5 or 6 years he had been able to secure the reinstatement of very many employees—the majority of them tramway men—who had been misplaced owing to failure in the sight That work had brought him into direct conflict very many times with the Department, but he had had to fight all along the line, until now his work was generally recognised by both Department and Medical Officer alike. The speaker read a number of letters received by him (one of them from the secretary of the Tramway Union) in appreciation of his unceasing efforts in appreciation of his unceasing entries in connection with the eyesight test. Carrying his objections to the unfair methods adopted by the Department still, further, he pointed out how he had been able to have the very severe test by wools reduced very considerably. As a matter of fact, where no less than 127 skeins of wool were used, now only 24 skeins were employed in the test. That particular reform had the test. That particular reform had involved deputations and interviews with Messrs. Carruthers and Wade respectively as Premiers of the State, Only the other day, he had been invited by the Department's Medical Officer to have a look at a new lantern and contract of colors that had been and a new set of colors that had been introduced. He had frankly told the doctor that he intended to use the knowledge gained in his subsequent amongst eyesight test appli-In conclusion on the subject of the eyesight test, the speaker announced, amidst applause, that he would go on fighting until he had forced the Department to conduct the test, allowing the candidates to use both

The Good Samaritan. Mr. Stephenson then told the meeting, in reply to an interjection from one of the audience who said he had come there to hear about superannuation, that he felt he was entitled to tion, that he felt he was entitled to give the meeting some particulars of the work he had done in advocating his candidature. (Applause.) Only the other day, he called at he Commissioners' office on a mission to secure compensation for the widow of the late lamented Porter Allen. With the evidence of much feeling, the speaker said he had been gratified to have from . . . the splendid testimony. "If ever a man should have from the splendid testimony: "If ever a man should have his reward in Heaven, Stephenson, you should have it for what you have done for the poor unfortunates in the railway service." He could give the meeting many instances of what he had meeting many instances of what he had been able to do for bereaved widows and orphans and maimed and crippled servants of the State. He could not help feeling intensely interested in that particular work. In connection with the late Porter Allen's case he might say that he was responsible for the propsed citizens' testimonial, which had been taken in hand by the Lord Mayor, and which he hoped would be brought to a successful issue. (Applause.) He read a number of letters on this particular matter ber of letters on this particular matter

ber of letters on this particular matter showing his direct connection with the proposed Lord Mayor's fund.

Mr. Stephenson then drew towards the close of his address. Dealing briefly, because he had been advised that his time had expired, with the Act, he said his opinion was that the Fund had not had a fair show. The guestion of permanency was very imquestion of permanency was very important. The Railway Act was not at all as clear as it might be on the question of permanency, esp with regard to day laborers. especially They

knew of numerous instances in which men classed as laborers, but who were really machanics, had been denied permanency for many years, instead of being made permanent after six months' service, as was the general rule. There were other points in the Act with which he was not quite in accord, and he considered it was very necessary for the men to have on Board representatives upon whom they Board representatives upon whom they could depend to watch their interests constantly. So far as he knew the positions on the Board were to be practically honorary. He was glad to know that, and, so far as the men in the service, who were candidates, were concerned, they would practically only receive their salaries and out-of-pocket expenses. He could confidently appeal to the tramway men for their votes. to the tramway men for their votes, because he felt that he had done a good deal in their interests in the past, and could serve them capably and faithfully on the Board. He would ask for a good, clean, open fight. He would certainly not be the first to fight in any certainly not be the first to fight in any other way. He would take every op-portunity between now and the election to go amongst the tramway men and explain his views. (Applause.)

Mr. J. H. Catts, M.P., who was well received, briefly reviewed the Act and its advantages and disadvantages, covering much the same ground as reported from Newcastle in our last issue.

One Man, One Billet.

One Man, One Billet.

