

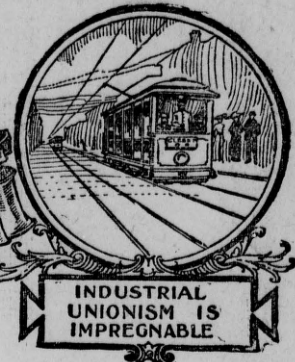
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Circulating amongst the Unionists and Labor Supporters of New South Wales, Victoria, Queensland, South Australia, West Australia and Tasmania.

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See Page

THURSDAY, SEPTEMBER 18, 1913.

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**COMIC OPERA POLITICS.**

That some funny things occur in the course of Parliamentary discussions cannot be denied, but there are times when the point made is worthy of the best comic opera rather than a dull, uninteresting audience such as gather to watch the proceedings in the "Ouse." That the galleries are dull and uninteresting is evidenced by the press reference quoted by Mr. Higgs in the Federal Parliament the other day. Mr. Higgs said that a pressman had described a portion of his audience as "deadheads, who sleep on the Yarra banks, and come in year in and year out from the cold grey dusk of the Melbourne winter evenings to drowse in a pleasantly warm gallery through the many hours of the debates." Melbourne's great unwashed in the halls of the Commonwealth legislatures. But this is right off the point of the comic opera discussions, although, no doubt, the great unwashed duly appreciate the opportunity to drowse in a warm atmosphere. What does strike one as being excruciatingly funny was a naive confession of Mr. Anstey made during the Address-in-Reply debate early in the month. In the middle of his speech, during which Mr. Anstey consumed nearly an hour and a-half, he said, after a lengthy discussion with Mr. Speaker, who was trying to keep him on the straight track, "I am not referring to anything."

Even W. S. Percy or Fred Niblo, who are reckoned topnotchers of comic opera comedians, never gave such a screamingly funny point as their turns, and even if they did, J.C.W., Ltd., certainly never had to pay out anything like the amount of cash that Mr. Anstey's turn cost. Taking the very modest estimate of Mr. Holman as to the cost of the State Parliament, this turn of Mr. Anstey's cost a long-suffering sovereign. And when Mr. Anstey said to Mr. Speaker Johnson that, with due respect, it was a remarkable thing that he was not at liberty to say anything unless he (Mr. Speaker) understood it he just about capped the turn, and he should have been secured by the Labor Daily Bazaar for a star comical show. Did Mr. Anstey imagine that he could talk to the House in any or all of the languages known at the tower of Babel, or speak for a couple of hours on "nothing" without being brought to task by the Speaker? Most certainly should Mr. Speaker understand all that is said, otherwise we should have one hon. member talking Chinese, another Dutch, and others pigeon or backblock Australian, and then even the great unwashed of the gallery would be so appreciative that they would have no time for sleep, and the gallery would have to be enlarged to accommodate the overseas tourist coming to study the native in his favorite habitat. No, certainly not, Mr. Anstey; however much the gallery might otherwise approve, it is necessary for Mr. Speaker to understand all you say, and it would be far cheaper for Australia if, instead of speaking of nothing, nothing was spoken of.

**A REAL GOOD JOKE—?**

Some railway employees got the shock of their lives just recently. A section decided it was due to themselves that there should be some discussion with the head of their branch regarding wages, etc., and in solemn meeting assembled decided to ask that an opportunity should be given to meet the head in regard to the matter. Thereupon a letter was written asking for such meeting, and the reply came promptly to hand granting the request "after five o'clock" (five o'clock being knock-off time).  
When the men regained their wind they emphatically refused to agree to the proposition, renewing their request for an interview under the usual conditions.  
The head of the branch then appointed 4.30 p.m. as the time for the meeting, and the men affected thereupon delegated three of their members to conduct the negotiations.  
The interview was duly given, and after carefully listening to the requests made the head promised earnest consideration.  
The knock-out blow came on payday, when a thing unprecedented in the history of the Service happened. When the delegation came forward to receive their pay, it was found that ninepence each had been docked for half an hour "time off." The three, having been given a little stimulant by their mates, recovered somewhat, and all went their way homewards, suffering badly from shock.  
Next pay day a large meeting of railway men in that particular shop gathered together, one of the oldest hands in the Service presiding. It was resolved upon that a collection

**A FELL DISEASE.**

"Man is born to trouble as the sparks fly upwards," some of us more than others. The medical profession have a big share of this world's troubles to bear. Their fight is with disease, and no sooner do they successfully grapple with one dire complaint than another rises up stronger than its predecessor, ready to take up the fight. Really, it seems as if

**THE REINCARNATION THEORY HOLDS GOOD**

in regard to diseases, for no sooner is one species laid to rest than it is born again under another name.  
Up to date, the only satisfaction has been that, sooner or later, they do "get 'em down," although it really seems as though that satisfaction would be denied them. A good deal of anxiety is being displayed over the case of Mr. Wade, leader of the State Opposition, who has developed what appears to be an incurable case of consuetudis. Hitherto medical science has not taken this disease seriously, although many attacks have been brought under notice. It has been found that one attack of the sickness rendered the patient to a great extent immune. Mr. Wade, however, is having attack after attack, and during the last couple of years or so has had it no less than fourteen times. There seems to be no cure for it, and no one can tell when it will break out. It used to be at fairly lengthy periods; lately it has become much more frequent; presently it is expected to affect him daily. The only known remedy has been applied in each case, the dose being increased time after time until it really looks as though there was no efficacy in the treatment. When the first attack manifested itself, it was thought that the majority treatment would have cured the patient, and indeed the doctors agree that this is the only remedy. Complications seem to occur, however, with each attack, the dread politician's disease "office fever" being present upon each occasion, and the treatment is therefore much less effective.

It is thought by the "man in the street" that it will soon be necessary to declare Mr. Wade a "consuetudis" carrier and have him isolated, because it being well known that Mr. Wood and other well-known politicians are badly affected with "office fever," it would be a calamity if they became affected with the "consuetudis" germ.

**PRIZE ESSAY ON POLITICS.**

Wonderful are the ways of the gentle legislator. Scratch a Laborite, Deakinite, Cookite, Wadelite, Baebite, or any other in the legislative field, and you find merely a politician. Politics have been subject to the influence of time just the same as everything else. Time was in ye old days that the Liberal (or whatever he might be called in those days) hated his opponent like his opponent hated him, and they each died when their time came solid in the faith of their youth. In these days politics have developed into a profession, just as the Church has, and it will soon be necessary to establish a chair of Political Science at the University to cater for would-be politicians. Of course, we know that the science of political economy is taught to-day, but it is no longer necessary for a politician to know much of this dry-as-dust matter. To be a success, the politician must be a first grade bluffer, able to convince his constituents to the same degree as the confidence man in getting his "gold brick" or "rich uncle" tale accepted. He must indeed take a pattern from our present professionals, extracting those features which go to make up the most up-to-date whole, and rejecting the others.

**A LITTLE EXAGGERATION OF WHAT IS POSSIBLE.**

"McJones," said the Chief Priest of the tribe of the Iron Rail, "you have been charged by the head of your branch with being unable to stop a T class engine with your head, as required by clause 5, rule 195, of the Umbrella Act, and I have now decided to reduce you from the position of chief engine stopper to that of truck stopper, with a reduction in pay of one penny three farthings per month."

**THIS MEANS YOU.**

Campbell and Catts for the Railways, and Tighe for the Tramways, are the amalgamated candidates. Work for them, form committees for them, and, above all, vote for them.

**brief was marked two hundred guineas, and therefore the learned judges would see that the principle at stake was a most important one.**

He went on to say that McJones was charged with being unable to stop a T class engine with his head. He would show that McJones had been on duty 104 hours, when the regulations prescribed that no officer should work more than 80 hours in one stretch. McJones had been acquitted by extra zeal in the interests of the department, and had quite forgotten that the time had arrived for him to knock off his onerous duty. Mr. Buzzer concluded an eloquent address of nine hours with an appeal to the Court to lift the punishment from the shoulders of his client.

**INFORMATION COLUMN**

**NEWCASTLE SECRETARY ASKS: IF A 1st-CLASS FIREMAN REDUCES HIMSELF TO A 3rd-CLASS FIREMAN AT 9s. PER DAY, IS HE ENTITLED TO ANOTHER RE-EXAMINATION FOR POSITION OF ACTING DRIVER?**

No. 2: Inquirer would like to know date and year that the late Irish Home Rule leader, Charles Stewart Parnell died.  
Answer to No. 1: The point is doubtful, but if the whole of the circumstances are stated to the department, the request will possibly be granted.  
Answer to No. 2: Charles Stewart Parnell died very suddenly at Brighton (Eng.) on 6th Oct. 1891, and was buried at Dublin (Ireland) on 11th Oct. 1891.

**A MEMBER WISHES TO KNOW WHETHER A MAN WITH TWO YEARS' CASUAL SERVICE AND FOUR MONTHS' PERMANENT SERVICE BEATS A MAN WITH 12 MONTHS' CASUAL SERVICE AND SIX MONTHS' PERMANENT SERVICE IN APPLYING FOR A VACANCY.**

Answer: Total service should count, and not merely permanent service; but promotion depends on other circumstances in addition to seniority. Let the aggrieved member write to the department relative to his case, and thus test the matter.—Ed.

**WHEN A MAN'S MARRIED**

**HE GENERALLY LEAVES IT TO HIS WOMEN-FOLK TO BUY HIS UNDERWEAR AND PYJAMAS. THESE MEN WEAR "OSMAN" PYJAMAS, BECAUSE HIS WOMEN FOLK KNOW OF THE SPLENDID WEARING AND WASHING QUALITIES OF "OSMAN." MEN NOT SO FORTUNATELY PLACED SHOULD LOOK FOR THE "OSMAN" LABEL WHEN BUYING PYJAMAS. THE DESIGNS AND COLORINGS WILL PLEASE ALL WHO CARE ANYTHING ABOUT THEIR APPEARANCE, AND THE PURCHASER IS PROTECTED BY THE "OSMAN" GUARANTEE. READ IT:—"Any Garment bearing the Registered 'OSMAN' LABEL is guaranteed, and the merchant who sold it is authorised to REPLACE SAME FREE OF CHARGE, should it not give satisfactory wear." For sale by the . . .**

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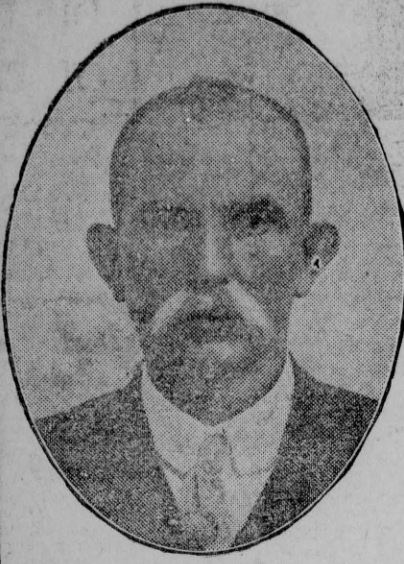


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THE "ALL GRADES" BUNCH.

Ten Reasons

why you should vote for CAMPBELL and CATTS for the Railways, and H. GEORGE TIGHE for the Tramways.



E. D. CAMPBELL.



J. H. CATTS.

- 1. Because you will be represented worthily by three men of wide experience. 2. Because the "All Grades" three will act unitedly in every case. 3. Because CAMPBELL, CATTS, & TIGHE will not represent sections but "All Grades." 4. Because they are pledged to full publicity for all proceedings. 5. Because they will vote for a refund of deductions in all cases except those of theft where there has been no restitution. 6. Because the "All Grades" three are the ablest and strongest men available. 7. Because CAMPBELL, CATTS & TIGHE stand for clean administration and a fair deal to every man. 8. Because the "All Grades" bunch stand for ONE BIG UNION—the complete unity of all Railway and Tramway men. 9. Because no other candidates have carried such support for any stand they take on behalf of the staff. The Amalgamated Association has 85 Branches throughout the State, with a total of 15,000 members. 10. Because in supporting CAMPBELL, CATTS & TIGHE you are voting for the Brotherhood of the Service.

For the Railways

VOTE

Campbell & Catts

For the Tramways

VOTE

H. George Tighe

Work for the "All-Grades" Three.

For the Railways

VOTE

Campbell & Catts

For the Tramways

VOTE

H. George Tighe

Work for the "All-Grades" Three.



H. GEORGE TIGHE.

CLAUDE THOMPSON, Gen. Sec.

BRANCH MEETINGS.

ORGANISING.

The General Secretary, Mr. Claude Thompson, would be glad if branch secretaries and collectors would arrange meeting for the lunch hour, and notify Head Office.

NEWCASTLE BRANCH.

The above branch held its usual monthly meeting (for Traffic) at Beacham's Room, Fern-street, Islington, on Sunday, 14th inst. Mr. Ed. Williams, chairman of branch, presiding over a very fair attendance of members. After minutes of previous meeting were disposed of, correspondence of a lengthy nature was dealt with, first being from Head Office, advising transfer from this branch to Redfern Branch of Mr. J. G. Alexander, also acknowledging receipt of subscription to Darling Harbour men, and advising transfers to this branch, from Harden No. 2, of Messrs. W. Larkin, T. Cambridge, and T. Nicholson, guards. We are very pleased to have those men amongst us here, as on their reputation they are the men we want to help swell the Amalgamated by converting sectionalists.

From Premier's Office, re Royal Commission's recommendations concerning our registration, rates of wages, etc., advising that the whole matter has received the consideration of Cabinet and action in this regard is now proceeding. Well, we are advised that we will be in our old position shortly, and the sooner the better (for some, at all events). As we have, as a body, stood a lot this few months, and are not prepared to stand it very much longer; in fact, if not settled before close of the session, and before the general election—well, "look out for squalls."

From Head Office re Guard Rich, advising that the Railways Act lays down a definite procedure to be followed by those aggrieved, and tendering certain advice to follow.

From Mr. E. P. Wooley, now at Cootamundra, asking for transfer to that branch.

From District Superintendent, Mr. Fox, replying to correspondence sent to Mr. Hodgson, Superintendent of the Lines, re guards' roster, etc., at Port Waratah, asking secretary to call at his office at a convenient time to discuss the matter, or, if preferred, to arrange for one of the guards concerned to call. It was resolved to call a meeting of coal guards for Saturday next, 20th, at 7.30 p.m., at Trades Hall, Newcastle, when the whole thing can be gone into, so that

secretary can advise Superintendent of result, and what is really required, and we hope to see a good roll-up of "coal guards concerned."

From Colliers' Employees' Federation, re Daily Labor paper, and inviting a representative from our branch. Mr. E. Williams, branch chairman, was elected to represent us.

From Head Office re submitting industrial matters to the Labor Congress. It was resolved that all unfinished industrial business left over from last conference (A.G.M. and special) be brought on at the Labor Congress.

From Head Office, re Superannuation Board election, advising that Messrs. E. D. Campbell and J. H. Catts (for Railway) and H. G. Tighe (for Tramway) were the selected three of the Amalgamated. It was unanimously resolved that every member of this branch make every endeavor to secure a win for the chosen three. Keep clear of "independents" in any shape or form, avoid the sectionalists, and be true to the Amalgamated selection. If we stand true and solid we must win. Tell your shopmates or friends of your mates that our candidates are the best, and fight for all. Nothing sectional or selfish about our men; they must and will win; but throw no chance away, make every post a winning post, is the advice of the General Secretary.

From Head Office and Chief Commissioner with further reference to Guard E. Williams' case of reprimand. As secretary was asked particularly to publish General Secretary's letter to Commissioner, also reply from Commissioner, for benefit of all traffic, following are the copies, first being from Mr. C. Thompson, General Secretary, as follows:—

"11th July, 1913.

"Mr. T. R. Johnson, Chief Railway Commissioner, Bridge-street, Sydney.

"Sir,—I am directed to again ask for the Chief Commissioner's reconsideration of the case of Guard E. Williams, as referred to in our letter of 28th March, and his reply of 29th May.

