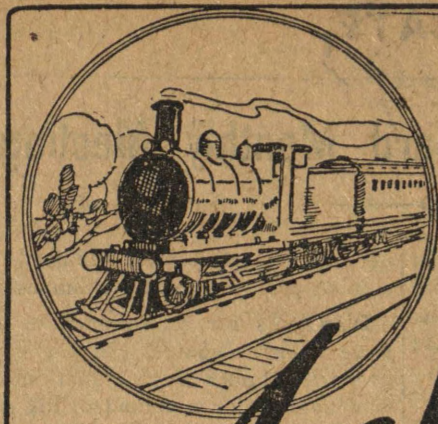


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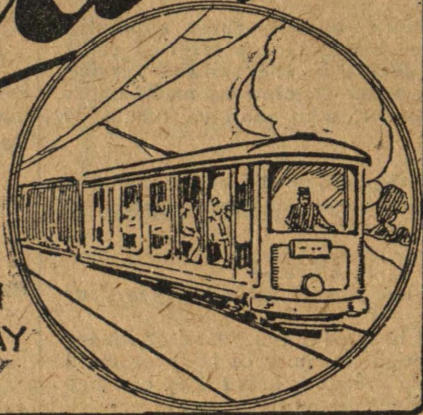
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VOL. I.—No. 3.

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SYDNEY, AUGUST 9, 1917.

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Industrial Magistrates Court.

(Before Mr. G. C. Addison, Chief Industrial Magistrate.)

Neville Keating, of the Power House, Ultimo, Boiler Cleaner, complained that the Railway Commissioners employed him between January 1st and May 25th, 1917, at a rate less than was paid for similar work to other employees. Complainant claimed £9/7/6, being the difference in pay between 1/6 a day and 12/6 a day. Mr. D. Guihen appeared for the complainant, and Mr. Paton for the Railway Commissioners.

Mr. Addison upheld the point raised by Mr. Paton, that, even assuming that the work done by the complainant was of the same class and done under similar circumstances as that at the Power House of the City Council, the Commissioners were only bound to pay the craft rates. No order was made against the defendant, who was allowed £2/2/- costs.

RAILWAY TRAFFIC.

The Appeals Board sat at Bathurst on Wednesday, July 11th. Mr. R. V. Hodgson (Chairman), M. Kelly (Employees' Representative), and J. Doran (Department Representative).

Mr. Gander appeared on behalf of the Department.

John Benjamin Wright, Third Class Shunter, Bathurst, 9/9 per day.

Decision of Officer.—Dismissed, 9/6/17.

Charges.—(1) During shunting operations exhibited a green light to Signalman intimating engine and vehicles had passed out of East Dock clear of No. 10 points, with the result that when points reversed and vehicles set back, bogie wheels of B.C. 415 were derailed—5/6/17.

Decision of Officer.—To lose pay while under suspension, and be reduced to Porter at 9/3 per day.—22/4/17.

Charge.—Under the influence of liquor on duty.—22/4/17.

Mr. McIntosh, Solicitor, Lismore, appeared for appellant, Mr. A. Gander for the Department.

A. Burt, Traffic Inspector, said:—At 6.20 p.m. on Sunday, 22nd, I was dining at my residence close to the level crossing, when I heard someone call out, "Open the gates!" which was repeated, and language used. I proceeded to gates and saw vehicle held up owing to gates being closed across road. I let traffic through, and proceeded to Station, where I found the appellant (Drinkwater) seated in S.M.'s chair fumbling correspondence. I sent for Mr. Tweedie, the Station Master, and when he came along I drew his attention to Drinkwater's condition; he appeared to be under the influence of liquor, and Mr. Tweedie asked him to sign his name. He made a couple of attempts and signed, "A. Drinkwater." Appellant then asked S.M. to note the time, saying it was 9.38 p.m., although it was only 6.35. Other circumstances which came under my notice was that he had lost his uniform cap on journey, and had broken his lamp. He did not have his journal made out, and when asked by Mr. Tweedie to make it out he did not do so.

William George Tweedie, Station Master, Lismore, also gave evidence, corroborating first witness.

Herbert Calligan, Assistant Guard:—My duty on 22nd April was Acting Night Officer at Lismore, signing on 8 a.m. Remember Drinkwater's train coming in. I am expected to help the guard, put the train away. I put train away. Drinkwater said it was not his duty to put train away. Saw Mr. Burt, when I was catching engine on. He told me to tell Drinkwater to come to office. Drinkwater was then standing near scales on platform. Mr. Burt asked me if I knew

The Basic Wage.

In the course of his judgment the President said: "I cannot make any reduction in the minimum wage because of permanency of employment; but in fixing wages I have not been unmindful of the privileges, such as leave of absence, granted by the Commissioner, regarding them mainly from the viewpoint of what it costs to grant them. The Act lays down that 'the minimum wage of an adult male employee shall not be less than is sufficient to maintain a well-conducted employee of average health, strength, and competence, and his wife, and a family of three children in a fair and average standard of comfort, having regard to the conditions of living prevailing among employees in the calling in respect of which such minimum wage is fixed, and provided that in fixing such minimum wage the earnings of the children or wife of such employee shall not be taken into account.' I have come to the conclusion that the basic wage in the South-eastern district should be £150 a year, in the Central £160, and in the North £175."

THE N.S.W. AMALGAMATED R. & T. S. ASSOCIATION BENEFIT CO. LTD.

To Members,—

Applications are invited for the position of Secretary of the Company (vice Mr. Mulder, resigned), to close at the Adjourned Annual General Meeting of the Company, on Wednesday, September 5th, 1917.

Re Levy of 5/6.—Members are informed that the whole should be paid on or before September 30th, 1917, otherwise the same will be charged as arrears, and should 4/- be owing, the member will be unfinancial.

Members joining since January 1, 1917, are to be charged pro rata 3d. fortnightly. Those joining since July 23rd, 1917, are not to be charged.

Re Proposals to alter Rules, submitted to members. The result was—No. 1 Proposal, 611 votes. No. 2, 885; No. 3, 415; Informal, 381. To give effect to No. 2 Proposal, same must be adopted by the

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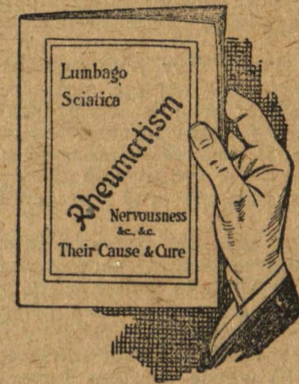
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"Temple Court."
ELIZABETH & KING STS.,
SYDNEY.

S. 7112 and B.C. 415 damaging them and injuring Fitters' Laborer Humphries (Bathurst).—5/6/17.

After hearing the evidence the Board decided to dismiss the appeal.

* * *

RAILWAY TRAFFIC DIVISION.

Board:—Messrs. R. E. Hodgson (Chairman), E. J. Doran (Department), M. Kelly (Employees).

Arthur Drinkwater, Guard, Lismore, 10/- per day.

such the charge serious enough to take some steps to go to some one or two of his mates and get them to certify to his condition, he said he did not think so.

The Board decided by majority to dismiss the appeal.

Mr. Kelly dissented, considering a time limit might be fixed.

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WATCHES

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service, 36 years 2 months; stationmaster; retired, 15/7/17; amount, £83/10/-.

Section 120: List of Officers who died whilts in the Service.

Ernest Emerton Ainsworth, fettler, Per. Way, Railways; 9/6 per day; deceased 16/7/17—£15/2.

Died on Active Service.

John Ayre, shunter; Traffic; 10/- per day; deceased 1/6/17—£3/14/6.

Section 121—List of Officers Dismissed for Misconduct.

Ernest Armstrong, porter; 9/3 per day; entered 13/9/15; dismissed 29/6/17—£2/13/4.

John Sheen, cleaner, Elec., Tramways; 9/3 per day; deceased 3/5/17—£6/16/7.

Section 122—Voluntary Retirements After Service for 15 Years or Longer.

The following cases were dealt with, and the payments approved of:—

Section 125—List of Officers Dismissed for Misconduct.

Ernest Armstrong, porter; 9/3 per day; entered 13/9/15; dismissed 29/6/17—£2/13/4.

Refunds Approved.

Ernest Armstrong, porter; 9/3 per day; entered 13/9/15; dismissed 29/6/17—£2/13/4.

Tramways; 13/- per day; entered 14/12/08; dismissed 2/7/17—£10/14/6.

Refunds Refused.

Henry James Bevis, guard; Railways, 13/- per day; entered 5/3/00; dismissed 11/7/17—£17/8/10.

HARDEN BRANCH.

Mr. A. Buckley, M.L.A., paid a visit to Harden at the invitation of Mr. Hugh Hallaby, Secretary of the Traffic Branch of the Amalgamated, and addressed a mass meeting of Railway employees on the subject of One Big Union.

RETURN OF THANKS.

To the Editor, "Railway and Tramway Advocate."

Dentist Charles I. Harris offers that, with his PAINLESS METHOD, he can extract any tooth without pain.

Newcastle Notes.

The quarterly meeting of Traffic men, presided over by Mr. N. A. Frewen, was held at Beacham's Rooms, Islington, on 15/7/17.

Re complaints against staff in Head Office.

Every satisfaction has been given the branch, and they have every confidence in the staff. Miss Hamilton was specially mentioned by various speakers.

All Grades Advocate.

PUBLISHED FORTNIGHTLY.
EDITORIAL MATTER.

It must be distinctly understood that the N.S.W. Amalgamated Railway & Tramway Association is alone responsible for all editorial matter appearing in this issue.

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.

Whilst all our business in connection with free services to our readers 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.

All communications must be signed with full name and address of correspondents, not for publication, but as a guarantee of good faith.

All communications to be addressed to—

"The Editor," "All-Grades" Advocate,
Bowen's Buildings, Railway Square.

SYDNEY, AUGUST 9, 1917.

Our Registration was Not Cancelled.

RUMORS TO THAT EFFECT ARE UNTRUE.

We are given to understand that members of the Traffic Association are running about making all sorts of false statements in regard to our registration. The facts are as follows:—

During the hearing of the appeal against No. 3 Award (Traffic), Mr. Brettnall, the Assistant Solicitor for Railways, in his endeavors to prevent the Amalgamated appealing to the Court, said:—

"The effect of the statement was that the rates of pay prescribed in the Award having been agreed to by the employees' representative on the Board, that fact prevented applicant Union from proceeding with the application."

