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VOL. VII., No. 55.

THURSDAY, DECEMBER 7, 1911.

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Buy your goods from us and

SAVE MONEY.

HORTON'S, Newtown.

Queensland Notes.

The United Association.

The Council of the Association submitted a request to the Commissioner that felt hats be supplied to shunters in place of the helmets which are at present being supplied. The Commissioner has favorably considered the request, as will be seen from the following reply to the General Secretary's communication.

Office Commissioner for Railways, Brisbane, 24th November, 1911.

Sir,—With further reference to your letter of 4th ultimo relative to the headgear supplied to shunters, I am desirous to say that the delivery of headgear for the present summer has been supplied, and next winter felt hats will be delivered in due course. As next summer delivery completes the present contract it has been decided not to make any alteration at present, but arrangements will be made for future contracts for felt hats to be supplied.

am, Sir,
Yours, etc.
A. J. CROWTHER, Secretary.

The Association recently took up the case of a member who had been sent home having to purchase a ticket owing to his visit home pass having been mislaid. Members should note the Commissioner's reply to the General Secretary.

Commissioner's Office, Brisbane, 24th November, 1911.

Sir,—With further reference to your letter of the 14th ultimo relative to the application made by E. C. Dombrosky for a refund of amount of fare paid by him on a Cedar Grove South Brisbane and back through his visiting home pass not reaching him in time, I am directed to inform you that the issue of visiting home passes is a concession to employees and must not be looked on as a right. Dombrosky is not, therefore, entitled to a refund of the fare paid by him, but as a special case it has been decided to allow a refund in this instance, and the necessary instructions have been issued in the matter.

am, Sir,
Yours, etc.
A. J. CROWTHER, Secretary.

Candidates for the various positions on the Council and Executive of the United Association are informed that the ballot which is at present being taken will close on Saturday, 9th instant, and will be held at the Trades Hall, Turbot Street, on Sunday, 10th, at 10 a.m.

Candidates desiring a scrutineer are invited to send one along.

South Brisbane Branch.

Minutes of meeting held at Wallangarra on Wednesday, the 22nd inst. Mr. M. Cassidy in the chair. Members present: Messrs. Coughlin, Hayward, Forrest, Barrie, Munford, Collins, C. Callaghan, Mr. McFarlane and J. W. Hancock Branch Secretary.

The President, Mr. Sherry paid a visit to the branch and assisted the business of the evening by giving information as to Council's expenditure, etc.

On the motion of Mr. Coughlin, Secretary, the minutes of the previous meeting were adopted. Two new members were entered on register, on the motion of Mr. Sherry, Secretary, seconded by Mr. Coughlin.

The Branch Secretary proposed Mr. W. Craig for membership, seconded by Mr. Sherry.

Mr. Coughlin moved that correspondence, including last Council's minutes, be adopted, seconded by Mr. Sherry.

A general discussion arose over the Association's half-yearly report and balance sheet. Several items of expenditure were severely criticised. Discussion of this kind showed that the branch were taking a live interest in the affairs of the Association.

On the motion of Mr. Coughlin, secretary, the minutes of the half-yearly report were adopted. The Assistant Secretary being present, he was asked to point out to the General Secretary a few errors (printer's) in the report and have them corrected.

The ballot papers and nomination papers issued by the provisional committee were brought under the notice of the branch, and it was pointed out that they were not issued in conformity with the rules of the Q.R.A.E. Constituents as printed in the "Co-operator" of June 15, 1911, Rules 19, 20, 21 and 22. Mr. Sherry, who is one of the Provisional Committee, thought there must be an error either in the typewritten copy or "Co-operator," and he would see if the error could be corrected.

Resolved that the Commissioner be written to asking for the definition of a Block Telegraph Section. We submit the sections should be starting signal to starting signal, that is the train must be clear of the starting signal before section clear is given to start.

Resolved to ask the Council to approach the Commissioner by letter to have a code of whistles printed in the "Co-operator" by General Order for station yards.

Resolved that the Council write the Commissioner re felt hats and oil coats for lengthen the rear.

Resolved that the Council write the Commissioner asking that the signalmen be given more control of traffic. The reason for this is that when trains are approaching sections and the signalman thinks there is plenty of time for a train to clear the section. The S.M.'s, on block, such train, and cause delay. Seeing that the signalman is responsible for the traffic he is dealing, he should have full control unless the train or trains are required to shunt.

Queensland Railway Employees' Association.

The usual monthly meeting of the Council was held in the Trades Hall, Brisbane, on Saturday, November 25th. Mr. J. H. Sherry, President, occupied the chair, and there were present, Messrs. W. B. Stannley, general treasurer, W. H. Sowray, R. Ludbrook, J. Cole, B. J. Lappin, J. Bell, E. Barnfield, E. M. Hanlon, and the general secretary. Apologies for non-attendance were received from Messrs. J. H. Rich, vice-president, J. S. Hardy, and J. B. Harding. In Mr. Rich's absence, Mr. John Bell was voted to the vice-chair.

The Secretary read the minutes of the previous meeting, which were confirmed.

Correspondence occupied some time in the discussion.

The Secretary of the Warwick branch, Mr. J. Doody, wrote asking that some one be sent to put the affairs of the branch in order, as owing to the apathy of the late Secretary there, the members had gone into arrears, and books into bad order. It was decided to ask Mr. M. Ferricks, M.L.A., honorary organiser, to visit Warwick on December 2, and attend the branch meeting. The General Secretary to supply Mr. Ferricks with particulars of the trouble.

It was resolved to call a special meeting for Wednesday, November 29th, to enable the Association to vote a sum of money to Lithgow strikers, in answer to the appeal made by that body.

Several grievances were submitted by the Maryborough branch, and the General Secretary was instructed to write the Commissioner on these.

The General Traffic Manager wrote in reply to the Association's request to have the mileages and rates printed in book form, stating that the matter had been considered, and it had been decided to take no action at present. The Secretary was instructed to communicate with the Commissioner on the subject.

Mr. Ludbrook (Maintenance Councillor) submitted papers in connection with a grievance of Lengthmen Driscoll. As the papers did not show sufficient evidence, it was decided to ask Driscoll to write the General Secretary a summary of the case. The General Secretary to then take any necessary action.

There were several requests for the Council to consider the Southern Brisbane branch minutes, and the Secretary was instructed as to his course of action in each case. Regarding the statement from this branch that several errors, etc., appeared in the Council's balance sheet and half-yearly report for the half-year ended July 31st, the General Secretary pointed out that

Resolved that the Council supply the members of this Association with a copy of the "Co-operator," not later than the middle of December, notifying them of the address of the Q.U.R.A. on the 1st of January, 1912, and the increase of fees to 3/- per quarter. This matter could be embodied in the Council's minutes.

The meeting closed at 10.15 p.m.

The General Secretary advises that he has brought the branch's statement, in reference to the half-yearly report, under the notice of the auditors, Messrs. Syme and McGregor, and these gentlemen are satisfied the balance-sheet as presented is correct, there are no errors, not even printer's.

With regard to the ballot papers issued by the Provisional Committee, these are presented strictly in accordance with the rules quoted. In the typewritten copy held by the Provisional Committee, rule 20 reads: "The Executive shall consist of a President, two Vice-presidents, General Treasurer and five to Executive Officers, who shall be selected one each from the following departments: Loco, Running, Mechanical and Artisan, Traffic, Permanent Way, Salaried Staff. The words 'and five Executive Officers' have been omitted in the 'Co-operator' issue of June 15th. The Provisional Secretary regrets that owing to the haste in which the ballot paper was despatched to Ipswich for print, he inadvertently omitted the name of Mr. G. H. Rich as a candidate for Vice-president, but he personally saw to it that the name was printed, and so the error of getting a proof, not in having a new lot of ballot papers printed.

North Brisbane.

Minutes of monthly meeting, held on November 28th, 1911. In the temporary absence of the chairman, Mr. M. McSharry, Mr. J. B. Harding was elected to the chair. Mr. T. McSharry acted in the capacity of secretary, apologising for the unavoidable absence of the secretary, Mr. J. B. Harding. Minutes of last meeting were read and confirmed. Thirty-six new members were proposed and accepted. It was resolved that the branch meet every second Wednesday evening at 8 p.m., as well as on every fourth Sunday.

Mr. Spiering moved that the secretary be instructed to inform next meeting the number of financial members in the branch. Seconded by Mr. Elliott and carried.

Moved by Mr. Elliott, seconded by Mr. McSharry, that the secretary be requested to give notice to collectors of the branch to collect on night of meeting and send notices to be posted on notice boards to that effect; also that next meeting night be notified through the "Co-operator."

Resolved that the case of two lad porters at Brunswick-street be referred to the Council for action.

Resolved that the anomalies existing in the payment of permanent and temporary employees in some branches of the service be referred to the Council for consideration.