"A reprimand in itself is certainly not a severe punishment, but the consequences it may involve, which may extend beyond the cancellation of holidays mentioned in the extract from the Board's report, quoted in the Chief Commissioner's letter of the 29th May, and the sense of injustice an employee may suffer when he firmly believes that he has been misjudged, warrant an inquiry into the alleged offence, when the circumstances surrounding it leave any room for doubt as to the finding of subordinate departmental officers,

and we respectfully submit that there is, at least, a doubt in Guard Williams' case. Also, if one punishment implies a certain direction as to the conduct of employees under given circumstances conflicts with the direction implied by another punishment, it appears to us that the matter should be cleared up in order that the employees may have explicit instructions in regard to the matter involved. This appears to be the case with Guard Williams. He was reprimanded for applying the emergency brake to avoid an accident to some children who were alighting. I am informed that Guard O'Neill was fined about 12 months ago for not applying the emergency brake when passing Narara to allow passengers to be dropped and picked up. He appealed, and stated to the Board that if he had applied the emergency brake it might have resulted in the train breaking in two. The Board told him that that was not his business, and dismissed his appeal, thereby implying that he should have applied the emergency brake to overcome a mistake made by some other employee. That is just what Guard Williams did. If the foregoing circumstances are correctly stated, they appear to involve contradictory directions with regard to the use of the emergency brake, and, on this ground alone, we would ask the Chief Commissioner to inquire into the matter. As to the consequences involved by a reprimand, although an employee's holiday may not be interfered with on account of a reprimand, his promotion may suffer. For instance, if two employees, who were otherwise equal, the one having the least number of reprimands recorded on his history would probably get the preference.

"Yours faithfully, General Secretary."

Reply from Chief Commissioner, 30th August, 1913:—

"Sir,—With reference to your letter of 13th inst., relative to the case of Guard Williams, and asking reconsideration, I am directed to inform you that the matter has had further consideration.

"In regard to the reference to the case of Guard O'Neill, I have to point out that the circumstances are not quite similar. Guard O'Neill and the driver of his train having been dealt with in Sept., 1910, for releasing a timetable stop at Tuggerah, and, after reviewing the circumstances, the Chief Commissioner does not see his way to give a decision in favor of Guard Williams. "A personal interview is not, therefore, necessary."

"J. S. SPURWAY, Secretary."

Guards Charles Hamer and George Metton were admitted as new members. All hands fully recognise that in a short time our union will be in its old place again.

It was resolved that this branch enter its emphatic protest against the amendments to Appeals Board Bill from the Legislative Council, by allowing the Chief Commissioner the final right, and that the Legislative Assembly should send it back to the Legislative Council.

It was further resolved that Head Office draw attention to the fact that the Royal Commissioner's finding re the classification of Newcastle as a special class yard, and better lighting, has not been carried out, and to write Commissioner on the matter, as it is freely stated that some of the officers are holding this promise out to candidates, who are asked to go shunting, that it is going to be a special class yard, etc., and thus by those promises have more chance of success of securing shunters, which otherwise would not occur.

Re being "booked off" on proclaimed holidays, and not being paid for same, it was resolved that the matter be brought under notice of the Superintendent of the Lines.

The branch chairman mentioned to members that we would be holding our annual picnic next month, and asked them all to give it their undivided support, and let this grand reunion be a huge success. Price of tickets will be well within the reach of all. As soon as everything is arranged and caterer's price received, then we will announce the price of tickets. We guarantee you all a real good night. It will be on a Saturday night, and probable date will be Oct. 11th. Meeting then closed.

HORNSBY NEWS.

(From "Co-operator" Correspondent.)

There was a sad accident at Hornsby station on Monday morning last, when Fetter Dawson accidentally met his death by stepping in front of the engine of the incoming 7.46 train. He was placed on the ambulance, and Dr. Ramsdon hastily sent for, but he pronounced life extinct. Afterwards he was removed to his home in Bridge-road. The funeral took place on Tuesday afternoon, at 2 o'clock, when about 26 members of Per. Way, Traffic, and Loco., Inspectors Devis and Reeves at the head, marched in front of the hearse to Hornsby station, thence by train to Gordon, then again marching to the cemetery, where he was interred. Mr. Wade, minister, read the burial service and spoke a few words of feeling sympathy to the widow and orphans. There was a beautiful porcelain wreath sent from his comrades in the Per. Way, Traffic and Loco. Dept., also many other lovely wreaths.

WERRIS CREEK.

The secretary of the Werris Creek Branch for 8 1/2 years (Mr. A. D. Worrell) having been transferred to Taree, Mr. E. Furby has been appointed acting secretary until such time as a permanent secretary is elected. Subscriptions may be paid to Mr. E. Furby, acting sec., Henry-street, Werris Creek; D. Wood, examiner; or J. Supple, guard. Will members of the Werris Creek Branch kindly note?

REDFERN.

A meeting of the Redfern branch was held at Head Office on Monday, 6th Sept. There was a good attendance. Mr. Claude Thompson, gen. sec., and Mr. Cunningham, executive officer, and Mr. Anderson, of the Newtown branch, were present.

After the minutes of the previous meeting had been read and confirmed and the correspondence was dealt with, the treasurer of our recent "smoko" surprised members by announcing a surplus of £1/16/6. A great deal of discussion ensued as to the best means of disposing of same. It was eventually left to the social committee to go into the matter and report at our next meeting.

It was proposed by Mr. McEain, and seconded by Mr. Boucher, that seeing our first effort in that direction was such a gigantic success, we should hold something similar every quarter.—Carried.

It was moved and seconded that the executive be asked to approach the late sec. of the Newtown branch, and obtain the branch books, so that the Redfern secretary can enter the names in his book.—(Carried).—Newtown and Redfern now forming one branch.

A good deal of discussion took place over a matter that cannot be made public, and a certain line of action agreed upon.

It was resolved that Mr. Perry be recommended, as assistant collector for the C.C. department.—Carried.

A hearty vote of thanks was accorded to the visitors.

Messrs. Cunningham and Anderson responded.

Mr. Thompson also addressed the gathering and exhorted members to remain true to their organization and vote for Catts, Campbell and Tighe in the forthcoming superannuation board contest.

General regret was expressed for Mr. Gooley in his illness, and members hoped to soon again see him in the front, battling for the All Grades movement.

Various other matters of importance to the branch were discussed and left in the hands of the secretary.

The next meeting will be held at report to the executive.

The next meeting will be held at Head Office on the 29th September at 8 p.m., and a very large attendance is anticipated.

TICKET COLLECTORS' MUTUAL ASSISTANCE CLUB.

On Monday night, 8th inst., a meeting of the above club was held at No. 6 Eddy-avenue. Mr. John Bayliss presided, and in opening the meeting referred to the necessity of this club, and urged every member of the staff to become a member, the objects of the club being to assist any member who may at any time contract any financial embarrassment, and at the end of the year to hold an annual dinner on a Saturday night, to be arranged by the committee. By holding same on a Saturday, this will be most convenient for the men to attend. The business of electing officers for the year ending August 8, 1913, was then dealt with. The following were elected: President, J. Bayliss, Esq.; vice-presidents, S. Poole and T. Kelly;

Staff Changes and Promotions

RAILWAYS.

WEEK ENDED SEPT. 6, 1913.

APPOINTMENTS.

Loco. Branch.—Fuelmen: Robert McConigal, William Waddell, Eveleigh; James Flood, William Evans, Summersell, Alfred Flood, Bathurst. Firelighter: George Roberts, Eveleigh. Laborer: William Marshall, Eveleigh. Cleaners: Mersey Creek, Eveleigh; Leslie McAlpin, Bathurst. Shop Boys: William Gately, Kenneth McElhinney, Clarence Rein, Jeffrey Douglas, James Tonkin, Thomas Dumbrell, Clarence Wron, Leonas Hedges, Kenneth Clark, Eveleigh; Call Boys: William King, Eveleigh; Roy Perry, Bathurst.

Permanent Way Branch.—Fettlers: Henry P. Barton, Emma Plains-Road; Sidney Brown, Junee-Hay; William Carney, Ernest De L. Torre, Nyngan-Cobar; William Garvin, Byrock-Brewarrina; Thomas H. O'Leary, Bogan Gate-Tullamore; John J. Wright, Nyngan-Horrie.

Traffic Branch.—Junior Clerks: Charles Bush, Francis Guigni, Esmond Shell, Arthur Kearney, Roy R. Watson, Darling Harbour; Eric Boon, Bathurst; Errol Hinds, Newcastle. Receiver Staff: Porters: Frederick Neve, Francis Spence, George Isled, Robert Johnstone, William Roberts, William Wilkins, Frank Holden, James Cook, Harold Dewberry, Joseph Bell, Sydney; Henry Toole, James E. Brown, Ernest Wilson, Thomas England, Norman Nisbet, Frederick J. Jones, Darling Harbour; Henry Coleman, Hurstville C.W. Sheds; Michael Lansdown, Hornsby; Walter Gray, Sydney C.W. Sheds; Charles Lawry, Homebush; Timothy Maroney, Lewisham; James Richardson, Newtown; William McGee, Owen Walters, Sydney; George Robertson, Homebush; James Mathews, Milson's Point; Richard Nightingale, Clyde; Henry Kingsbury, Arthur Hanksin, Sydney C.W. Sheds; Thomas C. Bell, Sydney; James Day, Armcliffe; Thomas Chalmers, Hurstville; Frederick Howe, Albert Moltaus, Richard Rowland, William Vanderlyle, Sydney C.W. Sheds; Frederick Cleary, Sydney; Michael Doyle, Wagga; Cullis Hill, Albury; Jules Rolinghoff, Junee; Stuart Smith, Wagga; Darcie Stewart, Henty; Thomas Maher, Cootamundra; Albert Randall, Eskbank; Percy Carroll, Bathurst; Walter Bell, Blayney; Thomas Doulan, Wallerawang; Cyril Correy, Dubbo; Harry Watson, Cobar. Junior Porters: Hilton Elliot, Sydney C.W. Sheds; Cyril Tubenach, Wollongong; Roy Dawson, Wollongong; William Hardy, Coledale; Harold Shield, Eskbank; William Jacobs, Orange Relief Staff. Gatekeepers: Frederick Brady, Liverpool; William Ellamore, Pictou; Alton Barry, The Rock.

Signalling Branch.—Spike Boys: David Stuart, Frederick Nelson, Sydney. Shop Boys: Cecil Pirkin, Wilfred V. Steers, John T. Wilkinson, Sydney.

Electrical Branch.—Operator: Louis S. Stuckey, Blayney; Telephone Repairer: James Dawson, Eveleigh. Probationers: Francis E. R. Grimham, Sydney; Thomas C. Cross, Cootamundra.

Stores Branch.—William A. Wilson, Eveleigh. Tarpaulin Repairer: Alfred H. Edwards, Eveleigh.

PROMOTIONS. Loco. Branch.—Firemen to Drivers: Joseph Brissett, Walter Fegan, Cecil Shaw, Eveleigh; James Perrill, Pictou; Frederick Connor, Robert Elliott; Frederick Connor, Harden; William Sim, Junee; Frederick Palmer, Norman Ward, Cecil Morgan, Penrith; Peter Crough, Bathurst; Leslie Spruells, Wollongong. Glanders to Hand Cleaners: Matthew Goodwin, Eveleigh. Cleaners to Fire-

men: Walter Booth, Eveleigh; Oliver Gardner, Goulburn; Francis Kelly, James Barnes, Archibald Stewart, Harry Stuart, Herbert Williams, John Sharp, Francis Davis, James Attwood, Charles McGann, James Ellis, Harden; Charles Hammond, William Nelson, Arthur Baker, Joseph Brough, George Byrne, Charles Samuel, Pearce, Daniel Shee, Bathurst; James Oliver, Wellington. Fuelman to Cleaner: Harold Goodwin, Eveleigh. Fitters' Laborer to Storeman: George Howe, Penrith. Oiler to Examiner: William Chandler, Penrith. Shop Boy to Foreman's Junior Clerk: Septimus O'Leary, Joseph Brown, Eveleigh. Shop Boy to Cleaner: Norman Bain, Eveleigh.

Tramway Branch.—Night Officer to Inspector: Albert Hodges, Werris Creek to Sydney. Porters to Night Officers: Herbert Matthews, Sydney Relief Staff; Robert Campbell, Gordon to Goulburn; John Healey, Hawkesbury to Wellindilly; James Gleeson, Goulburn Relief to Silverdale; Eric Hayton, Goulburn Relief to Fish River; James Bailey, Deepwater. Porters to Clerks: Leslie Godard, Sydney Relief to Gordon; William Campbell, Sydney Parcels to Wagga; William O'Malley, Bathurst. Shunter to Guard: Charles Mellier, Shunter to Cowra.

Permanent Way Branch.—Carpenter to Bridge Ganger: James Clarke, Parramatta. Fettlers to Gangers: Daniel Clyne, Dunedoo. Arthur Jeffrey, Thirlmere-Goulburn. Henry Roberts, Merrylands. George Goodell, Parkes - Condon; George H. Sheargold, Blayney-De-mondrille.

Probationer to Junior Operator: Roy S. Shurmer, Cootamundra. Junior Operator to the Rock. Telephone Repairer to Railway Electrician: Percy C. R. Barton, Sydney.

RESIGNED OR LEFT THE SERVICE. Loco. Branch.—Blacksmith: Robert Tucker, Eveleigh. Boiler-makers: Peter Maloney, Eveleigh; William Wilson, Wellington. Driver: John Gleeson. Shunting Driver: John Donohoe, Penrith. Fireman: James Starr, Eveleigh. Boiler-makers' Helpers: William Shortus, Frank Lawrence, Eveleigh. Fuelman: Augustus Hayes, Eveleigh. Sand Burner: Thomas Palmer, Goulburn. Gas Cylinder Filler: Charles Kirk, Eveleigh. Laborer: William McConville, Eveleigh. Shop Boys: Oswald Southam, James Wright, Joseph Crass, Eveleigh. Cleaner: James Flood, Eveleigh. Apprentices: Leslie Cleaver, Robert Stewart, Frank Blewitt, Albert Harris, Eveleigh.

Traffic Branch.—Night Officers: John Gray, Tringalla; Frederick Skinner, Junee Relief Staff; Hugh Loughrey, Coonamble. Clerks: Athol Young, Sydney Booking Office; David Murray, Tighe's Hill. Guards: Frederick Mitchell, Samuel Baker, Sydney. Shunters: Joseph R. Smith, Hornsby; Vaughan Green, Harden; Frederick Davey, Albury. Porters: John Banks, Sydney C.W. Sheds; Leslie Ross, Junee. Relief Staff: Junior Porters: Alan A. Brazg, Clyde Yards; Joseph Collins, Peterham; Tom P. Edwards, Wollstonecraft; John O'Donnell, Sydney C.W. Sheds. Gatekeepers: Ernest Long, Young; Sarah Kay, Queanbeyan; Catherine McGuigan, The Rock.

Permanent Way Branch.—Fettler: John Myers, Clyde. Laborer: Timothy Ryan, Clyde.

REMOVALS. Stores Branch.—Sheet Dresser: Kell Southam, Eveleigh. General: Ellen Tomkins, Rest House Attendant, Hay.

DECEASED. Permanent Way Branch.—Fettler: Patrick Craig, Eveleigh Yard. Traffic Branch.—Stationmaster: Newton Nicholls, Wallendbeen.

waiting for the person who divulges this pimp's name, as it will be a Godsend to both bosses and men to find this "microbe" out, so that he could be disinfected with a good coat of tar, etc., and a match.

Something, perhaps, on picnic officials next issue.

NEMESIS.

WHY HAIR FALLS OUT. The causes of Hair Falling are so varied, and so apparently trivial in themselves, and, moreover, are usually present at the time when the hair is still plentiful, that the Danger Signals are not appreciated.

Many a man or woman has had these signs for years, but has considered them unimportant, until, too late, one finds the mischief already done, and the once beautiful hair showing thin, and baldness commencing.

The usual Danger Signals in early or mature life are Scurf or Dandruff, Dryness, Brittleness, or Splitting on the ends. All these are signs which require immediate attention, and, if neglected, will not only ensure Hair Health, but will improve immensely in quantity and brilliance even the best heads of hair.

My Hair Greener is known and sold the world over, and I have in my consulting rooms upwards of 3000 grateful letters from men and women, who have derived so much benefit from the use of my preparation, as to compel them to write and thank me, in many cases saying I was welcome to publish their letters if I wished.

Now, I do not wish you to accept my word for any statement I make, but want you to prove the matter for yourself in your own home.

"I was bald and grew a new crop of hair in 40 days. I had tried almost every advertised preparation without success. Through a chance meeting with a Swiss savant, who had made a life study of the human hair, I became possessed of a formula, which has not only grown my hair in my own case, but has been successful in thousands of others. Having such complete confidence in this compound, I am offering a trial box to anyone interested."

Send your full name and address, enclosing three stamps for postage, etc., to John Craven Burrell (Dep. Sec.), 132 Kent-street-at., Sydney, and I will send you a trial box per return post.

Man wants but little here below, But wants that little long. And when he gets it—why, of course, Life is one grand sweet song. But one thing that he badly wants, When he starts out on his tour, Is something to ward off colds and chills— Woods' Great Peppermint Cure.

NOTICE.—Tramway and Railway Employees The Worker Bicycle, £8 10s. CASH or TERMS. Is the best value of any make of bicycle. Thousands of shavers use them. Catalogue free. Write or call T. W. HENDERSON, Carbide and Worker Cycle and Motor Works, 40 & 42 PARK ST. ST. SYDNEY.