These remarks were immediately reported to us by Mr. Henwood, who was appearing for the Association. We were asked if this was right; no information could be given on that point, as Mr. Carroll would not give any information whether it was right or wrong. However, it had nothing to do with us. Mr. Brettnall had made the statement; where he received the information from it is hard to say.

Owing to some of the men being in Court when this statement was made, the report was circulated throughout the Service. Members of the Traffic Association said Mr. Brettnall's statement was false, and said that no such statement was made. On May 10th we published in the "Co-operator" a copy of Mr. Henwood's letter, and the remarks of Mr. Justice Rolin under the heading, "What Happened in Camera."

Mr. Carroll, on the publication of this article, rushed straight away and applied for the cancellation of our registration. On Monday, July 23rd, an application was made to Mr. Justice Heydon, in No. 1 Court, by the Railway Traffic Employees' Association for the cancellation of the registration as an industrial union of the New South Wales Amalgamated Railway and Tramway Service Association; or, in the alternative, for an order that its rights and privileges as an industrial union be suspended during such period as the Court might deem just. The application was based on the ground that the respondent Association published in its official newspaper, the "Co-operator," on May 10th last, a copy of a letter with a view of injuring Mr. M. J. Carroll, as Secretary of the applicant Association and in his capacity as employees' representative on the Government Railways Group, No. 3 (Traffic) Board, and the union of which he is the Secretary.

Several affidavits were filed, including one by James Morton Hamilton, Vice-President of the applicant Association, in which deponent stated that on April 27th last, Judge Rolin, in giving judgment in the matter of the Award, referred to a statement made during the hearing by Mr. Brettnall, Assistant Solicitor for Railways, for the Railway Commissioners, the effect of which, deponent was informed, was as follows:—

"That the rates of pay prescribed in the said Award having been agreed to by the employees' representative on the said Board, that fact prevented the applicant Union (N.S.W. Amalgamated Railway and Tramway Service Association) from proceeding with its application."

The statement, the deponent continued, had caused great unrest in the ranks of his Association. Many members had resigned, and many other members threatened to do so. Members of the Amalgamated Railway and Tramway Service Association were openly making charges against Mr. M. J. Carroll, the employees' representative referred to. It was alleged that he, as a member of the Board, had acted contrary to their interests in agreeing to the rates of pay prescribed in the Award mentioned.

Annexed to the affidavit was a copy of the article which appeared in the "Co-operator" newspaper, and deponent believed that the report was published to discredit Mr Carroll, and to create distrust among members of deponent's organisation.

Mr. M. J. Conington appeared for the applicant Association, and Mr. J. B. Moffatt for the respondent Association.

After evidence had been given, Mr. Moffatt submitted that the article was simply a report of what took place in Court, with the query added: "Did Mr. Carroll agree?" There was no direct charge against Mr. Carroll, and, although the Association might have been rash in publishing the article, it was, as he had said, merely a report.

Mr. Conington referred to Mr. Carroll's affidavit, which asked the Court for an investigation of the matter.

His Honor said, so far as he was concerned, whatever Mr. Carroll stated in the box would make no difference in the view he took of the matter. His Honor thought the publication of the paragraph was a shabby act. He could understand unions being rivals, and that the rivalry should become keen, but he could not understand it being carried on in a dirty way. He was strongly inclined to do something to mark his sense of the shabbiness of the action. He supposed the time would come when members of the Railway Boards would be done away with altogether, and the Court would be doing all the work. Until that change took place, Mr. Carroll would remain on as a member. But his Honor would do this—he would take away from the Amalgamated Association its right to appear before the Board, and give the Traffic Association that right. He would authorise the Traffic Association, in any questions which might arise in future, on representation before Boards, to remind the Board of the publication, and he directed that any appearance before that Board must be by an advocate, instructed by the Traffic Association.

"If," continued his Honor, "Mr. Carroll is anxious to make a statement here and now he may do so."

Mr. Carroll thereupon entered the witness-box, and remarked that it had been said by Mr. Brettnall, that an agreement was arrived at between himself and the Commissioners' representative on the rates of pay. Witness disagreed entirely with that statement made by Mr. Brettnall, that any agreement was arrived at between the Commissioners' representative and himself while the Board was sitting in camera.

Railway and Tramway Strike.

For some considerable time there has been a great deal of unrest among the men employed in the Railway and Tramway Service. This feeling of unrest has been brought about owing to the attitude of the departmental heads and the Government of the day towards the workers. Since the present Government have been placed in power, they have set themselves out to fight and crush organised Labor. Mr. Beeby, as the Minister of Labor, has on several occasions given the public to understand that the unions of to-day were getting too strong, and that they would have to be broken up and taught a lesson.

He has gone so far as to say that he was preparing the necessary legislation to deal with the militant unions of to-day. The Commissioners have also set themselves out to break the power of the unions. In the first place, they set out to do it with the First Aid Institute classes and Safety First schemes; little committees of good, loyal men were being formed throughout the Service; any little pickings, of course, would naturally go their way. Then they came along with the New Punishment Scheme, another fine thing for the non-unionist or weak-kneed one. Good and bad marks are to be given the men similar to those received in their schooldays. On July 18th a further instruction comes out, as follows:—

"No employee shall, unless in exercise of his statutory rights, address any communication in connection with his official position or duties in the Railway Service except through his immediate superior officer, nor use or obtain outside influence either directly or indirectly to represent his requirements." In the past the practise has been for the unions to take the various grievances up directly with the Commissioners or departments concerned, with a view of obtaining speedy replies. The experience has been that when the employees sent their complaints through the departmental heads, they received very unsatisfactory replies, and long delays, hence the necessity of the unions intervening. Not being satisfied with this they have gone still further by introducing a "card system" for the purposes of speeding up. This Americanised idea of killing the workers was not acceptable to the men, and they revolted against it. Immediately a protest was made, the Government and Commissioners took the stand that the men had either to accept this system or leave the Service. Representations were made through the Trades and Labor Council, but they were told that there was nothing doing, and result has been a cessation of work.

The following is a report up to date:—

Mr. Kavanagh, M.L.C., on July 31st, introduced a deputation to the Railway Commissioners, from the Executive and the various unions employed in the Railway and Tramway Workshops, on the subject of the introduction of the card system in the workshops.

In stating the object of the deputation Mr. Kavanagh said the Labor Council, anticipating that trouble might ensue owing to the introduction of the system, instructed its executive to go into the whole question, and that body brushed out the matter with representatives of all the unions concerned. There was opposition throughout the trades union movement to the card system; and the suggestion was that it tended to speeding up, that it was more on the basis of sweating than of seeing that a fair day's work was done. They considered the foreman was there to look after that part of the business, and they had never yet upheld any man who was not prepared to give a fair day's work for a fair day's pay. They regarded it as a system of espionage, and their strongest complaint was that as far as they were concerned it was, so to speak, a system in the dark.

Mr. A. E. Dengate said all the unions called the card system a pernicious one, because they knew from experiences of where it had been tried in other parts of the world, that it was the introduction of a speeding up system.

The Chief Commissioner thought the deputation would admit that they had made out a very poor case—that they

had made no case at all. Their opinions that the card system was going to operate to the detriment of the employees were based on absolutely false suspicions—because it was all a matter of suspicion. Collectively the deputation knew nothing about the card system, or what the Commissioners' intentions were. Had they any case really to present to the Commissioners why they should at that stage withdraw a system that they had deliberately introduced for the benefit of the men just as much as for the benefit of the Department. On Saturday last he told Mr. Dengate that he had no ground whatever, and Mr. Dengate used the word "suspicion." The men were suspicious of the introduction of the system, and on what grounds? Was it because in times past they had not been fairly dealt with? They had no ground for suspicion on that point. The Commissioners had gone into the system very carefully, and it had their approval, because they realised it was going to be just as much to the advantage of the men as of the Department. The deputation said it was going to be a system of speeding up. In what way was it going to be? It was not introduced for the purpose of speeding up at all, but to enable the Commissioners to get a more correct statement of the cost of the various articles produced in their workshops than they had in the past. They wanted more details of cost, and they had the right to have such additional details as they desired, to find out whether or not the individuals and the machines were doing all the work that was required of them. Twelve months ago a card system was introduced at Randwick under which every employee in those shops was asked personally to enter the starting time on each job, with the time of completion, and to put the card into a box provided for that purpose in the shop. That system was carried on for a time, and the men then had a suspicion that they were being got at in some way. There was absolutely no grounds for that view, but a deputation from the men asked him to withdraw the system because it had got into the minds of the men that the local manager was trying to get at them in some way; they did not know how, nor could they explain. He then agreed to withdraw the system in view of the friction that existed, but he made it perfectly clear to the members of the deputation that the system was withdrawn for a time only, and with the object only of introducing at a later stage a system which would be preferable, and to which no man could have any possible objection. The Commissioners had a right to know the costs of working, because the working expenditure of the railways and tramways was advancing from day to day, from week to week, from causes which were entirely beyond the Commissioners' control. They as Commissioners had to see that in the interests of the public everything they could possibly do to reduce the working expenditure was done before they saddled the people with increased rates or fares. If their appliances were bad they would have to scrap them, and introduce something that would give a better result so far as the public were concerned. The card system was the only one which was going to tell them which of their appliances were satisfactory. That system was also going to tell them whether there were shirkers in the Department. They knew there were some, and the deputation knew there were some. Mr. Dengate said the men as a whole strongly objected to the slurs cast on them from time to time. He would quote from the annual report of the Commissioners, which would shortly be published, to show what they had to say on that subject at the present time. (This quotation enumerated what had been done to reduce working expenditure, and ended:

"That the staff has responded in a very marked degree gives cause for satisfaction.") Was there any slur there? They commended the staff for their efforts; they had done something. But there were slackers still in the Department who should in the public interest be removed from State employment, and those shirkers would be eliminated if the present administration remained as the railway administration of the State. To discover who were the shirkers and

give the maximum of credit to the individual who did best, that system was being introduced. Under the card system, every man who did something more than the average day's work would get credit for it. The Commissioners would like to give every employee in their service something more than he was awarded by a wages board, so long as they knew that each individual was doing something better than the average day's work. One speaker said the men had no idea what was entered up on the cards. When the men previously made up their own cards they knew what was entered on them, but they objected to make their own record. Now the Department was going to make the record for them, and if any man desired to see what was on that card he could countersign it. There was no objection to that. The deputation had come there without any real knowledge of the facts, but the other day he (Mr. Fraser) had promised Mr. Dengate and his colleague he would appoint two officers to explain the whole thing to them from A to Z, and tell them fully and clearly the whole of the Commissioners' ideas in connection with the matter.

AN ULTIMATUM.