Whilst he was enjoining upon the meeting the necessity of voting solidly for the Amalgamated candidates, an interjector made some remark about one man one billet. "I am glad," said the General Secretary, "that the remark has been made." He had found that a great deal of childish cackling was going on in the shops, cleverly engineered by rival candidates, who regarded him as an obstacle to their own success. (Applause.) He sought to represent the men on the Board for honor, not for pay. He would vote against any man receiving any payment beyond his out-of-pocket expenses, unless he was a man out of work, who, being elected, had to depend on what he could get out of it for a livelihood. He would seek to keep down the administrative expenses, and thus leave more money to be distributed to the old and injured workand thus leave more money to be distributed to the old and injured workers in their hour of need. (Applause.)

A Voice: Are you not the paid secretary of the Association?

Mr. Catts: Certainly not. In nearly four years he had received £100 as an honorarium at the time of his election honorarium at the time of his election fight, whilst he had gained many thousands of pounds in increased Wages Boards without any payment whatever. (Applause.) Continuing, he said if the position on the administrative Board of the Superannuation Fund was a billet, was not the position of men permanently employed in the service similar on principle to his or men permanently employed in the service similar on principle to his own? Did not the "one man one billet" gag apply equally? According to some, these posts should be given to the "out of works," under such circumstances. There was nothing in the "gag" if analysed. The only men who were practing it were givel condidates. were prating it were rival candidates and their personal barrackers. (Hear, hear.) He would show them there was more personal interest or prejudice in it than reason. Let it be distinctly understood, he did not subscribe to the "one man one billet" cry in such cases. Although it did not apply to himself, he thought it every man's duty under present conditions to se-cure himself against adversity, especi-ally a politician, because, no matter how faithfully he represented his constituents, issues might easily arise, and his livelihood may vanish at a time when he was unfitted for his previous occupation. That would prepare them for what he was going to say. Mr. R. D. Meagher, M.L.A., was a member of the State Parliament, a member of the City Council, a member of one of the Council's committees. If not at present a member of the Water and Sewerage Board, he was until recently. He practised in the Industrial Court, and at the Railway Appeal Board professionally. He was not objecting to this in any way. Mr. Meagher carried out all these duties faithfully. But some of those howling the "gag" at him (Mr. Catts) were Mr. Meagher's most enthusiastic supporters in all his undertakings. He only mentioned this to show that something else than reason was at the back of this electioneering dodge. (Hear, hear.) Mr. Hollis was a member of Parliament, secretary of his Union, and a director of the Starr-Bowkett Society. More power to him! He satisfied his constituents in

work under his direction. Time at Disposal.

The Minister for Home Affairs, who was present on the platform, estimated the Federal House would rise by

each case. (Applause.) Mr. Arthur Griffith was a director of the Savings Bank, and other Labor members were

on the board of administration of the miners' accident relief fund. (Ap-

retary of the Association was that of a director. Shorthand writers, typists, and clerks did the actual work. (Hear,

and clerks did the actual work. (Hear, hear.) His position on the "Co-opera-

tor" was that of editor-in-chief, or di-rector of the editorial staff. There were four paid assistants who did the

His position as General Sec-

Mr. King O'Malley: By November 1 at latest.
Mr. Catts: There would be a recess of from 6 to 8 months. During the first 6 months all the fighting would have to be done. The precedents would be laid down. That was where their interests wanted complete attention. He would be as free, if not freer, than any other man seeking election to watch their interests during the first 6 or 8 months at least. He did not think the Board would meet more than one day a week. When he had cases in the Industrial Court Judge Heydon suited his convenience by setting them down for Mondays. (Applause.) When he was represent-

ing them before Wages Boards, the chairman, Departmental representa-tive and railway solicitor had always met his convenience, as he had always tried to meet theirs. He could not imagine the Superannuation Board doing otherwise. (Applause.) As the Board would sit intermittently, the members would need to consider the convenience of each other. However, if the worst happened and he could not make the arrangements which he anticipated, he would, if elected, resign in ample time to enable the staff to elect another representative before the second session of parliament commenced to sit. (Applause.) Any man outside the service having to earn his living would be in the same position as himself. The Board would have to consider such other persons' convenience and interests in arranging its sittings. (Applause.) He hoped they would not accept the promptings of interested parties without question.