**ROSEHILL SATURDAY**

**Albert Maher**  
(Member City Tattersall Club)

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**LEGER.**

PROMPT PAYMENT AND FAIR DEALING.

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**ASSOCIATED RACING CLUBS PONY RACES.**

NEXT MEETINGS: 1913.

Kensington - Wed., Sept. 24  
Ascot - Wed., Oct. 1  
Rosebery - Wed., Oct. 15

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A LUBIN DRAMA.

**EXCLUSIVE STAR FILM**

Presents and Toys for the Little ones at the Matinee EVERY SATURDAY.

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Perfect Picture Projection

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THE VALUE OF HEALTH WITHOUT AN EQUAL.

**LIVATONIA**

IS ABSOLUTELY THE BEST LIVER TONIC ON THE MARKET. IT CANNOT BE BEATEN—TRY IT.

June 10th, 1913.

To the Manager, Livatonia Co., Oxford-street, Woolahara.

Sir—

I have much pleasure in stating that since using your Tonic I have been free from attacks of Biliousness and Constipation, which I was subject to before taking LIVATONIA, and I can thoroughly recommend same to all Railway and Tramway men, whose irregular meals, etc., cause so many disorders.

Yours sincerely,  
D. PERKINS, Waverley.

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110 Oxford-st., Woolahara, Sydney.

If not satisfied with the result, return the empty bottle and get your money back.

# THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

Rosehill on Saturday.

Cornell and Bonnie Lily, who were strong favorites for the Epsom Handicap last week, will probably lose friends through their bad showing at Randwick on Saturday.

Beragon now appears to have a mortgage over the A.J.C. Derby.

Duke Foote is now hot favorite for the Metrop.

Cider displayed great pace in the Chelmsford Stakes at Randwick on Saturday. The Epsom fancy started from an outside berth, and led into the straight. The Ayr Laddie horse should take a lot of running down in the big mile event.

Tartan was represented by two winners at Randwick on Saturday. Woolerina shaped well in the Welter Handicap at Randwick on Saturday. The Epsom prad was in a bad position early in the race, but finished well.

Gigandra was made favorite for the Epsom Handicap after winning the Tramway Handicap last Saturday. The stewards at Randwick on Saturday ordered Collett, who rode Sil-drake in the Hurdles, to put more energy into his riding in future.

W. H. Smith has now won Tatt's Welter four times since 1909. Mr. F. Merton's prads have won the race five years in succession.

Alured, from an outside berth, soon found the front in the Spring Handicap at Tattersall's meeting on Saturday. The Flavis horse may run well in the Epsom Handicap.

At the Doncaster (Eng.) yearling sales recently, 321 yearlings realised 221,458 guineas. A filly by Desmond brought 5,600 guineas.

**N.S.W. TROTTING CLUB.**

Some excellent trotting was witnessed at Epping on Monday. Books did well over Silverdale's victory in the Trial Handicap. Ding Dong was the early pick in the event, but from 3 to 1 he blew to 20 to 1. He ran as betting indicated. Lady Alpha put in a fine run over the final half mile, and was only beaten by a length by Silverdale, who led by half a dozen lengths when only a couple of furlongs from home.

Jewell's Patchen trotted kindly in the Glebe Handicap and won nicely from Ita, who was badly handled. Toby filled third place, while Booleroo, who trotted unkindly, came next.

Huon Deocaccio easily downed the opposition in the Flying Handicap. The Huon, Jun., horse ran to the head of affairs early and scored from St. Simon, who finished last. Star Harold was only beaten a head for second place, while Chesterwood came next. Patrick G., who was whispered "anyhow," ran well.

Whirlwood, from 8 secs. behind, was equal to winning the Tramway Handicap nicely. Don Tux, who led when three furlongs from home, filled second place, while Tom came next.

Plain Bill was fourth. The favorite, Clarewood, again ran badly. Strathbar was probably unlucky in not winning the T.C. Handicap. The Huon Junr. plug was interfered with early in the race, and afterwards broke a couple of times. The winner turned up in May Blossom, who got home lengths in advance of Honest Lad, with Strathbar third.

After falling in the Tramway Handicap, it was only to be expected that Don Tux would not be backed in the Epping Handicap. The Tuxedo horse, however, ran to the front early, and eventually won nicely from Vance, with Dexter third.

**TATTERSALL'S**

WINNERS, S.P., RIDERS, POST POSITIONS.

Fiddlestring, 4 to 1 (Moon)—5.  
Gigandra, 8 to 1 (Oliver)—4.  
Duke Foote, 2 to 1 (McLaughlin)—1.

Kirribilli, 20 to 1 (Callinan)—2.  
Tartanus, 10 to 1 (Russell)—16.  
Hartfell, 12 to 1 (Smith)—9.

A heavy storm broke over the course just after the Hurdle Race and made matters unpleasant. For the jumping race Fiddlestring was favorite, but solid stuff went on Statu Quo and Red Corn. John Willie made the running for about a mile, then Red Corn and Fiddlestring went out. At the home turn Statu Quo took charge and led from Fiddlestring and Red Corn. Fiddlestring was first over the final obstacle, and struggling on managed to win by a short length from the fast-finishing King Luere, who was just in advance of Red Corn. Statu Quo was only a head further off in fourth place.

When betting commenced in the Tramway Handicap, Athenic was supported at 3 to 1, while money came for Valido at eight. Gillamont was well backed towards flagfall, and from double figures dropped to sixes.

Athenic found the front early, but at the distance Abbette ran to the front. Gigandra immediately afterwards took charge, and coming on won nicely by a short length from Abbette, with Gillamont a good third. Nuwara Eliya was fourth, Embracer fifth, Valido sixth, and Aleconner next.

Duke Foote was always favorite in the Chelmsford Stakes, but Cider blew from fours to tens. Beragon was second best backed.

Speedfast made the pace over the early part, but Cider was first into the straight. Duke Foote took charge at the Leger, and stalling off a challenge from Beragon came on to win by a length and a half from the Derby favorite. Radnor was a fair third, Cider fourth, Andelusia fifth, and Multifol next.

Coradil and Nombi were best backed in the Novice Handicap. The two were leading at the end of a furlong from King Mostyn and Crosska. At the distance Nombi, Marchwood, and Coradil were fighting it out, and a close finish resulted in the judge declaring for Kirribilli by a head from Coradil, with Marchwood a head further off in third place, and only a similar trifle in advance of Crosska. King Mostyn was fifth and Nombi next.

Aurifer, Alured, and Electrakoff were the public favorites in the Spring Handicap. Alured ran to the front soon after flagfall, and led into the straight from Emperador, Squarion, Tartanus, and Cagou. Alured

**VICTORIA PARK.**

WINNERS, S.P., RIDERS, POST POSITIONS.

Uncle Jan, 3 to 1 (Moulden)—8.  
Uncle Jim, 2 to 1 (Loiden)—8.  
Bobadil Maid, 3 to 1 (Lilyman)—1.  
Tally Ho, 5 to 1 (Bindon)—1.  
St. Moritz, 3 to 1 (Hueston)—1.  
Silver King, 6 to 1 (Moulden)—9.  
Sinfield, 10 to 1 (Patterson)—6.  
Wilbur, 10 to 1 (Wood)—5.  
Clifford, 7 to 1 (Russell)—8.

A fine day prevailed for the meeting at Victoria Park yesterday. A big field stripped in the Flying, the popular fancies being Mundie, Uncle Jim, and Canley. Mundie drew No. 1 position, but was ordered to the outside. This settled his chance of winning. Uncle Jim and Canley led to the turn, where Uncle Jim drew out and came on to win nicely from Half Moon, with Bay Donald third and Hippona fourth.

A protest for alleged interference was dismissed.

From seven and eight Bobadil Maid dropped to 3 to 1 in the 14.1 Handicap. The Bobadil mare was first out, but was soon joined by Rose Game. The two led into the straight, where the favorite drew away and won easily from Karabba, with Miss Benita third. Iona was a close fourth, My Rosetto fifth, and Prudence next.

Horace was a warm favorite in the Hurdle Race, but he ran badly. The winner turned up in Tally Ho, who led all the way and won nicely from Playnos, who just beat Rosegrat. Eliana was fourth and Bombardment next. Batrosa was well backed, but he ran badly and finished last.

The Maiden Handicap was run in divisions, the best backed in the first flutter being Malt Glory, St. Moritz, and Uarrah. St. Moritz was first

**ANTICIPATIONS.**

**ROSEHILL.**

**HURDLES.**  
Coolahurrangundy or Statu Quo . . . . . 1  
Tinapage . . . . . 3

**ROSEHILL GUINEAS.**  
Beragon . . . . . 1  
Beau Sault . . . . . 2  
Cherubini . . . . . 3

**CAMELLIA STAKES.**  
Aleconner . . . . . 1  
Abbette . . . . . 2  
Valido . . . . . 3

**SPRING STAKES.**  
Cider . . . . . 1

**ROSEHILL HANDICAP.**  
Aurifer . . . . . 1  
Cadonia . . . . . 2  
Warradonga . . . . . 3

**RYDALMERE MILE.**  
Embracer . . . . . 1  
Malt Field . . . . . 2  
Wirrilla . . . . . 3

**BAKER'S STADIUM.** Personal Direction R. L. BAKER.

**GREAT WELTERWEIGHT CONTEST:**  
**ARTHUR EVERNDEN v. SID. BURNS**

NEXT SATURDAY NIGHT, 8.30 p.m. Prices, 10s. (reserved), 5s. 3s. Every Thursday Afternoon Great Boxing Matinee.

**Victoria Park Racing Club.**

**WEDNESDAY, OCTOBER 22, 1913.**

**LARGE ENTRIES. BIG FIELDS. SPECIAL TRAMS. SPECIAL TRAMS.**

One Penny from Railway Station.

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**AUSTRALIAN TROTTING CLUB.**

**£255 Prize Money £255**

**MONDAY, 29th SEPTEMBER, 1913.**

235.-NOVICE UNHOPPLED HANDICAP. 1 mile 1 furlong. 245 and no better than 2.7.

435.-PROGRESSIVE HANDICAP. 1 mile 1 furlong. 2.35 or better to mile.

445.-ENCOURAGE HANDICAP. 1 1/2 mile 1 furlong. 2.35 and no better than 2.32.

450.-FLYING MILE. 2.25 or better to mile.

ENTRIES CLOSE MONDAY, SEPTEMBER 22, at 8 p.m. For further particulars see Programme.

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**EIGHT-HOUR ART UNION**

**AND SPORTS.**

**PRIZES value £3500**

(Under sanction of the Attorney-General). Drawn Nov. 1, 1913.

**1st Prize, value £750; 2nd Prize, value £400; 3rd Prize, value £250; and 397 other valuable Prizes.**

The First Prize last year was won by Mr. J. W. Walker, Breakfast Creek, Co. Wick, N.S.W., for the modest outlay of ONE SHILLING.

GET A TICKET AND HAVE A CHANCE FOR 1912.

Results of Drawing will be gazetted in daily metropolitan papers on Monday, November 3, 1913. To any person forwarding stamped addressed envelope, a list of the results will be posted. Tickets may be had from Agents everywhere, or direct from JOHN W. DOYLE, Secretary, Eight Hour Committee, Trades Hall, Sydney.

# Sparklets from Sportdom

By "SEARCHLIGHT."

The Glebe footballer, Thiering, who was disqualified for stouthing Billy Canna during a match recently, was at liberty to do as much blifing as he was able at the Stadium last Thursday afternoon. The toeballer was opposed to Tierney, who was knocked out in half a round.

The Duke of Westminster has assumed complete control of the Olympic Fund, but he has invited H. D. McIntosh to assist him to outline a scheme of organisation.

W. H. Stevenson, replying to George Gray's challenge to meet any player in England, offers to concede the Australian 2000 in 18,000 up, on condition that Ivory balls are used.

The N.S.W. League Rugby team defeated Wellington by 34 to 18 last Saturday.

Victor Trumper's XI. played a cricket match against St. George's XVIII. last Saturday. The St. George players declared when the score stood 14 for 120. Trumper's team scored 47 for the loss of seven wickets.

Trumper was clean bowled for 4, while Minnet also heard his stumps scatter when he had accounted for 3 runs. Cogan took 4 wickets for 9 runs.

Horden took 5 for 30 and Massie 4 for 26.

The pacemakers in the recent Dunlop inter-club premiership held a road race over the Homebush-Granville course on Saturday. The winner turned up in W. Wylie, who won easily from A. Patrick, with R. Fincon third.

K. Beach won the Ashfield Club's half-mile handicap at Pratten Park on Saturday. L. Hammon accounted for the five miles scratch race.

The Australian Club decided a couple of races at the Sports Ground last Saturday. The mile was won by D. J. Gibbons, while the same rider also accounted for the three miles scratch race.

A silver-mounted ball was offered to the player who could clean bowl away and led into the straight from Carrah. The pilot on the latter prad did not appear to be anxious, and at the finish he was in third place. Lucis finished well, and filled second position.

Silver King finished well in the second division, and won by a short length from Moorhill, with Fomorr third and Sil Allen fourth. Wangoola finished fast in fifth place.

Prior to the start, Pomora, who was favorite, got rid of her pilot and bolted for five furlongs.

Sinfield led all the way in the 14.2 Handicap, and won by half a length from Lady Sydney, who just beat the fast-finishing Master Dix. Lalla was fourth and Wec Loch fifth.

Wilbur accounted for the Victoria Park Handicap by a length from Verdant, who led into the straight. Resolved was a close third. Arillian, who finished fast, was fifth, and just in advance of Carnation, while Tosha beat the others.

The meeting concluded with the Encourage Stakes. The starters were numerous, the popular pick being Sir Coolie. The favorite fell, while Prolife and Kingfield also came to grief. The winner turned up in Clifford, who scored nicely from Some Day, with Jessie third.

**BOXING.**

**STADIUM FIXTURES.**

**TO-DAY'S GREAT SPORTING MATINEE.**

Saturday, September 20: Arthur Evernden v. Sid Burns.

Saturday, September 27: Matt Wells v. Owen Moran.

Wednesday, October 1: Johnny Summers v. Sid Stags.

Saturday, October 4: Hughie Mehegan v. Pal Brown.

Saturday, October 11: Harry Stone v. Johnny Summers.

Saturday, October 18: Dave Smith v. Jim Sullivan.

Saturday, October 25: Arthur Evernden v. Pat Bradley.

Saturday, November 1: Owen Morgan v. Pal Brown.

mediate engagement in view, and, therefore, when asked to take the ring again as substitute for Dave Smith at about a day's notice, his showing against Bradley must be put down as distinctly good.

Taken from any standpoint, the fight was an extraordinary one. Two utterly unorthodox men opposed to each other. Both possessed of a devastating punch—both capable of standing a heap of punishment, and both men with a formidable string of victories to his name, mostly per the K.O. route.

It is probable that Jerome, during the past year, has fought more fights than any other two boxers in Australia, and only at the hands of Les O'Donnell and Dave Smith had he suffered defeat until he gave in to Bradley on Saturday last.

A rumor got around at about 8.20 that Jerry was not going to turn up, but luckily for all concerned this was unfounded. What would have happened had the huge mob got out of hand is better left to the imagination.

Pat Bradley, attended by Owen Moran, took the so-called Hoodoo corner, and after a short delay Jerry, with his usual expansive grin, entered the ring. The weights were announced—Jerome 11.11, an increase of only 3/4 lb. on the previous Saturday, and Pat Bradley 11.1.

The gong of the new automatic timekeeper changed, and then started the most weird first round ever this scribbled gazed upon. Pat advanced to the fray head down and another well up. Jerry took a look at him, grinned a bit, took a deep breath, and started off on a little sprint around the ring. Pat tried to head him off, but Jerry just swung around and ran in the other direction, and so on for a full half round. The crowd, amused at first, got angry, and hoots were loud and long. As a result both men advanced head down and fell into a clinch. Each took a good hold of the other's weapon of defence, and setting their legs in scum fashion—pushed. Jerry pushed, Pat pushed, the referee shoved, and finally they disentangled. Then Jerry thought he was due for another sprint, and off he went, pursued by a thoroughly businesslike and angry Irishman. Another clinch or "serum," a few futile prods at each other's biceps, and wild swing from Pat that travelled over Jerry's neatly inclined head—a yell of amusement from the house, a clang from the unsympathetic clockwork timekeeper, and the faces were over. Hardly had the men become seated, so it seemed, when bang went the gong again. Pressmen looked up, looked at each other, looked at the clock of being anything from 15 to 20 seconds out, took out watches and checked the contrivance during the next interval, and found it correct to a tick. It certainly does seem to get through its business a lot quicker than the ordinary meat and bone time clock.

