Notice To My Patrons!

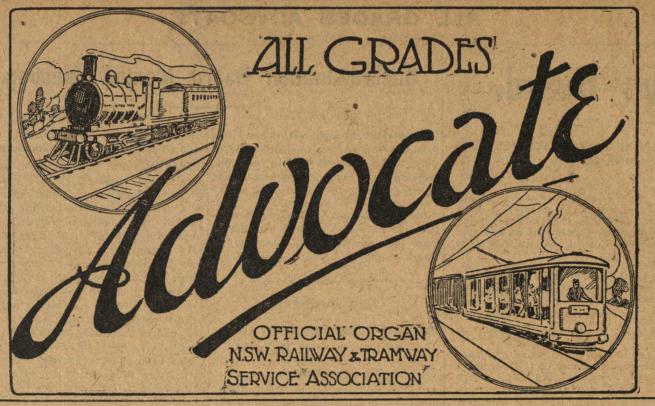
To all my Customers who are affected by the present Strike, I wish to notify

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SYDNEY.

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.)

for the complainant, and Mr. Paton for ed in S.M.'s chair fumbling correspond- come to the conclusion that the bacis the Railway Commissioners.

by Mr. Paton, that, even assuming that drew his attention to Drinkwater's con- the North £175." the work done by the complainant was dition; he appeared to be under the inof the same class and done under similar fluence of liquor, and Mr. Tweedie asked circumstances as that, at the Power him to sign his name. He made a couple House of the City Council, the Commis- of attempts and signed, "A. Drinkwater." sioners were only bound to pay the craft rates. No order was made against the

RAILWAY TRAFFIC.

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

Mr. Gander appeared on behalf of the

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 reversed and vehicles set back, bogie wheels of B.C. 415 were derailed-5/6/17.

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.

peared for appellant, Mr. A. Gander for than is sufficient to maintain a wellthe Department.

Neville Keating, of the Power House, 6.20 p.m. on Sunday, 22nd, I was dining at and a family of three children in a fair Ultimo, Boiler Cleaner, complained that my residence close to the level crossing, and average standard of comfort, havthe Railway Commissioners employed when I heard someone call out, "Open him between January 1st and May 25th, 1917, at a rate less than was paid for similar week to establishment of the Co-Open ing regard to the conditions of living prevailing among employees in the calling in respect of which such minimum such that the Establishment of the Co-Open ing regard to the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such minimum such as the conditions of living prevailing among employees in the calling in respect of which such as the conditions of the conditions of living prevailing among employees in the calling in respect of which such as the conditions of living prevailing among employees in the calling in the conditions of living prevailing among employees in the calling in the conditions of living prevailing among employees in the calling in the calling in the conditions of living prevailing among employees in the calling in similar work to other employees. Com- saw vehicle held up owing to gates be- wage is fixed, and provided that in fixplainant claimed £9/7/6, being the differ- ing closed across road. I let traffic ing such minimum wage the earnings of ence in pay between 1/6 a day and through, and proceeded to Station, where the children or wife of such employee 12/6 a day. Mr. D. Guihen appeared I found the appellant (Drinkwater) seat- shall not be taken into account.' I have ed as a Marvel, and must be seen to be

Appellant then asked S.M. to note the time, saying it was 9.38 p.m., although defendant, who was allowed £2/2/- costs. 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

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

he did not do so.

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. Drinktrain away. Saw Mr. Burt, when I was are not to be charged. catching engine on. He told me to tell Drinkwater to come to office. Drink- to members. The result was-No. 1 Propoints, with the result that when points water was then standing near scales on posal, 611 votes. No. 2, 885; No. 3, 415; 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 Decision of Officer.—To lose pay while the privileges, such as leave of absence, granted by the Commissioner, regarding A REVOLUTION IN DRESS IN them mainly from the viewpoint of what it costs to grant them. The Act lays down that 'the minimum wage of an Mr. McIntosh, Solicitor, Lismore, ap- adult male employee shall not be less conducted employee of average health, A. Burt, Traffic Inspector, said:—At strength, and competence, and his wife, ence. I sent for Mr. Tweedie, the Sta- wage in the South-eastern district should Mr. Addison upheld the point raised tion Master, and when he came along I be £150 a year, in the Central £160, and in

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/=.- 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. fortnightwater said it was not his duty to put ly. Those joining since July 23rd, 1917,

Re Proposals to alter Rules, submitted Informal, 381. To give effect to No. 2

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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.

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

The Board decided by majority to dismiss the appeal.

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

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253 ELIZABETH ST., SYDNEY

Superannuation Board.

PRECIS OF THE RAILWAY SERVICE SUPERANNUATION ACT RELATING TO GRATUITIES, PENSIONS, &c.

110. The Board shall consist of seven persons, namely—three appointed by the Governor for a term of five years; three elected for a term of three years, of whom two shall be elected by the officers in the railway service, and one by the officers in the tramway service, under regulations made under this Part of this Act; and the Chief Commissioner, who shall ex officio be chairman of the Board.

111. On the days appointed for payment of the salary and emoluments of any officer, a deduction shall be made from such salary and emoluments of a sum not exceeding one and one-half percentum thereof.

113. A superannuation allowance is payable to an officer—

(a) Who is over sixty years of age and has retired after ten years' or longer service; or

(b) Who is under sixty years of age, and has, after ten years' or longer service, been compelled to retire through infirmity of body or mind not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or (c) who is under sixty years of age, and whose services have been dispensed with after ten years' or longer service, by reason that his office has been abolished, and no other office, whether in the railway or tramway, or in any other branch of the public service has been found for him at not less than five-sixths of his salary.

114. A superannuation allowance shall be payable each year for the rest of

Such allowance shall, subject to this part of this Act, amount to one-sixtieth of an average taken of the annual salaries and emoluments of the officer during his term of office, multiplied by the number of complete years of his service, but shall not exceed two-thirds of the average of such annual salary

116. Any officer who held any office in the service on the first day of October, one thousand nine hundred and ten, shall, notwithstanding his not having contributed by way of deduction from his salary and emoluments during his past service to Government Railways Superannuation Account, be entitled to the superannuation allowances and gratuities herein provided, subject to such an annual abatement as on the certificate of an actuary appointed by the Board is equivalent to one and one-half per centum on the total salaries and emoluments received by such officer prior to the said date; or the officer may, at his option, pay in one sum or by the prescribed instalments extending over three years, a sum equivalent to one and one-half per centum on such total salaries and emoluments; and subject to such payment he shall be entitled to his superannuation allowance without abatement.

115. Any officer who held any office in the service on the first day of complete year of service, and not less than six months' salary shall be payable to any officer who is incapacitated from the further discharge of his duties by reason of bodily injuries received in the course of his duty, and who retires from the service. If, before payment of the gratuity, such officer dies from such injury, the gratuity shall be payable to his widow, or, if he does not leave a widow, to his personal representatives, to be administered as part of his estate.

117. A gratuity not exceeding one month's salary at the then rate for each complete year of service shall be payable to any officer—

(a) Who is under sixty years of age, and after less than ten years' service has been compelled to retire through infirmity of body or mind, not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or (b) whose services have been dispensed with otherwise than for an offence and who is not entitled to a superannuation allowance.

118. When an officer is reported unfit to perform his duties by reason of any infirmity of body or mind, the Chief Commissioner may appoint three duly qualified medical practitioners to examine and report upon his condition, and may also direct the head of the department or branch in which he is employed to report on the manner in which his duties have been performed. If, on such reports, it appears to the Board to be for the public interest, he may tetire upon the superannuation allowance provided by this part of this Act.

119. (1) When an officer who has retired from the service through infirmity of body or mind is in receipt of a superannuation allowance or has received a gratuity, he shall submit himself for medical examination as and when required by the Board; and, if he makes default in complying with such requirements, any superannuation allowance or gratuity shall cease to be payable during such default.

(2) If, in the opinion of the Board, the health of any such officer has become so restored as to enable him to perform his duties, the Chief Commissioner may require him to resume such duties, or to undertake any other duties in the service for which he is qualified, at his former salary, and thereupon any superannuation allowance granted to such officer shall cease to be payable. But in the event of the recurrence of his infirmity the officer shall be entitled to his superannuation allowance together with any increase in the same to to his superannuation allowance, together with any increase in the same to which he would be entitled from additional length of service.

If any such officer who has received a gratuity fails to resume or undertake such duties when so required, the Board may recover from him, as a Crown lebt, the amount of such gratuity, and pay the same into the Government

Railways Superannuation Account.

120. When an officer dies whilst in the service, his widow, or if he does not leave a widow, his personal representatives, shall be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, together with interest at the rate prescribed on the amounts of such deductions from the dates when they were respectively made.

121. If an officer retires upon a superannuation allowance and dies within six months after such retirement, his representatives may receive a sum which is equal to the difference between the actual amount of superannuation allowance received by him and the total deductions made under this part of this Act in respect of his salary and emoluments.

122. When an officer voluntarily retires after service for fifteen years or longer, he shall, on a certificate of good conduct being furnished to the Board, be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, but without any interest thereon.

123. No officer shall receive or be entitled to any superannuation allowance or gratuity in respect of so much of his salary and emoluments as is in excess of eight hundred pounds per annum; and no officer shall be liable to a deduction under this part of this Act from so much of his salary and emoluments as is in excess of that amount.

124. Moneys payable under this part of this Act shall be certified by the

125. Any officer dismissed from the service for misconduct shall forfeit all rights to superannuation allowances or gratuities. But if he was dismissed for a cause which, in the opinion of the Board, did not amount to serious misconduct, he may receive a refund of such portion of the deduction made from his salary as the Board may think fair under all the circumstances.

128. A superannuation allowance shall not be capable of being assigned or charged, and shall not be liable to be seized or sold under any process of law. Any gratuity payable under this part of this Act to the representatives of a deceased officer shall not be assets for the payment of his debts.

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All Grades Advocate.

Superannuation Board Monthly Meeting.

Commissioner's Office, on Thursday, 26th sion to cease on day he resumes duty. July, 1917. Minutes of the previous meeting were read and confirmed, and matters arising therefrom dealt with.

Progress Report of Pensions, Gratuities, and Refunds approved. Life insurance policies. Premiums paid by the

NEW BUSINESS.

Retirements under 60 years of age for Consideration-Over 10 Years'

Service.—Pensions.

service 26 years 9 months. Retired, to be re-examined in six months.

and quarters, age 53 years 8 months; service 39 years 7 months. Retired, to be re-examined in 12 months.

Branch, 9/6 per day; age 41 years 6 nonths; service, 17 years 8 months.

Edwin Huxley, officer in charge, Goods Manager, Railways, £260 p.a.; age 55 years 3 months; service, 34 years 9

5 months; service 32 years 11 months, if any, was the result. Retired permanently.

Retirements under 60 years of age: Under 10 Years' Service: Gratuities.

Edward Lawrence Shapland, gatekeeper, Traffic; 45/6 week; age 30 years 6 months; service, 1 year 10 months. Maximum gratuity of £9/17/10 approved

Mrs. Theresa McSullea, upholstress, Loco.; 7/- per day; age 58 years 11 months; service, 6 years 10 months. Gratuity of £20 was approved of.

Benjamin Stumbles, cleaner, 9/3 per dealt with. £7/8/10, being equal to amount of contributions.

dant; 32/6 per week; age, 50 years.

Gratuities Under Section 117 (b).

Mrs. Margaret Butt, gatekeeper, Traffic, Railways, 10/- week; age 57 years 1 ahan asked to supply further informatired, 10/7/17; amount, £80/11/-. month; service, 12 years 8 months. Gra-tion. tuity of £2/6/1 approved.

tual service, 29 years 11 months. Rate, ed. 13/- per day. Submitted for Crown Solicitor's advice.