A motion was carried with reference to the representation of the Stores Branch on the new Council, the general feeling being that the matter be left to the Council of the United Association to deal with.

Several other minor matters were left for the same body to deal with.

A Mr. McSharry moved the following motions on behalf of Mr. J. B. Harding:—(1) That the Council be asked to request the Parliamentary Secretary not to take up any railway employee's case that has not first been dealt with by the Association. (2) That the Council be asked to instruct the General Secretary to take up with the various Railway Associations, with a view to take united action in connection with the overtime question. Both motions were seconded by Mr. Elliott and carried unanimously.

The chairman, Mr. E. M. Hanlon, arrived at an early stage of the proceedings, and took the chair after explaining and apologising for being delayed on duty.

A very successful meeting was brought to a close at 5.15 p.m.

The Coleman Benefit Fund.

It is very refreshing to hear, in these times of such strenuous vilifying on the part of a number of malcontents who appear to revel in mischief-making, to note that there is still some bon camaraderie in the service. Mr. Geo. Gerrard, collector, Sydney Yard, Central Station, writes:—

Kindly insert in your valuable paper the balance-sheet I am enclosing. Examiner Coleman was employed in Sydney Yard. He was only ill 8 days, and died with pneumonia leaving a widow and three children in need. We inaugurated a benefit concert in St. George's Hall, with a result of £54 1s. 8d., which has been handed to the widow, who has sent along her thanks.

RECEIPTS.

Tickets sold for concert, etc.	£58 15 6
Voluntary donations	5 1 0
Total	£63 16 6

EXPENDITURE.

Hire of hall	£3 10 0
Bedstead and Mattress combined	1 0 0
Miscellaneous expenses by Hon. Sec.	0 5 0
Total	£4 15 0
Balance paid over to Mrs. Coleman	£54 1 6
Total	£58 16 6

H. HEMMING, Chairman.
G. GERRARD, Hon. Sec.
W. DAY, Hon. Treas.
F. CAZNEAU.
W. SCHUTEMAN.
Hon. Auditors.

Cairns Branch.

Minutes of meeting held in the Porters' Room on Sunday, 5th instant, at 10.30 a.m. Present: Mr. H. McWaters (in the chair), Messrs. Hollett, McIntyre, Willmott, Chapman, Hughes, Massey, Gowlock, Whiting, Reynolds, Foster. New members: Messrs. Savage, Lewis, E. Pollard. New members previously proposed, viz.: E. Green, S. Till, J. Smith, were elected members of the Association, on the motion of Mr. H. McWaters.

Mr. Hollett moved, and Mr. Reynolds seconded that the minutes of the previous meeting, as read, be confirmed.

Mr. Reynolds moved, and Mr. Gowlock seconded, "That the Secretary write to the General Secretary and try

The Best Card.

Mrs. Forde, wife of Mr. J. Forde, stationmaster at Byron Shire, has just been awarded, for the fourth year in succession, the first prize for the best-kept railway garden on the North and North-west lines. This energetic and capable horticulturist has also been awarded a medal by Messrs. Yates and Co., from which firm she buys her flower seeds and plants, through their local agent, Messrs. Vincent and Co., Inverell.

Send Five Shillings for one full year's subscription to "The Co-operator," and an additional half-crown, and we will send you a real good watch that will wear for many years and keep

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Particular Notice.—By 6.00 p.m. Weekly. Run under the CONTINUOUS SHOW SYSTEM, now the Rage in England and America. English and American Prices of Admission. Same Prices at Each Theatre.

ENTIRE CHANGE OF PROGRAMME TWICE WEEKLY, Mondays and Thursdays.

Afternoon Tea is popular. Afternoon Pictures are the Rage. We cater specially for Ladies and Children. Morning and Afternoon Sessions. Ladies' Reclining Room and Lady Attendants.

If it is anywhere you will see it at our Theatres—THE WORLD IN MOTION.

We want you to compare our Programmes and our Theatres with others which charge twice our price. Admission Free.

THE GREATER J. D. WILLIAMS AMUSEMENT COMPANY, LIMITED.

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at this. It is worth while. at the illustrations and prices.

to the cheapest offer you shall ever have for a "Swastika."

"Swastika" Lace Pins.
"Be in the Fashion."
In Silver 1/6, Silver Enamelled 2/-, 9ct. Gold 2/6 ea.

When ordering send this ad.

R. B. ORCHARD

"THE CUT-RATE JEWELLER,"
RAILWAY SQUARE, SYDNEY.

When in doubt about YOUR HAT

PRIDDY,

424 George Street, and 275 Pitt Street.

A COOL SMOKING PIPE. E.F.L. PIPE 2/6.

30 different shapes and the biggest value in Australia.

E. F. LIND & CO.,
598 GEORGE STREET, SYDNEY.

Prepare for Visitors!

Extra Xmas House Linens

It's to be a "Big" Christmas—we are "all going somewhere!"—every boarding-house, every hotel, yes, and nearly every home, is going to be full to the brim.

We can't put up an extra room or two for you, but we can help you to get the last ounce of accommodation from the rooms you have. We have prepared solid stacks of the wanted extras, in just the sizes and quantities that are most useful, and marked them with an eye to the

COMMONSENSE ECONOMY

that is inseparably connected with the name of

HORDERN BROTHERS, IN PITT-STREET,

in the mind of every value-loving Matron in the State.

Short of Beds? The problem is solved straight away by a Wire Stretcher, Bedstead and Mattress combined, the legs and headboard folding up to pack away when not in use. Pleasant, comfortable, and very cheap. 2ft. 6in. wide, double waven 8/6, 9ft. 10in. 12/6, 4ft. 6in. 4/6. Not at 8/6 will supply the missing, and Mosquito-proof touch.

Bed Clothes? Our "Ready-to-use" will answer every demand, with complete satisfaction.

Sheets—Fresh, Pure, Soft, and Ready to go on the Bed, Full Length, Well-made—
6ft. wide ... 3/11, 4/9, 5/9, 6/11 pair
6ft. 6in. ... 4/11, 5/11, 6/11 pair
7ft. wide ... 5/11, 6/11, 7/11 pair
8ft. wide ... 6/11, 7/11, 8/11 pair

Pillow Slips, all full size, and well-made, Taped, 7d., 9d., 10d.; Buttoned, 9d., 10d., 1/1; Filled, 1/1, 1/3, 1/6.

Quilts, in Soft White Honeysuckle, Single Beds from 2/9, Double Beds from 5/11; Double, from 8/11.

Colored Art Bed Spreads, very light, smart, and attractive, from 4/11.

Bed Ticks, well and strongly finished, 2ft. 6in. from 5/6, 3ft. from 6/11, 4ft. 6in. from 8/11 each.

Towels, all prices, of course. A very useful White Turk is priced at 11/6 per dozen.

Table Linen.

This is one of the heaviest items of Christmas expenditure in hotels and boarding-houses, apart from the tremendous demand for Private Home use. These importations are specially designed for such, not only in quality and pattern, but particularly in price.

Reliable White Damask Table Cloths—
About 5yds. square, 4/6, 5/6, to 14/11 each.

About 2 x 3 yds., 5/11, 6/11, 7/11, to 27/6.
About 2 x 3 yds., 7/6, 8/11, 9/11 to 29/6.
About 2 1/2 x 3 yds., 13/6, 14/11, 17/6 to 39/6.

By the Yard,
from 52 inches to 90 inches wide, Price, 1s. 1/6, 1s. 3/6, 1s. 6/6 to 7/11 per yard. Serviettes, in Reliable Qualities, from 17 to 27 inches wide. Price, 2/9, 3/6, 5/11, to 21/- per dozen.

These are some of the necessary extras that the coming season demands. We cordially invite requests for Full Lists and Quotations for any or all your Christmas wants. Our House Linens are willingly Hemmed and Marked Free of Charge, and are sent

CARRIAGE PAID

Anywhere in Australia.

HORDERN BROTHERS,

The Home Drapers,
203-11 PITT ST., and 422 GEORGE ST.

Try "AULD JOCK" WHISKY

TOOTH & CO., Limited,
Proprietors : : : SYDNEY

Your Xmas Suit Ready For Service

When you can get an equally good fit and smart cut, as well as better material and better workmanship for the price—and save money on the deal won't it pay you to have the extra money you save in your pocket for the Xmas holidays?

Throughout our ready-to-wear suits—there is our special feature—they are cut to our own special measures to fit any man perfectly. We invite your inspection of our

Men's Tailor-Made Suits

3 Garments in pure Woolen Worsteds—light weight, dark patterns. Marvellous value, 30/- Special suits made to our own order to fit the average man in the street, from the very smartest of our famous American Tweeds and imported Serges and Worsteds.