MEN WILL STOP WORK.

A meeting of the unions affected by the "card system," convened by the executive of the Labor Council, was held at the Trades Hall on July 31st. The Chief Commissioner's reply to the deputation was discussed, and the following motion was unanimously carried:—

"That we re-affirm the resolution carried at Monday night's meeting that an ultimatum be issued to the Government that unless the card system is withdrawn by next Thursday the whole of the unions concerned will stop work."

Delegates at the meeting represented the following unions:—Boilermakers, Blacksmiths, Plumbers, Sheet Metal Workers, Government Tramway Employees, Amalgamated Railway and Tramway Service Association, Moulders, Amalgamated Carpenters, Amalgamated Engineers, Australasian Engineers, Federated Ironworkers, Timber Workers, and Coachmakers.

The motion was forwarded on to the Government the following morning.

A meeting of the executive of the Electrical Trades Union was also held on July 31st, when the position was discussed, but no finality was arrived at. A general meeting of the union was held on August 1st, when the union decided what action was to be taken.

The interview between the representatives of the men and the Acting-Premier and the Chief Railway Commissioner, through the medium of Mr. John Storey, on August 1st, was without result.

In response to the Acting-Premier's invitation to meet members of the union in conference, only two officers of the Tramway Union put in an appearance. Mr. Padgen, President of the Amalgamated Society of Engineers, however, attended Parliament House, and consulted with Mr. John Storey. Afterwards Mr. Storey conveyed Mr. Padgen's representations to the Acting-Premier and Chief Commissioner, namely, that the men were prepared to withhold action if the Chief Commissioner would suspend the card system for a week in order to have the matter investigated by some independent tribunal.

Mr. Storey put this before the Acting-Premier and the Chief Commissioner, and added that he had also been informed by Mr. Padgen that the men would abide by the decision of an independent tribunal.

The Chief Commissioner remained adamant, despite Mr. Storey's plea to him to consider the men.

Mr. Storey had another conference with Mr. Padgen, this time in company with Messrs. J. Doyle and T. D. Mutch, M.S.L.A.

Mr. Padgen stated afterwards that what he had said before was the final decision of the Engineers. When Mr. Storey conveyed that to the Chief Commissioner, the latter said he could not back down for one moment.

After Mr. Storey withdrew the Acting-Premier and Mr. Fraser gave the matter further consideration.

Mr. Fraser left at midnight, just informing the press that as far as the Commissioners were concerned the posi-

tion was unaltered. He observed that the men had been offered a conference ever since the trouble had occurred, and they had not availed themselves of it. They wanted a suspension of the card system first, and to this the Commissioners would not agree.

* * * * *
The Acting-Premier made the following statement at midnight;—

"The Government has been in consultation with Mr. Storey (leader of the Opposition), who has been in touch with the different parties up till midnight, but as the unions have refused to withdraw the ultimatum the Government was unable to alter its attitude from that which I put forward in my statement to the House this afternoon.

"The Government is fully convinced that the attitude taken up by the various unions is absolutely indefensible.

"If a strike does occur, a very serious position will arise, and the Government relies upon the good sense of the community to support it."

Mr. Padgen stated shortly after midnight that it was news to him that the Government had offered to meet a delegation to-night. He had read carefully through the document conveyed by the Acting-Premier's messenger to Mr. Kavanagh, and if it had contained an invitation to a conference he was strongly of opinion that the unions would have been only too pleased to have entered into one with a view to arriving at an amicable settlement.

Mr. John Storey expressed the opinion that the Chief Commissioner should suspend the operation of the card system for a few days to permit of an independent inquiry.

* * * * *
On Thursday, August 2nd, all men employed in Randwick, Eveleigh and Clyde ceased work owing to the fact that the card system was still in force. The Moulders and a few others stopped in at Eveleigh, but are all out now. The strike on Friday last extended further. Firelighters, Glandpackers, Fuelmen, etc., came out on strike, which caused a great deal of unrest among the Engine Drivers and Firemen.

There is every likelihood that the whole of the running staff will be affected in a day or two. The Government appear to have taken up a defiant attitude, and if there should be a general cessation of work, the fault will be with the Government, and not the unions.

UNIONS' PROPOSALS.

The Secretary of the Labor Council (Mr. E. J. Kavanagh, M.L.C.), stated on August 3rd that a Defence Committee had been appointed by the conference of unions concerned directly and indirectly in the dispute, with the object of carrying on negotiations for a settlement with the Government and the Railway Commissioners. This body had decided, at its meeting yesterday, upon the following proposals as a basis

1. That the Railway Commissioners revert to the position as it existed on June 1st;

2. That the Government appoint a Royal Commission consisting of representatives of the Railway Commissioners and the unions, to inquire into the whole card system; and upon this being granted the men will return to work.

These proposals, he said, would be forwarded on to the Government this morning.

Proceeding, Mr. Kavanagh said: "We believe the card system is one by which the Commissioners think they are going to gain certain benefits. Whilst giving them credit for thinking it a good system, as far as we know they have no previous practical experience of it, and therefore their knowledge of it is necessarily theoretical. They have asserted that the system, if put into operation, will not inflict any hardship on the workers. The latter, on the other hand, say that it will, and I hold the opinion that not only will the operative work to the ordinary time sheet, whereby the time on any job may be accurately and effectively recorded, but he will actually be working against the clock. In other words, that he will be like a runner in a sprinting contest, with the foreman holding the watch and shouting 'Go!' and then checking him again at the conclusion. That, to say the least of it, is a very irritating system to work under."

"In regard to the idea that the system may be wrong, we suggest that a

commission be appointed to inquire into the whole matter in dispute. We would be given an opportunity of placing our views before the commission, and, on the other hand, the Commissioners would have the opportunity of stating their views. The commission, having heard both sides, would no doubt be able to say which side was right. Apart from that, this course would probably evolve a scheme that would not only be acceptable to the men, but also give the Commissioners what they want in the matter of ascertaining the time and cost of different works.

"When we say we will go back to the position as existing on June 1st it must be understood that we mean as the legal fraternity would say, 'We begin de novo.' By this we believe we are not asking the Railway Commissioner to sacrifice any dignity or prestige. We ask him to view the matter as we view it—that there is a certain amount of misunderstanding on both sides, and that the only way in which it can be overcome is by an inquiry such as we suggest. On the other hand, we are prepared to resume work and bring things back to the normal.

"If the Government is really serious regarding the convenience of the public and the welfare of the community, as I believe it is," concluded Mr. Kavanagh, "I believe it will accept the proposals."

Asked what his personal view was of the general situation and possible developments, Mr. Kavanagh said he was afraid of what might happen if a settlement were not effected. There was every possibility of the trouble extending throughout the whole Railway and Tramway Service. This must affect private employment to a big degree. In the whole of his 26 years' experience in the industrial world, he had never known strikers as determined or unanimous as those at present in question. There were thousands of men who had all their lives been living on "the bread line," and when they took action it was only fair to assume there was something serious behind it. The suggestion that any I.W.W. or extreme Socialism was behind the dispute was a mistake. There was nothing of the sort.

GOVERNMENT ATTITUDE.

When informed of the defence committee's proposals, Mr. Fuller, Acting-Premier, said that he could not express any opinion until the proposals came officially before him.

"The Government," he added, "is quite ready to consider any scheme for settlement on its merits."

Mr. Fraser, Chief Commissioner, when spoken to, said that he preferred to make no comment.

There is reason to believe, however, that the Government and the Commissioners will insist upon a resumption of work under the card system before any tribunal is appointed to inquire into the question at issue. In other words, no departure will be made from the offer of the Government as announced by Mr. Fuller in Parliament on Wednesday.

INDUSTRIAL.

In No. 1 Industrial Court, Mr. Justice Heydon gave leave to the Railway Commissioners, for whom Mr. Bretnall appeared, to appeal for variation of the Government Railways Group, No. 1 (Permanent Way, Wages Staff) Award of July 6th last.

Mr. Guihen, on behalf of the Amalgamated Society of Engineers and Joiners' Association, made a similar application, which was opposed by Mr. Bretnall, who appeared for the Railway Commissioners, on the ground of the decision of the late Judge Pickburn, in respect of the definition of the words, "rough carpenters." The application was made on the ground that the Wages Board was in error, and acted on wrong principles, in fixing the wages of a number of occupations, including rough carpenters. His Honor refused the application.

On the application of Mr. M. J. Connington, his Honor granted leave to the Federated Engine Drivers and Firemen's Association to appeal against clauses IA, 2, 3, 4 of the Award of the Government Railways Group, No. 4 (Engine Drivers') Board of July 6th last, in respect of the pay of certain employees for work done on Sundays, and in excess of the usual working hours. Mr. Bretnall appeared for the Railway Commissioners.

INDUSTRIAL APPLICATION REFUSED.

Before Mr. Justice Heydon, in No. 1 Industrial Court, Mr. Claude Thompson, on behalf of the Amalgamated Railway and Tramway Service Association, applied for leave to appeal against the Award of the Government Railways Group No. 1 (Permanent Way, Wages Staff) Board.

His Honor (to Mr. Thompson): Your men are on strike, are they not?

Mr. Thompson: I don't see why I should be asked to make any admission without due notice.

His Honor: I shall assume that the statements in the newspapers are correct. I am perfectly entitled to ask the question, and I can quite understand your not wanting to make any admission, but I am not going to hear representatives of a body of men who are on strike. The application is refused.

Mr. Thompson then left the Court.

On Sunday last a meeting of Loco and Traffic men was held, when it was decided that all men should cease work. The result of this was that the Executives of the Loco. Engine Drivers & Firemen's Association, Traffic Association, and Amalgamated R. & T. S. Association, met, when instructions were issued to the men that their decision would be given effect to. No men were to sign on after 6 p.m. on Sunday, and all were asked to finish who were on duty at 10 p.m. The result of the action of these men has now involved the Tramway, Traffic, and Power Houses. The Executives of the Tramway Union and Amalgamated Association met on Monday morning at 10 a.m. By the time this paper reaches our members, it is expected that the Tramway men will fall into line with the Railway Loco. and Traffic men. The service is rampant with discontent, and it is up to the Government to meet the men before the strike spreads further. As a result of Mr. Justice Heydon's action in ordering Mr. C. Thompson out of Court re his application of appeal against the No. 1 Per. Way Award, and giving the Chief Commissioner the right to appeal, means that the whole of the Per. Way men who have waited for years for their award, are at the mercy of the Commissioner. This sort of arbitration is not going to be accepted by the men. The Per. Way men are now coming on strike for the first time in the history of the railways of N.S.W.