Letter from Under-Secretary Department of Lands, asking if returned soldier Tramway employees who resign to join soldiers' group settlements could secure refund of contributions.

The Board decided that where returned soldiers are declared medically unfit for service in the Dept., they may, at their own request, be discharged, so as to enable them to join the soldiers' group settlements; thereby entitling them to a refund of contributions.

Robert Rutherford, blacksmith, temporary staff, Signalling branch, retired. Age 62 years 8 months; service 21 years; rate 13/8 per day. Pension approved.

James Henry William Wilkins, coachpainter, Electrical, Tramways, deceased 2/5/17. Maturity of insurance policy No. 220,374. £55/7/9 to be paid to legal ter, £1/4/7. representatives.

Mrs. Annie Strachan, gatekeeper, Traffie Branch, Railways, dispensed with. Board at previous meeting granted gratuity equal to contributions. Application for increased gratuity. The Board de- ways, 18/10. cided that amount of gratuity already allowed cannot be increased.

John L. Rosa, packer, temporary staff, with. Application for refund of contri- Tramways; 2/7. butions. Age 42 years 1 month; service, 1 year 3 months; rate 9/3 per day. Refund of contributions approved, under maker; Elec., Tramways, £9/8/11. section 125. Amount, £1/0/1.

Michael O'Connor, late electric driver, Railways; £6/6/7. 15; with pension of £32/6/- per annum. 14/4. Age at retirement, 37 years 4 months; James Mansion Henderson, fettler; £57/11/-. service, 18 years 8 months. Rate, 10/- Per. Way, Railways; £12/16/4.

Minutes of meeting held at the Chief | per day. Reinstatement reported. Pen-

Dismissals for misconduct, as usual, were keenly debated. In the case of Frederick James Brown, stationmaster, who applied for a refund of his contributions, the employees' representative put up a good fight. Mr. D. Clyne argued very strongly that the information before the Board tended to prove carelessness, and incompetency in the art of bookkeeping, rather than dishonesty on the part of Brown. He (Mr. Clyne) had been informed that a special departmental audit of the whole of the books, accounts, etc., had been held, and, as a result of a most exhaustive examination, there proved to be only a cash Charles McLaren, clerk, Traffic Brch, shortage of a few pence. He could not Railways; £310 p.a., age 47 years 3 mos; vouch for the accuracy of the information supplied, but the truth or otherwise of the statement should be ascer-Richard Johnsen, stationmaster, £250 tained, and the Board placed in full possession of the whole facts of the case before coming to a decision. Some members of the Board contended that the information sought was not required. John J. Nolan, fitters' laborer, Loco. In their opinion, there was sufficient evidence to prove that Brown had been ter, £8/10/5. dismissed for serious misconduct.

Messrs. Clyne and Campbell pressed for the information in question, and ly re-employed. Amount to be written months. Retired; to be re-examined in over for one month, and requesting the Commissioners to inform the Board William Doughan, fettler, Per. Way, whether or not a special audit had been Railways; 9/6 per day; age 53 years held, and what actual shortage of cash, Retirements Approved by the Commis-

> The resolution was lost, and the application for a refund of contributions refused.

Fifty-seven men who were temporarily employed in the service, were refunded their contributions, amounting to £53/19/-

Minutes of the Special Meeting, held at C.C. Office, Wednesday, 11th July,

postponed from previous meeting, were 7/17; amount, £209.

day; age 24 years 10 months; service, 31 Joseph Broughton, striker, Loco. years 9 months. Granted the sum of Branch, Railways, age 37 years 8 months, service 10 years 7 months; application

Mrs. Margaret Adams, platform atten- Board's letter. Application refused. Matthew Hoolahan, acting car conduc- amount £119/8/tor, Traffic Branch, Railways, age 50 pension of £78/16/- per annum; applies 3/-. for gratuity in addition. Report receiv-

William Francis, horse master, Per. Tregarthen Richards, waggon builder, Way Branch, Railways, age 42 years 9 amount, £65/11/-. period of service, 2 years 4 months; ac- tuity, £50, under Section 117 (b), approv-

Dismissals for Misconduct-34 Cases Postponed from Previous Meeting.

Refunds Refused.

Reginald E. Austin, porter, 15/7. William G. Bailey, conductor, Tramways; £1/10/-.

John Patrick Fennell, shunter, £15

Richard James Heap, ticket collector, £11/18/10. James John Lavelle, porter, £8/7/10.

Francis John W. Smith, night officer, £18/19/9.

Tramways, £1/0/6.

Leon William Sweetman, junior por-

Refunds Approved.

Alfred C. H. Bedford, conductor, Tram-

Alfred Bentley, conductor, Tramways

Harold Buck (known as Harold Buck-Per. Way Branch, Railways; dispensed ley), blacksmith's apprentice, Elec., Way, Railways; retired 9/5/17; amount,

Robert Harold Court, porter; £1/14/3. Cecil Burge Davies, assistant to coach-

Austin Owen Harris, fettler, Per. Way, 7/17; amount, £81/11/-.

Traffic Branch, Tramways; retired 8/7/ Thomas Joseph Hayes, junior porter,

James Henry, conductor, Tramways;

Stephen James Hickey, conductor, Tramways, £5/5/9.

William Henry Jamieson, conductor,

Tramways; £1/2/7. William George Lewis, shop boy, Elec.

Tramways; 9/8. Frank Mason, fettler, Per. Way, Railways, £1/19/8.

Stanley Morgan, conductor, Tramways, £1/4/-. Henry Hilton McFadden, conductor,

Tramways; 14/1. John McManus, grinder; Loco., Rail-

ways; £10/15/4. Alexander McPherson, conductor, Tramways; 18/10.

John Plain, fettler, Per. Way, Railways; £13/12/3.

George Kenneth Pugh, porter, Railways; £4/9/10.

Claude Scanlon, junior porter, Railways; £1/5/7. Herbert John Shepherd, porter; Rail-

ways; £5/7/9. Arthur James Smith, wood machinist,

Loco., Railways; £15/11/8. Sydney Ernest Roy Ward, shop boy,

Tramways; £1/8/4. Daniel Whelan, conductor, Tramways;

£4/13/2. Ernest Connor Williams, leading por-

Stephen Thomas Jones, boilermaker,

Loco., Railways; refund approved by Board on 25/1/17, but Jones subsequentoff. £16/0/4.

sioners: Officers over 60 years of age.

Sarah Anne Annand, age 65 years; service 17 years 3 months; gatekeeper; retired 12/5/17; amount of pension, £4

Michael Edward Kelly, age 63 years 9 months; service, 41 years; guard; retired 21/6/17; amount, £86/3/-.

William Clark Fleming, age 61 years 2 months; service, 36 years 10 months; leading blacksmith; retired 30/6/17; amt.

William Henry Elston, age 65 years 9 months; service, 27 years 6 months; car Dismissals for misconduct.—34 cases and waggon superintendent; retired 1/

William Wrigley; age 61 years 4 mos; service, 31 years 1 month; fitter, Loco.; retired 1/7/17; amount, £76/17/-.

Richard William Bastion, age 60 years to be retired. Reply from Broughton to 2 months; service, 27 years 8 months; sub-inspector, Tramways; retired 6/7/17,

Lawford Webb, age 60 years 1 month; years 1 month; service 34 years 9 service 32 years 8 months; conductor, months; rate 9/3 per day; retired with Tramways; retired 7/7/17; amount, £61

Frederick Betts, age 61 years 9 months, ed from Railway Medical Officer. Hool- service, 31 years 7 months; driver; re-

> James Maudsley, 65 years 4 months; service, 35 years; porter, retired 10/7/17;

temporary staff, Loco. Branch, Railways. months; service, 4 years 8 months; rate, John Schofield, age 60 years 1 month; Retired. Age, 60 years 4 months; last £290 per annum; discharged 1/8/17. Gra- service, 39 years 7 months; ganger, Per. Way, Railways; retired 13/7/17; amount

> John Montgomery, age 65 years 6 months; service, 29 years; overhead crane driver, Railways; retired, 13/7/17; amount £53/19/-. Samuel Auld, age 63 years; service, 33

> years 2 months; turner, Loco.; retired 15/7/17; amount, £101/7/-. Henry Trimnor, age 60 years; service,

25 years 10 months; fettler; Per. Way, William Kelly Conrick, porter, £12 Railways; retired 10/7/17; amount, £45

Thomas Rich; age 60 years 2 months; service, 35 years 2 months; fireman, Loco.; retired 18/7/17; amount, £84/11/-.

Retirements Approved by the Commis-John Harry J. Stokes, conductor, sioners: Officers under 60 years of age, with 10 years or Longer Service.

William John Hayes, age 57 years 2 months; service, 36 years 1 month; ganger, Per. Way, Railways; retired 16/3/17; amount, £82.

Patrick McCormick, age 59 years 1 month; service 14 years 2 months; laborer, Per. Way, Tramways; retired 25 /4/17; amount, £24/1/-

Frederick Lett; age 57 years 1 month; service, 26 years 3 months; fettler, Per. £45/15/-.

William Charles Pearce, age 59 years 10 months; service, 37 years 10 months; ganger, Per. Way, Railways; retired 8

Joseph Martin, age 56 years 6 months; service, 27 years 11 months; ganger, Per. Way, Railways; retired 11/7/17; amount,

Percival Higgs; age 55 years 4 months,

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

William Duncan Currie; age 56 years 7 months; service, 28 years 4 months; carpenter, Signalling, Railways; retired 22/7/17; amount, £72/6/-.

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-£1/5/2.

Leslie James Annan, junior porter, Railways; 6/9 per day; deceased 5/6/17— £1/8/6.

Arthur Everite Coonan, conductor, Tramways; 10/- per day; deceased 11/6/ £16/0/6.

Clifford Howell, driver; Loco., Railways; 15/- per day; deceased 26/6/17; -£26/11/2.

William Alexander Lowe; linesman's £2/10/6. laborer, Tramways; 9/3 per day; deceased 20/6/17-18/6.

Percy Mason, laborer; Per. Way, Tramways; 9/9 per day; deceased 18/6/ 17; amount, £1/0/7

George Albert O'Hara, ganger; Per. Way, Railways; 10/6 per day; deceased 28/6/17-£17/0/1.

Died on Active Service.

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

Joseph Claude Belton, call boy, Loco., ed 30/5/17—£20/4/5. Railways; 6/8 per day; 4/5/17-£2/7/10. Ivo Brown, foreman's junior clerk; Loco., Railways; 7/- per day-11/2.

Christopher Collins Burgin, conductor, 17-£4/6/4.

-£11/6/8. Felton Herbert Claydon, junior porter,

Traffic, Railways; 5/9 per day; 4/9/16- | Way, Railways; 10/6 per day; entered | ployees on the subject of One Big Union. | quested to notify the Commissioners at

Eric Arthur Ernest Coleman, clerk-Railways; £180 per annum; deceased 8/ ways; 11/6 per day; entered 28/6/1900; Mr. J. Carney presided, and in intro- specifications. 5/17-£9/11/8.

Frank Robert Cooper, fuelman, Loco., 9/6 per day; deceased 6/6/17-£6/6/8.

Cecil Frederick Henry Davies, conduc- 1901; retired 29/7/17-£28/2/8. tor, Traffic, Tramways; 10/- per day; Jessie Thompson gatekeeper, Rail- terly manner, pointing out the disad- Tarpaulin Repairers and Goods Port-

deceased 1/5/17-£2/5/7. Bertrand James Dixon, porter; 9/3 per 3/8/1901; retired 2/4/1917-£3/10/2. day; deceased 9/5/17-5/9.

Way, Railways; 10/- per day; deceased 1891; retired 29/6/1917-£16/10/10.

18/5/17—£2/8/9. £145 per annum; deceased 22/4/17-£5/1/- 1917-£22/17/1.