(Applause.)

Many Servants of the Staff.

Because it was imagined that there would be something hanging to the po-sition the staff now had many friends who had and would lay down their lives for them. He did not include Mr. Richards in this, as he always acknowledged the good work of that gentleman.

Mr. Richards: You may leave Richards to look after himself.
Mr. Catts: If I offer a criticism I shall exclude anyone I choose from such criticism. (Applause.)
While Mr. Richards is present it may be opportune to mention another little matter. (This is reported in earther.

matter. (This is reported in another column. See "Catts and Richards.")

He hoped there would be no payment on the board beyond expenses. They would then put these noble heroes to the test.

heroes to the test.

A voice: You won't do much for

nothing.
Mr. Catts: When he went to the court to apply for Wages Boards—and he had all the Railway Boards constituted—he was not paid. (Applause.) When he conducted their cases before Wages Boards he was not paid. (Applause.) When he took cases at the plause.) When he took cases at the Appeal Board he was not paid. (Applause.) As General Secretary of the Association he was not paid. (Applause.) He had not received a penn'orth of financial advantage from the "Co-operator." As a matter of fact he was many pounds out of pocket through his connection with the Association since his return to parliament (Applause.) No man in the Service (Applause.) No man in the Service or out of it had done so much without payment as he had during the last four years. (Applause.) It was so much that it was thought impossible, and he was as often criticised as much as if he had been well paid for every-thing he had done. (Loud applause.)

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 first part was contained in the Superannuation Act. The 65 reference was not, but had been mentioned by the premier in speaking on the question. As far as he could find there was no reference to any other age but 60 in the Super-annuation Act. The age of compul-sory retirement under the Railway Act regulations was 65 until recently, when the Chief Commissioner increased to 70. So that the statutory position was that they could retire at 60 if they chose. The Chief Commissioner could exercise the option up to 70. Hear.

The Insurance Companies. Some objection had been taken to Some objection had been taken to his Newcastle remarks r.garding the insurance company. He had the information from a reliable authority, which was based upon instances which had been tested. He could not give the genteman's name, but if he did, the men would be satisfied the authority was a good one. However, he strongly advised those who desired to surrender their policies, not to do so until the Superannuation Board was elected, so that the matter could be elected, so that the matter could be perly investigated and the best sible terms arranged. (Hear, hear.) He advised the staff where they possibly could, to take over their own insurance policies and keep them going themselves. (Applause.)

The Temporary Men.
A tramway man asked what was go

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. Mr. Catts: Very little could be done until the Board was elected, but steps should then be taken by the men's representatives, who would then have the weight and influence of staff representatives, as quickly as possible to have tatives, as quickly as possible to have the matter remedied. The Amalga-mated candidates, if elected, would take immeditae action, backed up by the association, to have these men (Applause.)

In conclusion, he asked that the men refuse to consider the interests of candidates personally, whoever they may be, but to elect representatives who could best represent the men themselves and safeguard their interests.

(Applause.)
The Hon. King O'Malley, Minister for Home Affairs in the Commonwealth Parliament, also addressed meeting. He announced, after being received in the most cordial manner possible, that he had not been asked, nor did he intend to take any part in the Superannuation Board election now pending, nor advocate the claims of any particular candidate or bunch of candidates. But he had always taken a very keen interest in the affairs en a very keen interest in the affairs of railway and tramway men, and he was very glad indeed to see so good a muster at that meeting. He paid a very warm tribute to the capacity and unflagging zeal of his friend, Mr. Catts, whose intense interest and unceasing effort on behalf of the railway and tramway service was so generally and tramway service was so generally recognised by all with whom he came into contact that it was looked upon as his chief characteristic. He was very glad to notice that his work, done s unselfishly, was so warmly appreciated as had been indicated that afternoon. Mr. O'Malley then went on in that in-imitable style, which is so peculiarly his own, to deliver a rousing speech on the general subject of organisation

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. His contribution to the after-noon's proceedings was distinctly en-joyed, and had a very admirable effect in inspiring one and all to fix before them the splendid ideals of the Labor

MISTAKEN OPPOSITION.