THE LOCO. MEN.

SEPARATE LIST OF GRIEVANCES.

It would appear that the Loco. men came out as much for a rectification of their own grievances as in sympathy with the Randwick strikers. They state that they had no desire to resort to extreme measures during the currency of the war, but that their hands had been forced by the attitude of the Government and the Commissioners. A "grievance committee" has already been appointed, and in due course a case will be prepared for presentation to the Commissioners, to be incorporated in any scheme of settlement which may sooner or later be decided upon.

One prominent unionist stated yesterday that the locomotive men had been working for a considerable time past under almost intolerable conditions. Asked if the association had attempted to avail itself of the Arbitration Court machinery, he replied: "Yes, but our wages board has 'hung fire' for about 14 months. It was several months before we got the board, and since then there have been various delays, one through the illness of the Commissioners' representative and another of a fortnight because of the illness of our advocate, but the greater part of the delay is due to the Commissioners, who wanted time for the preparation of evidence, and so forth. However, in view of the abnormal circumstances of the times, we endured these delays, although they were irritating and unjust, but now our hands have been forced."

Asked to name some of the grievances the unionist said that they included lack of the right of appeal against dismissal, an unsatisfactory policy concerning holidays, and the "good and bad marks" system, besides others which would be stated "at the proper time and in the proper place."

MEN WILL KEEP RECORD.

In reference to the exact attitude of the men toward the card system, Mr. Kavanagh said an erroneous impression existed in a good many places that they did not want any system of recording the work done. This was absurd. When they said they desired to go back to the position on June 1, they proposed to go back to a system that was then in vogue, and had been for years. Under that system every man got a sheet every day, on which his time was recorded—the time he took on every job, and other particulars. "We are prepared," he continued, "to keep a record of our work. On the other hand, the new card system, we hold, will not be in the best interests of the workers or the department either. We are quite prepared to prove that. Something of this kind will have to be done ultimately, as there is no question of 'wiping the men out.' Workmen cannot be done without, and the men are now very differently organized than they were a few years ago. Apart from their organization, they are unanimous. As a matter of fact, had the unions not taken action when they did the men would have acted on their own account. It is the rank and file who forced the executives of their unions to take action. Thus, it is not a matter of the men being led by one or two people, but an outburst from the whole of the workers. The fact is that we are placed in this position to-day; our greatest difficulty is not to get the men out, but to keep them in. Our greatest trouble is to keep at work the men who are directly concerned in the matter. Consequently, our position is one of very great difficulty, and it has been made more difficult by the refusal of the Government to discuss our offer with us. Meantime, we are simply sitting down to prevent men coming out. It is harder to keep men in who are concerned than it would be to get men out who are not directly concerned. At the same time, we intend to do the best we can in the interests of the men, and at the same time to be ready at any moment to meet the Government or Commissioners in conference, with a view to settling the whole trouble.

"Mr. Storey was at our meeting on Saturday. We told him the same thing. We said we were prepared to meet—and were anxious, if it comes to that—to go into the whole question. We don't want any trouble. It will be difficult for anyone to say where it will stop once it has started."

RESULT OF BALLOT.

The Returning Officer declared Messrs. J. Kearney and O. L. Denford elected as Organisers, in accordance with Conference resolutions. The following is the result of ballot:—

Charlesworth	644
Cowley	154
Denford	1685
Evans	356
Gardner	271
Hayman	82
Kearney	1993
Kempster	371
Thomas	382
	5938
Informal	20
Unused	1652

ELECTRIC CAR DRIVING.

We have received a book entitled, "Electric Car Driving," by A.R.T., written expressly for men training for electric car drivers, and also for men wishing to qualify for higher positions. The book deals with the practical and theoretical side of driving, and anyone reading it should have a good knowledge of what is likely to be asked in examination on same. There are one hundred questions and answers given, which deals with everyday trouble that may occur, the multiple control and 600-1200 volt cars being fully explained, in addition to breakdowns, air failures, automatic emergency air-valve, electrical emergency stops, and experiences on the road in driving. We thoroughly recommend our many readers interested in electric traction to secure a copy of this book, and keep up-to-date on this subject.

Subscribers are kindly requested to mention the ALL GRADES ADVOCATE when dealing with firms advertising in its columns. It will at all times be to your advantage, and to ours.

The Association and the "Co-Operator."

Several branches and many individuals have written to head office, complaining of the non-receipt of "The Co-operator." The Association's relations with the "Co-operator" terminated on 30th June last. None of our members are now entitled to receive the "Co-operator" as of right until they make their own arrangements with the "Co-operator", Ltd. Furthermore, it has been publicly announced in the "Co-operator" that that paper is to be published monthly, and not weekly. Those who continue to receive the "Co-operator" should return them unless they are prepared to pay for their copies. As regards the "Advocate," all those branches whose secretaries have sent in the lists of members owing not more than three months have been put on the mailing list. Others may obtain their copies from their branch secretaries, to whom bulk parcels have been sent. It may take a little time to get things moving nicely, but it shall be done as soon as humanly possible.

AMALGAMATION.

RAILWAY AND TRAMWAY UNIONS AND THE A.W.U.

A meeting of delegates from the various traffic depots, also from the electrical and per. way sections of the tramway service, was held on Sunday, July 22, to consider the question of an amalgamation of the unions in the New South Wales railway and tramway service.

It was decided, on the motion of Mr. J. Falvey, to advocate the amalgamation of the various service unions with the A.W.U.

Further meetings are to be held to-night (Thursday, August 9), at 10 o'clock a.m. and 8 o'clock p.m., at the Protestant Hall, at which members of the Locomotive E.D.F. and C. Association, the Amalgamated R. and T. S. Association, the Railway Traffic Association, and the Tramway Union are requested to be present.

The meetings are to be held for the purpose of urging upon the executives of those unions the desirability of taking steps to effect the amalgamation.

A strong committee has been formed, and officials appointed, and it is intended to make every effort to bring into existence a strong section of the A.W.U.

W. DAVIES, M.L.A., SUPPORTS THE PRINCIPLE OF "ONE BIG UNION" WHEN ADDRESSING THE HOUSE.

Mr. W. Davies (Wollongong) criticising the Government's industrial proposals, urged that if employees were to be dealt with for coming out on strike, then employers should be proceeded against for lock-outs. "I stand here as an advocate of one big union," he said, "because the days of craft unionism are past. They have outlived their usefulness, and as a result we want a better form of organisation, with the workers linked up in one solid body."

Mr. Edden: Why?
Mr. Davies: So that they will be very much stronger in case of an industrial dispute. The employers (pastoralists and agriculturists), he pointed out, recently met, and urged the formation of one united agricultural union. Whilst there was a surplus of wheat in the country, no steps were being taken to reduce the price of bread, although wheat was being stacked up everywhere. The workers were making sacrifices continually during the present crisis, and the employers were getting the benefit of them.

POCKET-BOOK FOUND.

OWNER WANTED.

Mr. Flowers, Secretary Byrock Branch, has forwarded a pocket-book to Head Office, so that its owner may be found. Among other things it contains an envelope addressed "Mr. Draper, Guard." A subscription list is enclosed in aid of the Mutton Fund. This bears the stamp of the Eskbank Railway Distress Committee, and the following names appear thereon:—

A. Trevenor, J. Blackall, R. Draper, L. Sykes, H. Evans, E. G. Potuck and others. The owner of the book should give its description and forward three penny stamps to Head Office to defray postage.

Branch Reports.

GOLBURN, No. 11.

The quarterly meeting was held in the Empire Hall on Saturday, 14th July, the President (Mr. E. Rogers) being in the chair, and a good attendance of members. After the minutes were dealt with, a large amount of correspondence was read. The Treasurer read the balance-sheet, which was adopted, and showed a very satisfactory result for the half-year's work.

The action of the Secretary was endorsed in forwarding a letter of sympathy to the parents and family of the late W. Moore, who was killed on active service. Nine new members were proposed and admitted to the branch. It was moved and carried that minutes on the books of meeting held on 14th April, re the resignation of one of the oldest members of the branch, be rescinded.

A letter was received from the Secretary of the committee of the mass meeting of railway employees, re petition to Commissioners, re holidays, asking financial assistance. It was decided that this branch pay its share of the amount of expenses with the other Unions. A letter was received from the hon. secretary of the committee of delegates of the various Unions asking the branch if it will affiliate with the proposed Trades and Labor Council in Goulburn. It was decided that this branch affiliate with the Trades and Labor Council, and that we write to Head Office asking for the approval of the Executive in this matter.

The following four accredited representatives from this branch were appointed as delegates to the Trades Council, viz.:—

Messrs. G. Warrington, P. Landrigan, E. Rogers and G. Strangman. It was decided that the Commissioners be written to through Head Office, asking for the abolition of the Bundy Clock at the Per. Way Shops. Notices of motion for next meeting:—

That this branch meets once a fortnight; that a debating club be formed among the members; that the night of meetings be altered.

Mr. C. Thompson, Gen. Sec.,

Sir,—In reference to the complaint of the condition of the various Engines stationed in Goulburn, I am to state that since you took this matter up with the Commissioners these Engines have been thoroughly overhauled, and are now in good working condition, and it is stated from the Driver who made the complaint that you should make this matter known to the railway employees through the "Advocate" or by circular.

Yours faithfully,

E. WARRINGTON,
Branch Secretary, Goulburn.

HARDEN, No. 2.

The usual monthly meeting took place on Sunday morning, July 1st, in Mechanics' Institute; a good attendance of members rolled up, and Mr. T. Spillane occupied the chair. The minutes of previous meeting were read and confirmed, correspondence read and dealt with. The first was from the District Supt., Goulburn, re Porters and Shunters being called upon to tranship wheat; considered unsatisfactory, and it was decided to refer this matter to the Gen. Secretary.

From R. W. Buckley, M.L.A., giving a promised visit to Harden in the near future. Was received with much pleasure.

From Supt. Lines re hand signal lamps, stating Guards and Shunters that required the old type of hand signal lamp could have same on application, instead of the small hand lamps now in use.

Resolved, that the case of J. A. Jones and S. Anderson for permanency be referred to the Supt. Lines.

Resolved, that the particulars of Guards' time be pointed out to the District Supt., period ending 30/6/17, and bring under his notice the enormous amount of passenger time, on account of Guards being sent back passenger from Goulburn and Junee respectively.

Resolved, that the District Supt. be asked that when a Guard's roster becomes vacant it be given to the men in seniority, and an order placed in General Order Book to that effect.