Tweed & Worsteds Trousers

We have a truly fine assortment in all sizes—strongly made and correctly cut at 5/6, 6/6, and 7/6. Besides a special line made to our own order, which we are clearing at 12/6 a pair.

Besides Suits and Trousers, you'll find we can save you money on every line you want for the Xmas holidays.



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PITT STREET ENTRANCE ROYAL ARCADE, SYDNEY.

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FOR FIRE, MARINE, ACCIDENT, AND OTHER CLASSES OF INSURANCE.

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JUNKET TABLETS
For INDIGESTION and DYSPESIA.
One of these specially prepared Tablets acts most beneficially when taken daily after meals.

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XMAS means Visitors to your Home, and you will be anxious to have it looking at its best! Our MANCHESTER DEPARTMENT just now is crowded with MONEY-SAVING supplies for the Home Furnisher. Come and have a look over it. We quote these as Special—

Quality Curtains

A LOVELY RANGE!
WE'VE SPENDING VALUES HERE IN ALL KINDS OF CURTAINS. WITH THE SUMMER you want to discard those heavy styles you've managed to get along with till now—and here's your chance!

LACE CURTAINS

NOTTINGHAM LACE CURTAINS, in new designs.
WHITE ONLY, 2 1/2 YARDS LONG—2/6, 2/6, 2/6, 3/6, 3/6, 3/6.
ECRU OR WHITE, 3 YARDS LONG—3/6, 3/6, 3/6, 3/6, 3/6, 3/6.
ECRU OR WHITE, 4 YARDS LONG—4/6, 4/6, 4/6, 4/6, 4/6, 4/6.
ECRU OR WHITE, 5 YARDS LONG—5/6, 5/6, 5/6, 5/6, 5/6, 5/6.

WHITE SWISS APPLIQUE

24-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.
26-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.
28-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.

MADRAS MUSLINS

PLAIN END, CREAM ONLY—4/6, 4/6, 4/6, 4/6, 4/6, 4/6.
1 1/2, 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2.
CROWN, PRINCE OF WALES—5/6, 5/6, 5/6, 5/6, 5/6, 5/6.
1 1/2, 1 3/4, 1 3/4, 1 3/4, 1 3/4, 1 3/4.

COIN SPOT MUSLINS IN VARIOUS SIZE

SPOTS, WHITE, 1 1/2, 1 3/4, 1 3/4, 1 3/4, 1 3/4, 1 3/4.
1 1/2, 1 3/4, 1 3/4, 1 3/4, 1 3/4, 1 3/4.

Mosquito Nets!

BEZEL—THOSE MOSQUITOES—THEY'RE COMING ABOUT NOW—SOON THEY'LL BE HERE IN BATALLIONS.
WE QUOTE THESE—
60-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.
66-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.
72-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.

Art Serge

IN DARK RED AND GREEN. YOU'LL HAVE GREAT USE FOR THESE IN ATTRACTING THE HOME.
22-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.
24-INCH—1/1, 1/1, 1/1, 1/1, 1/1, 1/1.

Edward Arnold & Co.,

Oxford and Crown Streets, Sydney.

TOWN SHOPPER'S PAGE



Town Shopper, without any charge, has any goods or services that money-saving proposition, and we invite you to inquire about it from us.

The Shops for Christmas.

From now right up till Christmas, people will be seen going about with an air of businesslike propriety. It hardly matters which shop you choose to enter, the throngs are there, waiting with patience for the busy attendant to supply their demands. Just now the shops are wearing a very gay appearance. A person could spend at least a day visiting about amongst the shops, admiring, if nothing else, the tasteful display of Xmas goods. It just makes one long to be the possessor of a purse, plentifully supplied with the absolute necessity—money. Nothing can be done without this thing, and it is the toy shop would delight the heart of anyone. In fact, all this week I have been wishing that I were a tiny toy again, just to be the proud possessor of some of those lovely dolls and other beautiful toys. The toy animals, which can be led along the street by a tiny chain, and have invisible wheels on their paws, are the latest craze amongst the little ones. They are such splendid imitations. One which especially attracted my attention was a little white poodle, with one black ear and a fine pair of brown eyes, being led along the street by a mite of about four years of age. At first I did not think it was anything but real; only after I stopped to admire that I found it was imitation.

Everything displayed in the window seems to have a come-and-buy quality. It would not be at all difficult to buy presents for our friends, as there is so much to choose from, all at very moderate prices.

Pendant and Brooch Values at Orchard's.

How great is the strength of business honesty. The genuineness of dealing, that gives as nearly as possible full value for money spent—with just that small amount added for profit to make business worth while.

Mr. Orchard's new illustrated watch and jewelry catalogue is just to hand from the printer, and will be cheerfully sent to anyone forwarding name and address on a postcard.

On another page is advertised some "Swastika" lace pins, which at present are very fashionable.

Wear for Men and Boys.

Few people, especially men, realise how the time is flying. Already the holiday notices are showing in their windows, and only when one comes to think seriously is it realised how near Xmas really is. To numbers of us there is that question of holiday apparels still to be decided and it is this I wish to remind you. When passing Gowing Bros.' you had better slip in and secure your requirements, for that you will not be tumbling in at the eleventh hour. There is still time for a limited number of customers to secure a Gowing tailored to measure suit, at from 63/- up to 105/-, and as you know that there is—on account of the time and care spent on them—a limit to the output of these well-tailored clothes, it is essential that to avoid disappointment you should order at once. In all lines of hats, boots, shoes, underclothing, and in fact all other wear for the male, from the small boy upwards, you will find Gowing Bros., who supply all your requirements at prices far below par. Don't leave your orders till the last minute, but shop now. Hanging up in front of me, as I write, I see one of Messrs. Gowing Bros.' calendars for 1912. It is, indeed, a work of art, and a YOL reader, should possess one, it would be an ornament well worth hanging up in your home. Just drop a line and they will be only too pleased to forward you one; they have plenty to spare. When you write, please, do not forget to mention the "Co-Operator," it means so much to us.

EXCHANGES WANTED.

Advertisements—3 insertions 2/6 prepaid.

FETTLER, New England, wishes exchange with any fettle south of the Tropic of Cancer.

Jam Roll.

Like all other Dainty Culinary Products—will be light and lovely if made with

LESIE'S BAKING POWDER.

Please use LESIE'S Baking Powder in all your baking. It's the strongest of all.

A very fine line of panamas are now offering at Palmers' at 15/6, and for the money they are remarkably good value. These are panamas that give a dressy appearance, so you should get one without delay. You cannot do better than be Palmers' from tip to toe.

The Sparklet Syphon.

What is more delicious these hot days than a good drink of aerated water? With the sparklet syphon, which is the modern method of producing pure aerated water, scores of delicious drinks can be made. The operation is a simple one. The syphon is filled with plain water and with a sparklet bulb, which costs the small sum of twopence, the water is instantly converted into a delicious soda water. They are indeed a very handy thing to have on hand, as, unless one possesses an ice chest, it is difficult to obtain a cool, refreshing drink. I shall illustrate one, just to give an idea to our readers. They are covered with woven wire, and can be bought in two sizes, costing the very small sum of: size B, 4s.; size C, 6s. 6d. The bulbs for aerating the water into soda water cost: size B, 1s. 4d. box of 12; size C, 2s. 6d. box of 12.

Just now, Anthony Horden is making a visit to the TOWN SHOPPER, a box containing six sparklet bulbs.

Ladies' Millinery, Clebe.

Our readers' attention is directed to an advertisement appearing in one of the pages of this paper, of Webber's, Broadway, Gleebe, who are a well-known city firm, showing the prices of their millinery and ready-made clothing.

They are making a special offer in hats, some of which they have marked at a very low figure, namely, 1/11, which are really worth treble the price.

They have a splendid assortment of blouses and skirts at very moderate prices, and those of our readers who require any of these articles, let me advise you to send along an order to us, and we shall personally superintend the buying, and can safely say that satisfaction in price and quality will be the result. Webber's makes special lines of ladies' ready-to-wear clothing, and their shop is well-known for the place for bargains. Write for price lists, and see for yourselves. Then fill in, an order, addressing to "Town Shopper," and which will receive prompt attention.

Looking Palmers'.

Amongst the store's specialising in men's wear, the ready-to-wear clothing has been receiving more attention than any other line. Some of the new suits, ready-to-wear, equal in fit, style, and cut to a high-priced tailor-made garment. The Palmers-made suit, in fact, is a high grade, on-suit, for instance, is a high grade, fashionably cut, well made suit, may be had in all the latest worsteds, tweeds, and serges, and is made

in quarter, half, and all regular sizes. The two-piece summer suits, again, in attractively patterned flannels, all the newest color tones, smartly cut in all the latest styles, is the result of years of experience, and one cannot do better than be clothed in a Palmers' suit. When you buy your new season suit delivered from Palmers', and you wish to put the finishing touches to your outfit, then just Palmers' your head, or in other words, buy your hat at F. J. Palmer and Sons' wear house, Pitt and Park Sts., Sydney, and you will be sure that the result will be "that dressy appearance," which we all so much desire. Whether you buy a straw boater, panama, felt or horse-hair, you can depend upon it that you are getting the utmost value in make and style for your money.