Mr. Cusack in Reply.

Sir,—In your issue of the 29th Sept. I notice "S.M." sounds the tocsin against me for my utterance anent the Superannuation Fund. This appears to me to be another sample of the insidious "Blame the Labor

of the insidious "Blame the Labor Party" tactics of our opponents.

If you will premit me space I will briefly state the views I gave on the occasion in question. I was referring to the change of front of the Government since the 13th of April. And amongst other things I said that whilst Liberal Governments always provided retiring allowances for judges and highly-paid officials, that it is only since the glorious 13th that they attempted to provide for those who had to struggle through life and rear families on small salaries. I pointed out that when the old 4 per cent Superannuation Fund was supposed to be insolvent, the Government posed to be insolvent, the Government never came along to place that on a sound basis. Men paid hard-earned money into that Fund only to learn a bitter lesson under a Liberal Government but if they were highly-paid civil servants the Government would have come to their rescue. Now, however, when Mr. Wade sees the "writing on the wall," he thinks of the Railway and Tramway men, and he brings in a bill which Sir Joseph Carruthers says will require about £150,000 a year to make solvent. Now what guarantee have these men after the 14th Oct., that the Liberal and posed to be insolvent, the Government what guarantee have these men after the 14th Oct., that the Liberal and Reform Government will vote this sum annually. Because Sir Joseph Carruthers criticised this Superannuation Bill, and has shaken my confidence in it, "S.M." wants the Labor party to be rejected because I apprehend that the Railway and Tram-

party, and to do their share of the work of placing those ideals on the statute books of Commonwealth and State alike. He resumed his seat amidst a remarkable demonstration of the appreciation of his audience.

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way men are not getting that fair treatment they are entitled to, and because I desire to see the workers' superannuation placed on an actuarially sound basis, such as will assure him of a retiring allowance that will be as safe as a judge's then "S.M." is after my political scalp.

If Mr. Wade brought the Bill in 3 years ago in order that it would be tried before he went out of office, I could have respected him. It looks to me like a measure now, however, de-

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could have respected him. It looks to me like a measure now, however, designed to catch the votes of such men as "S.M." That gentleman has a perfect right to vote against me for holding the views I do; but I object to his subtle advice to the Railway and Tramway Association to pause. Labor men should not be penalised for Labor men should not be penalised for the views I hold, no more than my opponent should suffer because Sir

opponent should suffer because Sir Joseph Carruthers, belonging to the same party, criticised that Bill.

Personally. I would favor a Superannuation Fund that would pay bonuses rather than one that might run dry at a critical time. If the Government guaranteed the shortage whatever it might be then there would be less to complain of.

Thanking you in anticipation

Thanking you in anticipation. Yours faithfully, J. CUSACK.

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SUBSCRIPTIONS ACKNOWLEDGED.

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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. This remarkable progress is extremely gratifying. The 10,000 mark is now quite in sight. Every member is urged to get his head down and put his ears back to assure the mark being reached before the end of the year.

Industrial Unionism—the organising of the whole of the employees in the service into one powerful union-is the finest ideal our members can have before them. Individual effort will have a remarkable effect. Talk about the good work the Amalgamated has done, and pass the "Co-operator" on. The non-members will soon see that they can't afford to stay outside. The following names and addresses have been added to our mailing list since last issue. Already there are indications that next week promises to eclipse all previous records.

E. A. Stacey, Waratah.
Robert A. Musgrave, Waratah.
Alfred E. Thurling, Broadmeadow.
Mr. T. Wilson, Scarborough.
G. L. Ash, Central Railway Station.
George A. Gelliviler, Currabubula.
William Gilett, Picton.
T. F. Braithwaite, Picton.
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A. Skervey, Redfern.
R. Bligh, Darlinghurst.
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Gleeson, Wollongong.
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John Baker, Scarborough.

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W. S. Currie, Lewisham.
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J. Tattersall, City.
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Railway and Tramway Appeals.