Resolved, that the District Supt.,

Junee, be notified of the state of the old bed ticks at Junee rest-house, and new ones be provided.

Resolved, that the Gen. Secretary be asked to take up with the Department for non-supply of overcoats to Guards Bobbin, Yass' Town, and Chambers, of Harden.

HURSTVILLE BRANCH.

The quarterly meeting of the Hurstville Branch was held in Mrs. Pryde's Schoolroom, Carrington Avenue, Hurstville, on Monday, July 9th. There was a fair attendance of members. The President (Mr. Savage) was in the chair.

The correspondence, as read, was received.

Re the termination of contract with "Co-operator," Ltd., and the formation of a paper of our own to be called the "All Grades Advocate," the members were of the opinion that it was a step in the right direction, and they will work to make it a success. The first issue has since come to hand, and members generally are very satisfied with the paper. They consider the first issue as equal to the "Co-operator," and we wish to congratulate the Editor on his first attempt. The Secretary received the papers in bulk form, and distributed them to the members. This was caused through the list of members not reaching Head Office in time. Will members please note that only financial members will be supplied with the paper? So to save dis-appointment don't allow your contributions to exceed three months. The paper will be mailed to members next issue.

From Branch Secretary, Mudgee, complaining that a member transferred to Mudgee Branch would not pay arrears. Resolved, that the member's name be sent to H.O. to be dealt with.

Re Mutton Subscription List. Resolved, that Mr. Simmons, Mr. Butfield, and the Secretary be appointed to interview the proprietor of the local picture show, and try to arrange a benefit for the fund. The balance-sheet for the quarter was presented, which shows a very big improvement. The Secretary reported that the financial members had risen from 30 to 48 this quarter. We hope at the end of next quarter to have all our members financial, so don't allow your contributions to exceed three months, and help us to gain our objective.

LISMORE BRANCH.

The quarterly meeting, held on July 1st, 1917. Mr. Steverson presided over a good attendance of members. This is a decided improvement. Only a few months ago we could not raise a meeting, and it is the best proof that members are beginning to realise that if they don't take an interest in the management of their own affairs, they can't expect justice from the other fellows. The minutes of the last meeting were read and confirmed.

The Secretary then read the correspondence, which was received.

A general discussion followed on the correspondence, and the most pleasing item was the information from H.O. re the Executive's determination to launch on "All Grades Advocate." All present expressed their heartiest approval, and pledging themselves to do all that was within their power, and means, to work for the successful establishment of same.

A sub-committee was appointed to go into the matter of the Shackleley Holiday Pass, as the reply from Head Office was not considered satisfactory.

A progress report of the Mutton appeal was discussed, and every endeavor is being made to ensure that a substantial amount will be forthcoming for such worthy cause.

Re accumulation of holidays.

Members were greatly concerned in this question, and the matter was discussed at great length. The meeting unanimously decided to use every means in their power to induce the Commissioners to give employees the rights to allow their holidays to accumulate. Since the outbreak of the war in 1914, country employees working in the Mechanics' Branch have been compelled to take the holidays out as they become due. This prevents the employee taking advantage of his Holidays Pass. All the men in the country had to look forward to was this accumulated leave, so that he could take his wife and family away once a year for a change of air.

Metropolitan members are asked not

to forget their workmates in the back-blocks and to assist them in having their rights restored.

MUSWELLBROOK BRANCH.

The quarterly meeting of the above branch was held at the Railway Hotel, Muswellbrook, on Saturday, July 4th. Mr. Ryan was in the chair. The minutes of the previous meeting were read and confirmed. Correspondence was received and dealt with. A letter was received from Mr. G. J. Nash tendering his resignation, and it was resolved to ask Mr. Nash to comply with the rules. A letter was received from Head Office stating that Mr. D. A. Nelson's name was not on Head Office lists. A paragraph was read from the "Railway News" to the effect that Mr. C. Thompson was the stumbling block to the "One Big Union" proposal. As it was understood that Singleton branch had communicated with Mr. Thompson on the matter it was decided to let it stand over until next meeting. Messrs. R. Williams and N. Ryan were accepted as new members.

Mr. Waters, who has been the President for some considerable time, has been removed to another district. It was decided to call for nominations at the next meeting of the branch to fill the vacancy.

PENRITH BRANCH.

The monthly meeting was held in the Temperance Hall, Station Street, on Sunday, 8/7/17. Mr. M. Cherry, President, was in the chair.

The Branch Secretary read the minutes of the previous meeting, which were received and confirmed; also, the correspondence was received.

Owing to the unsatisfactory reply received from the Secretary for Railways in reference to the case of Mr. F. J. Savidge, Assistant Guard, it was resolved that the Branch Secretary be instructed to write H.O. to see if anything further could be done in the matter.

It was resolved, on the motion of Mr. C. J. Cherry, seconded by M. Delahunty, that the sum of £5 be donated from the funds of the Branch to the orphan children of the late Fetter Mutton. Vice-President D. Clyne addressed the meeting about the proposed new branches at Enfield and Valley Heights. This matter has yet to be decided by the Executive. He also informed the meeting about the increase to Fettle's and Gangers.

SINGLETON BRANCH.

Meeting held in Jamison's Hall, 8/7/17. The President was in the chair. There was an exceptionally large attendance, and a great interest taken in the proceedings. Minutes of previous meeting were read and confirmed, also correspondence from H.O. was received and dealt with.

Re the case of Mr. Mahoney, it was decided to obtain legal advice, as it is a direct violation of the Award.

The petition from Goulburn Branch was put aside. Matters of this kind would be only dealt with when coming from H.O.

In reference to unfinancial members, the Secretary is to ask the Executive to take legal action. It will behoove those two or three that are in arrears to make themselves financial.

We want Union men, and not parasites. We intend to take the proper steps to recover what is due.

After a very lengthy discussion on different matters the meeting closed with a vote of thanks to the Chairman.

WATERFALL BRANCH.

A very successful social was held at the residence of Mrs. Hand on Saturday evening, July 14th, for the purpose of assisting the funds in aid of the two Mutton orphans.

Dancing and singing was the main pastime for the young people, while the Old Buffers occupied their time at the card-tables. Mr. Butler and Mr. Murphy retained the championship for the district at cribbage. Mr. Harwin and Mr. Murray the championship for euchre. Mr. Stymon won a R.L. rooster; anyone requiring the strain are advised to book their orders early. Mr. Hand won a duck presented by Mr. Nicholson, but if Andy is not as fortunate at rearing ducks as he is at

Economy and Luxury ARE COMBINED IN THE Mignon Piano,

Economy because of its price and excellent value;
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TRAMWAY TRAFFIC BRANCH.

The monthly general meeting of No. 2 Shift was held at Head Office on Monday, July 16th, at 8 p.m. Mr. R. J. Pike presided.

The Hon. Secretary (Mr. Thompson) was present, representing a sub-committee of the Executive, to whom several matters of importance to the members had been referred.

It was decided to suspend the order of business to allow Mr. Thompson to hear the views of those present.

Re proposed variations of the T.T. Award in regard to compulsory service of Casual Drivers.

It was claimed that all time worked as a Driver's should count towards the qualification for increases of pay after specified periods of service.

The Tramway Supt. had, on the occasion of a deputation in regard to the matter, promised that all time would count, but the Award had only allowed periods of not less than two months to count. Mr. Thompson said that in his opinion the Court would not entertain an application for a variation of an Award, when the subject matters had been dealt with by a Board, and an Award made the right of appeal not having been availed of. The matter in question had been dealt with in paragraph 4, Clause 8 of the T.T. Award.

Resolved, "That Mr. — supply the Gen. Secretary with particulars regarding his claim for credit of service as an Acting Driver, with a view to an effort being made to secure what he desires."

Re curtailment of Railway Passes during the Coal Strike.

Mr. Thompson stated that owing to the fact that a number of employees would have had to "stand off" without pay had they not been placed upon holidays during the Coal Strike, it was not advisable, at that time, to stress the matter of dis-allowance of Railway passes.

Two instances of refusal of passes were reported from Waverley.

Resolved, "That an effort be made to secure a refund of a railway fare paid by a member at Waverley, owing to the refusal of a Pass during the Coal Strike."

In regard to the claims that employees should have the option of remaining "off duty" pending an enquiry or an appeal, the Gen. Secretary stated such was the practise in the Loco, Running, and a further effort could be made to have the custom established generally.

Conductors' Credits and Shortages.—Resolved, "That the Supt. be requested to direct that 'Credits' shall be shown in a separate column to 'Shortages', complaint having been made from Waverley that refunds are deducted from

remaining at Waterfall, he had better leave duck-farming alone.

Songs and recitations by Mrs. J. Stanbury and the Misses Stanburys (2), Mrs. S. Threlkeld, Mrs. E. Hopkins, Mrs. Hume, Mrs. Griffiths and Miss Griffiths, Miss Rene Bartlett, Mr. Banks and Mr. Creer, contributed to a very pleasant evening, and was much appreciated.

Mrs. Stanbury and Miss J. Reardon, of Newtown, accompanied at the piano. Light refreshments were provided by the ladies. Mr. Murphy thanked all who assisted for such a deserving case, and a very pleasant evening was brought to a close with the singing of the National Anthem and Auld Lang Syne.

'Shortages' without same being indicated."

Sand Gear.—Resolved, "That the Supt. be requested to have the sand-gear on all cars properly attended to, particularly on the Rushcutter's Bay cars, owing to the steep grades, it being very necessary that the sand-gear should be in good order."

The Secretary reported that a complaint had been lodged on behalf of a member, late of North Sydney, owing to his application for a transfer to the Workshops or Power House, on account of the Medical Officer's recommendation, being unduly delayed.

A complaint had also been laid regarding the "Wet Roads" at Rozelle Car Shed being used for overhauling cars, when the "Dry Roads" were available.

Correspondence.—From the Inspector-General of Police, re complaint of excessive rate of speed at which motorists travel past stationary trams and Bundy Clocks.

From the Director of Recruiting in regard to complaint that the Commissioner was not honoring the undertaking of the Government to make up the difference in Service and military pay.

Circular No. 20, 1917, from the Gen. Secretary, re the "Co-operator," and the establishment of the new newspaper of the Association.

From the Secretary to the C.C., re employees required to attend Instruction Classes on a day off.

From the Supt., re a request that Conductors be allowed to finish a shift as per Roster, if required to act as a Driver, after signing on as a Conductor.

From the Secretary to the C.C., re a complaint from Mr. C. McLean, of Newtown, in regard to his service as an Acting Driver.

From the Secretary to the C.C., re an application for free transit for employees required to attend Instruction Classes.