Amalgamation Successes.

On American Railways.

The Federated shop trades on the Canadian Pacific railway recently made a new contract with the company which gave the Blacksmiths and Machinists a uniform increase of three cents per hour; the other trades getting from two or three cents. The 9 hour day was extended to all shop trades. No strike.

Similar results were obtained by the shop trades of the Canadian Northern Railway.

The federated shop trades on the Norfolk and Western R.R., secured a new contract, with an increase of 13 cents per hour, for all mechanics and helpers. No strike.

The federated trades won a flat increase of two cents per hour, and a standard 9 hour day on the Georgia, Florida, and Alabama R.R. after withdrawing from service for ten days.

The federated trades on the Missouri, Oklahoma and Gulf R.R., concluded a splendid agreement with the company covering all classes of mechanical employment; the scale being, machinists, boilermakers, and blacksmiths, 40 cents per hour; fitters, 42 cents per hour; patternmakers, 37, car workers and painters, 25 to 35 cents; helpers, 15 cents to 21 cents per hour. No strike.

Do you know, reader, where the "Co-Operator" Estate is? It is right at your door; in your hand; right under your eye now. You have a direct, personal interest in that estate. Upon the permanency of its existence depends practically the whole of your industrial betterment. Of course, you know what we mean. The "Co-Operator" is your paper. It lives to right your wrongs; to redress your grievances; to help you to get a better deal in this direction, and it has hardly started to live properly yet. How can you help it? Well, we will tell you. The small sum you pay each week to have this paper brought to your door through the post every week, wouldn't keep a tiny little pamphlet going much less a fine, big newspaper and public advocate. This paper, like every one of its contemporaries, depends upon its advertisers for its existence. Those advertisers will not continue to support this paper unless you support them. Let this be a direct and better deal for you. You, "Co-Operator" advertisers can sell you anything you want. Just turn over each page again, and see if you can do any business with any one of them. And please don't under any circumstances neglect to mention the name of this paper when you are doing business, whether it be a shopping trip or a hundred pounds' worth. That's how you can help the "Co-Operator" Estate. Will you remember? Now, read something about these specially attractive land sales, of which you will see the advertisements on page 7 of this issue.

"The Crown of Unwin's Hill."

High Cliff Estate, which is well named under the above title, is within a stone's throw of the terminus of the new tram, Marrickville to Undercliffe, and contains many high, healthy homesites, and has many extensive panoramic views of unrivalled beauty. Prospective buyers will do well to pay this estate a visit on Saturday next, when it is to be sold by auction by Messrs. Batt, Rood, and Purves, Limited, of 88 Pitt-street. The terms are: cash, 25 per cent deposit, and 21 per month, interest 5 per cent, in half-yearly instalments.

The Camper's Delight.

For summer camps or week-end sites, what better place is there than Narrabeen? Land can be got in this much desired locality at 12/6 per foot on the Narrabeen estate, and cheaper and better value for your money can not be obtained. There are also some very fine Hill Sites, commanding glorious views, from 250 to 260 each. The local agent, Mr. Harrington, is always on the estate, and will be pleased to show any prospective buyers round. Send to Messrs. H. F. Harrington and Co., of 82 Pitt-street, for plans, prices, and booklet, and then visit the estate.

Eight Miles from the City.

Thirty minutes by train will take you to Carlton station, and about ten more will bring you to Carroll's Estate, Kogarah. Or you can get out at Kogarah and take the tram to Ramsay road, and less than 10 minutes will bring you to the estate. These Kogarah sites contain good soil, and are in a good locality, besides having a good outlook and accessibility. Carroll's estate is to be auctioned by Messrs. Arthur Rickard and Co., on Saturday, December 9th, at 3 p.m., and it will pay you to attend. Many of the lots command fine views of Kogarah Bay—the whole property has an easterly aspect, and is a most desirable one from any point of view.

Hurstville—Hurstville.

This is the junction of the fast train service, and is less than 30 minutes from Sydney, being a suburb which overlooks the sea and land, and containing many beautiful home sites. The Florida Estate, which is to be auctioned on Saturday, contains many such sites, and we wish to call the attention of our readers to acquire a piece of land for their home on this property, which is very convenient to the station, besides having a healthy and open surroundings. Messrs. Hardie and Gorman, are, in conjunction with Messrs. Richardson and Co., holding the hammer on the ground, at 3 p.m. on Saturday next, 9th inst., and as they expect all the lots to be sold, we advise YOU to be there to secure one.

Silverwater Estate, Auburn.

This is the sixth subdivision of this estate, and is to be sold on the ground on Saturday, December 16th, at 3.30 p.m. It is situated in the centre of a great manufacturing district, and has a great future before it. It is distant only 12 minutes from the station and contains many beautiful views. The terms are: 25 per cent deposit, balance in 60 monthly payments, with interest at 5 per cent, on quarterly balances; gas and city water is laid on to the estate. Should any of our readers wish to obtain any further particulars, they should write to the auctioneers, Messrs. Hardie and Gorman, 113 Pitt-street, Sydney, who are to hold the hammer in conjunction with the local Auburn firm of estate agents, Messrs. Lang and Dawes. The co-Editor of the "Sydney Morning Herald" on Friday last—

AT A UNION MEETING.

James Mill, 23, was committed for trial on Wednesday, at the Central Police Court, on a charge of having, on November 22, assaulted John Murphy, and caused him to be taken to hospital on account of the "monstrous interference with his freedom." However, even members of unions must behave like human beings, and not like wild animals. To show that there is a necessity to put down this hoodlums with a strong hand, before brute force and bodily injury results, we would direct attention to the following report, which appeared in the "Sydney Morning Herald" on Friday last—

Lakemba on the Hill.

About 30 minutes by train from Sydney, situated on a rising piece of land, Lakemba is a charming suburb, pick of the surrounding district. On Saturday next, December 9th, it is to be sold by auction, the second division of the Lakemba Estate, which consists of 33 specially large lots and quite close to the station. These lots are high and quite level, and for reasons will be inexpensive to build on. The vendors, The Intercolonial Investment Company, Limited, of 14 Moore-street, will give purchasers every assistance to build. Messrs. Batt, Rood, and Purves, of 86 Pitt-street, will auctioneer the property, and we advise all who are looking for a nice plot of ground to build on, to be there at 3 p.m. on Saturday when the sale will commence. For trains see the ad. on page 7.

A Good Investment.

We are informed by Messrs. Arthur Rickard and Co., Ltd., the well-known auctioneers and realty specialists, that they have sold during the past two years property in Bankstown to the value of £50,000. What better proof could YOU have of the desirability of buying land in this thriving, growing, and prosperous suburb? The Greenacre Park Estate, could be called Bankstown, as it is right at the station, and it was the opening up of this property that gave Bankstown its first push ahead. It is a fine property, consisting of good soil, good roads, good outlook, and a fine, healthy atmosphere. When the line is extended from Bankstown to Liverpool, the Melbourne express will come to Sydney by this shorter route, and Bankstown will then become the first and last stopping place. It is destined to become a second Strathfield. This is only one of the reasons why you should buy land in this progressive suburb; write to Arthur Rickard and Co., Ltd., and they will send you plans, etc., and a few other reasons, for which we have not the space to tell you.

BE IN THE VANGUARD!

Labor leaders of all nations, the wide world over, advise the workers to organize on industrial lines, and emphasize the importance of sectional unions under the existing state of capitalist combination. It is now recognised that sectionalism is out of date and largely impotent. Industrial Unionism is scientific, effective, and successful.

The judges of the State and Federal Industrial Courts deplore the overlapping of sectional and craft unions.

The Amalgamated Railway and Tramway Service Association believes in one union for all employees of railway and tramway, and aims at the combination of all transport workers of Australia into one gigantic Union that will place the Railway and Tramway men in the forefront of the movement. Other Unions are constantly quoting the Amalgamated victories.

The Amalgamated has secured a minimum wage of 8s. per day for unskilled labor, and is fighting strenuously to improve the condition of every grade in every State in Australia.

The Amalgamated fights for the color.

The Amalgamated is the growing organization.

The Amalgamated is a successful organization.

The Amalgamated has no past humiliating reverses.

The Amalgamated is now the most representative organization, in both Railway and Tramway Services.

The Amalgamated is represented on the Appeal Board, the Superannuation Board, and all Service Wages Boards. Present and past officials are now representatives in Parliament.

The Amalgamated was the first organization to secure an 8-minimum as a Wages Board precedent.

The Amalgamated issues a great weekly newspaper, "The Worker," free, posted to the private addresses of its members.