THURSDAY, SEPTEMBER 29, 1910. and Tramway Service Association. THE BOARD.

MR. JAMES FRASER er-in-Chief, Existing Lines) Chairman. MR. J. S. SPURWAY (Secretary for Railways), Commissioners' Representative.

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

George Sommers, goods guard, Syd-ney, was charged with failing to see that a train was coupled together, and to test the continuity of the Westinghouse brake, before giving the driver the signal to start, with the result that the engine and 4 trucks ran through the Wallerawang-Marangaroo section, while the rear portion of the train was left standing at Wallerawang, 27/8/10.

The remisioner inflicted by the Da

The punishment inflicted by the Department was a degrading to position of third-class porter at a reduction of

3/- per day in wages.

This case arose out of the same mishap for which Night Stationmaster Chamberlain, of Wallerawang, was punished by a reduction in his salary of £10 per annum, and whose unsuled the state of t of £10 per annum, and whose unsuccessful appeal was reported in our last issue. Guard Sommers was represented before the Board by Mr. J. H. Stephenson, traffic Executive Officer of the Amalgamated Railway and Tramway Service Association. He pleaded guilty to the neglect set out in the charge, but appealed against the very heavy punishment inflicted. After considerable deliberation the Board came to the conclusion that he had been too severely dealt with, and decided to remove the permanent degradation inflicted, reducing it to a period of three months.

George James Marshall, junior porter, carriage cleaning sheds, Eveleigh, was charged with absenting himself from duty without leave, and with making untruthful statements concerning the absence from duty 2018/210 ing the absences from duty—29/8/'10. Punishment—Dismissed the service,

Appellant conducted his own case. He pleaded guilty, and threw himself on the mercy of the Board. This was a difficult case for the Board to decide, inasmuch as there were previous records a ainst appellant during his 3 years in the service. It was, however, at length decided that he should be given another chance. He is to be reinstated in the service after suffering a suspension of 3 months' duration.

Leo Sydney Dowling, third-class porter, Darling Harbor, was charged with acting in a suspicious manner with regard to a tin of biscuits, which had been pilfered and was found in a louvred van, in which Porter Dowling was detected entire, something. was detected eating something. He acknowledged having received the tin of biscuits in good order, and had carried it a few minutes before from the platform to the louvred van—30/8/10. Punishment—Dismissed the ser-vice, and to lose pay while under sus-

pension, 5/9/10.

Appellant in this case, was represented by Mr. W. D. Clark, of the Head Office, Amalgamated Railway

TO TRAMWAY MEN.

A Plea for Amalgamation.

(To the Editor.)

Sir,—As the organ of the Tramway Union, the "Record," is not open to us for the ventilation of our views, would you kindly allow me the use of

your journal to lay before my fellow-

unionists in the tramway service some of the reasons that should weigh with

of Amalgamation? It should be borne

of Tramway Employees. To my min l, their only object in this is to draw employee's minds from a considera

tion of the real question at issue—amalgamation. They certainly had no mandate from the Union for this step.

who are going to benefit by this last move of our Executive are some of our chief Executive Officers, who will be provided with a free trip to the other States to attend the annual conferences

His defence was a complete denial of the harge. He stated that he was not eating anything at all in the van. He further stated that he could not say whether or not the tin of biscuits was in good order when carried to the van. This was one of those unfortunate cases in which it is impossible to procure witnesses for the defence. There was no one who could be called in support of the denial of the offence. It was submitted on appellant's behalf that, in view of his protestations of innocence, there must be some doubt about the case, and that appellant was entitled to the benefit of that doubt. The Board however, held that the evidence for the Department was straight forward and conclusive, and that the decision of dismissal could not be in-

Langley Lawrence Sampson Byrnes, third-class porter, Mudgee, was charged with neglecting during shunting operations, to remove the point clip, with the result that the points were run through and broken.

Punishment—Fined 2/6.

Appellant conducted his course case.