From the Supt., re a complaint from Newtown in regard to the a.m. portions of Broken Shifts being less than two hours.

A petition from Goulburn, in regard to the decision of the C.C. to disallow the accumulation of Public Holidays, worked by the Wages Staff, with a request for support and signature, was received.

Mr. F. H. C., Waverley, requested suspension of dues owing to an accident.

Resolved to "Recommend the suspension of dues as desired."

Vacancies on the Committee.—The following were elected to the positions, as stated:—

Dowling Street Depot.—Mr. P. M. Mullins.

Fort Macquarie Depot.—Mr. M. McCarthy.

Rozelle Depot.—Mr. W. Banks.

Rushcutter's Bay Depot.—Mr. W. Kelly.

Waverley Depot.—Mr. A. J. Ayres and D. Dolan.

Collector at Fort Macquarie.—The Secretary reported that Mr. W. Lewington had offered to act as Collector at Fort Macquarie. Resolved, "That Mr. Lewington be appointed to the position."

Attendance at Committee Meetings.—Resolved, "That members of the Committee be individually notified that Committee Meetings are held on the 7th and 2nd Mondays of every month, at 10.30 a.m., at Head Office. Failure to attend one of three meetings in succession renders the position vacant."

Appeals Board.

JULY 9th, 1917.

ELECTRICAL DIVISION.

LATE FOR DUTY.

Before Messrs. R. V. Hodgson (Chairman), V. G. Kavanagh (Employees' Representative), J. Spurway (Employers' representative).

L. J. McMillan, fitter, employed at Randwick, was dismissed on 16/17, on the following charge:—Fifteen minutes late for duty, on 24th and 26th May, after being severely reprimanded, and informed on 23rd April that if any further cases of irregular attendance were brought under notice during the next three months, more serious action would be taken.

The appellant pleaded guilty to the charge, and asked for leniency, on the grounds, that the lateness for duty had been brought about through sickness.

Mr. Gilder, who appeared on behalf of the Electrical Engineer, opposed any leniency being shown the appellant. He had only 15 months' service, and during the last six months he had been late for duty six times, and absent on four different occasions.

The Board, by majority, decided to dismiss the appeal. The Chairman stated that it was quite evident the appellant (who was a man and not a boy), did not value his position. He had been given every opportunity to make good, but failed to do so.

ABSENT WITHOUT LEAVE.

F. J. Brown, shop boy, employed at Randwick, was dismissed on 13/6/17, for being absent from duty after being severely reprimanded, and informed on 28/3/17, that any further irregular attendance, without satisfactory explanation during the next three months will result in his dismissal, 31/5/17.

The appellant pleaded guilty, and asked to be given another chance. The cause of his absence was through sleeping in on the 31/5/17. He promised to attend regularly if reinstated.

Mr. Gilder opposed any leniency being shown the appellant. He had been absent on eight occasions without giving a satisfactory explanation. He had been finally warned on 28/3/17, and had ignored the warning. Employees of this type set a bad example to other boys.

The Board, by majority, decided to reinstate the appellant. The Chairman informed the appellant that this was his final chance. He would have to attend regularly or lose his position. Owing to the shops being closed through the strike of shop boys, the appellant was instructed to report himself for duty on the re-opening of the shops.

JULY 17, 1917.

Before Messrs. R. V. Hodgson (Chairman), J. Hodgson (employers' rep.), V. G. Kavanagh (employees' rep.)

FAILING TO REPORT.

D. H. News, machinist, at Randwick, was dismissed on 30/6/17, for—(1) Presenting himself at the Workshops in a state of intoxication on 28/6/17, while allegedly off duty ill. (2) Failing to attend at Head Office, at 9 a.m. on 29/6/17, in accordance with directions.

Mr. J. B. Moffatt appeared for appellant, who pleaded guilty. Mr. Gilder appeared for the Electrical Engineer.

Mr. Moffatt said that the appellant had obtained leave of absence on 26/6/17, owing to an attack of influenza. He remained in bed until the 28th, when he went to Randwick to get his pay. Not feeling well he had taken a couple of brandies on his way to the workshops.

The appellant was not in the habit of taking spirits. He did not report to Head Office at 9 a.m. on 29/6/17, owing to the fact that he did not receive the message until 10 a.m., when he immediately reported as requested.

Mr. Gilder opposed any leniency being shown the appellant, as the Electrical Engineer considered the offence was most serious. It was admitted that the appellant, who had some years of service, had never been in trouble before.

The Board, by majority, decided to restore the appellant to his former position on July 30th, 1917.

LOCO. MECHANICAL DIVISION.

JULY 13th, 1917.

IDLING HIS TIME.

Before Messrs. R. V. Hodgson (Chairman), J. Meiklejohn (employers' rep.), C. London (employees' rep.)

Fitter Thomas, of Nyngan, was dismissed on 26/6/17, for idling his time, and refusing to answer departmental correspondence on 11th, 14th, and 16th June.

Mr. Pagdin appeared for the appellant, who pleaded not guilty. The department called three witnesses, who substantiated the charge.

The Board, by majority, decided to dismiss the appeal. The appellant was informed that he had the right to appeal to the Chief Commissioner.

* * *

LATE FOR DUTY.

W. R. Simpson, chillmoulder at Randwick, was dismissed on 28/6/17, for being—Late for duty on 18/6/17, after being severely reprimanded and informed on 8/5/17, that if any further cases of irregular attendance without satisfactory explanation were brought under notice within three months, he would be dismissed from the service.

Mr. J. Burns appeared for appellant, who pleaded guilty, and asked for leniency. The appellant had slept in on the morning in question, and missed the special tram.

Mr. Gilder said that the appellant's record did not warrant any leniency being shown him. Since 1913 the appellant had been continually coming late for duty. He had been given every chance, and when finally warned that he would be dismissed, he still persisted in coming to work late.

The Board, by majority decided to dismiss the appeal. The Chairman said that the appellant was given every chance, and had only himself to blame.

TRAMWAY DIVISION.

JULY 17th, 1917.

Before Messrs. R. V. Hodgson (Chairman), J. Falvey (employees' rep.), J. Spurway (employers' rep.)

Walter Francis Gilbert, conductor, employed at Fort Macquarie, was dismissed on 27/6/17, for being concerned in gambling.

Mr. Lawton appeared for appellant, Mr. Emery for the Tramway Supt.

The Board, after a lengthy hearing, decided to reinstate the appellant on 27/8/17.

Before Messrs. R. V. Hodgson (chairman), J. Falvey (employees' rep.), and J. Hodgson (employees' rep.)

George Collinson, motor cleaner, at Newcastle, was dismissed on 2/7/17, for—being an unauthorised employee, he moved a motor under steam contrary to Regulation No 78 (b), whereby serious damage was occasioned, 20/6/17.

After hearing the statement of appellant, the Board decided that Collinson could resume duty on 2/8/17.

Albert Sydney Sullivan, Conductor, of Dowling Street, was dismissed on 2/7/17, for—(1) Being under the influence of liquor whilst on duty, 30/6/17; (2) Want of care whereby a rear collision occurred at Randwick Road Junction, resulting in injury to passengers and damage to rolling stock, 30/6/17.

Mr. Lawton appeared for appellant, and Mr. Emery for the Department.

After hearing both advocates, the Board decided to dismiss the appeal.

RAILWAY TRAFFIC.

JULY 9th, 1917.

Before R. V. Hodgson (Chairman), J. Spurway (employers' rep.), M. Kelly (employees' rep.)

USING LANGUAGE.

A. H. Rumble, porter, of Crookwell, was dismissed the service for using insulting and filthy language to Mr. Hales, on 28/5/17.

Mr. Corish appeared for appellant, who pleaded not guilty. Mr. Gander, for the Department.

Mr. Hales (bank official at Crookwell) stated that he went to the Railway Station for a parcel of bullion, and, on arriving there he saw no one about. He then went to the Goods Sheds, and saw Junior Porter Nicholls. The junior porter went with him to the S.M.'s office to inquire about the parcel. While witness was outside the office, he heard the appellant use the language com-

plained of. He asked Nicholls who the language was meant for, and was informed that it referred to witness.

To Mr. Corish: He did not know Rumble.

To Mr. Kelly: He did not know whether there was anyone else in the offices.

Junior Porter Nicholls corroborated the statement of the previous witness, and in reply to Mr. Corish he said the language could be heard 20 yards away.

The appellant denied using bad language. He remembered Mr. Hale ringing him up, and inquiring about the parcel. He was on duty, and in charge of the office during the absence of the S.M. He had about 18 months' service, and had only been in Crookwell a couple of days when the incident happened. As he was very busy at the time he told the junior porter to let Mr. Hale wait.

Mr. Corish asked that the appellant be given another chance, on the grounds that it was his first offence, and that he gave every satisfaction so far as his work was concerned.

The Board, by majority, decided to dismiss the appeal.

JULY 10th, 1917.

FAILED TO EXHIBIT A SIGNAL.

B. G. Holloway, Second-class Shunter, in Sydney Yards, was dismissed on 20/6/17, for—"Failing to exhibit a signal in sufficient time to prevent a number of vehicles attached to engine 289 coming in contact with the Buffer Stops in No. 6 Road, Eastern Sheds, resulting in seven carriages being damaged."

Mr. Corish appeared for the appellant, who pleaded not guilty. Mr. Gander for the Department.

Mr. H. Baker, assistant yardmaster, stated that he was in charge of yard from 2 p.m. to 10 p.m. on the Sunday the accident occurred. He gave directions to the signalman to do the shunt. He saw light at Bondi Siding, and noticed that the driver steadied up when near 331 Points. The train was then travelling four or five miles an hour. He thought (from his judgment) then that the driver released the air, and the train sprang away from him.

To Mr. Gander: He saw no signal given from the rear of train.

To Mr. Kelly: The train got across from Bondi Siding to No. 6 Points about 7.5 p.m. Weight of train was about 340 tons. The driver would have a good view after getting on the straight part of cross-over near first line. The shunter could not give driver a signal if he was in the carriage shed, as it could not be seen.

To Mr. Gander: Holloway was in charge of the shunt. He could have given a steady-up signal from the fireman's side if far enough out from train.

To Mr. Corish: The driver should have signalled to pass No. 5 points.

To the Chairman: It would have been a risky thing for the shunter to have applied the air when his lamp went out. Mr. Howison (Yard Master) said he was conversant with the working of the yard and the system of signalling trains.

To Mr. Gander: He had no knowledge of the shunters using a white light for a steady up signal, a green light was the regulation signal for such purpose. He had six years' experience in Sydney yard. A green light was used when cutting off vehicles.