George Fleming, fitters' laborer; Loco. 9/6 per day: deceased 8/6/17-£12/0/2. Thomas Stodart Forrest, clerk; Traf-

19/4/17—£8/7/6. Francis John William Giles; boilermaker's helper, Loco.; 9/6 per day; de-

ceased 10/6/17-£3/16/4. Elec., Tramways; 9/3 per day; deceased -£2/13/4.

31/5/17—£1/0/8. James Robert Gow, porter, 9/8 per day;, deceased 15/5/17-7/11.

John Hartnett, clerk; Tramways; £190 per annum; deceased 3/5/17-£5/16/9. Wilfred George Harvey, boilermakers'

helper; Loco.; 10/2 per day; deceased 5/3/17-£4/10/3.

John Albert Hennessy, conductor; 5/17-£1/18/7. Tramways; 10/- per day; deceased 7/6/ 17—£8/14/3.

William Robinson Hood, cleaner, Loco.; 9/3 per day; deceased 15/5/17-£1/19/10.

Thomas William Hornby, boilermaker, Loco.; 13/- per day; deceased 9/4/17-£1/18/4.

Frederick John Kirby, assist. sectionman, Signalling; 9/8 per day; 3/5/1917-£1/13/8.

Arthur Edmund Lewis, porter; Railways; 9/3 per day; deceased 27/5/17-

£3/19/2. George Pacificus Mitchell, porter; 9/8 per day; 20/6/17—£11/16/6.

Henry George Mitchell, cleaner, Loco., 9/3 per day; deceased 29/5/17-£1/11/2.

Clarence Lesley Jerrem Moon, ganger, Per. Way, Railways; 11/- per day; 5/5/ 17: £14/11/5.

Stephen Pickering, fireman; Loco, Railways; 11/- per day; 13/5/17—£15/17/3. Richard William Quilter, conductor,

Tramways; 10/- per day; deceased 26/2/

William James Patrick Quinn, shunter, Railways; 10/- per day; deceased 5/5/17 -£4/17/4.

Thomas John Richards, laborer; Loco, missed 24/5/17-15/6. 9/3 per day; deceased 15/5/17-£4/6/1.

Horace John Sambrook, firelighter, Loco; 9/6 per day; deceased 2/5/17-£9

Alexander Davidson Samuel, fireman; ways; 9/3 per day; entered 7/12/15; dis-Loco.; 11/- per day; deceased 3/5/17-£7 missed 31/5/17-£1/18/2.

0/3 per day; deceased 3/5/17—£6/16/7. Leslie Norman Stimson, fireman, Loco,

11/- per day; deceased 6/6/17—£3/10/-. Fulke Greville La Poer Stermont, fit- dismissed 11/6/17-17/10. ter's laborer, Loco.; 9/6 per day; deceased 21/5/17-£11/5/8.

Reginald William Ezzy Sullivan, lead-tered 24/3/14; dismissed 23/5/17;-15/4. ing porter; 9/9 per day; deceased 12/4/ 17-£11/15/6.

Donald Alex. Vivian Sutherland; car- 26/6/17-£1/16/5. builder's apprentice, Loco.; 30/- week; deceased 3/5/17-13/6.

Henry William Swanson, conductor; Tramways; 9/7 per day; deceased 16/5/ 17-£2/13/3.

John Edward Twiss, shunter, Rail- dismissed 20/6/17-13/2. ways; 12/- per day; deceased 8/5/17-

Allan Leslie Wallace, laborer, Loco.; 9/3 per day; deceased 14/5/17—£2/15/7. Arthur John Webb, boilermaker's helper; 9/6 per day; deceased 8/5/17-

George Nicholas Williams, porter; 10/per day; deceased 26/5/17—£6/15/5. George Henry Wilson, boilermakers' helper, Loco.; 9/6 per day; deceased 15/ 17-£1/2/5.

Section 122-Voluntary Retirements

After Service for 15 Years or Longer. The following cases were dealt with, and the payments approved of:-

Charles Dickson, yard master, Traffic; £220 per annum; entered 19/7/17; retir-

George Oswald Duigan, fitter; Loco.; 13/8 per day; entered 6/10/1899; retired 19/5/17-£14/7/7.

Andrew Charles Gardner, electric Tramways; 10/- per day; deceased 3/7/ driver, Tramways; 11/- per day; entered 20/4/02; retired 4/6/17—£14/19/6. Albert Henry Clarke, fettler, Per. Way, Louis Leopold Law, standby pitman;

Railways; 9/6 per day; deceased 29/5/17 Tramways; 11/8 per day; entered 25/6/ 1900; retired 28/6/17—£15/10/10. Carlolus Antonius Miller, ganger, Per.

> 8/0/1891; retired 20/6/17—£15/19/-. Albert Edward Parsons, guard; Rail-

retired 18/7/17-£18/0/1.

inspector, Loco.; £325 per annum; 10/7/

Glen Harold Webb, driver, Loco.; 15/-Joseph William Elms, clerk, Railways; per day; entered 17/3/1902; retired 23/6/ Sydney.

fic, Railways; £190 per annum; deceased Section 125-List of Officers Dismissed over fourteen months, he said it was for Misconduct.

Refunds Approved.

Ernest Armstrong, porter; 9/3 per Francis Alexander Goold, laborer, day; entered 13/9/15; dismissed 29/6/17

> Harry Brough, conductor, Tramways 10/- per day; entered 1/11/2; dismissed 16/3/17-£7/6/10.

> Alexander Buchanan, railway electrician, Signalling; 90/- week; entered 14

/6/15; dismissed 2/6/17—£2/0/6. Cecil Albert Austin Bugg, porter; 9/3

per day; entered 9/9/15; dismissed 17 Stanley Charles Day, fitter, Tram-

ways; 13/8 per day; entered 23/10/09; dismissed 29/5/17-£12/12/-. Michael John Joseph Devereux, shun-

ter; 10/5 per day; entered 1/3/15; dismissed 16/6/17-£7/10/-. Albert William Farrow, porter, 9/3

per day; entered 11/8/16; dismissed 7/7/ 17-5/6. Percy Ferguson, fireman, Loco.; 10/-

per day; entered 27/6/12; dismissed 29 3/17-£7/3/9.

3/17-£5/18/1.

per day; entered 1/10/13; dismissed 2/7/ 17—£2/13/6. Arthur William Nelson, fireman,

missed 20/6/17—£8/10/-Fred. Nicholson, conductor, Tram-

ways; 10/- per day; entered 20/12/12 dismissed 6/7/17-£7/3/-. Walter Reynolds, porter, Railways;

9/3 per day; entered 28/6/11; dismissed 29/6/17—£10/18/3.

George Robertson, conductor, Tramways, 9/7 per day; entered 13/4/16; dis-

Cecil Sidney Rogers, conductor, Tram-

ways; 9/3 per day; entered 24/8/16; dismissed 24/5/17-11/8. Adam Hilton Rumble, porter, Rail-

Walter Rout Simpson, chill moulder,

John Sheen, cleaner, Elec., Tramways; Tramways; 13/- per day; entered 14/12/ 08; dismissed 2/7/17-£10/14/6.

William James Starling, conductor, Tramways; 10/- per day; entered 8/6/10;

James Francis Stockbridge, fitters' apprentice, Tramways; 15/- per week; en-

Joseph Allen Thomas, fitter, Loco.; 4/- per day; entered 26/1/16; dismissed

Robert Wilkie, conductor, Tramways; 10/- per day; entered 4/10/12; dismissed 17/7/17-£7/2/-

Victor Charles Wilkinson, conductor, Tramways, 9/3 per day; entered 13/9/16;

Refunds Refused.

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

Frederick James Brown, stationmaster; £210 and quarters; entered 12/8/'96; dismissed 30/4/17-£22/10/9.

Ray Fletcher, conductor, Tramways; the proceedings. 9/7 per day; entered 15/5/16; dismissed 7/6/17—£1/3/11. Oscar Reginald Graham, stationmas-

ter; £190 and £40 rent; entered 6/10/00; dismissed 6/6/17-£17/13/9. Frederick William Joyce, striker, Railways; 9/10 per day; entered 28/1/09; dis-

missed 19/6/17-£14/15/10. William Henry Wynn, cleaner, Railways; 9/3 per day; entered 9/2/14; dismissed 28/6/17-£6/12/2.

HARDEN BRANCH.

to Harden at the invitation of Mr. present the branch on the No-Conscrip-Hugh Hallaby, Secretary of the Traffic tion Council. Branch of the Amalgamated, and addressed a mass meeting of Railway em- who received misfit uniforms are re-There was a good attendance of mem- once, when instructions will be given bers of the different Service Unions. to have them brought up to contract ducing the Member spoke in favor of Henry Frederick Siddall, steam shed the One Big Union, and the advantages were elected to represent the branch on to be gained by amalgamation. Mr. the deputation from Guards and Shunt-Buckley handled the subject in a mas-lers' Branch to the Chief Commissioner. ways; 13/- week and quarters; entered vantages of the present divided state of ers are requested to place their comthe Railway and Tramway employees, plaints before the Department, and is Samuel Thomas Eley, fettler; Per. Railways, 10/6 per day; entered 27/8/ bring about the amalgamation of the papers through branch to Head Office. was being done in that direction in

> In reply to a question as to the cause of the delay in issuing the Drivers' and Firemen's Award, which had expired only another instance of the weakness of the present system of divided forces. If the weight of one big organisation was behind some of these Boards it would be the means of them expediting the Awards. At the conclusion of his address Mr Buckley was accorded a hearty vote of thanks, and the following resolutions were carried almost unanimously:-

> (1) "That this meeting of Railway employees endorse the principle of the amalgamation of all Railway Unions onder the head of One Big Union, and we pledge ourselves to do all in our power to get our different Executives to have a ballot taken on the question throughout the Service."

(2) "That a committee be elected from Board: this meeting to co-operate with the Sydney committee, and endeavor to bring the amalgamation about."

elected: Messrs. C. Baker, F. Schampion, A. Conaughton, F. Smith, T. Commissioners have replied, stating appointed by branch to collect contri-James Marsden, tube attendant; 9/6 Woods, Drivers' Firemen's and Clean-that her daughter is being allowed to per day; entered 14/12/09; dismissed 19 ers' Association. H. Hallaby, J. Carney, remain as Gatekeeper at Toronto, pend-George McIvor, porter, Railways: 9/3 A.R.T.S.A. Mr. Drinkwater and Mr. Burton's name had ben noted for a suit-Taite, Traffic Association. Mr. J. Car- able vacancy at Newcastle. mittee, Mr. H. Halleby Secretary, and H. Harrold, Secretary Guards' and Loco.; 10/- per day; entered 16/5/12; dis- Mr. Drinkwater Assistant Secretary.

RETURN OF THANKS.

Stratford, 25th July, 1917.

To the Editor, "Railway and Tramway Advocate."

Sir,-I wish to thank, through the columns of your valuable paper, those who so generously responded to the list which was circulated in my favor, having received the sum of £4/14/-.

> Yours faithfully, T. J. HENRY SHELTON.

Dentist

Charles I. Harris £50 to 1s. offers

that, with his PAINLESS METHOD, he can extract any tooth without pain. His rooms are open every night till 9, and his address is ST. JAMES' CHAMBERS, KING ST., (Opposite Queen's Statue).

where he has been for the past 26 years.

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. There was a large attendance, and a keen interest was taken in

At the meeting held on 17/7/17 at the Trades Hall, Newcastle, Mr. J. R. Chadwick presided over one of the largest meetings ever held by the branch.

Several notices of transfer of membership was received. Messrs. W. Little (Ardglen) and R. Smith (Goulburn) were admitted to the branch, while R. Hodgers, P. Skellow and C. Noble were is to be asked to give the Department transferred to their respective branches: a "shake up." Harden, Eskbank, and Goulburn.