Appellant conducted his own case He pleaded not guilty. Giving evi-dence on his own behalf, he stated that he had unlocked the points for a pre-vious shunt. The only way he could account for the mishap was that, in his absence, someone must have replaced the clip on the points. He had no witnesses to produce. The Board con-sidered the explanation unfeasible, and decided that it could not interfere with the punishment. The appeal was the punishment.

Edmund A. Cooper, guard. Sydney, was charged with irregularly shunting "AA" down ballast train from down to up main line at Thornleigh, and despatching it as "BB" ballast train on while the block working at Thorn-leigh was switched out, 12/9/10.

Punishment—Dismissed the service,

Appellant was represented by Mr. J. H. Stephenson. The defence was that there were extenuating circumstances, which were so strong as to plentifully warrant the Board in considerably mitigating the very severe punishment meted out. It was claimed with meted out. It was claimed with much force that the mistake was the outcome of a previous error on the part of an officer at Pennant Hills, and furthermore that it could not have oc-curred had the Department regulations, in regard to the keeping of the block working key locked up, been observed at Thornleigh. In spite of observed at Thornleigh. In spite of the very strong case made out, the majority of the Board could not see their way clear to reinstate Guard Cooper. The men's representative on the Board. Mr. C. Brown contended that a caution would be ample punishment for appellant, but, by majority decision, the appeal was dismissed. We may say that we understand

We may say that we understand from Mr. Stephenson that this case is to be taken direct to the Chief Commissioner, from whom it is hoped more lenient treatment will be obtained than from the Appeals Board. We hope to be able to announce the result of the appeal to the Chief next week.

As illustrating the great advantages to be derived from amalgamation, I need only refer to the present position of the Australian Workers Union (of

which body I was a member for a number of years) which, prior to am-algamation, consisted of a number of different sections, without cohesion, and impotent to achieve any good of a lasting character. Look at it to-day, with its 40,000 odd members; with its splendid weekly paper, and its contemplated daily! It has made itself a power in the land both in be contemplated daily! It has made itself a power in the land both in he political as well as the industrial world. Its requests receive that consideration which will only be accorded of Amalgamation? It should be borne in mind that the tendency is, amongst other unions, to regard Government employees as a specially favored class, and our conditions are therefore unlikely to excite much interest or sympathy in these bodies. What we want is a consolidation of the various bodies in the railway and tramway departments into one strong or where you have the power to back them up. This is the position those advocating amalgamation are desir-ous of bringing about. The number of employees under the Railway Commissioners ought to enable us to form missioners ought to enable us to form an organisation second to none in the State. That this is being fully recognised by other sections, is evidenced by their rapidly coming in under the Amalgamated Association, and until we in the Tramway Union realise wherein our true interests lie, we must be content to put up with the disadvantages of our isolation. With personal interests so strong, it is unlikely that the dictators of our Union will make any move in this matter, unless forced. If anything is to be done towards accomplishing an end so way departments into one strong or-ganisation. This can be only accom-plished by amalgamation. Our Exe-cutive has recently assisted in bring-ing about an Inter-State Federation But their action in this only accords with their usual attitude, of entirely ignoring members. How in the name of common sense, might I ask, is this Federation going to benefit us? What assistance is a body of men in private employment in Melbourne, Perth, or done towards accomplishing an end so desirable, we must take the initiative ourselves, and force our unwiling Executive into action. To this end I would suggest that committees be employment in Melbourne, Perth, or elsewhere going to render us, in our fight for better conditions? What help was the Federation to the WA. Tramway Employees in their late strike? Federation is a move in the wrong direction. Its methods are too slow and cumbersome, Our own strike ought to have convinced anyone of this. Our interests lie in the direction indicated above. The only ones who are going to benefit by this last

would suggest that committees be formed at the various depots, and a requisition be presented to our Excutive to have the matter thoroughly discussed. We might then get such champions of amalgamation as Mr. D. McDonnell, M.L.A. Mr. Spence, M.H.R., or others to address meetings, and lay its principles and advantages before our members.

Hoping this letter may be the means of exciting that interest that means of exciting that interest that leads to action.

> Yours, etc., "TRAM TROUB."

Staff Changes and Promotions.

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

Railways.