The second round promised to be a repetition of No. 1. Bradley, though roughly annoyed at his failure to hit the fleeting shadow which represented his opponent, grabbed at him and pulled him over to where he could hit him, the action calling forth the disapproval of the fans. Then both men got to it head down, like a pair of billy-goats, and people began to wonder how long the patience of the police would last. Most extraordinary thing, the viewpoint of the law. Let a good boxer and fighter like McCoy indulge in a bit of infighting against a clinging, clawing adversary, and the law rears up on its hind legs and threatens all kinds of penalties upon the desecrator of the noble art; but, still, two rough and tumble fighters can get in, and pulley-haul away and shove and jab and biff and scramble and sprawl all over the ring, and the law in its wisdom is silent as a clam. It gets me!

As an exhibition of boxing the display up to this was a disgrace to the name, and the only one who suffered to prize the men apart, was kept busy dodging the terrific swings which now and again tore sections out of the atmosphere.

The third spasm was a bit better, both men landing solidly to the head, and Bradley putting in some solid jabs to Jerry's paunch, the sound thereof being like unto an industrial housewife beating the draw-room to exchange desperate jaw wallops between picket. The gong saw them head to head, each making desperate efforts to hold down the other fellow's weapons long enough to get one in.

The fourth was an even session, both men landing heavy exchanges at close quarters. Here again the idiotic rule about stepping back for the "clean" break was prominent by the way in which it was overlooked by Pat Bradley. Jerry would cease hostilities for a second or so whilst he broke, but not so Pat, and many were the damaging hooks and swings landed by him in the break-away. Somebody will have to be disqualified, and a good fight spoiled, and a referee hooted, and a house make a blamed fool of itself before a definite line of action is arrived at regarding this point. In the fifth both men started simultaneous slams at each other, but mostly Pat beat the darkey to the punch, with a result that Jerry went to his corner looking worried.

Then came the sixth!

Believe me, this was some round. Jerry had evidently made up his mind to try and shorten things after his bad handling in the latter part of the fifth. He started badly, however, and was soon pushed into a

stuck to him, and he was at enough housewife beating the drawing-room with his opponent as soon as the gong went for the seventh. The end of this round saw him decidedly the brighter of the two. This superiority was even more marked in the final round, which finished as previously mentioned. When or where Jerry broke his hand this scribe knoweth not—probably he started it during that great burst of his; but he certainly expected Bradley's hand to go, after seeing it land full on Jerry's concrete dome on several occasions.

Now the fans are wondering whether Dave Smith's chance looks better or worse after this display. It would seem that nothing short of a landslide or a national calamity can put Pat down and out, and as long as he is on his hind legs he's dangerous. His science may be nix—more as if a great weight had gradually pressed him down. A mighty large proportion of Jerry's punches must have landed on that smother, or else Bradley has a superhuman capacity for absorbing wallop, as at the count of 4 he was on one knee, and rose at 8 or 9 to carry the fight to the enemy in a dazed, instinctive way. His nose was bust, his mouth was buster, he was plastered in gore until it looked as though he were wearing pink tights, but the grit was there, and although Pat ran full into several swings, he fell not, neither did he wobble, until he had connected a right with the darkey's jaw that made him show the whites of his eyes. Both men went to their corners done to a frazzle, Jerry's frantic punitive expedition having apparently taken a lot out of him.

It was here that Pat's condition

**TWO OF A KIND.**

**Strenuous and Unorthodox Struggle.**

**JEROME SKIES THE TOWEL TO BRADLEY.**

(By PATRIAN.)

Great was the disappointment of the huge crowd and noisy their approval when, staggering under the impact of heavy right and left hooks, Jerry Jerome backed into his corner and held up his hand in signal of submission. A round or two before he had almost been hallooed as the winner, and now, although he had got the worst of the "cocktail" rounds, he was turning "cocktail" without any apparent necessity. Bradley, evidently taking Jerome's uplifted hand as some new kind of unorthodox ring tactic peculiar to the "abo," was horing in to hand out some more devastation, and when Arthur Scott made a frantic rush to stop hostilities, Jerry's towel came fluttering in. There was a second's pause, and then a volley of hoots and boos tore through the atmosphere. Jerry, however, had not quite without cause, as an immediate examination showed that he had badly broken his left hand and shot the thumb back at the same time. It was a pity, certainly, as it left a doubt in the minds of a great many as to what the ultimate issue would be were the fight to go to a finish. Personally, I think Jerry had shot his bolt, and Pat Bradley seemed to be gathering force and strength the further he went. For all that, had Jerry been in the best of nick—which he certainly was not—there was always the possibility of his cutting loose again in one of his whirlwind stunts, against which even the ironbound Bradley was unable to hold his own. This pair will certainly have to be matched again, as soon as Jerry's hand gets "O.K." and "Snowy" Baker will have to hang seats from the roof when it does come off.

After a brace of victories on two consecutive Saturdays, it was only to be expected that Jerome would out-loose a bit, as he had no other im-

**This Bit of the Earth Belongs to Me**



Can you say this? Can you point to one single lot which you can claim as your own. If you are a stranger to the proud feeling of proprietorship—if you are still acquainted with the less pleasurable one of paying rent—then it is time you turned your thoughts to

**BANKSTOWN**

The most prosperous suburb on the Belmore line, and the one with the most phenomenal growth in all Sydney. This railway terminus has many natural advantages:—Climate—locality—soil and accessibility; to these will shortly be added a commercial importance that will mean a tremendous rise in present values. When the line is extended from Bankstown to Liverpool, it will become one of the principal stopping places for the Melbourne Express, and prices will just soar then. Our Estates are well built upon, handy to the Station, and within thirty-five minutes rail from the City.

**GREENACRE PARK.**

Our original property has been added to from time to time, and on the second subdivision a few blocks are still available for 11/6 per foot. On

**GREENACRE EXTENSION.**

which runs practically from the line right back to the Liverpool-road, splendid acre blocks suitable for homesites or poultry farms can be had from £35/10/- each.

**HEART OF BANKSTOWN.**

Right at the terminus, and the most valuable position in the suburb, through which the railway extension will pass. Lots 50 x 150, level and good, from 18/6 a foot.

**CONDELL PARK.**

Adjoining Heart of Bankstown Estate—possesses the best soil in this locality, which is famous for its production of fruit and vegetables. The Railway Extension will also pass through it. Lots 66 x 158 from 7/1 per foot. The Title is Torrens and the Terms from £1 down and 10/- monthly, including interest.

**Arthur Rickard & Co. Ltd.**  
Real Estate Specialists

sitting position on the bottom rope. Escaping from this, he got through Pat's smother with a heavy uppercut, and finding his man stepped up, he cut loose, and for about half a minute the air was full of boxing gloves. The breeze from them kept everybody cool except Bradley, who must have thought himself tangled up with a chaffcutter. He tried clinching into his smother, but the punches came too quickly. They came from underneath, from the top, they travelled by the side route. They swished upwards to the face. They thudded downwards on the neck—uppercuts, jabs, hooks, biffs, bangs, rabbit-killers, cow-catchers, elephant-destroyers, any old thing you like to call them, and beneath this overwhelming onslaught, Pat Bradley, the undefeated, sank slowly to his knees. He did not fall like a man who had been knocked, but more as if a great weight had gradually pressed him down. A mighty large proportion of Jerry's punches must have landed on that smother, or else Bradley has a superhuman capacity for absorbing wallop, as at the count of 4 he was on one knee, and rose at 8 or 9 to carry the fight to the enemy in a dazed, instinctive way. His nose was bust, his mouth was buster, he was plastered in gore until it looked as though he were wearing pink tights, but the grit was there, and although Pat ran full into several swings, he fell not, neither did he wobble, until he had connected a right with the darkey's jaw that made him show the whites of his eyes. Both men went to their corners done to a frazzle, Jerry's frantic punitive expedition having apparently taken a lot out of him.

It was here that Pat's condition

**THIS MEANS YOU.**

Campbell and Cat's for the Railways, and Cooley for the Tramways, are the amalgamated candidates. Work for them, form committees for them, and above all, vote for them.

**ROSEHILL RACES**

**SPRING MEETING . . GUINEAS DAY**

**SATURDAY, SEPTEMBER 20th, 1913.**

**SPECIAL TRAINS DIRECT TO RACECOURSE PLATFORM WILL LEAVE AS UNDER:**

11.25 a.m.—Horses, leaves Horse Dock. 12.50 p.m.—2nd Class, leaves Platform 15.  
11.53 a.m.—1st and 2nd Class, leaves Platform 15. 12.56 p.m.—1st and 2nd Class, leaves Platform No. 15.  
12.7 p.m.—1st and 2nd Class, leaves Platform No. 15. 1.8 p.m.—1st and 2nd Class, leaves Platform No. 15.  
12.22 p.m.—1st and 2nd Class, leaves Platform No. 15. 1.20 p.m.—1st and 2nd Class, leaves Platform No. 15.  
12.40 p.m.—1st Class, leaves Platform No. 15. 1.27 p.m.—1st and 2nd Class, leaves Platform No. 15.  
12.45 p.m.—2nd Class, leaves Platform No. 15. 1.33 p.m.—1st and 2nd Class, leaves Platform No. 7.  
b Calls at Homebush. b Calls at Strathfield.

NOTE.—Combined Railway Tickets for admission to the Saddling Paddock or St. Leger Reserve can be purchased at the Central Booking Office, Challis House, Martin-place.

**THE DEAF HEAR!**

Whatever the cause of your affliction (unless deaf from birth) this wonderful appliance will enable you to hear.

**THE "WARE" EAR DRUM**

If Deaf, write to-day for our booklet describing this marvellous yet simple invention which restores hearing to the dumb. Posted free on receipt of 1s. stamp; also convenient testimonials from grateful users in all walks of life.

**E. WESLEY 64 PITT STREET, SYDNEY.**

**VITAL WEAKNESS AND LOST VITALITY CURED**

by taking

**GRAMPIAN VITALITY PILLS**

They build up the whole Nervous System, Brain, etc. Boxes 2s., 7s. 6d.

**GRAMPIAN BLOOD PURIFYING PILLS**

for blood and Skin Diseases, Stricture, Bladder and Urinary Troubles. Boxes 2s., 7s. 6d. Strong Course, 22s. 6d.

**GRAMPIAN BLOOD CAPSULES**

(Men's Complaints). Discharges, Scaldings, etc. 3s. 6d. and 6s. 6d.

Nerve and Vigor Pills for Female Complaints. 2s. Liver and Kidney Pills for Constipation. 1s. Pile Poppers, Pile Ointment, Rubber Goods, Enemas (2s. 6d.), etc.

CONSULTATION FREE—Personally or by letter.

**A. NEWMAN JACK, Herbalist and Specialist,**  
2 ADELPHI THEATRE BUILDINGS, Castlereagh Street, Haymarket, Sydney.







**A WEEKLY TALK ON CURRENT TOPICS**

BY THE GENERAL SECRETARY.

During the week considerable progress has been made with the campaign for the Superannuation Board. A profusion of stickers, dodgers, posters, etc., have been sent out; branch secretaries and collectors have been advised by circular of the best methods of pushing the candidature of Messrs. Campbell and Catts for the Railways, and H. George Tighe for the Tramways. Paragraphs have been despatched to every newspaper in every railway town in the State, midday meetings have been held, volunteers enlisted, and every means that experience could devise or ingenuity suggest has been adopted to make the claims of the Amalgamated men known. Already sufficient support has been promised to assure success, but we want something more than merely success—we want the Superannuation Board election, 1913, to be an epoch in railway history, to be a beacon to light the way for unionists who are beginning to learn the true principles of Railway and Tramway Amalgamation.

**No. 10 BOARD.**

During the week No. 10 Board began its sittings. Many of the sections of men for whom claims were submitted have been taken out and placed upon No. 2 Board, which will now become a dragnet Board. No. 10 is now purely a craft Board for ironworkers' helpers. It takes in dressers, stokers, furnacemen, moulders' assistants, coppermiths' assistants, forgers' assistants, boiler-makers' helpers, fitters' assistants, and others. I had a conference with Mr. Drake, secretary of the Federated Ironworkers, and it was agreed that our Association should submit evidence. Already, Messrs. Muir and Gardner have given evidence on behalf of the dressers, and others have been appointed to give evidence on behalf of other grades. The arrangement is that we are to cover the metropolitan only. An excellent "dirt money" claim is included, which, if adopted, will have the effect of securing the uniform allowance of one penny per hour in all cases where the mechanic receives "dirt money," or who would be entitled to receive it were he employed on the job. The Association did its very best to secure the best possible arrangement to safeguard the interests of the members concerned. Not being yet in a position to demand, all that could be done was to confer.

**MIDDAY MEETINGS.**

The holding of midday meetings, which I instituted some months ago, has been resumed. For the past week or two they were temporarily discontinued, owing to pressure of other work. Many men will listen attentively to a speaker at lunch, but will not go to the trouble of attending meetings held in the evening. Furthermore, so many railway men live up the line that it is highly inconvenient to get to meetings. I shall be pleased to address lunch-hour meetings any day from now until the date of the Superannuation Board election, viz., 26th Sept. Will branch secretaries, collectors, and other well-wishers kindly make the necessary arrangements, notify me, and I shall be there.

As regards the country, it will not be possible for me to leave Sydney at present. Mr. Catts must attend his Parliamentary duties in Melbourne, and our President, Mr. E. D. Campbell, finds it difficult to secure leave of absence. An effort is being made, however, for other speakers to visit certain of the country centres.

**COUNCIL VACANCIES.**

If you have attended your branch meeting lately you will know that nominations have been invited to fill vacancies on the Council caused by the election of Mr. J. W. Roe to the Executive and the forfeiture of the seats of several other members through non-attendance. It is extremely difficult for railway men always to arrange for attendance at meetings, hence there are fairly frequent changes in the personnel of the Council. This is not without its advantages, for it allows for a periodic infusion of new blood. It is to be hoped that there will be a number of nominations submitted by the branches, in order that when the Council and Executive proceed to fill the vacancies according to the rules there will be a variety of talent to choose from.

As the Council are charged with important industrial work, and offers many opportunities for the display of technical knowledge which many railway men possess, ambitious members of the organisation should aspire to these positions. All nominations, accompanied by the candidate's consent, must be in Head Office or before 15th Oct.

**THE CHIEF ON CONFIDENCE.**

During the course of his speech at the Officers' function recently, the Chief Commissioner of Railways and Tramways dwelt on the subject of "confidence." Mr. Johnson stated that he did not agree with those who stated it was necessary for the staff to have confidence in him; on the contrary, all that was necessary was for him to have confidence in his staff. With this dictum very few people will agree. Mr. Johnson is the leader of an industrial army of

41,000 workers. It is foolish to assume that as good work will be accomplished by these men if they have no confidence in their chief. For my part, I think that it is even more necessary for the chief to have the confidence of his subordinates than it is for him to have confidence in them. He is there to make the best use of the material at his command, and to achieve this result he must inspire the staff with confidence. Mr. Johnson did not elaborate his remarks. Had he attempted to do so he would have been led into a mental bog which convinced him of his initial error. As a matter of fact, Mr. Johnson has the confidence of his staff, otherwise the rapid progress of railway development as indicated in his last annual report to Parliament would not have been possible. The ideal to be aimed at is for a chief to have confidence in his staff and for the staff to have complete confidence in the chief. When this combination is found noteworthy achievement is the result.

**THE CHURCH AND THE PEOPLE.**

Another clergyman has left the Church owing to his advanced opinions. The Rev. W. Wyndham S. Heathcote, B.A., of Oxford, recently Rector

to the Railways Appeals Board Bill seem to have had the effect of shelving the measure. This Association organised a deputation to the Minister for Railways, and pointed out the grievous harm that would result to employees if the retrograde amendments of the Council were accepted by the Assembly and passed into law. All of the unions that allegedly represent sections of the Railway and Tramway men were invited to join in the deputation, but the Officers' Association was the only body to accept. Their solicitude for the men is shown, therefore, to be mere lip-terms. The Bill has now been so riddled with criticism that it is doubtful if the Government will persevere with it, should the Council insist on Mr. Parleight's amendment. The Amalgamated is the watchdog of the Railway and Tramway men's interest. It never sleeps, nor gets tired, but is vigilant all the time. The work done on this Appeals Board Bill alone amply justifies the confidence which all grades of the Service have in the "All Grades" Association.

**SUPERANNUATION ELECTION.**

Our candidates, Messrs. Campbell and Catts for the Railways, and H. George Tighe for the Tramways, have been duly nominated. A vigorous campaign is being entered upon, and every indication points to success.