France's Day Committee, and reports having sold buttons to the value of £3/16/-.

Mr. A. Buckley, M.L.A., paid a visit Mr. F. Cooper has been elected to re- per day owing to the high cost of living.

Members of the Traffic Department

Messrs. O. Anderburg and W. Craig

George Towler, ganger, Per. Way, and urging them to do their utmost to they fail in their efforts, to forward all

different bodies. He explained what It was decided to send the case af the Gatekeeper at Railway Street on Executive, and as no action was taken, to the Commissioners.

Machine Painter E. Ashton has been

Eveleigh and Clyde.

on under No. 4 Board. Mr. A. Gardiner, M.L.A., notified woman or man to replace him." branch Secretary that the name of Mrs. A great deal of discontent exists over

Department for a suitable vacancy. The branch Secretary reported on his visit to Head Office, re the election of "Why the Executive would take no ac-Gen. Secretary. There was a dispute in tion?" regards to some ballot papers left in H.O. Everything ended satisfactorily

after enquiry by the Returning Officer. No. 2 and 10 Boards.-The following members have filled in and forwarded their witness forms, and signified their willingness to give evidence before the

Messrs. W. Lewis, Howe, Raine, Hourigan, Hodgers, Kennedy, T. Marshall, G. Duggan, Heaton, Perry, Rob-

inson and others. The following committee was then | Re the case of Mrs. Burton (who is now employed on Central Station). The . Mutch, A. McDonald, Mr. Harrigan, ing another appointment, and that Mrs.

ney was elected chairman of the com- A letter has been received from Mr. Shunters' Branch, re certain matters concerning members of the branch. He intimated that his branch was willing to assist in any way that lies in their power.

Circular re the Application for Cancellation was read; members are working for the "One Union," and pledge themselves to the "All Grades."

The Secretary has been instructed to write asking that the same procedure, re No. 2 claims, be adopted by the Executive in regard to the revised claims of No. 10 Board, and that witnesses be

called from Newcastle. withdrawn.

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.

A letter has been received from Newcastle Hospital, re the increase in contributions from 12d to 3d. It was decided to ask that the ballot of industrial subscribers be taken at all depots and stations, so that all may record their vote.

A letter was received from the Commissioners agreeing to pay Tarpaulin Repairers 10/- per day providing that there was "no falling off in the output." The men have not received the money to date, and the Gen. Secretary

The long-expected Award of No. 1 Mr. T. Godfrey was elected on the Board was discussed at length. It was resolved that an appeal should be lodged against the Award, and that no man should be in receipt of less than 10/-

> The Gen. Secretary's explanation, re no witnesses being called for No. 4 Board from Newcastle, was received as satisfactory. Those concerned resented the action of Mr. Connington in not calling witnesses from here. It was also resolved that an appeal should be lodged on behalf of the Wash-Out men. These men claim to have been overlooked; up to a few years ago they always received a higher rate of pay than the Gland

Packers. They desire to give evidence before the Court when the appeal is being

Re Chinese cook at the Refreshment Room. A letter was written to the the following resolution was carried:-"That this branch dissents from the acnotified that he is receiving the Award tion of the Executive in not taking this rates of 11/- per day paid to men at matter up, where the branch was compelled to leave it, and that the Execu-The men at Lara Street Power House tive are deserving of severest censure; were advised to place their grievances and, further, that a deputation of three before the Departmental officers, re the wait upon the Member for Newcastle, to delay in paying the rates as agreed up- again take the matter up, and have the Chinese cook dismissed, and a white

Crossingham (widow of the late Shunt- the Executive action, and there is likely er Crossingham) had been noted by the to be a conflict if the branch matters do not get more attention after all their fighting. It was further resolved,

> The proposal from the branch re cost of living, the Executive thought it an excellent idea, and that the Gen. Secretary was now drafting a circular toother unions.

A letter was received from the Commissioners, re the rate of pay for Watchmen at H.S.P. Per. Way Shops. Messrs. Chadwick and Cooper were

elected as delegates for the year on the Fight-Hour Committee. It was resolved to ask the Commissioner to grant leave to any man sobutions at the various centres on pay

days, all lost time, etc., to be paid by branch. The new Punishment System, which ppeared in the weekly notices of 14/7/17, has caused some commotion; the Executive are asked to get a full

explanation as to its operation. Matters relating to the "All Grades Advocate" and "Co-operator" were discussed at length. There were other matters of importance dealt with. It is essential that members should roll up in full force and discuss all questions at each meeting of the branch.

"How do you sell your eggs, mister?" said a Lancashire lad to a grocer.

"Seven for sixpence, my lad." "Seven for sixpence," said the lad; 'that's six for fivepence, five for four-Shunter R. Cuneen has fesigned the pence, four for threepence, three for Service; his case has therefore been twopence, and one for nowt. Aw think Aw'll tak' one.'

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

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

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.

The facts are as follows:-

having been agreed to by the em- Award mentioned. ployees' 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. Bretnall had made the statement; where he received the information from it is hard to say.

statement was made. On May 10th we had said, merely a report. a copy of Mr. Henwood's letter, and the remarks of Mr. Justice Rolin under the for an investigation of the matter. 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. Bretnall, Assistant Soli- and now he may do so." citor for Railways, for the Railway Commissioners, the effect of which, de- witness-box, and remarked that it had so to speak, a system in the dark.

We are given to understand that [The statement, the deponent con- along with the New Punishment Scheme, members of the Traffic Association are tinued, had caused great unrest in the another fine thing for the non-unionist running about making all sorts of false ranks of his Association. Many mem- or weak-kneed one. Good and bad marks statements in regard to our registration. bers had resigned, and many other are to be given the men similar to those members threatened to do so. Mem- received in their schooldays. On July During the hearing of the appeal bers of the Amalgamated Railway and 18th a further instruction comes out, as against No. 3 Award (Traffic), Mr. Tramway Service Association were follows:-Bretnall, the Assistant Solicitor for openly making charges against Mr. M. Railways, in his endeavors to prevent J. Carroll, the employees' representathe Amalgamated appealing to the tive referred to. It was alleged that he, of his statutory rights, address any they desired, to find out whether or not "The effect of the statement was 'that contrary to their interests in agreeing official position or duties in the Rail- doing all the work that was required of the rates of pay prescribed in the Award to the rates of pay prescribed in the way Service except through his imme- them. Twelve months ago a card sys-

> Annexed to the affidavit was a copy of the article which appeared in the "Cooperator" 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. Connington appeared for the applicant Association, and Mr. J. B. Moffatt for the respondent Associa-

Mr. Connington referred to Mr. Carroll's affidavit, which asked the Court

cerned, whatever Mr. Carroll stated in has been a cessation of work. the box would make no difference in the view he took of the matter. His Honor thought the publication of the understand unions being rivals, and that of the shabbiness of the action. He shops. 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.

rall is anxious to make a statement here regarded it as a system of espionage,

conent was informed, was as follows:- been said by Mr. Bretnall, that an agree-"That the rates of pay prescribed in ment was arrived at between himself called the card system a pernicious one, the said Award having been agreed to and the Commissioners' representative because they knew from experiences of were slackers still in the Department back down for one moment. by the employees' representative on the on the rates of pay. Witness disagreed where it had been tried in other parts who should in the public interest be After Mr. Storey withdrew the Actsaid Board, that fact prevented the ap- entirely with that statement made by of the world, that it was the introducplicant Union (N.S.W. Amalgamated Mr. Bretnall, that any agreement was tion of a speeding up system. Railway and Tramway Service Associa- arrived at between the Commissioners' The Chief Commissioner thought the the present administration remained as Mr. Fraser left at midnight, just intion) from proceeding with its appli- representative and himself while the deputation would admit that they had the railway administration of the State. forming the press that as far as the Board was sitting in camera.

Railway and Tramway Strike.

and the Government of the day towards new nothing about the card system, or they have set themselves out to fight sent to the Commissioners why they and crush organised Labor. Mr. Beeby, should at that stage withdraw a system as the Minister of Labor, has on several that they had deliberately introduced

paragraph was a shabby act. He could introduced a deputation to the Rail- missioners' control. They as Commisway Commissioners, from the Executhe rivalry should become keen, but he tive and the various unions employed of the public everything they could could not understand it being carried in the Railway and Tramway Work- possibly do to reduce the working exon in a dirty way. He was strongly in- shops, on the subject of the introduc- penditure was done before they sadclined to do something to mark his sense tion of the card system in the work-

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 brashed 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 "If," continued his Honor, "Mr. Car- day's work for a fair day's pay. They and their strongest complaint was that Mr. Carroll thereupon entered the as far as they were concerned it was,

Mr. A. E. Dengate said all the unions

occasions given the public to under- for the benefit of the men just as much stand that the unions of to-day were as for the benefit of the Department. getting too strong, and that they would On Saturday last he told Mr. Dengate was preparing the necessary legislation duction of the system, and on what to deal with the militant unions of to- grounds? Was it because in times past day. The Commissioners have also set they had not been fairly dealt with? themselves out to break the power of They had no ground for suspicion on the matter. the unions. In the first place, they set that point. The Commissioners had out to do it with the First Aid Institute gone into the system very carefully, and classes and Safety First schemes; it had their approval, because they realittle committees of good, loyal men lised it was going to be just as much to were being formed throughout the Ser- the advantage of the men as of the Device; any little pickings, of course, would partment. The deputation said it was naturally go their way. Then they came 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 at the Trades Hall on July 31st. 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 "No employee shall, unless in exercise right to have such additional details as as a member of the Board, had acted communication in connection with his the individuals and the machines were diate superior officer, nor use or obtain tem was introduced at Randwick under outside influence either directly or in- which every employee in those shops directly to represent his requirements." was asked personally to enter the start- the following unions:-Boilermakers, In the past the practise has been for ing time on each job, with the time of Blacksmiths, Plumbers, Sheet Metal the unions to take the various griev- completion, and to put the card into a Workers, Government Tramway Emances up directly with the Commission- box provided for that purpose in the ployees, Amalgamated Railway and ers or departments concerned, with a shop. That system was carried on for Tramway Service Association, Mouldview of obtaining speedy replies. The a time, and the men then had a suspi- ers, Amalgamated Carpenters, Amalexperience has been that when the em- cion that they were being got at in gamated Engineers, Australasian Enployees sent their complaints through some way. There was absolutely no gineers, Federated Ironworkers, Timthe departmental heads, they received grounds for that view, but a deputation ber Workers, and Coachmakers. very unsatisfactory replies, and long de- from the men asked him to withdraw The motion was forwarded on to the lays, hence the necessity of the unions the system because it had got into the Government the following morning. After evidence had been given, Mr. intervening. Not being satisfied with minds of the men that the local mana-Moffatt submitted that the article was this they have gone still further by ger was trying to get at them in some Owing to some of the men being in simply a report of what took place in introducing a "card system" for the pur- way; they did not know how, nor could Electrical Trades Union was also held Court when this statement was made, Court, with the query added: "Did Mr. poses of speeding up. This American- they explain. He then agreed to with- on July 31st, when the position was disthe report was circulated throughout Carroll agree?" There was no direct ised idea of killing the workers was draw the system in view of the friction cussed, but no finality was arrived at. the Service. Members of the Traffic charge against Mr. Carroll, and, although not acceptable to the men, and they re- that existed, but he made it perfectly A general meeting of the union was Association said Mr. Bretnall's state- the Association might have been rash volted against it. Immediately a pro- clear to the members of the deputation held on August 1st, when the union dement was false, and said that no such in publishing the article, it was, as he test was made, the Government and that the system was withdrawn for a cided what action was to be taken. Commissioners took the stand that the time only, and with the object only of men had either to accept this system or introducing at a later stage a system The interview between the representaleave the Service. Representations which would be preferable, and to which tives of the men and the Acting-Prewere made through the Trades and La- no man could have any possible object mier and the Chief Railway Commisbor Council, but they were told that tion. The Commissioners had a right sioner, through the medium of Mr. John His Honor said, so far as he was con- there was nothing doing, and result to know the costs of working, because Storey, on August 1st, was without rethe working expenditure of the railways sult. and tramways was advancing from day The following is a report up to date: to day, from week to week, from causes Mr. Kavanagh, M.L.C., on July 31st, which were entirely beyond the Comsioners had to see that in the interests dled the people with increased rates or fares. If their appliances were bad they would have to scrap them, and presentations to the Acting-Premier 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