APPOINTMENTS.
Locomotive Branch—Call Richard Mordue, Hamilton. Cleaners: Malcolm Newell, Port Waratah; Robert Maxwell, Narrabri West. Storeman: Alexander McIntosh, Wer-

Permanent Way Branch—Fettler: Ernest R. Sidebottam Moree-Inverell. Draftsmen: Edward C. Cripps, George R. Cockburn, Henry J. Hoggan, Frederick J. Martin, Cyril C. Singleton, Head Office.

Traffic Branch—Apprentice Clerks: Hugh Ryan Dorling Harbor: Nor

Hugh Ryan, Darling Harbor; Norman Timbrell, Bullock Island. Signalman: Albert C. Gibson, Newcastle nalman: Albert C. Gibson, Newcastle Relief (re-employed). Porters: John H. Baird, Arthur J. Mason, John J. Robson Newcastle Relief; Albert J. Williams, Oswald Waldron, Bullock Island; Francis G. Ellis, Narrabri Gatekeepers: Francis O. Taylor, Cyril P. Hodges, Hamilton; Raymond V. Morris, Singleton; Elizabeth Davis, Glen Innes. Probationers: Roy York, West Maitland; Louis Perrin, Tenterfield. Tenterfield. PROMOTIONS.

PROMOTIONS.

Locomotive Branch—Cleaners to Firemen: Arthur Bowyer, Port Waratah; Horace Hodgson, Port Waratah; Arthur Sutckey, Michael McKenna, Murrurundi; Edward J. H. Pratt, Narrabri West; George S. Brookes, Murrurundi; Joseph Wells, West Tamworth to Werris Creek; Francis Deis, Werris Creek; Albert J. Brown, Lismore. Firemen to Drivers: Peter Gillies, James Redding, John Eltis, Port Waratah; Frederick Nelmes, Hamilton; Dudley McGrath, Werris Creek; Lindsay Mathieson, Narrabri West. Call Boy to Cleaner: Clarence Downie, Port Waratah. Shop Boy to Downie, Port Waratah. Shop Boy to Cleaner: James Burke, Frederick Madden, Murrurundi to Werris

RESIGNED OR LEFT THE SER-

Permanent Way Branch—Fettlers: George McGrath, Lismore-Murwil-lumbah; Martin Guilfoyle Canter-

Traffic Branch—Station Master: John Reilly, Mortdale. Officer-in-Charge: Patrick Nugent, Mandurama. Junior Clerk: John M. Rodgers, Dar-liner, Marker Appropriate Clerk: Junior Clerk: John M. Rodgers, Darling Harbor. Apprentice Clerks: Colin R. Plowman, Orange; George W. Jordan, Bullock Island. Goods Guard: Sidney J. Forsyth, Cowra. Ticket Collector: David N. Rea, Sydney. Porters: William H. Ayton, Strathfield; William McGrath, Hornsby. Junior Porters: Thomas A. P. Ryan, Rookwood; Michael A. Kirwan, Orange Relief. Gatekeeper: Patience Hassall. Glen Innes. Hassall, Glen Innes. DECEASED.

Traffic Branch-Guard: Martin Mc-Cann, Newcastle.

Tramways.

APPOINTMENTS.

Traffic Branck—Office Lads: Albert
J. Rooke, Alfred E. G. Taylor, Sydney. Conductors: Ernest G. Kirk,
Claude L. Brown, William Cummins,
Henry, Stevens, Brance, W. Woller, Claude L. Brown, William Cummins, Henry Stevens, James W. Waller, Archibald Stewart, Sydney A. Walsh, Frederick Bannon, Andrew Baird, Edwin Dale, Joseph Lopez, George W. H. Sanders, Ernest A. Taylor, James F. Taunton, James Weir, Thomas H. Onferod George E. Swann, Denis White, Walker O'Donnell, James S. Gibson, William J. Kirchner, Albert Shekleton, Charles D. Smith, Colin S. Walton, John B. Warner, Daniel C. Oliver, William H. Hunt, Reginald McCarthy William J. Lupton, John L. O'Connor, William Saunders, Sydney.