Kindly form committees and sub-committees to work in the interests of the "All Grades" men. I want your branch members to do the best

knows as plainly as any man what evidence was necessary and how it should be presented, to establish his case in such a way as to prevent it being made a party matter at all. In our opinion, he had three courses open to him to ventilate this matter, and either of the others would have been infinitely more satisfactory, both from his own party and the public point of view. Mr. Wade had it in his power to move the censure (which he did), to move for a Royal Commission of inquiry, or to say what the weakest possible course, and without doubt he should have taken the accusation where it would have clearly and unmistakably cleared or condemned Mr. Griffith. Mr. Wade has now, according to the press, stated his willingness to stand by his charges, and should Mr. Griffith desire to take action in the Courts, he will not take advantage of Parliamentary privilege.

We hope the Minister will take the offer up, for there are, quite apart from these present matters, altogether too many stories going about concerning members of the Government.

This last couple of years have given us a crop of rumors which, if true, would quite out-scandal the "land scandal" era, and when the accusation is as plainly made as it was by Mr. Wade, there is an absolute necessity, even though Mr. Wade could or would not produce sufficient evidence to prove his case, for the charges to be disproved without delay before a proper tribunal. As we have said, there have been more rumors of boodling during the last year or two than at any other period that we can remember. Things have been said regarding the ferries, the iron works, the Gas Bill, the Uhr's Point purchase, the extension of railways and tramways in certain directions, and many other things that have done more harm to the prestige of not only individuals in the party, but the whole of the Labor Party of this State, than any efforts of a dozen Wade Opposition Parties could have accomplished, and although it could not be expected that commissions would be appointed to investigate rumors, there is an absolute necessity, now that a definite charge is laid, of properly investigating and deciding the matter one way or the other.

Many people favor the Royal Commission as a method of sifting matters of this kind to the bottom; there are others who say the law courts provide the only efficient way of getting at the truth, and contend that in the submission of the question to such a tribunal as a Royal Commission it is possible for the astute mind to so cloud or side-track the issues as to preclude the true facts appearing. Whatever course is taken, it is most desirable that the charges should be proven or disproven, and we hope that whatever action is necessary will be taken to this end without delay, and so put a stop to the vilification of our public men.

**CORRESPONDENCE.**

**WHAT OUR READERS SAY.**

**OUR NEW COUPLINGS.**

Dear Editor,—I wish to take the opportunity of passing a word of appreciation as to the new style of "Bar Coupling" recently introduced by the Chief Mechanical Engineer. It is what has been required for years, more especially since the loads of trains has been increased. I have not seen many of the new type in use yet, so presume they are being given a trial, but, those I have had in use, I have taken the opportunity of making a minute examination of, with a view of ascertaining of purpose the "Bar," in lieu of a centre link, is intended to serve, and I have come to the conclusion that it will prove a success. I am of the opinion the bar will prevent couplings from becoming strained, or elongated, as the end of the bar, which is attached to the end links, is the same width as the draw hook, from which the link pulls on the hook. This, in my opinion, will overcome the existing evil among our link couplings, as the link must pull straight with the centre bar, before becoming elongated, or, at least, elongation should be reduced to a minimum. It also has the appearance that if the link did jam on the hook it would be easier to open it than our present three link coupling. By striking the bar on the end it appears to me it would act as a link opener.

In launching his fourteenth censure motion in the State House, Mr. Wade seemed to have a deep-rooted conviction that things, as far as Mr. Griffith is concerned were quite a long way from what they should be. Mr. Wade practically accused Mr. Griffith with using his position in the Government to feather his own financial nest. He backed up the accusation by referring to certain city property, the lease of which has recently been acquired by a syndicate, who, according to Mr. Wade, were speculating (with inside knowledge supplied by Mr. Griffith) upon the certainty of a city railway station being placed so close to the lease as to enormously enhance its value, and to certain land at Meadow, the value of which was also to be added to by Government expenditure in its neighborhood. Nobody would think of finding a man guilty on such flimsy evidence as that put forward in the debate, and the leader of the State Opposition or his followers were never optimistic enough to believe that this evidence alone was sufficient to condemn the Minister for works or to warrant a vote of censure on the Government. Surely, as a lawyer, Mr. Wade never expected to achieve this end, and he

**SUPERANNUATION BOARD ELECTION**

To the RAILWAY AND TRAMWAY EMPLOYEES of New South Wales



Ladies and Gentlemen,—

Three years ago you honored me by election at the top of the poll as representative of the Railway Service on the above Board. I promised, if elected, to:—

- (1) Give publicity to all that occurred at Board meetings.
- (2) Fight for the refund of contributions to employees dismissed, except such dismissal involved theft for which restitution had not been made.
- (3) Attention to the interests of all sections of the Service regardless of the views which distinguished various sections in unionistic and political matters.

These pledges have been rigidly and faithfully adhered to throughout.

In regard to the "full publicity" question, it will be remembered the strong opposition that was met at the outset. A majority of the Board declared for closed doors—no publicity, and even induced the State Government to issue regulations prohibiting any publicity whatsoever—penalty £25. This attempt at "the gag" was immediately challenged, and your humble servant was hauled before the Police Court and duly fined. An appeal was at once lodged in the Supreme Court, which held unanimously that both the majority of the Board and the State Government were wrong in attempting to interfere with my right to report the proceedings to the men who elected me, and that the regulations which purported to do so were ultra vires. Since then the happenings before the Board have been regularly and fully reported for general information, including the full text of all legal decisions upon knotty points, by the Crown Solicitor. These reports have been appreciated by the whole Service. As a means of enlightening the employees of the manner in which their representatives have discharged their duties, and informing them of their rights and privileges, these reports have been invaluable.

In regard to refunds of contribution in cases of employees dismissed, I have strenuously and persistently endeavored to have the refunds made as outlined before election. The Board has been generally hostile, but refunds in large numbers of cases have been secured. When an employee is dismissed, I regard it as absolutely unjustifiable to inflict a second punishment in the shape of a fine—the confiscation of contributions forcibly taken from wages earned. When an employee is thrown out on the world to seek work in fresh fields of industrial enterprise, a few pounds are urgently needed, and as often all there is between the family and starvation. As the operators of the Act extend into the coming year, the amounts involved will increase to £50, and even to £100 and £150. The confiscation of contributions on account of dismissal, I repeat, is positively wicked. It is nothing short of legalised robbery. It has not been done in a single case, and never will be while I am a member of the Board, without a vigorous protest. Unfortunately

I have not been able to rely upon assistance from the other employees' representatives. I trust that I shall have the co-operation of the new employees representatives in this connection if I am again elected to the Board.

I have watched with scrupulous care the interests of the employees in every case coming before the Board, no matter who they were. This policy I propose to continue.

More extensive information on the many points of interest in connection with the administration of the Fund is given month after month in the detailed reports of the Board meetings which appear in the "Co-operator." This obviates any extended reference to them here. Should any other journals circulating in the Service desire it, I can arrange to supply them with reports of Board meetings for publication.

Whilst I am able to arrange for attendance at the monthly meetings of the Board, the present situation in the Federal Parliament will not permit me to visit the various Service centres as I should like. My candidature for re-election must therefore be left in the hands of those who are acquainted with my work, to explain to those not so well informed, particularly the army from week to week who join the Service and are therefore not conversant with previous happenings.

I appreciate the confidence reposed in me in the past, and should the Service express the desire that I should continue to serve them on the Board by their votes during the next few weeks, I shall gladly act as the employees' special pleader in the future.

This is a brief account of my stewardship. A manifesto is being issued by the Amalgamated Association on behalf of Mr. Campbell and myself jointly in connection with the impending election. I have therefore only made incidental reference thereto in this pamphlet.

Yours fraternally,  
**J. H. CATTS.**

Address: Federal Offices, Sydney.  
Correspondence answered.

The coupling generally appears to be a stronger one than those in use (the three links), which insure prevent distortion, and be far safer to handle, and reduce the number of accidents to shunters' and guards' hands and fingers. I had the misfortune to meet with an accident some time ago, caused through a strained and elongated link, hence my appreciation of an improved coupling. The coupling should prove an economical one to the Department, on account of the wearing surface, where the link pulls. I have no doubt that my comrades, who have come in contact with the new type of coupling, and having had any experience in blacksmithing, will form the same idea and opinion as I do.

It certainly must prove a boon to guards working pick-up trains under the present conditions, as a great number of the couplings that are in use are strained, and a large percentage not fit for use. With the new type, it is not possible to remove them without mechanical appliances, and should not require removing with fair usage. I also noticed that the "Bar" appears to be made of steel, which will be stronger. I should like to hear, through your columns, the opinions of other guards and shunters, who have examined these couplings.

Thanking you Mr. Editor for publication, and hope that I have not taken up too much valuable space in your journal.

Yours faithfully,  
**ARCHIE JAVES,**  
(Guard), Sydney.

**TRAFFIC PROMOTIONS.**

(To the Editor.)

Dear Editor,—May I be permitted to offer my humble opinion of this matter, or also a suggestion or two, which should do no harm, if of good? The Service officers have yet to be convinced that those desirable positions in desirable quarters under the best of conditions, are filled by men of the best suitability or seniority, or even capability. The latter are as a rule told that they are not considered suitable for such a position. But by whom are they not considered suitable? This should be proved without a doubt in every case so considered, in so far as S.M.s. and N.O.s. are concerned. All one need do is look round and see who fill the jobs referred to above. A properly-constituted board is very badly needed, or else the immediate scrutiny and supervision of the Chief in these promotions and transfers. I would suggest that the superintendent and assistant superintendent of the district in which the officer is employed for the time being, in conjunction with the traffic auditor, deal

with these promotions, etc., and adjudge according to their own personal knowledge of the suitability and capability, etc., of the officer concerned, and not on the representation made to them by some understrapper. Surely the integrity of the board so constituted could be relied upon, and officers be given a fair deal. If these arrangements, which are so vital to officers, are left in the hands of understrappers, who sometimes are unmanly and despicable enough to accept such bribes as a fat turkey or Xmas, or a ham or now and again, how, I ask, can officers expect to get a fair deal at all? And these officers, who preserve their independence and dignity, by keeping these eatables and drinkables for themselves and families are likely to be left to stagnate in undesirable quarters, on low salaries, etc. You will agree with me, sir, that a man in an administrative position who allows himself to be bribed in this way and thereby commits an everlasting injustice to one of his fellow men, is utterly without dignity or the principles of a man, and unfit for the position. Again, the donor, or more suitably named "crawler" who rears poultry and pigs and buys beer for this purpose, should be located and "seriously regarded" or "severely dealt" with by his brother employees. Still another phase of the question is this: A man may occupy an administrative position and deal with the matter of promotions, and transfers, who has sons, and nephews, etc., to find jobs for, it would very likely be a case of "get it by fair means if you can, but get it." So there are numerous ways in which this matter can be abused and suitable and competent men "left."

A man may be suitable and give entire satisfaction as an officer although perhaps this might not have been the case when he occupied the position of porter, or in whatever capacity he was previously employed. Again, he might have been eminently satisfactory as a porter or otherwise, but unsuitable as an officer in a higher position; so I believe when the suitability or competency of a man is under consideration for a desired position of a higher grade than the lower positions of porter, etc., "sins of youth," as it were, should not be recorded against him, as it appears to me to be quite unfair. There are men who, as porters were "rotters," but as officers are all that could be desired; on the other hand, there are men who as porters, etc., were "proverbial saints," but as officers are "rotters." If he gives satisfaction as an officer a chance of a still higher position should be given

him, and if, after acquiring such position, he is unable to acquit himself either through unsuitability or incapacity, or whatever cause, then let him stand down and give place to the more suitable, etc. But I would say of these undignified and unprincipled "drunks" who may occupy administrative positions, in whatever capacity, let them be taken out to the back country and let them grow their own hops, rear pigs for the hams; also rear poultry, and brew their own beer; and this would be the means of preventing in a certain measure "rank injustices" being committed on worthy employees.

Yours, etc.,  
**JUNEE.**

**CIRCULAR LETTER.**

NEW SOUTH WALES AMALGAMATED RAILWAY & TRAMWAY SERVICE ASSOCIATION.

**TO BRANCH SECRETARIES.**

Head Office, Orchard's Buildings, George-street, Sydney, 10th Sept., 1913.

Dear Sir,—

Many of our men do not like the name "Transport Workers," as it implies the inclusion of a number of other classes of men outside the Service. After careful consideration it has been determined to revert to the old name, "The Amalgamated." Next quarter's tickets and arrears receipts, a supply of which shall reach you with this, or soon after, will be Amalgamated tickets. No more tickets on the Transport Workers' Federation will be issued. Simply tell the men we are to work in future under our old name. Every man who is financial in the Transport Workers will be made financial in the Amalgamated on payment of the next quarter's subscription. No member will have to pay two subscriptions, or be held liable for dues to two unions.

All the details will be carried out in the office. The holders of yearly medals in the Transport will be deemed to be financial members of the Amalgamated until the 31st December, 1913.

By this reversion to the old name a fresh impetus will be given to the All Grades Organisation, and the good old Amalgamated will once

more be in a position to continue the fight for a square deal for every man in the Railway and Tramway Service.

Trusting that you will do your best to push along the good work of All Grades Organisation.

Yours faithfully,  
**CLAUDE THOMPSON,**  
General Secretary.

**AN "ALL GRADES" CANDIDATE.**

Mr. J. H. Catts, M.H.R., is so well known to Railway and Tramway men that little need be said by way of introducing his candidature for the second term as men's representative on the superannuation board. At the last election three years ago, he was easily first, heading the poll. His work on the board for all grades and sections of railway and tramway men, no matter who or what they are, is universally recognised. There was unanimity amongst the rank and file of the Amalgamated Association that he should consent to nomination for a seat on the board, and in response to this general call, he has agreed to seek re-election. Indeed, there is a general consensus of opinion throughout the membership of the Service that in the interests of all he should be returned by a vote that will give him the endorsement of the whole service in the good work he has done. This is shown by the fact that the loco. and traffic unions combined are only contesting one of the two seats on behalf of the railway men. The two sections who are responsible for the nomination of the two station masters have each decided to only run one candidate for the two vacant seats, and in each case Mr. Catts is being bracketed with the candidate of each group. He is officially nominated by members of the Amalgamated Association in conjunction with Mr. E. D. Campbell, and looks a certain winner.

**COMMONWEALTH PUBLIC SERVICE.**

The Commonwealth Public Service Commissioner notifies an examination for boys between 14 and 16 years of age for appointment Telegraph Messenger in Sydney and Suburbs, to be held on 1st November next.

**SUPERANNUATION BOARD ELECTION.**

**HOW TO VOTE**

**FOR THE RAILWAYS:**  
Two wanted.

CAMPBELL, E. D., ganger	-	X
Carroll, M. J., guard	-	
CATTS, J. H., M.P.	-	X
Clyde, J., stationmaster	-	
Fitzgerald, R., ganger	-	
Murphy, M. C., fettler	-	

**FOR THE TRAMWAYS:**  
One wanted.

Chambers, J. L., motor-man	-	
TIGHE, H. GEORGE, ticket collector	-	X

Indicate the candidates for whom you wish to vote by placing a cross (X) opposite their names. Voters may not vote for more or less than two candidates for the Railways and one candidate for the Tramways.

of Bundaberg, Queensland, came in to notice some years ago, upon the publication of his pamphlet, "The Fateful Lecture." This was a frank exposition of socialism temperately expressed. However, the little people made Mr. Heathcote's life miserable until finally he resigned his Rectorship and left the Church. Taking to the lecture platform, Mr. Heathcote has been very successful, attracting large audiences in every town he visits. Prominent Rationalists are arranging for a lecture by Mr. Heathcote at the Protestant Hall on Saturday next, 20th Sept. Mr. W. J. Miles, the hon. sec. in this State for the Rationalist Press Association, will preside. Prices of admission are 6d. and 1s. for reserved seats.

**THE LOCO. DRIVERS.**

As a result of one of those sort of little squabbles which are a distinct feature of sectional unionism, a sub-branch of the Loco. Drivers, Firemen and Cleaners' Association has been formed at Port Waratah. Their principal desire now is to get members in order to prove to their own headquarters that justification for the branch exists. The Amalgamated branch secretary at Newcastle (energetic Tommy Godfrey) reports that much of his spare time is occupied nailing down the organising lies that spread over the land like a minor plague of Egypt. Everyone knows that many of the loco. drivers do not believe in sectional unionism, being convinced that it cannot permanently benefit the railway workers, yet they join the Loco. Drivers' Association simply to avoid unpleasantness on the footplate and save explanations. They know the Loco. Drivers' is not a fighting union; they have no representation on the Appeals Board, the Superannuation Board, or anything that counts; they have no weekly paper to espouse their cause, no courageous leaders to fight for them, only a little union that stands by itself, lonely and forlorn. The Amalgamated has never made any direct attempt to enrol the drivers, but I am glad to say that our BIG UNION contains some of the best of the drivers, and many more are joining of their own accord.