In Australia, in England, in Germany, amalgamation has evolved through successes achieved by the solidarity that only can be gained by a complete and unified organization.

If amalgamation can make Rockefellers and Trusts in America, and Vondra in Australia, it can enable a worker to get a living wage.

The Amalgamated is on solid ground.

Join a live institution whose governing body possesses the capacity to fight for your interests, in the most effective way and at the most opportune time.

Be as intelligent as the shearer and suitor who have been forced to make the Amalgamated as strong as the A.W.U. or the A.W.A.

Become a member of the Amalgamated Railway and Tramway Association. Branches at all centres and depots. Subscriptions, 3/- per quarter for

New Members.

ENROLLED SINCE LAST ISSUE.

Secretaries and Collectors please note: This list should be carefully scanned each week for errors, and the General Secretary advised if any wrong names or addresses should appear.

J. Woods, Gragins.

J. R. Edger, West Maitland.

Rodney Dallas, Farley.

John G. Miller, Trangie.

E. H. G. Macdonald, Narrandine.

F. Toupin, Bellata.

P. Simpson, Lewisaham.

Geo. Simpson, Waverley.

D. Donohue, Rockwold.

W. Watson, Annandale.

Usher Tinkler, Newcastle.

R. Hooper, Florida.

N. Fisher, Florida.

J. Hickman, Florida.

C. Gardner, Florida.

T. Ryan, Florida.

E. H. G. Macdonald, Narrandine.

A. H. Light, Narrandine.

A. Broadley, Florida.

J. Black, Rockwold.

R. Richards, Florida.

Robert Antess, Maryville.

W. H. Poole, Wickham.

A. E. Williams, New Lambton.

Stanley Geo. Asher, Waratah.

W. E. Brown, Werris Creek.

H. Trickett, Werris Creek.

R. McAuliffe, Werris Creek.

C. Reid, Werris Creek.

W. Woods, Werris Creek.

W. Newbon, Werris Creek.

H. Werris, Werris Creek.

C. Coutman, Werris Creek.

E. Willis, Werris Creek.

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Stanley Geo. Asher, Waratah.

W. E. Brown, Werris Creek.

H. Trickett, Werris Creek.

R. McAuliffe, Werris Creek.

C. Reid, Werris Creek.

Railway and Tramway Appeals.

NEW SOUTH WALES.

THURSDAY, NOVEMBER 23, 1911.

THE BOARD.

MR. E. E. LUCY.
(Chief Mechanical Engineer, Chairman).
MR. MACOUN.
(Chief Accountant, Commissioners Representative).
MR. CUTHBERT BROWN.
(President Amalgamated Railway and Tramway Assn., Employees' Representative).

STATIONMASTERS' RESPONSIBILITY.

Important Case from Gunnedah.

The Board Recommends Clemency.

William John Goswell Smith, stationmaster, Gunnedah, 2900 per annum, was charged as follows:—(a) Lowered up home and up auxiliary home signals for the passage of No. 10 passenger train without first taking care to ascertain that the line upon which the train was about to run was clear, and while same was obstructed by three trucks of wheat, which were being shunted from the middle road to the mill siding; (b) Neglected to report the irregularity mentioned in (a).

Punishment—Dismissed the service. The appellant was represented by Mr. Crouch, of the "Co-operators" on behalf of the Amalgamated Railway and Tramway Service Association. This case is one of very great importance to stationmasters throughout the State, and for that reason a fairly extensive report of the hearing is being given. Although a plea of guilty was entered, a very strenuous fight was put up before the Board in an effort to get them to exercise their prerogative of mercy.

The Board, however, as will be seen, decided that they would not accept the responsibility of interfering with the punishment inflicted, but at the same time they undertook to recommend to the Chief Commissioner that he should favorably consider the appellant's application for reinstatement in the service. This in itself was a triumph for the fight put up on behalf of Stationmaster Smith. Such a case is very rarely indeed followed by the Appeals Board.

Mr. R. Blanche conducted the case for the Department. After Mr. Blanche had opened the case, he was asked by Mr. Brown if it would be too much to ask him how the Department were apprised of the irregularity. Mr. Blanche replied that he could not give that information. Anyhow, the Department got the information three months after the irregularity, and at once sent an officer to investigate the matter. It so happened that the appellant's credit when he was challenged about it he made a clean breast of the whole matter, and did not even try to shield himself in any way.

Mr. Crouch: In this case I wish to say at the outset that we pleaded guilty somewhat against my feelings in the matter. I have felt, after going thoroughly into the case, that we should not have accepted any responsibility. However, the appellant has decided to plead guilty, and throw himself on the mercy of the Board. There are circumstances—a number of them—that I want the Board to consider, but I would ask you to allow me to put the appellant in the box prior to anything that I may desire to say to the Board.

Mr. Blanche: After the appellant has given his statement, if necessary we would ask that the porter, who was the other individual concerned, might give his version of it.

Mr. Crouch: I have no objection to that.

William John G. Smith, appellant, sworn, said he remembered the occasion—19th August—on which this irregularity took place.

Mr. Crouch: I want you to tell the Board in as concise and brief a manner as possible, the whole of the circumstances as you have previously outlined them to me.

To the Board, I will ask you to allow the appellant to make his statement in his own way, without me questioning him.

Appellant: No, 10 passenger train was due to arrive at Gunnedah at two minutes past ten. At about 9.20 on the morning of the 19th August I left the passenger station, and went through the goods shed, down to the yard—the extreme end of the yard—on my usual morning inspection.

Returning, I arrived at the goods shed at 9.40 a.m., and there met shunting porter Clarke. He said to me: "Bill, Short is complaining about his wheat getting down late. Get it down." Clarke then left me and went in the direction of the stables to get the shunting horse. I proceeded to the station, examining various things as I went. I arrived at the end of the platform at 9.55 a.m. When I gave shunting porter Clarke instructions to take the wheat down to Short's early I meant early after No. 10 passenger arrived.

Mr. Brown: Did you specify that?—I regret to say I did not.

Mr. Crouch: It was a frequent occurrence, was it not, for the shunter to take wheat with the shunting horse down to Short's mill?—Yes.

How often did it occur?—Practically three days a week.

Had he ever gone down before the passenger train arrived?—He had never taken any trucks down to Short's mill between the time that he came from breakfast and the arrival of the passenger train, and I did not dream that he would do so on that morning in question. I had examined the yard and points only a few minutes previously. I went on to the end of the platform and looked down the yard carefully from the edge of the platform and then I crossed over to the other side of the platform, and I looked down the other side. I could not see Clarke, the shunting horse, the trucks moving, or anything that would lead me to believe that Clarke was there.

Did you see anything on the road on which these trucks were when you were looking?—I saw the trucks, and I am confident that the trucks which afterwards went down and fouled the main line were stationary when I looked.

You could see from both points "A" and "B" (referring to diagram) the "A" platform, that these trucks had not moved from points "C" and "D"?—The point "A" is obstructed; from the point "B" you are looking at an angle, and I feel confident that the trucks were not moving.

You are not able to say definitely whether they were there, or not?—Looking from the point "B" I am able to say definitely that they were still there when I looked.

What did you do then?—I was then perfectly satisfied in my mind that the

yard, but I am not sure of the time. I met the stationmaster at the goods shed, and he told me to put the trucks into the mill siding immediately because they were asking for the trucks to be unloaded.

Can you give the Board any idea as to the exact words he said to you?—No, I cannot; I thought he wanted them down straight away.

Did he say anything about any complaint being made?—He said they were singing out about the trucks.

And what did you do then?—I went straight and got the shunting horse, harnessed him, and unlocked the main line points and also the points on the mill siding. I then attached the shunting horse to the trucks.

Pulled out on the main line?—I then went down and unlocked the stop block and main line facing points, and then started the horse, went over the points, secured them, and after I had passed the home signal it dropped.

Chairman (to witness): You were passing along?—Yes. When the signal dropped I ran to the horse, cut him off, and looked down and saw the auxiliary home signal off. I then ran to the brake and screwed it on as tightly as possible with the time I had. One of the mill hands was there and I asked him to screw the brakes on tightly while I ran down to the passenger train to stop it. I then ran down the line.

Chairman: How far?—I ran to about the facing points going into the mill siding, about 70 or 80 yards from the home signal, and the train came to a standstill at the level crossing. I then sang out to the man that was with the trucks to release the brakes, and the trucks gravitated down to the mill siding.

Was there any understanding between yourself and the stationmaster to take these trucks into the siding as to when the work should be carried out?—No, no understanding. He said "immediately."

Was it the practice to do shunting at that time before the arrival of the passenger train?—No, it was never done before; I always left it until after the arrival of the passenger train.

Why did you do it before the arrival of the passenger train on this occasion?—I was carrying out the instructions of the stationmaster. He told me to do it immediately.