> "That the staff has responded in a very marked degree gives cause for satisfaction.") Was there any slur there? They decision of the Engineers. When Mr. commended the staff for their efforts; Storey conveyed that to the Chief Comthey had done something. But there missioner, the latter said he could not removed from State employment, and ing-Premier and Mr. Fraser gave the those shirkers would be eliminated if matter further consideration.

at the present time. (This quotation

enumerated what had been done to re-

duce working expenditure, and ended:

give the maximum of credit to the individul 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, For some considerable time there has had made no case at all. Their opinions so long as they knew that each indibeen a great deal of unrest among the that the card system was going to ope- vidual was doing something better than men employed in the Railway and rate to the detriment of the employees the average day's work. One speaker Tramway Service. This feeling of un- were based on absolutely false suspi- said the men had no idea what was rest has been brought about owing to cions-because it was all a matter of entered up on the cards. When the men the attitude of the departmental heads suspicion. Collectively the deputation previously made up their own cards they knew what was entered on them, the workers. Since the present Gov- what the Commissioners' intentions but they objected to make their own ernment have been placed in power, were. Had they any case really to preing 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 have to be broken up and taught a les- that he had no ground whatever, and day he (Mr. Fraser) had promised Mr. Mr. Dengate used the word "suspicion." Dengate and his colleague he would ap-He has gone so far as to say that he The men were suspicious of the introthing to them from A to Z, and tell them fully and clearly the whole of the Commissioners' ideas in connection with

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 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

A meeting of the executive of the

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 reand 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, Ms.L.A.

Mr. Padgen stated afterwards that what he had said before was the final

made out a very poor case—that they To discover who were the shirkers and Commissioners were concerned the posi-

tion was unaltered. He observed that commission be appointed to inquire inthe men had been offered a conference to the whole matter in dispute. We ever since the trouble had occurred, would be given an opportunity of placand they had not availed themselves ing our views before the commission, of it. They wanted a suspension of the and, on the other hand, the Commiscard system first, and to this the Come sioners would have the opportunity of missioners would not agree.

ing statement at midnight;-

"The Government has been in consultation with Mr. Storey (leader of the also give the Commissioners what they Opposition), who has been in touch with the different parties up till midnight, time and cost of different works. 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.

that the attitude taken up by the various unions is absolutely indefensible.

position will arise, and the Govern- understanding on both sides, and that ment relies upon the good sense of the the only way in which it can be overcommunity to support it."

night that it was news to him that the pared to resume work and bring things Government had offered to meet a dele- back to the normal. gation to-night. He had read carefully through the document conveyed by the Acting-Premier's messenger to Mr. strongly of opinion that the unions posals." would have been only too pleased to have entered into one with a view to arriving at an amicable settlement.

opinion that the Chief Commissioner ment were not effected. There was to sign on after 6 p.m. on Sunday, and to keep at work the men who are dicard system for a few days to permit and suspend the operation of the ling throughout the whole Railway and duty at 10 p.m. The result of the acquently, our position is one of very great way service, was held on Sunday, July of an independent inquiry.

ployed in Randwick, Eveleigh and Clyde in the industrial world, he had never and Amalgamated Association met on time, we are simply sitting down to preat Eveleigh, but are all out now. The all their lives been living on "the bread into line with the Railway Loco. and directly concerned. At the same time, Further meetings are to be held to-Firelighters, Glandpackers, Fuelmen, only fair to assume there was someetc., came out on strike, which caused thing serious behind it. The sugges- ernment to meet the men before the time to be ready at any moment to meet that Hall, at which members of the Loa great deal of unrest among the En- tion that any I.W.W. or extreme Sogine Drivers and Firemen.

whole of the running staff will be af- sort. fected 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

UNIONS' PROPOSALS.

(Mr. E. J. Kavanagh, M.L.C.), stated ment on its merits." on August 3rd that a Defence Committee had been appointed by the con- spoken to, said that he preferred to ference of unions concerned directly make no comment. and indirectly in the dispute, with the There is reason to believe, however, SEPARATE LIST OF GRIEVANCES. settlement with the Government and sioners will insist upon a resumption the Railway Commissioners. This body of work under the card system before had decided, at its meeting yesterday, any tribunal is appointed to inquire inupon the following proposals as a basis to the question at issue. In other words,

- 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 upreturn to work.

forwarded on to the Government this (Permanent Way, Wages Staff) Award terday that the locomotive men had

Proceeding, Mr. Kavanagh said: "We believe the card system is one by which gamated Society of Engineers and Asked if the association had attempted the Commissioners think they are go- Joiners' Association, made a similar ap- to avail itself of the Arbitration Court ing to gain certain benefits. Whilst plication, which was opposed by Mr. machinery, he replied: "Yes, but our tric car drivers, and also for men wish- tinually during the present crisis, and giving them credit for thinking it a Bretnall, who appeared for the Railgood system, as far as we know they way Commissioners, on the ground of 14 months. It was several months behave no previous practical experience the decision of the late Judge Pickburn, fore we got the board, and since then of it, and therefore their knowledge in respect of the definition of the words, there have been various delays, one of it is necessarily theoretical. They "rough carpenters." The application through the illness of the Commissionhave asserted that the system, if put was made on the ground that the ers' representative and another of a fortinto operation, will not inflict any Wages Board was in error, and acted night because of the illness of our adhardship on the workers. The latter, on wrong principles, in fixing the wages vocate, but the greater part of the deon the other hand, say that it will, and of a number of occupations, including lay is due to the Commissioners, who I hold the opinion that not only will rough carpenters. His Honor refused the operative work to the ordinary time | the application. sheet, whereby the time on any job On the application of Mr. M. J. Conmay be accurately and effectively re- nington, his Honor granted leave to the times, we endured these delays, alcorded, but he will actually be working Federated Engine Drivers' and Fireagainst the clock. In other words, that men's Association to appeal against but now our hands have been forced." he will be like a runner in a sprinting clauses IA, 2, 3, 4 of the Award of the contest, with the foreman holding the Government Railways Group, No. 4 ces the unionist said that they included watch and shouting 'Go!' and then (Engine Drivers') Board of July 6th lack of the right of appeal against dischecking him again at the conclusion. last, in respect of the pay of certain missal, an unsatisfactory policy concern-That, to say the least of it, is a very employees for work done on Sundays, ing holidays, and the "good and bad irritating system to work under.

tem may be wrong, we suggest that a Railway Commissioners.

stating their views. The commission, having heard both sides, would no doubt The Acting-Premier made the follow- 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 want in the matter of ascertaining the

"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 ask-"The Government is fully convinced ing the Railway Commissioner to sachim to view the matter as we view it-"If a strike does occur, a very serious that there is a certain amount of miscome is by an inquiry such as we sug-Mr. Padgen stated shortly after mid- gest. On the other hand, we are pre-

"If the Government is really serious lic and the welfare of the community, cided that all men should cease work. forced the executives of their unions to Kavanagh, and if it had contained an as I believe it is," concluded Mr. Kav- The result of this was that the Execuinvitation to a conference he was anagh, "I believe it will accept the pro-

There is every likelihood that the mistake. There was nothing of the

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 The Secretary of the Labor Council ready to consider any scheme for settle-

Mr. Fraser, Chief Commissioner, when

ect of carrying on negotiations for a that the Government and the Commisno departure will be made from the 1. That the Railway Commissioners offer of the Government as announced that they had no desire to resort to exrevert to the position as it existed by Mr. Fuller in Parliament on Wed-treme measures during the currency of nesday.

INDUSTRIAL.

In No. 1 Industrial Court, Mr. Justice on this being granted the men will Heydon gave leave to the Railway Commissioners, for whom Mr. Bretnall appeared, to appeal for variation of the These proposals, he said, would be Government Railways Group, No. 1 of July 6th last.

Mr. Guihen, on behalf of the Amal-

INDUSTRIAL APPLICATION REFUSED.

Industrial Court, Mr. Claude Thompway 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 without due notice.

statements in the newspapers are corpresentatives of a body of men who are on strike. The application is refused.

Mr. Thompson then left the Court.

regarding the convenience of the pub- Traffic men was held, when it was de- account. It is the rank and file who Firemen's Association, Traffic Associa- but an outburst from the whole of the the general situation and possible de- sociation, met, when instructions were in this position to-day; our greatest difvelopments, Mr. Kavanagh said he was issued to the men that their decision ficulty is not to get the men out, but to Mr. John Storey expressed the afraid of what might happen if a settle- would be given effect to. No men were keep them in. Our greatest trouble is Mr. C. Thompson out of Court re his ap- whole trouble. plication of appeal against the No. 1 Per. are at the mercy of the Commissioner. any trouble. It will be difficult for any- ing steps to effect the amalgamation. be accepted by the men. The Per. Way started." men are now coming on strike for the first time in the history of the railways of N.S.W.

THE LOCO. MEN.

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 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 yesbeen working for a considerable time past under almost intolerable conditions. wages board has 'hung fire' for about wanted time for the preparation of evidence, and so forth. However, in view of the abnormal circumstances of the

Asked to name some of the grievanand in excess of the usual working marks" system, besides others which "In regard to the idea that the sys- hours. Mr. Bretnall appeared for the would be stated "at the proper time and in the proper place."

MEN WILL KEEP RECORD.

In reference to the exact attitude of Before Mr. Justice Heydon, in No. 1 the men toward the card system, Mr. Kavanagh said an erroneous impression son, on behalf of the Amalgamated Rail- existed in a good many places that they they said they desired to go back to the no question of 'wiping the men out.' On Sunday last a meeting of Loco and the men would have acted on their own humanly possible. Asked what his personal view was of tion, and Amalgamated R. & T. S. As- workers. The fact is that we are placed RAILWAY AND TRAMWAY UNIONS should suspend the operation of the every possibility of the trouble extend-Tramway Service. This must affect tion of these men has now involved the difficulty, and it has been made more 22, to consider the question of an amalprivate employment to a big degree. In Tramway, Traffic, and Power Houses. difficult by the refusal of the Govern- gamation of the unions in the New South On Thursday, August 2nd, all men em- the whole of his 26 years' experience The Executives of the Tramway Union ment to discuss our offer with us. Mean- Wales railway and tramway service. Moulders and a few others stopped in There were thousands of men who had pected that the Tramway men will fall would be to get men out who are not the A.W.U. strike on Friday ast extended further. line," and when they took action it was Traffic men. The service is rampant we intend to do the best we can in the night (Thursday, August 9), at 10 o'clock with discontent, and it is up to the Gov- interests of the men, and at the same a.m. and 8 o'clock p.m., at the Protesstrike spreads further. As a result of the Government or Commissioners in comotive E.D.F. and C. Association, the cialism was behind the dispute was a Mr. Justice Heydon's action in ordering conference, with a view to settling the Amalgamated R. and T. S. Association,

Way Award, and giving the Chief Com- Saturday. We told him the same thing. present. missioner the right to appeal, means We said we were prepared to meet—and The meetings are to be held for the This sort of arbitration is not going to one to say where it will stop once it has

RESULT OF BALLOT.