**THE NEW APPEALS BOARD.**

The keen criticism which the members of the Amalgamated directed at the Legislative Council's amendments

**When the Cold Threatens**

This is the season of the year, when, if cold once gets a grip, it sticks. It is, therefore, essential to fight the first clutch of it. There are few colds that come without premonitory warnings. When you get that creepy feeling or begin to sneeze, it is time to wear clothes that will not only keep you warm but will protect you against the sudden changes that are so often experienced at this time of year.

**VICARS' Australian ALL-WOOL TWEEDS**

are made from pure Australian Wool, which, being the finest in the world, will guard you against all winter chills in the weather. Ask your tailor to show them to you and look for the "Waratah" Trade Mark on every two yards.

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Your best plan is to see me TODAY—before it may be too late. Painless Extractions, 2s. 6d. Dentist REANEY "Expert in Difficult Extractions," 8 OXFORD ST., SYDNEY. Open till 6 p.m. Week Days. p.m. Saturdays. CITY ROAD—open till 5 p.m. Fridays.

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Every Eastern Suburbs man who goes to the City for his Suit will come here and let us show him how much better he could have done by buying locally, every one of them will come here for his next Suit. Come here first and look and you won't go to the City. We will demonstrate why a City Suit will cost you more. SAC SUITS from £33/-. We supply everything in Hosiery on man requires, not only cheaper but better—test us.

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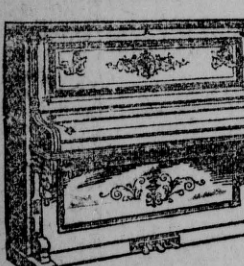


Rickets

not only affects the bones, it renders the child liable to croup, bronchitis, nerve troubles and acid indigestion. Yet rickets is curable. Those "wry bones" can be made sturdy, straight and strong. That wasted child can be made healthy and well—full of life and vitality. SCOTT'S will do this, but be sure to get genuine

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Arrangements have been made for the conduct of an Association of mutual help to all women. Questions concerning women's interests will be answered. Any correspondence marked confidential will be treated as such. Letters, articles, suggestions, or other contributions helpful to women will be received for publication. Shopping will be done when required by the "Co-operator" Lady Shopper, who will faithfully execute any work entrusted to her. No charge is made, nor do we accept anything in the nature of discounts or rebate from firms with which shopping is executed. In every case the original invoices are sent direct to the customer with goods purchased.

Address all communications: THE HOUSEWIVES' ASSOCIATION, C/o "THE CO-OPERATOR," 431 KENT STREET, SYDNEY.

FASHION FANCIES.

DRESSING THE CHILDREN FOR SUMMER.

It would be impossible to dispose of the varied range of styles and new ideas in costumes for Spring and Summer in the limited space of this column in one issue. Neither would it be of interest to describe and indicate too many of the style changes in one article. Rather will the fashion tendency be more clearly conveyed by adding each week some new features in the dress world, and that I shall endeavour to do.

The fashionable styles being shown and followed this season give opportunity for the highest skill in securing clever effects in plain and draped garments. A very smart costume seen just recently, has the skirt draped slightly to one side. The plain Venetian cloth used looked very well in a number of colors, and of course the material was very light in weight. In this the coat was smartly shaped, and faced with white and embroidered with self-colored braid. Another range just going on show is made from a fancy Kropp mixture, and is unlined. The coat is stylishly made, with long lapels of black satin, edged with a cloth toning, with the material of the costume. The skirt is draped in front, and has a black sash with long ends at one side.

A style typical of the tendency referred to here has a coat with Bulgarian collar and belted waist. The skirt is draped the same at the back and front, and pleats at the bottom form a wide "V" opening at the hem. The draped skirt is also seen to advantage in a line of which the material is colicenne. It looks and is very attractive in mole, the coat, trimmed with white val lace in narrow pleats, at the neck and cuffs.

Fashion Notes.

A very smart gown shows this week, whose main color to originally lay in its color scheme, may contain a hint useful to a middle-aged reader, whose wants are too seldom remembered. It was of natter-blue moire, of very soft texture, so that it fell in graceful folds, the bodice having two pointed panels from the waist to mid-thigh, these open in the centre to admit a frill of pure white mousseline de soie, which material which composed the whole of the top of the bodice, which was in simple folds, with rather loose three-quarter sleeves and cuffs of several thicknesses of mousseline. Below the waistline was a long basque fastened a little to one side in front and out in points over the hips above the knees. The rest of the skirt, with an overlapping seam down the centre, was slightly draped up under the basque, and the belt, which was of narrow moire, had three striking pieces of embroidery, wheel pattern, in front, one of violet, one of yellow, and the other of red silk embroidery. A shell-pink foundation in chamoisee appeared beneath the mousseline de soie as far as the bust, where the natter moire points ended, and the frills of mousseline de soie formed a Medici collar. With this was worn a small black moire toque turned up with blue velvet to match the gown.

TREATMENT FOR THE HAIR.

The following is an old Indian remedy and can be recommended with every confidence. At any chemist's buy one shilling's worth of Bay Rum and six pennyworth of bitter apple. Mix well together and allow to stand over night, then strain through a fine sieve or piece of muslin, bottle, shake well, and rub into the roots of the hair before retiring every night for about a week, and afterwards two or three times a week for as long as necessary. This treatment, if persevered in, will cure the most obstinate case of dandruff and will stimulate the growth of the hair generally.

A SLOW FIRE.

If a room is to be left for a few hours, but the fire to be kept in, instead of throwing a coal on it is much better and safer to put two or three pieces, and then throw a handful of table salt over them. This will ensure a good fire at the end of four or five hours.

POULTRY NOTES.

PROFIT IN POULTRY.

It is extremely difficult to make any statement, so much depends upon the price of food, upon the management, selection of stock, and value of eggs. But in general we have found the average cost of fowls, when properly fed, to be about 1d per week each for smaller sorts, and not exceeding 1 1/2d per week for the larger breeds; when the cost is more we should suspect waste. A good ordinary hen ought to lay 120 eggs in a year, and if good laying breeds are selected there ought to be an average of fully 150, not reckoning the cock. Of course, good management is supposed, and a regular renewal of young stock, as already insisted upon. For domestic purposes eggs ought to be valued at the price of new-laid, and from these data each can make his own calculation. Let the whole undertaking (large or small) be conducted as a real matter of business. If more than three or four hens are kept, buy the food by the bushel or hundredweight, or in still larger quantities. Let a fair and strict account be kept on the whole concern. The scraps of the house may be thrown in, and the cost of the original stock, and of their habitation, may be kept separate and reckoned as capital invested; but let everything afterwards for which cash is paid be rigorously set down, and on each side, with equal strictness, let every egg or chicken eaten or sold be also valued and recorded. This is of great importance. The beginner may perhaps manage his laying-stock well, but succeed badly with his chickens and it is no small matter in poultry-keeping, as in any other mercantile concern, to be able to see from recorded facts where has been the profit or where the loss. The discovery will lead to reflection; and the waste, neglect, or other defective management being amended, the hitherto faulty department may contribute its quota to the general weal.

POULTRY DON'TS.

Don't forget to regularly supply to your fowls oyster shells and grit, and don't forget, also, to put the same in boxes in order to prevent waste. Don't try every food under the sun, and then complain that your birds are ill. Take your choice, and if all goes well, let it end well. Don't start poultry-keeping with the idea that you will make your fortune, otherwise you will have to make yourself scarce in order to avoid your creditors. Don't imagine that you can rise to the top of the show arena in five minutes; remember that this often takes years, and sometimes you never get there at all. Don't feed your poultry at all hours and times of the day, but fix upon times most convenient to yourself, and keep to it so far as it is possible. Don't boast to your friends and neighbours that you get six eggs a day from six pullets, because they may ask you one day to come to their place for a week and give a practical demonstration of your powers in making hens lay.

POULTRY NOTES.

Readers of our poultry notes are at all times welcome to send along any questions which we shall have answered by those who understand the science. We also invite any reader to send along any information of value for publication under this heading. The youth he gazed in her dear eyes, She knew he was a goner. And what a willing slave he'd be, Who'd heap his wealth upon her. But one condition she imposed Before buying the furniture. 'That he should ever keep a supply Of Woods' Great Peppermint Cure.

OVERALLS.

The overall is still as much worn as ever, and no mother can afford to do without them. They may be made plainly or else much trimmed with embroidery, but the one-piece frock makes the most ideal overall. It is quickly made and easy to wash and get up. It is an economical plan to make the overall so that it can be worn as frock when new during the summer and in winter serve as an overall to keep darker dresses neat and clean. Then, again, the overall may be used to cover up a shabby but perfectly whole frock and make the child look well-dressed. The other style of overall worn is made with a skirt open at the back, set into a bodice with or without sleeves. The sleeves are, I think, a very necessary part of an overall, as they keep the dress sleeves clean and also save them from wearing out at the elbows. Older girls' overalls are made in the same manner as their mothers', in fact, a girl in her teens wears much the same style of dresses as her mother. Neat coats and skirts are just as useful to her as they are

Light Pastry

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talk it over; then I want you to decide for yourself." She will keep down her disappointment if he does not decide according to her wishes. She will even have the courage to see him learn by a failure or two if they develop the qualities of initiative and firmness which are necessary for any one who is to make a success in life.

THE FIRST VIOLIN.

By JESSIE FOTHERGALE.

POULTRY NOTES.

(By "LEGHORN.")

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GARDEN NOTES.

(By BROCCOLI.)

THE FLOWER GARDEN.

As springtime is upon us, the work of pushing on with the planting of all kinds of hardy shrubs and plants should be proceeded with, for the warm weather will shortly be here, when attention to watering and mulching will have to be given. If carnations are wanted to bloom this coming season, it is high time the plants were set out. These popular border flowers delight in new soil, but this cannot always be given them. They are fond of lime, and if the ground be deficient in this substance, some should be added. Wood ashes are also good for these. A-CO-OP bvn sun aff, fntaynt only feeds the plants, but it checks wireworm. The lime should be stacked and applied at the rate of about four ounces to the square yard. Then add some dried cowdung, well broken up, and in the case of the plants being planted in soil previously occupied by carnations, a little of the old exhausted soil should be removed, and a little fresh maiden loam substituted. In the absence of cowdung horse droppings may be used. Sowings of most of the hardy annuals may be made now, although if the soil is very wet the work should be delayed a little.

TO WASH LACE.

Put it to soak for a while in cold water to which a little ammonia has been added, then wash in lukewarm water and Lux. Never rub lace, only squeeze it, rinse well, roll in a cloth, and iron with damp on the wrong side—this brings up the pattern.

STRIKING CUTTINGS IN WATER.

Certain plants, including roses, may be propagated by placing the cuttings in a vessel of water. They should be kept in a warm situation until small rootlets are thrown out, when they must be transferred to small pots and planted firmly in leaf mould and sand. For the purpose a wide mouthed glass pickle jar is a convenient vessel. This is nearly filled with rain water, which should be replenished from time to time, as it evaporates. The cuttings are suspended by tying them to a piece of wire or string fixed over the mouth of the bottle. The best shoots of roses to select are those that have produced blooms during the summer. They should be 7 or 8 inches long, and have a portion of old wood, called a heel, attached, when possible; in fact, this applies to cuttings of most kinds. Two or three leaves are left at the top, the others being cut away.

THE ORCHARD.

Accounts have been published in Tasmania and New South Wales of success in preventing bitter pit by liberal dressings of kainit. Kainit is a potash salt; potash is generally beneficial to apples, but the salty constituents make it unsuitable to use in large quantities where there is already an excess of that mineral in the soil. It is not too late to plant citrus trees or vines, provided that proper care is taken to prevent the soil drying before the plants have made new roots. Young vines are generally purchased with all the shoots of the previous year's growth; these must not all be allowed to remain; it is better to remove all but the strongest one and reduce that to two or three buds. Take care of the new shoots when they appear, for at a certain stage they are easily broken off, by wind or otherwise, and the vine is severely checked thereby. The ground should now be put in proper condition to receive the spring rains on which, in non-irrigation districts, the success of the fruit season largely depends. Ploughing is now going on in all the larger orchards, excepting where a cover crop is not yet in condition to turn under. When peas are beginning to flower they are probably as valuable for green manure as they would be if left to further mature. It is sometimes found that turning under a heavy green crop sours the ground and citrus trees, especially, show

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KEEN'S MUSTARD



**"ALL GRADES" CANDIDATES.**

**E. D. CAMPBELL.**

Although Mr. E. D. Campbell is so well known by Service men throughout the State as President of the great Amalgamated Railway and Tramway Service Association, and also as the employees' representative on the Appeals Board, it is perhaps not so widely known what a lengthy period of service Mr. Campbell has had in the Railway Department.

Twenty-four years ago he joined the per. way department as a laborer, and after a short time entered the per. way inspector's office in the clerical department. After a couple of years there he went out on to deviation and construction work, and had a couple of years' experience therein as time-keeper, guard, and foreman. During this period he had as many as two and three hundred men at a time under his care. In 1896 he was again transferred back to the per. way department and appointed permanent ganger. He worked through the Western Division in such centres as Blayney, Narromine, Rydal, and also throughout the south-west as far as Narrandera, and in the northern system as far as Werris Creek, Gunnedah, Bogabri, Aberdeen. For some eighteen months in the western division Mr. Campbell worked as ganger in charge of extra gangs. In 1907 he was permanently transferred to Rockdale, and has since then been in charge at that station.

This brief note will show that no man can know better than Mr. Campbell the needs of the Railway Service in all centres, he having had quite as wide an experience throughout the system as any man in the Service to-day. He first joined the Amalgamated 12 or 14 years ago, and has been connected with several branches. He is now permanently a member of the Hurstville branch. It is well known that Mr. Campbell has had a very long connection with the executive and council of the association, and it has been the unanimous decision of members that no better man could be found to fill the position of employees' representative on their behalf on the superannuation and the appeals board. Those who personally know Mr. Campbell either publicly or privately hold him in the very highest esteem for his straightforwardness and integrity, and the employees cannot get a better man anywhere to represent their interests.

**H. GEORGE TIGHE.**

**TRAMWAYS CANDIDATE.**

(By Claude Thompson.)

The selection of Mr. Herbert George Tighe, popularly known as George Tighe, as Amalgamated candidate for the Tramways section of the forthcoming superannuation board election has been received with satisfaction throughout the service. George Tighe is a man who has had an interesting career in the sporting, social and industrial world. In his youth he was a footballer of merit, so much so that at the age of 16 years he was chosen to play for New South Wales 18 against Stoddart's famous English team. In the days when Steve O'Donnell's gym over Gedd's shop was the rendezvous for all the dead game sports of that time George Tighe was one of the boys and engaged in many a merry mix up with men, then youths, who afterwards won fame (if not fortune) in the roped arena. Being a favorite pupil of Steve O'Donnell, he early learned the use of a hefty left, which many might envy. Twenty-two (22) years George Tighe entered the railway service and was attached to the existing lines branch. Three years afterwards he entered the Tramway service. For five years George worked as a gripman on the old cable cars; then later on when the electric service was installed was one of the first drivers, working his way to signalman, and then to tramway officer. George Tighe has been a stalwart unionist for many years; but not being a self-seeker he has not come within the glare of newspaper publicity. Before the Tramway Traffic Board Tighe's evidence on behalf of the examiners was generally conceded to have been the best put forward, and there is little doubt that his testimony carried great weight when the award came to be considered.

For years the subject of this sketch took a deep interest in yachting. He was a prominent member of the Port Jackson Sailing Club, the Flying Squadron, and was deemed an authority on all subjects dear to sailing men. For some years George Tighe was a member, and later officer of the Public Service Association; but recognizing that the Amalgamated was the only union that can accomplish anything in the way of permanent amelioration for railway and tramway men, he enrolled in the All Grades organisation and became a member whose advice on industrial subjects is always valuable. Thus it will be seen that George Tighe has had an honorable and varied career, which fully qualifies him for the position which the Amalgamated is determined that he shall occupy. Being a man of education, experience, and great strength of character, his presence on the superannuation board as representative of the tramway employees is not only required, but imperatively demanded. Every tramway man who is desirous of being represented by a courageous man of up-to-date ideas should push the candidature of George Tighe. Form committees and subcommittees to work in his interest, distribute well the literature that will be sent out, talk him up to tramway men, tell your mates that George Tighe is the man, that he is the Amalgamated candidate that has traditions to maintain, and a future to look forward to; in short, George Tighe must be supported by all tramway men who are worthy of the name of unionists. The association is doing its level best. Do yours, and success will be achieved.