What arrangement did you have with the stationmaster in regard to giving an intimation when the road was blocked?—The understanding was that I always gave a hand signal when the road was clear—with the passenger trains.

And did you as a general rule carry that out?—Yes, always.

Did you intend to carry it out on this particular morning?—Yes.

And before you had completed your part of the business the passenger train arrived?—Yes.

The Cross-Examination.
The Man Who Would Do and Die.
Mr. Crouch (to witness): Did the stationmaster say anything else to you that morning?—No answer.

You cannot tell me whether he said anything at all to you other than that?—No answer.

Well, tell me what makes you remember this: How do you remember that the stationmaster told you on the 19th August to take these trucks down immediately?—I remember that quite distinctly.

And you cannot remember whether he said anything else to you?—Mr. Blanche: He would not perhaps have any reason to remember anything else.

Mr. Crouch: He has good reason to believe that his evidence is in direct conflict to that of the stationmaster.

(To Witness): If the stationmaster said that he spoke to you about four or five other matters on that morning and at that time would he be telling the truth or not?—No sir, I remember he said to put the trucks into the siding immediately.

You don't remember anything else?—No sir, I do not.

What time was it he said to you "Put the trucks in immediately"?—I should think about twenty minutes to ten.

Twenty minutes to ten?—Yes.

And how long do you want to go from the point where these trucks were to the stable to get the horse, harness him, take him out of that fence over there (indicating), bring him back again and take the trucks to the wheat siding, supposing you are asked to do it to-morrow morning?—On previous occasions I groomed the horse.

Did you groom him on this morning?—No, because I had instructions to put the trucks down immediately.

How long do you want to do it without grooming the horse?—I cannot say; I have no idea.

Give us some idea. You do in three mornings a week in any and your own way. You must have some idea of how long it takes you. Is not that a fact that you do it three mornings a week?—Yes.

Now surely you can tell us how long it takes you?—Well, the horse can be brought up in about 7 or 8 minutes.

There is no catching the horse, is there?—He has a small paddock. The stationmaster spoke to you at the goods shed?—Yes.

You had to walk from there to the stable, catch the horse, harness him, generally groom him, take him along the yard and out of the panel fence and bring him back to this line where the trucks were. Now tell us, have you any idea how long it would take you to do that?—Well, I think he could be taken down in fifteen minutes.

Well now, did you do that yesterday morning?—Did you take wheat from the mill siding to Short's yesterday morning?—No.

Did you do it the morning before?—I do not know whether I put wheat down or not. I did not know.

You say it could be done in 15 minutes. How long did it take you the last time you did it?—Did you do it in 15 minutes?—I do not know. I am not supplied with a watch.

You say this can be done in 15 minutes. Well, you did not get the instructions from the station master at twenty minutes to ten and fouled a train which was due at two minutes past ten. You told us that you do it in 15 minutes?—Oh, well.

You were slow that morning?—I never took any note of the time.

Well why did you not say that?—You do not know how long it takes you?—Seven or eight minutes to catch the horse. At times the trucks are further up.

Well they were right down near the points this morning. You hurried up this morning because you did not groom the horse?—Yes.

How long do you think it took you this morning?—It must have taken me 20 minutes.

You still say that he said "Bill, Short has been complaining that his wheat is not getting down in time; take this wheat down immediately"?—Yes.

But did he say to you: "Bill, Short has been complaining about his wheat not getting down early enough"?—No answer.

Now, what did he say?—He said to put these trucks down immediately, that they were singing out about them.

Mr. Blanche also addressed the Board at considerable length, and the parties then retired. Upon being called in again the Chairman, Mr. Lucy, said the Board could not see its way clear to interfere with the decision, but if the appellant decided to petition the Chief Commissioner, the Board would recommend him to the favorable consideration of the chief, in view of his good record of many years, and all that had been said about him that day.

You are satisfied that he said "immediately"?—Yes.

Well, now, with regard to this hand signal, you say that it was the practice to give the stationmaster a hand signal when you were working in the yard?—Yes.

You also say it was generally observed?—Yes.

Well, now, can you tell the Board when was the last occasion you gave the stationmaster a hand signal?—No answer.

You are working there every morning are you not—nearly every morning?—Yes.

When did you give him the last hand signal?—No answer.

Well, do you give him a hand signal every morning?—No answer.

Mr. Crouch: I will not persevere with this witness any longer, Mr. Chairman.

The Appellant's History.
The Plea for Leniency.

In addressing the Board on behalf of the appellant, Mr. Crouch said:—In this case it seems to me that you have before you an incident of exceptionally severe punishment. I am prepared to admit that the fouling of the main line on an occasion like this is a serious offence against safe working. I am also prepared to admit that safe working is the Alpha and Omega of the railway service, but I contend that you have had before you this morning two men, either one, or perhaps both of whom may be held responsible for this irregularity. I had intended, as I told the Board, to advise the appellant to plead "not guilty" in order to put the responsibility on the other man. However, the appellant recognises his position as stationmaster, and notwithstanding the fact that he comes before you on oath and tells you in an honest fashion that he did everything possible to satisfy himself that the line was clear—because looking from the end of the platform he saw that these trucks had not moved the moment before he went down to pull the levers.

I submit that he satisfied himself that the shunter was not going to do such a ridiculous thing as to take those trucks on right in the face of the incoming passenger train. However, the point for the Board to consider now is whether (presuming that the station master merits punishment for an offence which I would have been prepared to plead earnestly I was not guilty of), he has under any circumstances all merited the cutting off of his railway career. I want to give you one or two facts with regard to the history of the appellant in support of his appeal for leniency. He has been 23 years in the service, and has been employed almost continuously at the more important stations. Some of his history is 12 months at Armidale; two years at Glen Innes; two years at Orange; 18 months at Nyngan as coaching clerk; then night officer at Blayney for six years; on the metropolitan relief for 12 months; then station master at Ban Bhan for two years; at Boggabri for three years; at Manilla for 12 months; and at Gunnedah for 23 years.

I submit, sir, honours, and I do not think I am taking any unfair advantage at all—that there was no intention on the station master's part that these trucks should go deliberately in the face of that train with the shunting horse and these three trucks of wheat. Here is a man (referring to Porter Clarke) who, judging from his appearance, is slow, and we can well understand that the proprietor of this mill might have had occasion to complain of his wheat. The station master, on his morning of inspection of the line, meets him at the goods shed and says, "Bill, Short is complaining that his wheat does not get down quick enough; get it down early." I submit you must believe that the station master that he said "Get this wheat down early" rather than he said "immediately." Is it reasonable to all to think that the station master would say "Bill, take your trucks and your shunting horse in the face of that passenger train, because Short wants his wheat down quickly"? I submit that you have before you a case of punishment of altogether undue severity, and that the Board should take into consideration, notwithstanding that the station master has in a very many ways taken the responsibility on his own shoulders and placed "guilty" I submit that the Board might find many other ways of punishing him rather than cutting off his career of 23 years in the railway service, with all this record of difficult working behind him. It could easily be shown that prior to taking any Gunnedah, there was no ferment of dissatisfaction throughout the district; it is a difficult yard to work, and there had been many public and private complaints. During the time the appellant has been there these complaints have been reduced to a minimum, and yet here on this first occasion when a silly thing I submit for a shunter to do, even though a station master would not enough to say to a shunter "go and take these trucks in the face of that train"—it is a ridiculous thing for a shunter to do.