Kearney and O. L. Denford elected as WHEN ADDRESSING THE HOUSE. Organisers, in accordance with Conference resolutions. The following is the result of ballot :-

charicsworth	. 077
Cowley	. 154
Denford	
Evans	356
Gardner	. 271
Hayman	. 82
Kearney	
Kempster	
Thomas	
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Informal	20
Unused	. 1652
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ELECTRIC CAR DRIVING.

book deals with the practical and theo- of them. retical side of driving, and anyone reading it should have a good knowledge of what is likely to be asked in examinaquestions 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 Office, so that its owner may be found. breakdowns, air failures, automatic emergency air-valve, electrical emergency stops, and experiences on the road though they were irritating and unjust, in driving. We thoroughly recommend our many readers interested in electric of the Eskbank Railway Distress Comand keep up-to-date on this subject.

> 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 individid not want any system of recording duals have written to head office, comthe work done. This was absurd. When plaining of the non-receipt of "The Cooperator." The Association's relations position on June 1, they proposed to go with the "Co-operator" terminated on back to a system that was then in 30th June last. None of our members vogue, and had been for years. Under are now entitled to receive the "Co-opethat system every man got a sheet every rator" as of right until they make their day, on which his time was recorded— own arrangements with the "Co-operathe time he took on every job, and other tor", Ltd. Furthermore, it has been should be asked to make any admission particulars. "We are prepared," he publicly announced in the "Co-operacontinued, "to keep a record of our tor" that that paper is to be published His Honor: I shall assume that the work. On the other hand, the new card monthly, and not weekly. Those who system, we hold, will not be in the best continue to receive the "Co-operator" rect. I am perfectly entitled to ask interests of the workers or the depart-the question, and I can quite under-ment either. We are quite prepared to pared to pay for their copies. As restand your not wanting to make any ad- prove that. Something of this kind will gards the "Advocate," all those branches mission, but I am not going to hear re- have to be done ultimately, as there is whose secretaries have sent in the lists of members owing not more than three Workmen cannot be done without, and months have been put on the mailing the men are now very differently or- list. Others may obtain their copies ganised than they were a few years ago. from their branch secretaries, to whom Apart from their organisation, they are bulk parcels have been sent. It may unanimous. As a matter of fact, had the take a little time to get things moving unions not taken action when they did nicely, but it shall be done as soon as

AMALGAMATION.

AND THE A.W.U.

A meeting of delegates from the vari-

ceased work owing to the fact that the known strikers as determined or unani- Monday morning at 10 a.m. By the time vent men coming out. It is harder to J. Falvey, to advocate the amalgamacard system was still in force. The mous as those at present in question. this paper reaches our members, it is ex- keep men in who are concerned than it tion of the various service unions with

> the Railway Traffic Association, and the "Mr. Storey was at our meeting on Tramway Union are requested to be

that the whole of the Per. Way men who were anxious, if it comes to that—to go purpose of urging upon the executives have waited for years for their award, into the whole question. We don't want of those unions the desirability of tak-

> 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 The Returning Officer declared Messrs. PRINCIPLE OF "ONE BIG UNION"

> Mr. W. Davies (Wollongong) criticising the Government's industrial prope sals, 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 We have received a book entitled, reduce the price of bread, although Electric Car Driving," by A.R.T., writ- wheat was being stacked up everywhere. ten expressly for men training for elec- The workers were making sacrifices coning to qualify for higher positions. The the employers were getting the benefit

POCKET-BOOK FOUND.

OWNER WANTED.

Mr. Flowers, Secretary Byrock Branch, has forwarded a pocket-book to Head 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 traction to secure a copy of this book, mittee, and the following names appear thereon:

A. Trevenor, J. Blackall, R. Draper, L. Sykes, H. Evans, E. G. Potuck and others. Subscribers are kindly requested to The owner of the book should give its mention the ALL GRADES ADVOCATE description and forward three penny description and forward three penny stamps to Head Office to defray post-

Branch Reports.

GOULBURN, 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-years 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 hon. secretary of the committee of the branch if it will affiliate with the proposed Trades and Labor Council in Goulburn. It was decided that this Labor Council, and that we write to 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 next meeting:-

meetings be altered.

Mr. C. Thompson, Gen. Sec.,

Sir,-In reference to the complaint of gain our objective. 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 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 Meers being called upon to tranship wheat; tablishment of same. considered unsatisfactory, and it was

From R. W. Buckley, M.L.A., giving a was not considered satisfactory. promised visit to Harden in the near A progress report of the Mutton apfuture. Was received with much plea- peal was discussed, and every endeavor

stating Guards and Shunters that re- such worthy cause. quired the old type of hand signal lamp could have same on application, instead of the small hand lamps now in this question, and the matter was dis-

and S. Anderson for permanency he re- in their power to induce the Commis- pose of assisting the funds in aid of Mrs. S. Threlkeld, Mrs. E. Hopkins, ferred to the Supt. Lines.

eral Order Book to that effect.

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

HURSTVILLE BRANCH.

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

The correspondence, as read, was re-

Re the termination of contract with 'Co-operator," Ltd., and the formation the "All Grades Advocate," the members were of the opinion that it was a communicated with Mr. Thompson on will work to make it a success. The over until next meeting. Messrs. R. 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 Edi-Unions. A letter was received from and distributed them to the members. the vacancy. This was caused through the list of delegates of the various Unions asking members not reaching Head Office in time. Will members please note that only financial members will be supplied with the paper? So to save disbranch affiliate with the Trades and appointment don't allow your contributions to exceed three months. The Head Office asking for the approval of paper will be mailed to members next

From Branch Secretary, Mudgee, to Mudgee Branch would not pay arrears. Resolved, that the member's correspondence was received. name be sent to H.O. to be dealt with. Re Mutton Subscription List. Resolved, that Mr. Simmons, Mr. Butfield, ways in reference to the case of Mr. decided that the Commissioners be writ- and the Secretary be appointed to in- F. J. Savidge, Assistant Guard, it was ten to through Head Office, asking for terview the proprietor of the local picthe abolition of the Bundy Clock at the ture show, and try to arrange a bene-Per. Way Shops. Notices of motion for fit for the fund. The balance-sheet for the quarter was presented, which ter. shows a very big improvement. The That this branch meets once a fort- Secretary reported that the financial C. J. Cherry, seconded by M. Delahunty, opinion the Court would not entertain sioner was not honoring the undertaknight; that a debating club be formed members had risen from 30 to 48 this among the members; that the night of quarter. We hope at the end of next the funds of the Branch to the orphan Award, when the subject matters had difference in Service and military pay. to exceed three months, and help us to

LISMORE BRANCH.

now in good working condition, and it 1st, 1917. Mr. Steevison presided over The quarterly meeting, held on July is stated from the Driver who made the complaint that you should make this is a decided improvement. Only a few nonths ago we could not raise a meeting, and it is the best proof that mem- 8/7/17. The President was in the bers are beginning to realise that if they don't take an interest in the man- large atendance, and a great interest agement of their own affairs, they can't taken in the proceedings. Minutes of 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 chanics' Institute; a good attendance of item was the information from H.O. members rolled up, and Mr. T. Spillane re the Executive's determination to occupied the chair. The minutes of launch on "All Grades Advocate." All previous meeting were read and con- present expressed their heartiest apfirmed, correspondence read and dealt proval, and pledging themselves to do with. The first was from the District all that was within their power, and to take legal action. It will behave Supt., Goulburn, re Porters and Shunt- means, to work for the successful es-

A sub-committee was appointed to go decided to refer this matter to the Gen. into the matter of the Shackley Holiday Pass, as the reply from Head Office

is being made to ensure that a substan-From Supt. Lines re hand signal lamps, tial amount will be forthcoming for

Re accumulation of holidays.

Members were greatly concerned in cussed at great length. The meeting the residence of Mrs. Hand on Sat-Resolved, that the case of J. A. Jones unanimously decided to use every means urday evening, July 14th, for the pur- Stanbury and the Misses Stanburys (2), sioners to give employees the rights the two Mutton orphans. Resolved, that the particulars of to allow their holidays to accumulate. Dancing and singing was the main Griffiths, Miss Rene Bartlett, Mr. Guards' time be pointed out to the Dis- Since the outbreak of the war in 1914, pastime for the young people, while Banks and Mr. Creer, contributed to a trict Supt., period ending 30/6/17, and country employees working in the Me- the Old Buffers occupied their time at very pleasant evening, and was much at Fort Macquarie. Resolved, "That bring under his notice the enormous chanics' Branch have been compelled the card-tables. Mr. Butler and Mr. appreciated. amount of passenger time, on account to take the holidays out as they be- Murphy retained the championship for Mrs. Stanbury and Miss .I Reardon, sition." of Guards being sent back passenger come due. This prevents the employee the district at cribbage. Mr. Harwin of Newtown, accompanied at the piano. from Goulburn and Junee respectively. taking advantage of his Holidays Pass. and Mr. Murray the championship for Light refreshments were provided by change of air.

Resolved, that the District Supt., Metropolitan members are asked not fortunate at rearing ducks as he is at Syne.

Junee, be notified of the state of the to forget their workmates in the backold bed tickes at Junee rest-house, and 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 was a fair attendance of members. The 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 of a paper of our own to be called "One Big Union" proposal. As it was understood that Singleton branch had step in the right direction, and they the matter it was decided to let it stand first issue has since come to hand, and Williams and N. Ryan were accepted as new members.

Mr. Waters, who has been the President for some considerable time, has tor on his first attempt. The Secre- was decided to call for nominations at been removed to another district. It

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 minwere received and confirmed; also, the

Owing to the unsatisfactory reply received from the Secretary for Railthing further could be done in the mat-

It was resolved, on the motion of Mr. the Executive. He also informed the and Gangers.

SINGLETON BRANCH.

Meeting held in Jamison's Hall, chair. There was an exceptionally 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 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 lengthly discussion on different matters the meeting closed with a vote of thanks to the Chairman.

WATERFALL BRANCH.

A very successful social was held at leave duck-farming alone.

Economy and Luxury

ARE COMBINED IN THE

Mignon Piano.

Economy because of its price and excellent value; Luxury because of its musical qualities and artistic appearance.

NICHOLSON'S,

342 GEORGE STREET, SYDNEY.

TRAMWAY TRAFFIC BRANCH.

The monthly general meeting of No. the amount of expenses with the other tary received the papers in bulk form, the next meeting of the branch to fill 2 Shift was held at Head Office on Mon- be requested to have the sand-gear on day, July 16th, at 8 p.m. Mr. R. J. all cars properly attended to, particu-Pike presided.

The Hon. Secretary (Mr. Thompson) mittee of the Executive, to whom sev- in good order." eral matters of importance to the members had been referred.

of business to allow Mr. Thompson to to his application for a transfer to the hear the views of those present.

Re proposed variations of the T.T. complaining that a member transferred utes of the previous meeting, which Award in regard to compulsory service tion, being unduly delayed. of Casual Drivers.

> as a Driver's should count towards the qualification for increases of pay after when the "Dry Roads" were available. specified periods of service.

The Tramway Supt. had, on the ocinstructed to write H.O. to see if any- matter, promised that all time would rists travel past stationary trams and count, but the Award had only allowed Bundy Clocks. periods of not less than two months to count. Mr. Thompson said that in his regard to complaint that the Commisthat the sum of £5 be donated from an application for a variation of an ing of the Government to make up the quarter to have all our members finan- children of the late Fettler Mutton. been dealt with by a Board, and an cial, so don't allow your contributions Vice-President D. Clyne addressed the Award made the right of appeal not Secretary, re the "Co-operator," and the meeting about the proposed new bran- having been availed of. The matter in establishment of the new newspaper of ches at Enfield and Valley Heights. question had ben dealt with in para- the Association. This matter has yet to be decided by graph 4, Clause 8 of the T.T. Award. meeting about the increase to Fettlers Gen. Secretary with particulars regard- tion Classes on a day off. ing his claim for credit of service as an From the Supt., re a request that Acting Driver, with a view to an effort Conductors be allowed to finish a shift being made to secure what he desires." as per Roster, if required to act as a

> ing the Coal Strike. pay had they not been placed upon Acting Driver. holidays during the Coal Strike, it was way passes.