**SEND IN YOUR NAME.**

Help to elect Campbell and Catts for the Railway and George Tighe for the Tramway by distributing docters and stickers. Send in your name and address to Claude Thompson, general secretary, and a supply of literature will be sent to you by mail.

Arrange a meeting. Can you arrange a meeting in the metropolitan area any lunch hour? If so, send word to the general secretary, and he or one of the candidates or an efficient substitute will be there.

**TO SYMPATHISERS.**

**AN APPEAL.**

The following letter has been sent to a large number of enthusiasts, and is here reproduced for the benefit of those to whom it was not sent. The Executive urge that every effort will be concentrated in hoisting the "All Grades" flag over all others:—

**NEW SOUTH WALES AMALGAMATED RAILWAY AND TRAMWAY SERVICE ASSOCIATION.**

Head Office, Orchard's Buildings, George-st., Sydney, 16/9/13.

**SUPERANNUATION BOARD ELECTION.**

Dear Sir,—

Knowing the deep interest you take in the welfare of the Railway and Tramway employees, the Executive has instructed me to make a special appeal to you to assist the candidature of Messrs. Campbell and Catts for the Railways, and H. George Tighe for the Tramways. They are the "All Grades" three that stand for integrity, equity and liberality—in short, a fair deal to every man. Full particulars of their careers, claims for support, manifestoes, and other information will appear in the "Co-operator" for 18th September. The loyal service which Mr. Catts has rendered whilst on the Superannuation Board needs no comment; Mr. E. D. Campbell, since his election to the Appeals Board, has amply justified his fitness for any position to which he may be elected; whilst Mr. H. George Tighe is the strongest and best man the Tramway Service can put forth. The "Amalgamated three" will not represent sections; they will represent all grades of the Service. You are a man that enjoys the respect and esteem of your fellow-men; they look to you for advice and assistance; you are in a position to render material help by securing support for the "All Grades" candidates. Please be good enough to distribute the literature that is sent herewith—more will be posted if you want it. "Talk up" Campbell, Catts and Tighe at lunch time and smoke-oh, post up the stickers, button-hole men who do not take much interest in the election, secure their vote, and if possible awake their interest and secure their help, so that the fires of enthusiasm may be kindled throughout the length and breadth of New South Wales.

The Superannuation Board deals with your affairs, handles your money which you have worked so hard for. It is imperative, therefore, that courageous men of strong convictions, pledged to a definite policy, should be elected your representatives. Messrs. CAMPBELL, CATTS, and TIGHE are such men; they will work together in unison for all employees in the Service.

My Executive recognise that you have done yeoman service in the past, and trust that on this momentous occasion you will again come to the aid of the organisation. Every man can do something towards achieving the success that I feel is in store for us.

Be on the winners, stand in with success by doing your level best to ensure the election of Campbell and Catts for the Railways and H. George Tighe for the Tramways. The ballot opens on Friday, 19th, and closes on 26th September. There is not much time in which to work, so get busy NOW, and keep busy until after the election.

Yours for success,  
**CLAUDE THOMPSON,**  
General Secretary.

**GATHERING OF RAILWAY MEN.**

**DINNER TO MR. J. W. PRINCE.**

Mr. J. W. Prince, who for some years past has been head of the "Loco." Department at the Singleton Railway Station, and who has been transferred to Armidale, was entertained by his fellow employees on Saturday night at a banquet given at Lamplough's Hotel, and presented with an illuminated address.

The president of the movement (Mr. P. Doohan) presided, and about 50 sat down to an excellent dinner. Among the guests present were Messrs. J. Fallick, M.L.A., E. J. Hind (Mayor of Singleton), and H. Crowther (Mr. Prince's successor). After full justice had been done to the short programme and toast list was gone through, a very pleasant evening being spent.

The toast of "Parliament" was proposed by Mr. J. Nichols, who, in the course of his remarks, said that he was very pleased to see Mr. Fallick present. The Singleton district was the most productive there was on the northern line, and as a railway depot it was the most central in the State. They had had wages boards and Royal Commissions in galore, not altogether to the satisfaction of the men by a long way. He referred to the eyesight test, and said he would like to bring it under the notice of the member. He condemned the attitude of some members in regard to superannuation. He did not think that employees should be compelled to work on until they were 65 years of age.

Mr. Fallick, M.L.A., briefly responded, saying it afforded him great pleasure to meet his old friend Mr. Prince, perhaps for the last time in Singleton. He referred to the Superannuation system, and said he did not think it right that a man should be compelled to go on until he was 65. He also referred to the abolition of the shade test, saying he had done a considerable amount towards getting it done away with. He had always done whatever he could towards helping the railway men.

Mr. Highfield proposed the health of the guest of the evening, and spoke very highly of him. Singleton had turned out some of the best railway men in the service, and the guest would add another to the list. He was a very fine railway officer, and yet withal he was a man of due humility.

Mr. G. Hinde then presented the guest of the evening with a handsome illuminated address, framed in oak, and beautifully decorated. The address was the work of Mrs. E. J. Dann. The speaker said that he knew that Singleton's loss would be Armidale's gain, and Mr. Prince would always extend the courteous hand in his treatment of subordinates. He hoped that Mr. Prince would be spared for many years, and he knew that he would always think kindly of Singleton when he looked upon the address.

Mr. McLeod spoke in high terms of the recipient. When he came to Singleton, six years ago, he did not know anyone in Singleton, and Mr. Prince had held out to him the hand of friendship. He had found him a true friend, and he knew that Mr. Prince had been a true friend to more than him.

Mr. Paget added his words of appreciation of Mr. Prince, and said that had they allowed him to go away with his services unrecognized, they would not have done justice to their feelings.

Mr. Tanquey, Mr. Cloude, and Mr. Watson testified to Mr. Prince's sterling worth. At all times Mr. Prince had done whatever he could to make things work harmoniously.

Mr. Prince said that his feelings would not allow him to express what he wished to. He had always done the best he could, and had never taken an advantage of any fellow employee. He could honestly say that the Commissioner had been well and faithfully served by the staff of the "loco." sheds. He had worked with the stationmaster more than anybody else, and during the six years they had been associated they had never had a cross word. He thanked the donors for the gift, and said that he was very sorry to leave such good and true friends.

The toast of "The Railways" was proposed by Mr. R. Davies, and responded to by Messrs. McLeod and Crowther. Mr. McLeod, in the course of his remarks, said that we were likely to have a new railway station at Singleton, and an overhead bridge at John-street, at an estimated cost of £45,000. Speaking of the Chief Commissioner, he said that he had done very well, and had acted in a manly way towards the employees.

Mr. Prince proposed the toast of his successor, and said that he did not think they would regret the change.

Mr. Crowther briefly responded, and said that he knew he would receive the same assistance as Mr. Prince, and therefore he would be able to do as well as he possibly could.

During the evening the following contributed musical and other items, which were greatly appreciated:—Miss Gallagher, Messrs. Crowther, C. Freeman, G. Hinde, J. Hinde, and W. Claridge.

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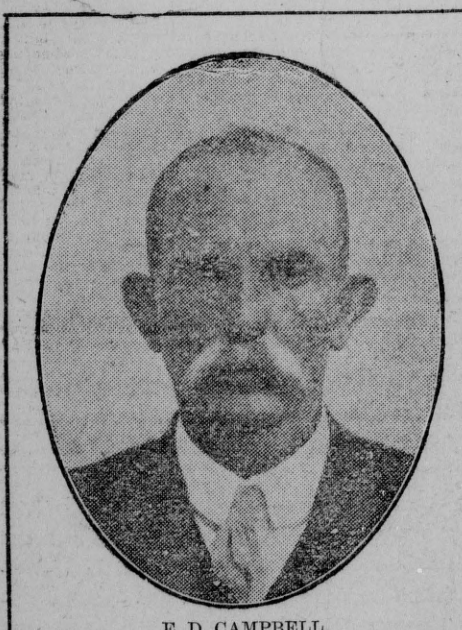
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That Coota possesses in a certain shipoo shunter a cove by the name of Dublin.  
That wishing to earn a bob or two during mail time he applied for a transfer as porter and General Sir Oracle.  
That a refusal to the request was given on account of his lingo being "not understood" by the travelling public generally.  
That as many words not found in Webster's are frequently heard on the same platform, an inability to perceive the point is displayed by this patron of St. Patrick.  
That a certain silver-buttoned night hawk near Peterham arrogates to himself the faculty of being a shunter par excellence.  
That before the arrival of the pick-up he spends some three hours in working the shunts out on foolscap.  
That immediately the guard makes a move which betrays this growling gossamer's web of wisdom, he threatens to make a report of the "delay."  
That because he once followed directions and thereby took four hours to sort out five empties, Rocko was considered by this bouncer to be the smartest sprag in the Service.  
That Harden awaits with anxiety the duel to the death between Broncho Billy and Tapper Jimmy.  
That the bone of contention is a kissable klanah who resides alongside the knuts in Castor Oil Alley.  
That as Broncho does her a deena for the pictures o' Fridays he reckons he has her mortgaged when he has to be at work.  
That the other impecunious insect gets the inside running by shouting a pennorth o' peanuts during the half-time.  
That if Bronk gets blown this Friday the giddy green in question will find herself at a funeral for certain.  
That in Molly Mahartee, Tom Johnson possesses a podger of the very first water.  
That this alleged driver invariably shifts his incompetence on to the shoulders of the kanakah, who pays all fines for the breaches.  
That a full tender of Helmsburgh is insufficient to see him to Gosford with only three-parts of a load on.  
That unless he mends his manners this same silly sausage will, one dark night, receive a severe boot in the backside.  
That the cute canoodlings of a shunter in Harden cause those in the know to giggle with gusto.  
That a Twilight S.M. who operates along the Canterbury line is cursed

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**Amalgamated Railway and Tramway Association.**



**E. D. CAMPBELL.**

**SUPERANNUATION BOARD ELECTION.**

**VOTE FOR CAMPBELL CATTS AND TIGHE**

**WORK FOR THE 'ALL GRADES' THREE**

**Fellow-Employees.—**  
Having been selected as one of the "All Grades" three as a candidate for the position of representative of the Railway employees on the Superannuation Board, I take this opportunity of soliciting support for my comrades and myself.  
For many years I have been a Railway employee, have been stationed in different parts of the State, and am thoroughly acquainted with the conditions of employees in all grades of the Service. Twelve years ago I enrolled in the Amalgamated R. and T.S. Association, and gradually worked my way from ordinary member to the highest position in the gift of my fellow-unionists, viz., the honorable position of President of the whole organisation. My work on Wages Boards was so much appreciated in the Service, that, in February last, I was selected as the Amalgamated candidate for the Appeals Board. The result was a sweeping victory for "All Grades" principles. I am not presumptuous enough to suppose that the 10,558 votes cast for Campbell were personal votes—they were votes for the solidarity principles for which I stood. By my work on the Appeals Board it is unnecessary here to speak; suffice to say that, whilst sitting as a member of that Board, I have never forgotten that I am the elected representative of "All Grades" of the Service, and not merely the President of the Amalgamated Association.  
Should I be elected to the Superannuation Board, I shall endeavour to administer the Act in a just manner, whilst all the time safeguarding the interests of the employees. Justice

before generosity will be my motto, but I shall lean towards a liberal, rather than a rigid, harsh, interpretation of the Act.  
I approach the task well equipped by life-long experience in the Railway Service, by careful study of the Act and its workings during the three years it has been in operation, and imbued with a sincere desire to give a fair deal to every man.  
I believe in the continuance of the policy of full publicity—which policy was initiated and carried out by the Amalgamated Association,—the refund of deductions to discharged employees in all cases except of theft where there has been no restitution, and, generally, in protecting the interests of those who contribute to the Fund, and look forward to the receipt of an adequate allowance after they have reached the retiring age of sixty years.  
My personal qualifications entitle me to the consideration of every Railway employee, but I am not appealing for votes on personal grounds. I stand for principles, and not for party; forget that I am Ewen Donald Campbell, President of the Amalgamated R. and T.S. Association, and elected representative of All Grades on the Railway and Tramway Appeals Board; but vote for Campbell and Catts for the Railways, and for H. George Tighe for the Tramways, because they are the "All Grades" three, prepared to do their duty to their fellow-men, justly, fearlessly, and without any other reward than the respect and esteem of their fellow-men.  
Faithfully yours,  
**E. D. CAMPBELL.**

**VOTE FOR THE TWO "C's"—CAMPBELL AND CATTS FOR THE RAILWAYS AND H. GEORGE TIGHE FOR THE TRAMWAYS**  
**CLAUDE THOMPSON, General Secretary.**

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# APPEALS BOARD.

## THE BOARD.

MR. MACQUON, (Chairman.)  
MR. J. S. SPURWAY, Secretary for Railways (Chief Commissioner's Representative.)  
MR. E. D. CAMPBELL, (Elected Representative of whole Staff.)

THURSDAY, 28th AUGUST, 1913.  
WILLIAM CUMMING VINCENT, Conductor, Fort Macquarie, 8/6 per diem.

Charge: Serious cash fare irregularity, 28.7.1913.  
Decision of Officer: That he be dismissed the Service, 20.7.13.

Was defended by Mr. Meagher, pleaded not guilty.

W. F. Roay, Ticket Examiner, gave evidence for the Department, and said he joined appellant's car at Devonshire Street. Examined the car. A male passenger showed me a white ticket which did not correspond with the journal. He pointed this out to passenger, and asked him to be sure it was the ticket he received from the conductor. He said it was. I then drew Vincent's attention to this and he denied issuing the ticket. The passenger asserted that he did issue the ticket, and got excited. I asked him would he swear that the conductor issued the ticket, and he said he would. The conductor starts issuing the tickets from the rear of the car in accordance with the regulations. The passenger on the rear of the car would get the first ticket issued. Have known cases in which tickets have been lost by passengers, but have not known any case where passengers have been prosecuted for not being in possession of a ticket. The conductor stated distinctly that he issued the ticket first. There were three other passengers there. One was a driver and his wife. The driver said he saw the conductor issue ticket from case. Conductor was perfectly respectful.

Emil Borel, haddresser, was sworn and said he remembered the 28th July. He joined the tram at Zetland terminus, and his fare just as the tram started. The ticket produced was the one he received from the conductor. Had not previously travelled on a tram that day. Was on the end of the car and a lady and gentleman were on the same seat. Got his ticket first. The conductor pulled his ticket from the block. He issued the other ticket in the same way. He got two half-pennies and one penny change, and put the ticket in his vest pocket. When he saw the inspector coming he took the ticket out and the inspector asked him to look in every pocket and make sure that this was the correct ticket. Conductor was then called and denied issuing this ticket, and he said to the conductor, "don't you remember issuing the ticket to me near the terminus," and the conductor said he did not remember issuing the ticket at all.

A. H. Ratcliffe, clerk in the Tramway Office, said he took notes of an interview on July 29th. Conductor was asked about initials on the journal, and admitted he wrote the driver's initials himself. Could not remember whether Vincent stated that the driver authorised him to do this. I also took a statement from the driver, and cannot remember whether he stated that he authorised the conductor to initial the journal. The appellant, Vincent, said that he had eighteen months' service, and this was his first trouble. Remembered being at the terminus, and presenting the journal for signature. The white series of tickets commenced from 93487. Sure of this. Brought journal to driver. He told me he would check tickets and authorised me to sign it. There was traffic in front, and he did not want to let the handles go. I issued ticket 93487 on the outward trip going to Zetland. Am sure I issued ticket to Borel in the usual way.

E. F. Madden, driver, also gave evidence. Remembered the 28th, and thought that when they got to the terminus they were a little late. We had just started back when the conductor presented his journal to me. Am sure the numbers were correct, especially the white, and told conductor to fix the journal as I had traffic in front and did not want to leave go the handles. I have been punished for this offence, and recognised that I had broken the regulations. I told conductor to fix the journal himself.

The Board considered this appeal and decided to dismiss.

FREDERICK HARDING, Barrier Porter, Newtown, 8/6 per day.

Charges: (1) A passenger by the 12.5 p.m. train ex Sydney on 20.5.13 paid the 2nd class fare, Tempe to Newtown, viz., 3d to Porter Harding, but same was not remitted to revenue. (2) A passenger by the 7.35 train ex Sydney, 28.5.13, paid 2nd class fare Banksia to Newtown, plus booking fee 3d, total 7d, but only 4d paid to revenue.

Decision of Officer: Dismissed, 27.6.1913.

Pleaded not guilty.

Chas. F. Harris, Inquiry Officer, gave evidence for the Department. Said that he was at Newtown on 20.5.13, when he asked porter Harding what was the fare to Tempe. Paid the amount. Did not get a receipt. Did not ask for one. In regard to charge 2, he stood close to Mr. Reeves, but did not hear any excess fare being asked for by Harding.