To Mr. Corish: A ground disc signal should show a green light when the road was O.K.

Mr. McCathie stated that he was a head shunter Sydney yards, and was on duty on the night in question. He was sitting on the lever while train has been backed across from Bondi Siding to No. 6 Road.

To Mr. Gander: He knew a green light was used for giving a steady-up signal in all yards outside of Sydney, but a white light was used in Sydney yard for this purpose.

To Mr. Corish: He was six years shunting in Sydney yard. He gave Holloway a loan of his hand lamp on the night the trouble occurred. He saw him go towards the engine, but could not say what signals he gave. He was on the fireman's side of train.

J. Heffernan (Driver) said he got two signals to come back. He got the hand signal from the shunter from rear; was travelling about four or five miles an hour. He did not know how many vehicles he had on train. Witness was looking for signal from shunter when nearing carriage shed.

He had received a caution for running into buffer stops.

J. I. Gallagher (fireman) said that he got the first signal near tunnel. He saw

no other signals given from his side of engine. He was on the look-out all the way through.

The appellant stated that he was shunting mail carriages from Bondi Siding to No. 6 Road, Western Line. After leaving siding rode on first carriage in the rear, intending to get off when near the shed to signal driver. Owing to his lamp going out, he jumped off before passing No. 5 points, and got another lamp from Shunter McCathie. He then went towards the engine—on fireman's side—giving a slow down signal. He gave a red light, and called out to fireman. Witness saw that the fireman was not on the lookout, and could not draw his attention. He then tried to get the attention of the driver. The "bump" occurred shortly after this. He always used a white light when giving a steady-up signal. He was about two years in the service, and most of this time in Sydney yards. The other shunters always used the same method of signalling with hand lamps.

An argument took place in reference to the practice of using the "white light" for a steady-up signal—as against the system as laid down in the rule book. The Chairman made it very clear that he was not in favor of punishing a shunter for adopting a practice that prevailed among the shunters in Sydney yard. He also mentioned the fact that Mr. Kelly (member of the Board) placed certain information before him that bore out the statements of the shunters as to the practice in the yard.

Mr. Corish contended that the appellant had done all he could reasonably be expected to do under the circumstances. He also contended that the shunters had successfully adopted certain methods of hand signalling, of which he was aware from his own observation had much to recommend it.

Mr. Gander (for the Department) relied upon the rules. The Board (by majority), after a fairly lengthy deliberation, decided to "restore the appellant to his former position on the 16th July. In giving the decision, the Chairman said he hoped the Department would at once go into the matter of the existing practice of signalling in Sydney Yard. He trusted that, if the regulations as per the Rule Book, were being infringed, the Department would rectify the matter.

MAITLAND BRANCH.

The usual monthly meeting of the above branch will be held in the School of Arts, West Maitland, on Thursday, the 30th, inst., to commence at 8 p.m. sharp. Business very important. A good number of members are requested to attend.

THE QUEENSLAND RAILWAY AWARD.

The Award for Railwaymen, which has been awaited with so much interest, was released by the Arbitration Court on 4th July, when Mr. Justice McCawley (President of the Arbitration Court) delivered judgment. The Award applies to the whole State, and affects between 12,000 and 13,000 employees, not to mention their wives and families or other dependents. It is consequently the largest industrial matter ever settled by any Arbitration Court in Australia. In every case a rise in wages has been granted, and though it is impossible to give an accurate condensed statement of the increase gained in all-round, some idea of the general advantages gained may be gathered from the fact that the wages have jumped to the level of those ruling in outside industries. Roughly, the payments for unskilled labor rose from a minimum of 8/9 per day to 10/- per day, with a corresponding all-round higher increase for mechanic and skilled work. The increases all-round might be estimated as somewhere in the vicinity of 16 per cent. The general conditions by the Award are also improved. Altogether 15 Unions are involved. The case before the Court occupied several months, and was the outcome of discontent among the ranks of Railway employees, due to low wages, and unfavorable working conditions. The Commissioner for Railways was represented by Messrs. A. J. Crowther, C. F. Pemberton, R. S. Sexton, and G. R. Steer, and the men by Messrs. F. Villier, G. K. Rymer, W. J. Dunstan, R. J. Carroll, W. G. McHugh, T. J. Foat, and W. Lipscombe.

SIGNAL BRANCH.

The members of the above branch met on Thursday night, and on account of the death of Mr. T. Tunn, one of our members, it was decided not to open the meeting. A motion expressing deepest sympathy with Mrs. Tunn and family was carried.

The Award of No. 1 Board has caused a great deal of dissatisfaction among the members. It was decided to appoint a deputation to wait on the Executive and Mr. Thompson.

The members expressed satisfaction with the girls at Head Office, the Secretary stating that they always seemed to oblige the members, and do all in their power to assist our branch.

Amalgamated Railway and Tramway Benefit Company.

MEMBERSHIP OPEN TO ALL EMPLOYEES.

THE GREATEST VENTURE OF THE AGE!

CAN YOU FIND A BETTER INVESTMENT?

READ, LEARN, AND INWARDLY DIGEST.

A Weekly Contribution of 6d. will entitle you to the following benefits after three (3) months' membership:—

£1 PER WEEK FOR THE FIRST 12 WEEKS.

10/- PER WEEK FOR THE NEXT 12 WEEKS.

Death Allowance of £15 after First Year's Membership, and £20 after Five Years.

Be Prepared! It may be your turn next.

Join the Benefit Company Now. He that Hesitates is Lost.

Remember the payment of 6d. per week protects you from financial hardship during Sickness, and makes provision to assist your family in case of death.

Branches Established throughout the State.

Further information willingly supplied by the Secretary,

GUS MULDER,

Caledonian-street, West Kogarah,

who is in attendance at Head Office every Monday evening from 8 to 9 p.m.

For Our Women.

WHO GETS THE MOST OUT OF MARRIAGE?

Here are the views of one woman on this important subject. What she says is somewhat bitter and extravagant:—

I have always wondered how a man dares to propose. He simply has no conception of what he asks of the woman he wishes to marry him, of the price that she must pay for this gift of himself he would so graciously bestow upon her. Somewhere under the moonlight or by the parlour lamp turned low, he has asked her, "Little girl, or honey, or sweetheart, will you come with me for the great, glad holiday of life?" What he really is saying is: "Take my burdens upon you and the unequal yoke of matrimony shall rest heavier and heavier upon your shoulders as the years go by." What does the woman give up in marriage? So far and away beyond what the man gives up that he would never marry at all if he faced the same cost.

Matrimony, the gentleman says, is woman's game. He might better have said, Matrimony is woman's means of livelihood. It used to be—and her only one. To-day there are so many other means of livelihood open to her that she isn't committing the historic one as hastily as she formerly did. Read the statistics of the women's colleges for the new attitude of mind on this question. Some self-supporting, intelligent, educated young women, it is true, by a reversion to the type of the ages, still marry. Usually they do so when they have been trapped—by a handsome face, a stunning physique, a masterful manner, or by the old, old fairy tale of how they will be happy ever after, told by a well-modulated voice so convincingly that they believe it.

Then they must pay, not as the man pays until he's tired of it, but more often than not so long as life shall last. They have given up usually, not half of their income, but all of it. How would an independent, self-supporting man feel if reduced by matrimony to the position of asking for even his three penny tram fares, and of being ever nervously conscious that he must face the accounting—"What did you do with the pound I gave you last week?"

Bachelor girl friends are set aside by a wife even as bachelor men friends by a husband. There is on longer the common bond of interest that there was before the closest relationship in the world was formed.

Absolutely is it demanded that the woman give up all pleasant and stimulating men friends. A man who marries may still manage to keep other women friends, if he's discreet about it. Not so the woman. She'd be "talked about," which is so awful a penalty as to be in fact prohibitive.

A woman gives up frequently not much of her time, but all of it. And there isn't much recreation left for the mother of a large family whose daylight hours are consecrated to the cook-stove and the cradle, and whose evening pastime becomes the mending basket instead of the piano.

If the man gets tired, he joins the Masons or the Knights of Pythias. Or, if he has money enough, he gets the "other woman" to comfort him. It isn't really necessary for him even to bother about a divorce. If the woman gets tired, her lips grow colder and harder, and the light that should be in every woman's eyes, dies out in hers. Society frowns that the other man should comfort her. And if she should get a divorce, there are the children to be considered, and perhaps she believes they have a right to their home and their own father.

What does a woman give up? All that a man gives up—and then herself and her individuality besides. Her personality is so legally obliterated that even her name is changed. By the common law "these twain have become one" and the man is THE one, who to a greater or lesser degree, even to-day in the most free of our States, still controls her personal rights, her property rights, and her children's rights.

Finally, always there is the supreme possibility that a woman at the marriage altar faces, she is setting her feet in the way that leads to the borderlands of the deepest anguish and pain in the world, and sometimes to death. There are those who go down to the undertaking of childbirth who never come back. Love like this is no hus-

band called on to show that he lays down his life in the taking of a wife. Yet there are thousands of women annually who give like this in getting married.

Here are some other caustic opinions: Those remote ancestors of men who lived in caves did not fight to possess the female of the species for the benefit and advantage of the women, but for their own gratification and service.

Every wife who has been married a year or two knows that the man never gives up half of what he is supposed to—and should—in getting married.

What do married women pay for what they don't get?

They give up their identity. Their parental home and protection. All of their income.

All of the stimulating society of their bachelor friends, as well as that of their husbands.

All of their time.

All of their recreations.

After marriage their only society is church and the babies.

Men get married, and thereby at one stroke and without pay acquire—

A housekeeper, a cook, a chambermaid, a laundry-woman, a valet, a nurse, and a maid-of-all work.

The only way the average married woman can keep from forgetting what money looks like is to get a divorce.

If the man gets tired of it, he already controls the income, if there is any, and doesn't even wait for the divorce.

But even if the woman does get good and tired of it, as she has a right to, the chances are she will put up with it for the sake of the babies.

Who gets the most out of love? I answer from personal experience as there are six people in my family who fell in love and married. The one, either male or female, who gets the most out of love—and marriage—is the one with the most grasping disposition, the one who demands all the other has to give and then, like Oliver Twist, asks for "more."

When a man marries, he does give up some things, but the things he gives up are merely items. They are not the sum total of his every dream and hope and longing.

When a woman marries she gives up what she values more than riches, more than honours, more than all a man gives up doubled and trebled.

She gives up what the whole world loves, and what she loves most of all. She gives up her lover.

HOUSEHOLD RECIPES. (BY "BEATRICE.")