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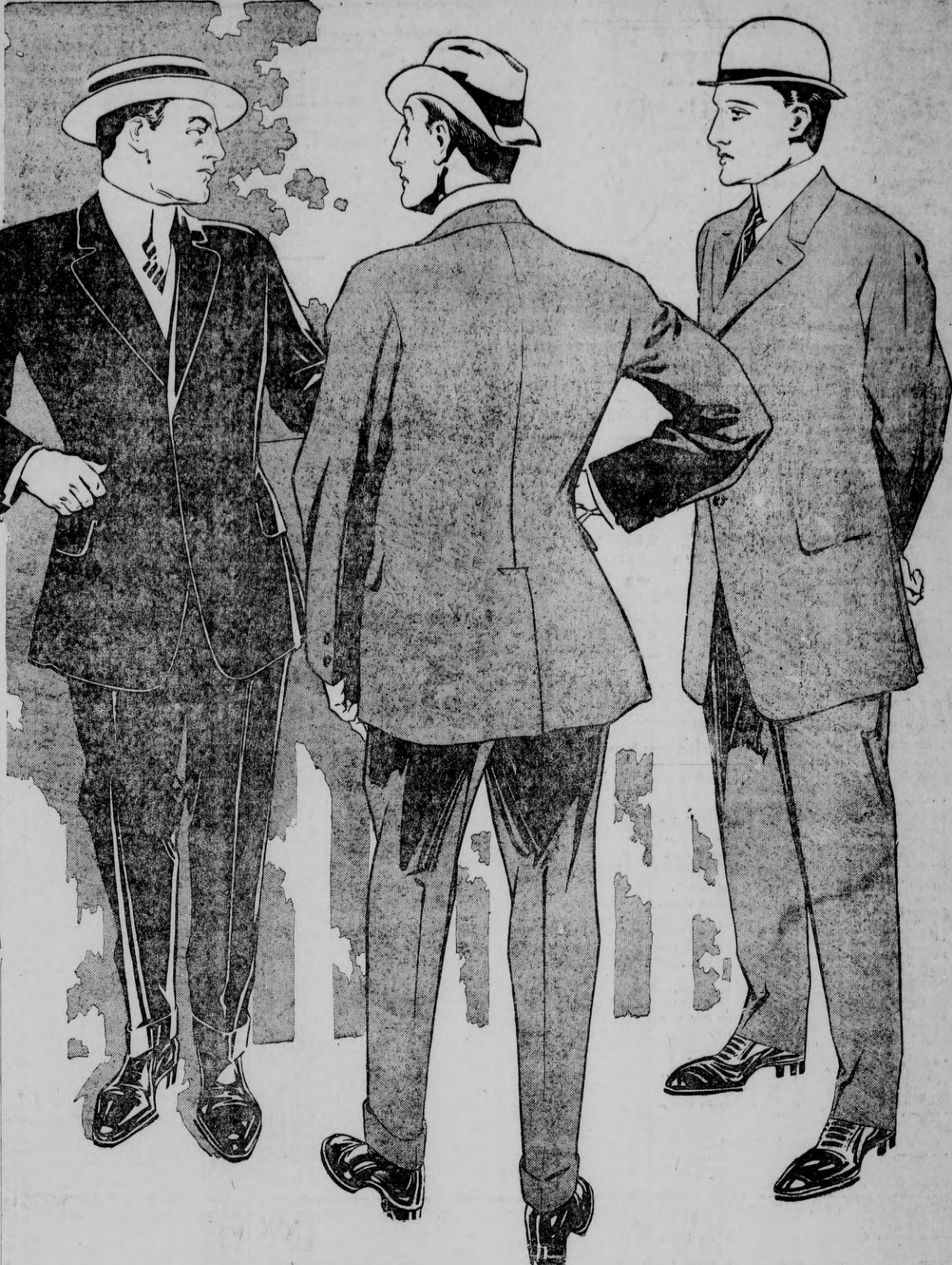
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THE TRAMWAY WAGES BOARD.

Continued from Page 7.

Mr. Paull: Your contention is, the p.m. shift is cancelled on account of the sports and special cases. And if it is cancelled for that purpose you would drive one of the sports trams?—Yes.

Mr. Paull: What the witness is trying to get at is, there would be Randwick races, sports at the Show Ground, or something like that.

Chairman: It may be, but it may be cancelled for half a dozen reasons. Mr. Richardson points out it is another of those cases where it would be impossible to make a hard and fast rule.

Witness: But where it is possible we should have to have it.

Chairman: Where it is possible, probably the concession might be made.

Mr. Carrill: Can you tell me when it was you suffered from a stiff neck, a cold in back, and nasal catarrh?—Last winter in particular, whenever I was driving the Dreadnought type, I always found I suffered from those complaints.

Did you ever suffer from similar complaints before?—I suffered from nasal catarrh on the open front.

What about stiff neck and cold in the back?—I never suffered from that on any other car but the 80-seat car or Dreadnought.

Is it a fact before any protection was put on the front of the cars the men did complain of the rebound from the car bulkheads on to their backs?—Yes.

Which is it, the rebound of the air or the draught?—The rebound. It seems to be a combination.

Mr. Carrill: Rule 111, you know the rule?—Under that rule a driver is expected to look along the off side of car.

Chairman: Is he expected to put his head out beyond the car?—No.

Mr. Carrill: To see if anyone is getting out on the off side. It is impossible for him, without looking around the car, and if he was looking round the car every time I am afraid he could not maintain his time-table.

That may be, and it is necessary sometimes. Your suggestion is the driver should slide back the door to enable him to look?—Yes; he could always do that.

And on the Parliamentary tram time and a half has always been allowed, I understand, for night work?—I could not say always, but for many years, I believe it is really recognised by Act of Parliament. Parliament has recognised that people working those hours between midnight and daylight should have some further compensation above ordinary rates.

Mr. Carrill: The witness does not know whether Parliament recognised it or not.

Mr. Carrill: I would suggest here, though Mr. Carrill may interject, as Mr. Paull holds an equal position to yourself. Mr. Carrill, on the Board, he is entitled to put any form of question he desires without interruption.

Chairman: I cannot agree with that, I suppose objection may be taken to the form of a question put by myself.

Mr. Carrill: Still, as a member of the Board, Mr. Paull is entitled to put his question without criticism.

Mr. Carrill: Not if it is an irrelevant question. I do not want to take informal objections. Mr. Paull did not do so intentionally.

Mr. Carrill: Speaking of the rebound on the front of the 80-seat car, you are emphatic in your opinion that a combination of the draft and rebound is now worse than ever?—Yes.

That the type of the front has aggravated what was always an evil?—I should say it is more injurious to health than it was an open front.

As a matter of fact, since the Dreadnought car has been introduced the men have had to wear flannel belts and that sort of thing?—Yes, to use every protection against it.

Does the rebound most of their time on their feet avoid that draught?—A lot of the men run with the windows down to avoid that draught, even in winter.

Did you ever hear that the Department intended to close those fronts?—Chairman: I do not think we have anything to do with that.

Witness: I do not remember it. I know the Department has been approached about it.

Mr. Carrill: Supporting there was any provision made to close in that front, do you think it would add to the danger of driving?—No.

Do you think it would stop the driver's view to have it enclosed with glass all round—back and front?—Do you not think that the driver would be equal to what it is at present?—I consider he would be able to see just as well.

You do not think there would be any further danger?—Not at all; it is only on very rare occasions the driver cannot see the whole of his car, and it is only at particular congested spots, such as at King-street, he would have occasion to look; on those occasions he could slide the door back and look round the car.

Of course, the King-street line has not the same kind of car?—I was referring to the congestion at the crossing.

There have been far more complaints from the men about sickness since the Dreadnought car came into the service?—Yes, far more.

That is the greatest complaint, the type of the front?—Yes, all last winter the men were complaining of catching cold on those cars, and had severe attacks of influenza, which they put down to the draughts they experienced.

If provision were made to cover it with a door, do you not think the driver could do his work as well and safely?—Certainly, and he would be working with more personal comfort.

In fact, it would add to the safety of the service?—Yes.

Chairman: Is there a greater percentage of drivers who suffer through sickness than conductors?—I think so, especially in winter time.

Mr. Carrill: But there is this point to consider, that the drivers, I take it, the average number of married men among them would be greater than among conductors, and a driver would not lose his work unless he were actually compelled, not to the same extent, probably, as if he were a single man?—That is so; it might be possible for a driver to work on, although his work would be less efficient, than for a single man.

As a matter of fact, drivers are at work in winter when they really should not be?—Very often.

Chairman: Have you actually experienced all this yourself?—Yes.

Chairman: I am not going to put theory against practice. I cannot see myself, if you have the window up, you can get any draught at all while a car is moving. Of course, if it is standing still, the wind can blow across the front through the opening, if your car is travelling it would appear as if you were going through a tunnel, if your window is open on both sides you get nothing in.

Mr. Carrill: If you are driving in a northerly direction with a westerly wind blowing you would get a draught on these O. cars. I rode on one the other night, and got the kidney complaint in half an hour.

Witness: On this type of car the complaint is the air strikes the bulkhead—the glass front being narrower than the bulkhead—and it re-

THE DRIVER'S MINIMUM.

Walter Banks, driver, was examined on drivers' minimum being equal to conductors' maximum.

Mr. Carrill: When appointed as a casual driver, what rate of pay were you receiving?—I mean what you were getting as a conductor?—Seven shillings a day.

For the year prior to the time you were made permanent driver and doing casual driving work, what rate of pay did you receive?—8/- a day.

What rate of pay were you entitled to at that time as a conductor?—8/- a day.

What rate of pay are you receiving now as a permanent driver?—8/- a day.

Does the Department calculate into your service as driver, for the purpose of getting the higher rate provided for by the Award, the time you were only a casual driver?—No.

Mr. Carrill: That is admitted.

Mr. Carrill: How long have you been before you got entitled to the next rate?—Twelve months after being made permanent driver.

You are then entitled to the extra rate?—Yes.

And as it is admitted, however long you may have been a casual driver, that service does not count?—No.

You still have to go through a probationary period of 12 months to entitle you to the extra rate?—Yes.

Mr. Carrill: Do you know of any similar cases?—No.