Two instances of refusal of passes

were reported from Waverley. secure a refund of a railway fare paid hours. by a member at Waverley, owing to the Strike."

In regard to the claims that employees should have the option of remaining "off duty" pending an enquiry or an received. appeal, the Gen. Secretary stated such and a further effort could be made to dent.

have the custom established generally. Conductors' Credits and Shortages .-Resolved, "That the Supt. be requested to direct that 'Credits' shall be shown following were elected to the positions, in a separate column to 'Shortages,' as stated:complaint having been made from Wav- Dowling Street Depot .- Mr. P. M. erley that refunds are deducted from Mullins.

remaining at Waterfall, he had better

Songs and recitations by Mrs. J. Mrs. Hume, Mrs. Griffiths and Miss

Mr. Nicholson, but if Andy is not as the National Anthem and Auld Lang attend one of three meetings in succes-

'Shortages' without same being indi-

Sand Gear.-Resolved, "That the Supt. larly on the Rushcutter's Bay cars, owing to the steep grades, it being very was present, representing a sub-com- necessary that the sand-gear should be

The Secretary reported that a complaint had been lodged on behalf of a It was decided to suspend the order member, late of North Sydney, owing Workshops or Power House, on account. of the Medical Officer's recommenda-

A complaint had also been laid re-It was claimed that all time worked garding the "Wet Roads" at Rozelle Car Shed being used for overhauling cars,

> Correspondence.-From the Inspector-General of Police, re complaint of

> From the Director of Recruiting in Circular No. 20, 1917, from the Gen.

From the Secretary to the C.C., re Resolved, "That Mr. - supply the employees required to attend Instruc-

Re curtailment of Railway Passes dur- Driver, after signing on as a Conduc-

to | From the Secretary to the C.C., re the fact that a number of employees a complaint from Mr. C. McLean, or would have had to "stand off" without Newtown, in regard to his service as an

From the Secretary to the C.C., re an not advisable, at that time, to stress application for free transit for emthe matter of dis-allowance of Rail- ployees required to attend Instruction.

From the Supt., re a compraint from Newtown in regard to the a.m. portions Resolved, "That an effort be made to of Broken Shifts being less than two-

A petition from Goulburn, in regard refusal of a Pass during the Coal 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

Mr. F. H. C-, Waverley, requested was the practise in the Loco, Running, suspension of dues owing to an acci-

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

Vacancies on the Committee.-The

Fort Macquarie Depot.-Mr. M. McCarthy.

Rozelle Depot .- Mr. W. Banks. Rushcutter's Bay Depot.-Mr. W.

Waverley Depot.-Mr. A. J. Ayres-

Collector at Fort Macquarie.-The Secretary reported that Mr. W. Lewington had offered to act as Collector

Mr. Lewington be appointed to the po-

Attendance at Committee Meetings .-Resolved, "That members of the Com-Resolved, that the District Supt. be All the man in the country had to euchre. Mr. Stymon won a R.I. roos- the ladies. Mr. Murphy thanked all mittee be individually notified that asked that when a Guard's roster be- look forward to was this accumulated ter; anyone requiring the strain are who assisted for such a deserving case, Committee Meetings are held on the 7st comes vacant it be given to the men in leave, so that he could take his wife advised to book their orders early, and a very pleasant evening was and 2nd Mondays of every month, at seniority, and an order placed in Gen- and family away once a year for a Mr. Hand won a duck presented by brought to a close with the singing of 10.30 a.m., at Head Office. Failure to-

sion renders the position vacant."

Appeals Board.

JULY 9th, 1917.

ELECTRICAL DIVISION.

LATE FOR DUTY.

Before Messrs. R. V. Hodgson (Chairman), V. G. Kavanagh (Employees' Rep- June. resentative), J. Spurway (Employers' representative.

Randwick, was dismissed on /6/17, on substantiated the charge. 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

charge, and asked for leniency, on the ing-Late for duty on 18/6/17, after be- work was concerned. grounds, that the lateness for duty had ing severely reprimanded and informed been brought about through sickness.

the Electrical Engineer, opposed any leniency being shown the appellant. He tice within three months, he would be had only 15 months' service, and during dismissed from the service. the last six months he had been late for duty six times, and absent on four dif- who pleaded guilty, and asked for leniferent occasions.

The Board, by majority, decided to dismiss the appeal. The Chairman stated that it was quite evident the appellant record did not warrant any leniency be-(who was a man and not a boy), did not ing shown him. Since 1913 the appelvalue his position. He had been given lant had been continually coming late every opportunity to make good, but for duty. He had been given every 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 sleep- man), J. Falvey (employees' rep.), J. and the train sprang away from him. matter. ing in on the 31/5/17. He promised to Spurway (employers' rep.). attend regularly if reinstated.

shown the appellant. He had been absent on eight occasions without giving 3 finally warned on 28/3/17, and had ignor- Mr. Emery for the Tramway Supt. ed the warning. Employees of this type set a bad example to other boys.

The Board, by majority, decided to 27/8/17. reinstate the appellant. The Chairman informed the appellant that this was his man), J. Falvey (employees' rep.), and final chance. He would have to attend J. Hodgson (employers' rep.). regularly or lose his position. Owing George Collinson, motor cleaner, at given a steady-up signal from the fireto the shops being closed through the Newcastle, was dismissed on 2/7/17, for man's side if far enough out from train. strike of shop boys, the appellant was being an unauthorised employee, he To Mr. Corish: The driver should instructed to report himself for duty moved a motor under steam contrary to have signalled to pass No. 5 points. 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 Spurway (employers' rep.), M. Kelly 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 Hales, on 28/5/17. Head Office at 9 a.m. on 29/6/17, owing Mr. Corish appeared for appellant, on the fireman's side of train. to the fact that he did not receive the who pleaded not guilty. Mr. Gander, message until 10 a.m., when he immediately reported as requested.

shown the appellant, as the Electrical Engineer considered the offence was most serious. It was admitted that the He then went to the Goods Sheds, and looking for signal from shunter when vice, had never been in trouble before.

tion 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

Mr. Pagdin appeared for the appellant, who pleaded not guilty. The de-L. J. McMillan, fitter, employed at partment called three witnesses, who

> 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.

on 8/5/17, that if any further cases of dismiss the appeal. Mr. Gilder, who appeared on behalf of irregular attendance without satisfactory explanation were brought under no-

Mr. J. Burns appeared for appellant, ency. The appellant had slept in on the morning in question, and missed the special tram.

Mr. Gilder said that the appellant's 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.

Walter Francis Gilbert, conductor, Mr. Gilder opposed any leniency being employed at Fort Macquarie, was dismissed on 27/6/17, for being concerned from Bondi Siding to No. 6 Points about in gambling.

Before Messrs. R. V. Hodgson (chair- not be seen.

Regulation No 78 (b), whereby serious damage was occasioned, 20/6/17.

lant, 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 influnce 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. (employees' rep.)

USING LANGUAGE.

sulting and filthy language to Mr. him go towards the engine, but could

for the Department.

Mr. Gilder opposed any leniency being well) stated that he went to the Rail- travelling about four or five miles an way Station for a parcel of bullion, and, hour. He did not know how many veon arriving there he saw no one about. hicles he had on train. Witness was appellant, who had some years of ser- saw Junior Porter Nicholls. The junior nearing carriage shed. porter went with him to the S.M.'s of- He had received a caution for run-The Board, by majority, decided to re- fice to inquire about the parcel. While ning into buffer stops. store the appellant to his former posi- witness was outside the office, he heard J. I Gallagher (fireman) said that he the appellant use the language com- got the first signal near tunnel. He saw

plained of. He asked Nicholls who the no other signals given from his side of formed that it referred to witness. To Mr. Corish: He did not know Rum-

ther there was anyone else in the of- ter leaving siding rode on first carriage

be given another chance, on the grounds ters always used the same method of W. R. Simpson, chillmoulder at Rand- that it was his first offence, and that signalling with hand lamps. The appellant pleaded guilty to the wick, was dismissed on 28/6/17, for be- he gave every satisfaction so far as his An argument took place in reference

The Board, by majority, decided to

JULY 10th, 1917.

FAILED TO EXHIBIT A SIGNAL.

in Sydney Yards, was dismissed on shunters as to the practice in the yard. 20/6/17, for-"Failing to exhibit a signal Mr. Corish contended that the appelseven carriages being damaged."

lant, who pleaded not guilty. Mr. Gan- servation had much to recommend it. der for the Department.

from 2 p.m. to 10 p.m. on the tion, decided to "restore the appellant to Sunday the accident occurred. He gave, his former position on the 16th July. hour. He thought (from his judgment) per the Rule Book, were being infring- was carried. Before Messrs. R. V. Hodgson (Chair- then that the driver released the air, ed, the Department would rectify the

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

To Mr. Kelly: The train got across was in the carriage shed, as it could to attend.

To Mr. Gander: Holloway was in charge of the shunt. He could have

To the Chairman: It would have been a risky thing for the shunter to have After hearing the statement of appel- 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 at when the road was O.K.

Mr. McCa tated that he was a head shunter Sydney yards, and was on duty on in question. He lever while train was sitting u 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 Hol-A. H. Rumble, porter, of Crookwell, loway a loan of his hand lamp on the was dismissed the service for using in- night the trouble occurred. He saw not say what signals he gave. He was

J. Heffernan (Driver) said he got two signals to come back. He got the hand Mr. Hales (bank official at Crook- signal from the shunter from rear; was

language was meant for, and was in- engine. He was on the look-out all the way through.

The appellant stated that he was shunting mail carriages from Bondi Sid-To Mr. Kelly: He did not know whe- ing to No. 6 Road, Western Line. Afthe statement of the previous witness, his lamp going out, he jumped off be-

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 B. G. Holloway, Second-class Shunter, that bore out the statements of the

in sufficient time to prevent a number lant had done all he could reasonably of vehicles attached to engine 289 com- be expected to do under the circuming in contact with the Buffer Stops in stances. He also contended that the No. 6 Road, Eastern Sheds, "resulting in shunters had successfully adopted certain methods of hand signalling, of J. Carroll, W. G. McHugh, T. J. Foat, Mr. Corish appeared for the appel- which he was aware from his own ob- and W. Lipscombe.

Mr. Gander (for the Department) re-Mr. H. Baker, assistant yardmaster, lied upon the rules. The Board (by mastated that he was in charge of yard jority), after a fairly lengthy delibera-

MAITLAND BRANCH.

The usual monthly meeting of the '.5 p.m. Weight of train was about 340 above branch will be held in the School satisfactory explanation. He had been Mr. Lawton appeared for appellant, tons. The driver would have a good of Arts, West Maitland, on Thursday, view after getting on the straight part the 30th, inst., to commence at 8 p.m. tion with the girls at Head Office, the The Board, after a lengthy hearing, of cross-over near first line. The shunt- sharp. Business very important. A Secretary stating that they always decided to reinstate the appellant on er could not give driver a signal if he good number of members are requested seemed to oblige the members, and do

THE QUEENSLAND RAILWAY AWARD.