Electrical Branch—General Labor-ers: Ernest List, Dowling Street;

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Traffic Branch—Porters to Clerks: John Flanagan, Charles F. Harris, Edward Duckett, Sydney Parcels Office. Shunter to Night Officer: Edward J. Dwyer Penrith to Birumba. Porters to Night Officers: John O'Grady, Metropolitan Relief to Uringalla; George W. Rivett, Eskbank Relief to Zig Zag: Tom M. Paton, Orange Relief to Yamboyna; Harry T. Young, Trangie: Herbert L. Crow, Muswellbrook to Park Ville; James A. Sheehan, Metropolitan Relief. Ticket Collector to Junior Clerk: Arthur R. Fleming, Sydney to Lewisham. Porters to Junior Clerks: George A. Wilson, Sydney; Albert P. Hobden, William J. Dines, Sydney Parcels Office; Norman G. Starr Milson's Point. Junior Porters to Junior Clerks: William Boag, Metropolitan Relief to Croydon; George Goodwin, Croydon. Junior Porters to Apprentice Clerks: Vincent Kernahan, Fern Hill to Sydney Parcels Office; Robert M. Byrnes, Clyde Yards; James Wiltshire, Sydenham; Leslie E. Bott, Singleton to Orange: Stanley H. Traffic Branch-Porters to Clerks; M. Byrnes, Clyde Yards; James Wiltshire, Sydenham; Leslie E. Bott, Singleton to Orange; Stanley H. McRae, Alick Ritchie, West Maitland to Bullock Island. Shunter to Goods Guard: Claude H. Lane, Newcastle Relief to Werris Creek. Porter to Shunter: William J. Howard Singleton.

ton.

Traffic Branch—Porters to Signalmen: Leslie H. Dennis, Newcastle Goods to Wallsend; George Thwaites, Werris Creek. Junior Porter to Porter: Norman H. Dengate, Walcha Road to IManilla. Gatekeepers to Junior Porters: Stanley H. Davies, Broadmeadow to Newcastle; John Lindsay, Hamilton to Newcastle; Gordon H. Coombs, West Maitland to Newcastle; John Rodgers, Hamilton to Newcastle; Harold E. McCarthy, Muswellbrook to Warialda; Walter H. Baird, Singleton.

Frederick Harvey, Ultimo Power House, Fitters" Laborer: Frederick Broomham, Randwick.

Permanent Way Branch-Fettlers: John Burcher, James Doran, Arthur A. Burton, Ernest Griffiths, Walter J. Bourke, Sydney.

PROMOTIONS.

PROMOTIONS.

Traffic Branch—Conductor to Clerk: Edward T. Walker Newcastle. Office Lad to Apprentice Clerk: John V. Doran, Albert A. Read, Sydney. Electric Driver to Steam Driver: Alfred E. Miller Sydney to Newcastle. Conductor to Motor Attendant: Patrick J. Driscoll, Newcasle. Motor Attendants to Steam Drivers: Edward G. Robson, Arthur S. Bennett, Newcastle. Shedman to Steam Drived: William Bunker Newcastle. Motor Cleaner to Steam Driver: James Roe, Newcastle. Conductor to Steam Driver: Daniel McDonald, Newcastle. Conductor to Motor Attendent: Walter Jones, Newcastle. Conductor to Shedman: James Lawson Newcastle. Conductors to Electric Drivers: Oliver J. Campbell, Fergus Morris, Joseph Hodgson, James Brien, Charles Burns, Henry H. Davis, William Flick, Stanley Latty, Fitzgerald O'Neill, Sydney.

Electrical Branch—Junior Greaser to Durgens Attendant: Arthur Kiefer

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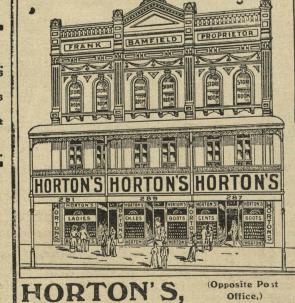
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