Victor G. Keys, also gave evidence. Was at Newtown on 20.5.13. Heard Harris ask porter the amount of fare from Tempe, and he said 3d. It was paid, and we waited for a minute or two. No receipt was given. On the 20th, I asked barrier porter the fare from Banksia. He was in doubt. Went away and when he came back he told me the fare was 7d. I paid this. Did not get a receipt.

H. Ralph, Inquiry Officer, said that he could not find any trace of a ticket being issued from Tempe to Newtown.

F. R. Harding, the appellant, told the Board that he had been at Newtown barrier for eight years, and this was the first charge brought against him. Had no recollection of the occurrence. If a passenger paid a fare and did not wait for a receipt, I put it through the book and filed the receipt. In regard to the second charge, he also had no recollection. In regard to the second charge, he had had considerable family troubles since February last, three days occurring and an illness extending over three weeks himself.

position as fettler, but lose pay while out of the service.

CHARLES KOHLER, porter, Darling Harbour, 9s per day.

Charge: Received a consignment of ore for Cockle Creek on June 25, 1913, but neglected to see that it was evenly loaded in the wagon, the result being that the truck was derailed at mileage 33.19 chains north, on 26.6.1913.

Decision of Officer: Fined one day's pay (9s), 21.7.1913.

The appellant was defended by Mr. Thompson, Amalgamated Gen. Secretary, and pleaded not guilty to negligence. He contended that it was not his duty to superintend the loading of trucks.

Mr. Webb, on behalf of the Department, said that the consignment of ore was received by Kohler, and loaded into a truck. Inquiry showed that all the ore, numbering 125 bags, was loaded on one side of the truck.

William Carroll, assistant S.M. at Darling Harbour, said that Kohler was receiving porter at Darling Island, and it was his duty to receive consignments and see that they were properly loaded. Kohler received this consignment of ore, and initially the weighbridge ticket. He subsequently altered the ticket, because the whole of the consignment had not come to hand.

Cross-examined by Mr. Thompson, he said there was a porter who was loading supervisor. The ore was loaded into an S. wagon. Kohler would have to handle 60 to 100 trucks per day.

Kohler gave evidence, and said he was receiving porter at Darling Island. It was not his duty to supervise loading. He had to ticket from 60 to 100 trucks per day. There was a leading porter at the Island who supervised the loading and ticketing of the trucks. He did not see all this consignment loaded, and therefore was not liable for any error. By ticketing trucks it gave the leading porter more time to supervise the loading. He could not carry out the duty of ticketing trucks and seeing to the loading of consignments. It would be impossible for me to attend to both duties. At 4 p.m. I went to the other receiving porters, and they told me that all of the consignment did not come to hand. I then altered the ticket.

The Board decided, after consideration, to dismiss the appeal. (Mr. Campbell dissented, considering that a reprimand would meet the case.)

JOHN SMEDLEY REID, Sub-inspector, North Sydney, £185 p.a.

Charge: Under the influence of liquor in company with other employees in uniform, 18.7.1913.

Decision of Officer: That he be dismissed the Service, 25.7.13.

Mr. Neale detailed the facts from the Departmental point of view. Reid, who was a tramway sub-inspector, had been seen in the company of other tramway employees about 3.16 p.m. on the 19.7.13 at Manly under the influence of liquor. When taxed with the matter he had admitted having four drinks.

Joseph Dewhurst, tramway sub-inspector, said he remembered seeing Reid at Manly on 19th July coming out of the Pier Hotel in company with other tramway employees. He was staggering, and very flushed. Spoke to Reid in regard to drinking with other men, and Reid replied that the driver was one of the whitest men he knew. In his opinion, Reid was under the influence.

Cross-examined, he said Reid was capable of taking care of himself. He should have been relieved at 1.30 p.m., and had always found him a reliable man.

F. M. Madden, coming also remembered seeing Reid starting out of the Manly Pier Hotel at about 3.15 p.m. He appeared to be under the influence of liquor. He heard Reid speak to Dewhurst, and he spoke in a proper manner, although his speech was a little thick.

The appellant, J. S. Reid, gave evidence that he had had 23 years' service in both the railway and tramways, and had a good history. He appealed to the Board and asked for leniency.

Decision: The Board decided in view of the appellant's straightforward admission of guilt and good history that he be re-employed as conductor, but should lose pay while out of the service.

DAVID A. A. MCKENZIE, Fetter, Northern Division (Llangothlin), 8/6 per diem.

Charge: Absent from duty without leave, having been previously warned for a similar offence that dismissal would be the result of a repetition, 24th and 25th June, 1913.

Decision of Officer: To be dismissed, 27.7.13.

Pleaded not guilty.

Mr. Armstrong detailed the facts. Said McKenzie applied for pass to Sydney and return, 21-3rd June. He was absent until 26th June. The pass was only available till 23rd.

E. Hodder, Permanent Way Inspector, said that he dealt with an application for a pass for McKenzie to Sydney, and booked for 21-23 June. McKenzie did not resume duty till the 26th. No application was made for further leave. McKenzie sent an explanation when requested to do so, and was allowed to resume and remain on duty till 23rd July.

McKenzie, the appellant, said that he made application as described, and had intended to resume duty on the 23rd. He was in Sydney on the 23rd, and the reason he did not go back was because he went to Manly to see his sister. He intended to arrive at the Central Station in time for the 7.10 p.m., which was the only train. He arrived at the Central Station and found out the platform from which the train left, and got on the right platform just as the train was moving out. He could not go till the next night, and wired his wife to tell the ganger. He got to Llangothlin at 10.30 on the 25th, and Jeffreys was there sending the time book away.

Jeffreys told him that he had booked him off for the whole of that day. I then said I had not intended to be at work on the Monday. Was quite unaware that I had to make application for leave. I had no holidays due.

Decision: The Board directed that McKenzie be restored to his former position as fettler, but lose pay while out of the service.

THOMAS JOSEPH HURLEY, 4th class night officer, Hurlstone Park, £150 p.a.

Charge: Night Officer Hurley neglected to see that all doors were properly closed and secured prior to the departure of No. 267 down passenger train from Hurlstone Park, with the result that a door of LFX 1634 attached to that train came open en route, and struck against No. 322 empty car train, with the result that the door was damaged, 19.6.1913.

Pleaded not guilty.

Decision of Officer: That Night Officer Hurley be fined 9s 6d, 17.7.13.

R. Todd, guard, in giving evidence for the Department, said he was guard of No. 267 down on 16.6.1913, and got to Hurlstone Park at 5.49. Arriving there got signal from front of train. Near Canterbury the train pulled up, and I went forward and found the door open. The door was on the second compartment of the first carriage from the engine.

Cross-examined by Hurley, said he could not say exactly where he got a light from, and did not notice anybody leaving the compartment after N.O. gave him the light. When we got to Canterbury there was the usual class of people who travelled by that train. Did not obtain names of anybody in either compartment in question.

The appellant said that he examined all the door handles and saw that they were alright. It was quite possible for a passenger to leave after he had given the signal.

The Board decided to dismiss the appeal.

FRANCIS JAMES LE BRETON, electric driver, Newtown, 10s per day.

Charge: Want of care and judgment, whereby a shunting collision occurred, Fort Macquarie, resulting in damage to rolling stock to the extent of 11s, 20.7.1913.

Decision of Officer: That he be fined 5s, 28.7.1913.

Pleaded guilty but urged that no want of care was shown by appellant.

John H. Ryan, tram driver, remembered the collision. His car was stationary, and the first he knew of the collision was the shaking he had received. It was the last car on the road, and he just felt an ordinary shake. Le Breton called him, and he found out what had occurred. The car was not taken out of the traffic, and the road was very greasy. The car overlapped his by about 3 inches.

F. Le Breton, appellant, gave evidence that he had about five years' service. When I got the signal to go on to the road, where there were four O type cars standing on it. The road then had a full complement of cars on, and he cleared that road. The road being very greasy he slightly bumped the car in front.

The Board decided that the fine should be remitted, and a caution substituted.

PATRICK DUNNE, conductor, North Sydney, 8s per day.

Charge: Cash fare ticket irregularity, 17.7.1913.

Decision of Officer: That he be fined 2s 6d, 30.7.1913.

Pleaded not guilty, and was undefended.

Mr. Neale said that when the examiner boarded car at 1.59 p.m., Suspension Bridge to Miller's Point, on the 17.7.1913, he found ticket number 94943 in the conductor's block of tickets.

Richard Madgwick, examiner, said that on the 17th July he checked the book on the down trip about 1.54 p.m. In checking the blocks he found a loose white ticket. Dunn asked him what he was going to do, and he said he would report the matter.

Patrick Dunn, conductor, said that when the examiner boarded his tram he checked the tickets and found everything all right, and when his tram got to the Suspension Bridge he took the journal, and was checking the numbers in the case, and put his finger on to one ticket, which became loose. He told the examiner he wanted the ticket cancelled.

To Mr. Neale: He said the ticket could be cancelled in the regular way, and asserted that he had asked for this.

The Board considered the appeal, and decided to dismiss the case.

## THE BOARD.

MR. HODGSON, (Chairman.)  
MR. J. S. SPURWAY, Secretary for Railways (Chief Commissioner's Representative.)  
MR. E. D. CAMPBELL,

THURSDAY, SEPTEMBER 4, 1913.  
FREDERICK ROBERT KENDREW, Conductor, Newtown, 9/- p.d.

Decision of Court.—That he be dismissed the Service, 6.8.13.

Charge.—Speaking improperly to a lady passenger, thereby disregarding Regulation No. 11. (Dealt with on four previous occasions for similar disregard of the regulation.) 22.7.13.

Appellant was defended by Mr. Meagher, and pleaded not guilty.

Mr. Meagher entered a protest against the wording of the charge, whereby previous history was introduced, and asked that his protest be registered against this procedure.

The department called Mrs. Mabel Morrison, who was a passenger by appellant's tram on 22.7.13. Mrs. Morrison remembered the date, and joined the Newtown tram and passed up 2d. for a 2d. ticket. Another lady passed 1d. for a ticket, and I put the penny in my bag and told the conductor to give me a penny ticket and take the money out of the 3d. He then spoke most improperly to me. I took his number with the intention of reporting him, and reported it on the 24th. I was confined to my room between the 22nd and 24th, and could not do it before.

Kendrew, the appellant, said he was a conductor in charge of a tram from Newtown to Fort Macquarie on 22.7.13. Mrs. Morrison boarded the car at Forbes-street, and gave me 3d. for a 2d. ticket. Another lady was handing me a penny, and Mrs. Morrison took the penny from both our hands. I said, "You should not do that; you have no manners to do such a thing." She then took two half-pennies out of her bag and threw them at me. A gentleman standing by made a remark, "Some people appear to have been drug up."

Conductor Martin came to me three or four days after, and asked if I was sorry, and that he would try and settle the matter. I told Mrs. Morrison that she had no right to touch the money, and that if I did my duty I would give her in charge.

The Board reviewed the evidence and decided to restore appellant to his former position, but he should lose pay while out of the Service.

ERIC FELTON, Clerk, Stores Branch, Eveleigh, £130 p.a.

Charge.—(1) Insubordinate conduct to his immediate superior officer. (2) Generally unsatisfactory conduct and service, 29.7.13.

Decision of Officer.—That he be dismissed the Service, 30.7.13.

The appellant was undefended, and pleaded not guilty.

Mr. Mortimer, of the department, said Felton was a clerk in the Stores Branch, Eveleigh. Part of his duties was to open correspondence. On the 23rd he opened certain letters to the Comptroller of Stores containing charges against two clerks, and he showed the papers to the clerks concerned. On the 11th January and 4th March he was shown to have forgotten to post letters, and in April and July was also reported for the same offence, and this constituted a foundation for charge 2.

J. D. Calvert, record clerk, told the Board that he was chief record clerk in the Stores Office. Felton worked under him. His duties were to receive, open and sort correspondence. He remembered a report from the Superintendent of Lines. Felton's duty was to open that correspondence. He found the paper separated from the others, and lying on the table. Asked Felton if he previously seen this. I reported to Mr. Parry, and Felton was called upon for a report. I was called in to answer some allegations made by Felton against me. I found out that Nicholas knew of the paper, and asked Felton if he had taken the paper out of the office. He denied this. Felton had been absent for two days, and I then thought it necessary to come to some understanding as to how he was to deal with the papers in future. I spoke to him, and he replied in an abrupt way and called me a crawler for reporting him. In regard to charge 2, he said that Felton performed his work in an unsatisfactory way. He failed to clear boxes promptly, and caused delay and was dilatory in collecting papers. Was careless in getting public correspondence away promptly, and on one occasion left a number of public letters on the table. He frequently refused to post letters and neglected to file papers. I drew Mr. Parry's attention to this, and he was reprimanded and warned by Mr. Parry.

A. J. Paul, junior clerk, said that he remembered an inquiry relative to certain papers coming from the District Superintendent's office. He was questioned by Mr. Parry, and told him that he was told by Mr. Felton that he knew of papers coming forward affecting him.

E. A. Nelson, record clerk, told the Board that he relieved Calvert, and Felton was under him whilst relieving. He considered Felton quite competent, but he did not appear to take any interest in that class of work.

The Board, after hearing further evidence, decided to give the appellant another chance, and directed that he be restored to his former position.

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On Monday the General Secretary, Mr. Claude Thompson, addressed large meetings at the Eastern and Western carriage sheds, when unanimous votes of confidence in the Amalgamated candidates were carried. On Thursday the General Secretary was at the Eveleigh Running Shed, and held a successful meeting. On Wednesday outside the gate near the Boundary Hotel was the rendezvous. There was an excellent attendance, and much enthusiasm was displayed. Meetings have been arranged for to-day at Darling Harbour for both inwards and outwards; and to-morrow, Friday and Saturday at Marrickville and Hornsby respectively. A schedule containing a detailed list of all meetings arranged will be found elsewhere in this issue. Certain other matters have been attended to, the nature of which it is not advisable to disclose at the present juncture. Suffice to say that everything that can be done to ensure the election of Messrs. Campbell and Catts for the Railways and H. George Tighe for the Tramways has been done or is being done. Promises of support are coming in freely from all grades of the Service in all parts of the States. If only one half of the promises eventuate, the result will mark a new era in the history of "All Grades" unionism.

## THE CAMPAIGN.

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# Amalgamated Railway and Tramway Association. SUPERANNUATION BOARD ELECTION.

## TRAMWAY MEN VOTE FOR H. George TIGHE ONE OF "ALL GRADES" THREE.

Fellow-Employees,

A creditable history is behind and a roscate future before me. Having been selected as a candidate for the Tramway employees on the Superannuation Board, I have the honor to solicit your vote and interest. Although my 22 years of honorable service justly entitle me to the consideration of every man in the Service, I am not appealing for your suffrage on merely personal grounds, being satisfied that the high principles for which I stand constitute the strongest possible claim that any candidate can put forward for support.

I believe in a continuance of the policy of full publicity for all proceedings of the Superannuation Board. Nothing should be done behind closed doors. A strong, honest man has nothing to be ashamed of, and nothing to hide from the eyes of those who elect him.

I believe that a refund of deductions should be allowed to all employees, except in cases of theft where there has been no restitution. If an employee has been dismissed for a minor offence, surely the loss of his position is sufficient punishment without penalising the unfortunate man twice. I do not condone wrongdoing, but I do not believe in dismissing an employee from the Service—casting him out to begin life afresh, minus the money paid into the Superannuation Fund, which money is rightfully his.

I believe in a sympathetic administration of the Act, so as to ensure just treatment to all. I believe in a fair deal to every man and especial favors to none.

By voting for me, you will be voting for one of the "All Grades" Three. Messrs. Campbell and Catts are certain of success for the Railways; therefore, if the Tramway men want effective representation—want their interests conserved,—it is essential that they should vote for a man who will work in unison with the other representatives of the employees. A solitary member will carry no weight at all, but a team of three working together will constitute a potent force on the Board that will influence its deliberations in a radical degree. Tramway men! You require representatives who will at all times do their duty, honestly and fearlessly, without regard to the exalted positions held by other members of the Board. Having had a good education, lengthy experience in the Service, and being a worker who has the interests of my fellow-employees at heart, I confidently appeal for the support of all Tramway men in the not uncertain hope that their hearty support will be accorded.

I am, faithfully yours,  
H. GEORGE TIGHE.

## Vote for H. George Tighe for the Tramways. Campbell and Catts for the Railways.

WORK FOR THE "ALL GRADES" THREE. CLAUDE THOMPSON, General Secretary.

BUY WHOLE BOTTLES. WOLFE'S SCHNAPPS. BUY WHOLE BOTTLES.