The Award for Railwaymen, which has been awaited with so much interest, was released by the Arbitration Court on in the rear, intending to get off when 4th July, when Mr. Justice McCawley Junior Porter Nicholls corroborated near the shed to signal driver. Owing to (President of the Arbitration Court) delivered judgment. The Award applies and in reply to Mr. Corish he said the fore passing No. 5 points, and got an- to the whole State, and affects between language could be heard 20 yards away. other lamp from Shunter McCathie. He 12,000 and 13,000 employees, not to men-The appellant denied using bad lan- then went towards the engine-on fire- tion their wives and families or other guage. He remembered Mr. Hale ring- man's side-giving a slow down signal. dependents. It is consequently the larging him up, and inquiring about the par- He gave a red light, and called out to est industrial matter ever settled by any cel. He was on duty, and in charge of fireman. Witness saw that the fireman Arbitration Court in Australia. In every the office during the absence of the was not on the lookout, and could not case a rise in wages has been granted, S.M. He had about 18 months' service, draw his attention. He then tried to and though it is impossible to give an and had only been in Crookwell a get the attention of the driver. The accurate condensed statement of the incouple of days when the incident hap- "bump" occurred shortly after this. He crease gained in all-round, some idea of pened. As he was very busy at the always used a white light when giving the general advantages gained may be time he told the junior porter to let Mr. a steady-up signal. He was about two gathered from the fact that the wages years in the service, and most of this have jumped to the level of those ruling Mr. Corish asked that the appellant time in Sydney yards. The other shun-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. Vil-

SIGNAL BRANCH.

The members of the above branch directions to the signalman to do the In giving the decision, the Chairman met on Thursday night, and on account shunt. He saw light at Bondi Siding, said he hoped the Department would at of the death of Mr. T. Tunn, one of our and noticed that the driver steadied up once go into the matter of the existing members, it was decided not to open the when near 331 Points. The train was practice of signalling in Sydney Yard, meeting. A motion expressing deepest then travelling four or five miles an He trusted that, if the regulations as sympathy with Mrs. Tunn and family

> 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 satisfacall 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.

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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.

MARRIAGE?

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

man he wishes to marry him, of the their own gratification and service. 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 should-ers as the years go by." What does the husbands. 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 maid, a laundry-woman, a valet, a nurse, one. To-day there are so many other and a maid-of-all work. means of livelihood open to her that she isn't committing the historic one woman can keep from forgetting what matter of transfers from the C. and W. Clyne outlined the object, detailing the as hastily as she formerly did. Read money looks like is to get a divorce. the statistics of the women's colleges for the new attitude of mind on this controls the income, if there is any, and tive at many meetings. The last dequestion. Some self-supporting, intelli- doesn't even wait for the divorce. gent, educated young women, it is true, by a reversion to the type of the ages, and tired of it, as she has a right to, the last hatch of transfers submitted to and all moneys received would go to still marry. Usually they do so when the chances are she will put up with it the Executive was approved. The Gen. swell that fund. He placed on record they have been trapped-by a hand- for the sake of the babies. some face, a stunning physique, a masterful manner, or by the old, old fairy answer from personal experience as another branch except at his request, convincingly that they believe it.

of their income, but all of it. How for "more." would an independent, self-supporting man feel if reduced by matrimony to the position of asking for even his are merely items. They are not the Assistant Secretary." So it is to be trade. It was decided to open a subthree penny tram fares, and of being sum total of his every dream and hope hoped both these gentlemen will be preever nervously conscious that he must face the accounting-"What did you do with the pound I gave you last week?"

a wife even as bachelor men friends by gives up doubled and trebled. a husband. There is on longer the comfore the closest relationship in the She gives up her lover. 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 cook-stove and the cradle, and whose with stew or curry. Fry. 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 tired, her lips grow colder and harder, lastly milk. and the light that should be in every woman's eyes, dies out in hers. Society frobids that the other man should comfort her. And if she should get a divorce, there are the children to be conhave a right to their home and their own father.

What does a woman give up? All died peel and flavoring. 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.

come back. Love like this is no hus- for 13 or 24 hours briskly.

WHO GETS THE MOST OUT OF | 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

Here are some other caustic opinions: Those remote ancestors of men who I have always wondered how a man lived in caves did not fight to possess dares to propose. He simply has no the female of the species for the beneconception of what he asks of the wo- fit and advantage of the women, but for

> 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

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 chamber-

The only way the average married

If the man gets tired of it, he already

But even if the woman does get good

tale of how they will be happy ever there are six people in my family who but the Gen. Secretary cannot keep in there are six people in my family who but the Gen. Secretary cannot keep in ing, free of all cost, the tickets and advertising. After its publication, cheques either male or female, who gets the fer to another.) Then they must pay, not as the man most out of love-and marriage-is the In connection with the reorganisation and promises of assistance were posted Drivers, Eveleigh Workshops, N.S.W. pays until he's tired of it, but more one with the most grasping disposition, of the Office staff. It was stated that to him, Mr. W. H. Golding forwarding Government Railways, as a mark of often than not so long as life shall last, the one who demands all the other has Mr. Thompson was trying to shoulder a guinea and Mrs. Flanagan half a gui- appreciation for services rendered on They have given up usually, not half to give and then, like Oliver Twist, asks the blame on to the Office staff. A re-

and longing.

what she values more than riches, more Bachelor girl friends are set aside by than honours, more than all a man J. Cross, and Briscoe.

mon bond of interest that there was he- loves, and what she loves most of all. planation on the matter.

HOUSEHOLD RECIPES.

(BY "BEATRICE.")

POTATO PUFFS.

1 cup flour, 1 cup mashed potatoes, there isn't much recreation left for the teaspoonful baking powder, salt and mother of a large family whose day- pepper. Mix into stiff paste with water fight hours are consecrated to the or milk; roll out and fill small portions

MOUNTAIN CAKE.

2 cups flour, I cup sugar, i cup butter, 1 cup milk, 1 teaspoonful baking powreally necessary for him even to bother | der. 2 eggs, cream, butter and sugar about a divorce. If the woman gets add eggs, then flour, baking powder and

SOFT POUND CAKE.

sidered, and perhaps she believes they cup milk, 2 teaspoonfuls cream tartar, in the shop affected, and select a worthy are selling their tickets like hot cakes. nore than 1 cup currants, 4 eggs, can-

Beat buter and sugar to a cream, add eggs, heating all the time. Then milk, currents, and flavoring. Lastly, flour, soda, and cream tartar. Bake in a meat baking dish for one hour.

PEACH JAM.

To every 11b, stoned fruit, add 11b. Finally, always there is the supreme sugar. Peel peaches and cut into pieces is to be taken up with the Chief Compossibility that a woman at the mar- (small), cover with two or three lbs. of missioner. If this is not a contemptable riage altar faces, she is setting her feet the sugar, and leave all night. Next action and a breach of the Act which in the way that leads to the border- day, boil with a little water for half an provides this concession, well what is? lands of the deepest anguish and pain hour, or until the peaches are tender. in the world, and sometimes to death. Add the rest of the sugar, heated in the Crane Drivers at Eveleigh had made There are those who go down to the the oven. The sugar should be quite hot, him a presentation of a gold chain and Grades" Picnic on the 6/8/17. He apundertaking of childbirth who never so that it does not stop boiling. Boil medal for the interest he took in con- pealed to all to make the fact known.

No. 1. Sydney Branch

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 resigna-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. Kavanagh to be present at next meeting of St. Leonards, Hon. Treasurer, T. Carthe branch, when it is hoped that penter, Loco., Milson's Point, and Hon. 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 Branch to the Sydney Branch, and vice versa, has been discussed by the Execucision was that members could belong

solution was carried "that Sydney devoted to assisting the maimed or-When a man marries, he does give up Branch has every confidence in the Office phans, providing an artificial limb for great pleasure indeed, to accept this some things, but the things he gives up staff; excepting the Gen. Secretary and sent at the next meeting.

When a woman marries she gives up The following new members were accepted: Messrs. R. H. Wolmstey, Jnr.

The whole of the transfers were al-She gives up what the whole world lowed to stand over, pending an ex-

Three resignations were accepted. And one of them was proved to be a Unionist of the worst type, one that Clyne, or at "Echo" office. 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 Mr. J. McFarland was elected as Branch Collecter, vice Mr. T. W. Hud-

Re Mr. Pinl ignation as Shop, Mr. Collector in L London moved regret. As all sacrifices Mr. I the Association would him go out of harness.

decided to refer the matter to the Gen. vinced that they will see their Queen Secretary, requesting him to ask the crowned and Mr. Jack Antil top the Chief Commissioner to grant Mr. West poll. Tickets 3d. each, or books at 5/an interview.

plained that because the shops were not ing some. working on three Saturdays, whilst they were off, the Departmene deducted the pay of the men for the three days; this Mr. Peterson referred to the fact that nection with their case, Mr. Peters and help sell the tickets.

MUTTON RELIEF FUND.

Mr. H. Lockard, the Chairman of Syd-A meeting of this branch was held in ney Branch, has forwarded a copy of the subscription list, amounting to H.O., Bowen's Buildings, on Thursday the subscription list, amounting to evening, July 19th, 1917. Mr. H. Lockard presided. The minutes of the previous 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 tion of Mr. Corish as representative of down and killed by a train, will be held n the Friendly Societiess' 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, Secretary, A. J. Sheedy, Ticket Collec-

tor, Milson's Point.

meeting held in the Town Hall on Wednesday evening. Mr. G. Irwin (Stationmaster) occupied the chair, and Mr. fatality that robbed the children of their parents, and stating that an account had Amalgamated R. and T. Association in To Electric Crane Drivers, Loco., Car to the branch which they preferred, and the name of the Mutton Trust Account, Secretary has since acted upon this de- his own and Railway workers' apprenea. Every penny received would be their behalf, June, 1917. strong committee was formed, with the terests. Mayor as President, Ald. Howie Vice-President, Mr. Irwin Treasurer, Mr.

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 have been sent on to the Gen. Secretary. 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, cepted with as is usual in country centres, and have he personal nominated Miss Marjorie Draper and d made for Mr. Jack Antil as Queen of the Day and sorry to see the most popular man respectively. The It was resolved Railway employees are determined that 141bs. flour, 11b. sugar, 11b. butter, I to ask Mr. Pinkstone to call a meeting their candidate will top the poll, and teaspoonful carbonated soda, little representative to carry on the collect- The opposition is strong, but with the co-operation of all Railwaymen through-Re Ganger West, and others. It was out the West, the Nynganites are coneach may be had from any Railway em-Re men who were granted their ployee at or near Nyngan, and members month's leave on full pay. It was ex- are invited to register votes by purchas-

son's thanks are hereby published.

Mr. Mason thanked the officers of they looked after his business; he is now employed as Fitters' Laborer.

Mr. Lockard referred to the "All Printed by A. J. Tomalin & Co., at 98 Harris Strades" Picnic on the 6/8/'17. He appealed to all to make the fact known, square Sydney, for the Amalgamated Railway and Tramway Service Association of New South Wales.

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* * *

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RETURN THANKS.

Loco. Workshops, Eveleigh, 7/7/'17.

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 Who gets the most out of love? I cision. No member is transferred to ciation of the assistance rendered and to by Electric Crane Drivers, for prethe public spirit displayed by "The sentation to me for services rendered Echo" in stating the appeal, and donat- on their behalf. The inscription on the back of the medal reads:- "Presented to vertising. After its publication, cheques E. PEDERSEN by the Electric Crane

Now, gentlemen, it affords me very the little girl, and teaching each a light present, for which I am exceedingly scription list, and to organise a euchre out of the ordinary that warrants such party and dance for August 18th, the recognition from you, but I claim to Misses O'Keefe and Mrs. Smythe under- have at least helped in some small way taking to manage the tournament. A to conserve Electric Crane Drivers' in-

From my observations, I find that some Drivers have taken exception to Clyne Secretary, and Messrs. Powell and this presentation, simply because that Tabrett as auditors. Subscriptions may I do not belong to their particular be left with either Messrs. Irwin or 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 ployed 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. corre-

spondence 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 Vic-Sydney Branch for the manner in which toria. This concluded the business, and the meeting was duly closed.