POTATO PUFFS.
1 cup flour, 1 cup mashed potatoes, 1 teaspoonful baking powder, salt and pepper. Mix into stiff paste with water or milk; roll out and fill small portions with stew or curry. Fry.

MOUNTAIN CAKE.
2 cups flour, 1 cup sugar, 1 cup butter, 1 cup milk, 1/2 teaspoonful baking powder, 2 eggs, cream, butter and sugar, add eggs, then flour, baking powder and lastly milk.

SOFT POUND CAKE.
1 1/2 lbs. flour, 1 lb. sugar, 1 lb. butter, 1 cup milk, 2 teaspoonfuls cream tartar, 1 teaspoonful carbonated soda, little more than 1 cup currants, 4 eggs, candied peel and flavoring.
Beat butter and sugar to a cream, add eggs, heating all the time. Then milk, currants, and flavoring. Lastly, flour, soda, and cream tartar. Bake in a meat baking dish for one hour.

PEACH JAM.
To every 1 lb. stoned fruit, add 1 lb. sugar. Peel peaches and cut into pieces (small), cover with two or three lbs. of the sugar, and leave all night. Next day, boil with a little water for half an hour, or until the peaches are tender. Add the rest of the sugar, heated in the oven. The sugar should be quite hot, so that it does not stop boiling. Boil for 13 or 24 hours briskly.

No. 1. Sydney Branch

A meeting of this branch was held in H.O., Bowen's Buildings, on Thursday evening, July 19th, 1917. Mr. H. Lockard presided. The minutes of the previous meeting were read and confirmed.

Correspondence was read and dealt with. The matter of Mr. Stout's case was to stand over, pending certain information, and documents which Mr. Stout is to obtain.

A circular from Gen. Secretary in connection with the censure on the Executive, and the demand for the resignation of Mr. Corish as representative of No. 2 Board, was considered.

The action of the Gen. Secretary in connection with the Office staff, and other matters, was severely criticised. A resolution was carried asking Mr. Thompson, Mr. Corish and Mr. Kavanaugh to be present at next meeting of the branch, when it is hoped that everything will be cleared up.

The Gen. Secretary will be called on to answer why he transferred certain members on Mr. London's list, without submitting the petition to Sydney branch; this promise was given when the last trouble arose over the formation of the Car and Waggon Branch. I intend to tell the Gen. Secretary, or whoever is responsible for this business, my mind when he is present at the next meeting of the branch.

(Note by General Secretary.—The matter of transfers from the C. and W. Branch to the Sydney Branch, and vice versa, has been discussed by the Executive at many meetings. The last decision was that members could belong to the branch which they preferred, and the last batch of transfers submitted to the Executive was approved. The Gen. Secretary has since acted upon this decision. No member is transferred to another branch except at his request, but the Gen. Secretary cannot keep in one branch members who desire transfer to another.)

In connection with the reorganisation of the Office staff. It was stated that Mr. Thompson was trying to shoulder the blame on to the Office staff. A resolution was carried "that Sydney Branch has every confidence in the Office staff, excepting the Gen. Secretary and Assistant Secretary." So it is to be hoped both these gentlemen will be present at the next meeting.

The following new members were accepted: Messrs. R. H. Wolmsley, Jr., J. Cross, and Briscoe.

The whole of the transfers were allowed to stand over, pending an explanation on the matter.

Three resignations were accepted. And one of them was proved to be a Unionist of the worst type, one that any Union should be pleased to drop. General Business.—Re the delay in the sitting of No. 10 Board. The position is becoming unbearable, from the men's point of view.

It was proposed to ask the Minister for Labor to receive a deputation from Sydney Branch, so that the position can be explained, and the men's case be clearly explained, because trouble is starting to brew in the shops.

The following were elected to meet the Minister: Mr. F. Pinkstone, F. Crossman and Mr. C. London, which have been sent on to the Gen. Secretary. Mr. J. McFarland was elected as Branch Collector, vice Mr. T. W. Hudson.

Re Mr. Pinkstone's resignation as Collector in Le... Shop. Mr. London moved... accepted with regret. As all... the personal sacrifices Mr. Pinkstone had made for the Association would be sorry to see him go out of harness. It was resolved to ask Mr. Pinkstone to call a meeting in the shop affected, and select a worthy representative to carry on the collecting.

Re Ganger West, and others. It was decided to refer the matter to the Gen. Secretary, requesting him to ask the Chief Commissioner to grant Mr. West an interview.

Re men who were granted their month's leave on full pay. It was explained that because the shops were not working on three Saturdays, whilst they were off, the Department deducted the pay of the men for the three days; this is to be taken up with the Chief Commissioner. If this is not a contemptible action and a breach of the Act which provides this concession, well what is?

Mr. Peterson referred to the fact that the Crane Drivers at Eveleigh had made him a presentation of a gold chain and medal for the interest he took in connection with their case. Mr. Peter-

MUTTON RELIEF FUND.

Mr. H. Lockard, the Chairman of Sydney Branch, has forwarded a copy of the subscription list, amounting to £5/17/6, which shows that Mr. Lockard has been doing good work for the Mutton orphans.

MILSON'S POINT BRANCH.

Milson's Point Branch are arranging a grand benefit concert in aid of the two orphan children of the late Mr. and Mrs. T. E. Mutton, who were run down and killed by a train, will be held in the Friendly Societies' Hall, North Sydney, on Tuesday, 18th September, 1917, at 8 p.m. Front seats, 1/-, back seats 6d. Tickets may be obtained at Head Office or from the following:— Hon. President, B. Lowndes, Ganger, St. Leonards, Hon. Treasurer, T. Carpenter, Loco, Milson's Point, and Hon. Secretary, A. J. Sheedy, Ticket Collector, Milson's Point.

MOUNT VICTORIA BRANCH.

The movement, under the lead of Messrs. D. Clyne and O'Regan, to organise a benefit to the Mutton orphans, was successfully launched at a public meeting held in the Town Hall on Wednesday evening. Mr. G. Irwin (Station-master) occupied the chair, and Mr. Clyne outlined the object, detailing the fatality that robbed the children of their parents, and stating that an account had been opened in the savings bank by the Amalgamated R. and T. Association in the name of the Mutton Trust Account, and all moneys received would go to swell that fund. He placed on record his own and Railway workers' appreciation of the assistance rendered and the public spirit displayed by "The Echo" in stating the appeal, and donating, free of all cost, the tickets and advertising. After its publication, cheques and promises of assistance were posted to him, Mr. W. H. Golding forwarding a guinea and Mrs. Planagan half a guinea. Every penny received would be devoted to assisting the maimed orphans, providing an artificial limb for the little girl, and teaching each a light trade. It was decided to open a subscription list, and to organise a euchre party and dance for August 18th, the Misses O'Keefe and Mrs. Smythe undertaking to manage the tournament. A strong committee was formed, with the Mayor as President, Ald. Howie Vice-President, Mr. Irwin Treasurer, Mr. Clyne Secretary, and Messrs. Powell and Tabrett as auditors. Subscriptions may be left with either Messrs. Irwin or Clyne, or at "Echo" office.

NYNGAN BRANCH.

In connection with the France's Day Fund the postponed sports and procession are to take place on the 15th of August. An election to decide who is to be the Queen of the Day and the most popular man is to take place. Tickets with the candidates' names printed on are being sold at 3d. each, the lady and gent on whose behalf the highest number are sold being elected. The money thus obtained goes to swell the fund, and as thousands of tickets have already been disposed of, it is anticipated that the money obtained from the election will be very considerable.

The local Railwaymen are to the fore, as is usual in country centres, and have nominated Miss Marjorie Draper and Mr. Jack Antil as Queen of the Day and the most popular man respectively. The Railway employees are determined that their candidate will top the poll, and are selling their tickets like hot cakes. The opposition is strong, but with the co-operation of all Railwaymen throughout the West, the Nynganites are convinced that they will see their Queen crowned and Mr. Jack Antil top the poll. Tickets 3d. each, or books at 5/- each may be had from any Railway employee at or near Nyngan, and members are invited to register votes by purchasing some.

son's thanks are hereby published.

Mr. Mason thanked the officers of Sydney Branch for the manner in which they looked after his business; he is now employed as Fitters' Laborer.

Mr. Lockard referred to the "All Grades' Picnic on the 6/8/17. He appealed to all to make the fact known, and help sell the tickets.

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RETURN THANKS.

Loco. Workshops,

Eveleigh, 7/7/17.

To Electric Crane Drivers, Loco., Car and Waggon Shops, Eveleigh,—

Gentlemen,—I am in receipt of a gold chain and medal from Mr. C. Childs, who informs me that it has been subscribed to by Electric Crane Drivers, for presentation to me for services rendered on their behalf. The inscription on the back of the medal reads:—"Presented to E. PEDERSEN by the Electric Crane Drivers, Eveleigh Workshops, N.S.W. Government Railways, as a mark of appreciation for services rendered on their behalf, June, 1917."

Now, gentlemen, it affords me very great pleasure indeed, to accept this present, for which I am exceedingly thankful, not that I have done anything out of the ordinary that warrants such recognition from you, but I claim to have at least helped in some small way to conserve Electric Crane Drivers' interests.

From my observations, I find that some Drivers have taken exception to this presentation, simply because that I do not belong to their particular Union; well all I can say to these gentlemen is that whatever little I have done at any time, has been in the interests of all Crane Drivers, irrespective of what Union they belong to.

In conclusion, I would like to point out that if we, as a body of men employed in a certain industry, are to be divided on Union matters, well, is it any wonder if we never get our wrongs righted?

Thanking you all again for the confidence that you have reposed in me, also awaiting any orders that you may desire me to execute on your behalf in the future as in the past.

I remain, gentlemen,

Your obedient servant,

C. PEDERSEN.

MOUNT VICTORIA BRANCH.

The monthly meeting of the Mount Victoria Branch was held at the Railway Station on Saturday, 14th July.

There was a good attendance of members. Previous minutes and H.O. correspondence were read and confirmed.

The President and Secretary (Mr. A. Ford and Jas. Rook) were appointed delegates to represent this branch at the Amalgamated Picnic on the 6th August. Mr. Clyne briefly addressed the meeting re the termination of the "Co-operator" newspaper, and the establishment of the "All Grades Advocate," also the recently gazetted Per. Way and Signal No. 1 Wages Board. The benefit social and euchre party to be held at Katoomba on Saturday, 18th August, in aid of the Mutton orphans, has received promise of genuine support from Mount Victoria. This concluded the business, and the meeting was duly closed.

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