Mr. Carrill: I object.

Chairman: I do not care what it is. If you want information about other men, call those men.

Mr. Carrill: Why bring in other witnesses if you can take a typical witness?

Chairman: That is admitted. These sort of things can only be found by calling different witnesses, or by admission. This particular matter is admitted.

Mr. Carrill: If that is so, as to the long period, I am satisfied.

Mr. Carrill: What the witness wants to emphasise is the desire of the casual drivers, seeing that the maximum rate of pay is equal to the minimum pay of drivers, that there should be a different rate of pay between the two.

Mr. Carrill: Where is your home?—In Rozelle.

Do you own your own home?—No.

You suggest that any others with shorter service than you were appointed permanent drivers before you, or were you simply waiting your turn?—No, I was only waiting my turn.

Mr. Carrill: You have got no complaints about the going out; you were put out in the ordinary routine?—Yes; that is all.

Mr. Carrill: You have been 8 years in the service; how long would you be a casual conductor out of that?—Just about three years.

That is, before you became a permanent conductor?—Yes.

How long were you a permanent conductor before you were qualified as a driver?—I think I was only about 9 months, though I would not be sure about it.

The main point of complaint—it is not exactly a complaint, but desire—of those men doing casual drivers' work is that the rates for driving be fixed at a higher rate than conducting. Their contention is that there is a distinction in the value of the labor?—Yes.

Do you claim that there is a distinction?—Yes.

And you claim that that value should be better emphasised in the next Award?—Yes.

It is not that you have any complaint about a man doing casual driving who came into the service after you did?—Not at all.

As to his doing casual driving or permanent conducting, if he is qualified—heed—the qualification is all that is necessary?—Yes.

There is no appointment to casual driver?—No.

So long as a person is qualified he is eligible and he is utilised?—Yes.

Positions of Signal Posts.

The following correspondence will show that a very desirable reform has been brought about by the intervention of the Amalgamated Association, which is likely to be highly appreciated all over the State of New South Wales.

Mr. J. R. Johnson, Chief Railway Commissioner, Bridge-st., Sydney.

Sir:—I am directed to communicate with you in reference to signal posts being placed on two sides of the road, and to request your favorable consideration of having them put on the one side of the road, preferably the left hand side in the direction in which the engine is travelling.

At Waratan, instance, the "starter" is on the left hand side and the "advance starter" on the right hand side, which is confusing to drivers, and, in fact, was distinguished in the case of those learning the road.

You will, of course, fully appreciate the circumstances of this matter, so that there will be no need to enter into a lengthy discussion in respect thereto.

Yours faithfully,
THE GENERAL SECRETARY.

Office of the Chief Commissioner, Sydney, 27th November, 1911.

Sir:—With reference to your letter of the 20th instant, asking that signal posts be always placed on the left hand side of the road, I am directed to inform you that the Chief Commissioner recognises the desirability of placing all signal posts on the left hand side of the road, and in any new works the signals are fixed accordingly, practically without exception.

With regard to the existing signals, every opportunity is taken in carrying out renewals and alterations to place signals upon the proper side.

The case mentioned by you at Waratan will be put right in connection with the duplication works now being carried out.

I have, etc.,
J. S. SPURWAY, Secretary.

"Tighten the Rope."

It was no accident that gave Lord Nelson, commander of the British fleet, a title, and Trafalgar Square. He gave the keynote of his own character when he said: "When I don't know whether to fight or not, I always fight." He was distinguished for personal attention to details on his ship, and by attention to most minute circumstances. His last order before his fatal wound, he saw a command, "Tighten that tiller-rope."

Staff Changes and Promotions.

NEW SOUTH WALES.

Railways.

APPOINTMENTS.

Locomotive branch.—Brass Moulder: Ernest Hucker, Eveleigh. Core-maker: John Fitzhenry, Eveleigh. Turner: John Keinedy, Eveleigh. Tube Cleaner: John Moore, Eveleigh. Fuelmen: Thomas Arnel, Wellington. Hugh Gair, Edward McAdden, Bathurst. Office Cleaner: Emma McLoughlin, Bathurst. Cleaners: Mark Bush, Thomas O'Connor, Clifton. Charles Marshall, Henry Sutton, Charles Marshall, Ernest Danielson, Eveleigh. Apprentice Fitters: William Donovan, Bathurst. Frederick Pike, Fyshion, Eveleigh. Shop Boys: Reginald Paton, Sidney. Kimberley, Victor, Berkins, Harold. Fitzhenry, Thomas, Dunn, Thomas Elder, Ernest Pinkerton, Archie Speed, William Martin, Frederick Creemers, Eveleigh. Call Boy: George Hull, Eveleigh.

Permanent Way Branch.—Junior Clerk: Harold S. Edgar, Newcastle. Fitters: Donald McDonald, Thirlmere-Goulburn. Charles Danielson, Bathurst-Fishery. Thomas McAvale, Dubbo-Ningnan. Laborer: Ernest Hayter, Sydney.

Traffic Branch.—Porters: Edward Cooper, Sydney. Coal Loader, Moss Vale: Albert Blackwood, Culcain. Ernest J. Hackett, Forbes. Junior Porters: George Johnson, Petersham. Charles Elder, Ernest Pinkerton, S. Phillips, Sydney. Carriage Washing Sheds: John Curry, Sydney. Relief Staff: William E. Lee, Harlow Vale. Roy: Herdman, Wellington. Night Gatekeepers: George V. Wallace, Canley Vale; Thomas P. Pucell, Sydney. Harry: Reginald Grier, Newcastle. Arthur Kingstead, Sydney. Relief Staff: Stanley Boyd, Blackheath. Gatekeepers: Rebecca Bourke, Windsor. Victoria Puckett, Adelaide. Albert Taylor, Eskbank. Caretakers: Matel Farnsworth, Moura.

Electrical Branch.—Probationers: Norman C. Forster, Sydney. John D. Bleakley, Ningnan. Rex L. Dyball, Eskbank. Lancelot J. Allison, Wallerawang. Switchers: Edward J. Bridgeman, Sydney.

Signalling Branch.—Laborers: David Gove, Sydney. Archibald Hastie, Fetherston. Alfred Durren, Sydney.

Stores Branch.—Laborer: George Beckwith, Eveleigh.

PROMOTIONS.

Locomotive Branch.—Firemen to Drivers: Robert Stevenson, George Hazard, Albert Sinclair, Thomas Vails, William Holt, William Fleming, Walter Long, Eveleigh. Frederick Leach, Yeoman, Harden. Alfred Smith, Bathurst; William Hunt, Arthur Mathieson, June. Cleaners to Firemen: Arthur Lyons, Eveleigh. James Kennedy, Goulburn; William Keighran, James Thompson, Herbert Welsh, Wellington; John Hov, Bathurst. Willie Roche, Frederick Kelly, Albert Ludden, Edward Petrie, Mathias Blood, Harden; Charles Clement, John Kirkwood, Frank Traynor, Stanley Duke, Penrith. Laborer to Machine-ist: Arthur Wilson, Eveleigh. Tube Cleaner to Washer-out: Michael Boller, Eveleigh. Shopboy to Striker: Vivian Lenton, Eveleigh. Shopboys to Cleaners: John Thomas, Norman Membrey, Eveleigh.

The International Workman.

A Brief Summary of Important International Matters, affecting Labor, occurring in the Industrial, Legislative and Judicial fields, and such other information that will further the development and progress of the Industrial Movement.

Painters at Fort Scott, Kansas, have increased an increase of 25d. per hour, without a strike.

Carpenters at Rochester, Minn., have increased their wages 25d. per hour, by amicable means.

Carpenters at Boone, Iowa, obtained an increase from 13 to 14 cents an hour, and the eight hour day, without a strike.

The Button Workers at La Crosse, Wisconsin (U.S.A.), won an increase of 7 1/2 per week as a result of a short strike.

The Moulders at Guelph, Ontario, Canada, increased their daily wage from 13 to 15, and piecework rates from 17 to 18 1/2 without strike.

Steel Workers Win.

The strike at the Dowlat, Eng. steel works, has ended in a victory for the men. The employers have agreed to recognise all the unions, and do business with their representatives.

A One-Man Strike.

A one man strike went into effect October 16, in Bridgeport, Conn. It resulted from a demand of the garment workers for a nine-hour day, not more than two hours overtime per week, and payment of wages weekly. All tailors but one in the city granted the demands, and that one employed a single tailor, who is now on strike.

Moulders Up-to-Date.

The International Moulders Union of North America, recently concluded an agreement with the Central Moulders Association of Scotland, by which the two organisations will in the future interchange membership cards. This agreement is similar to those already in existence between the I.M.U. and other European moulders' unions. A union moulder may now transfer to any local or branch in any of these countries in which jurisdiction he may be working by depositing his card in the usual way, and no initiation fee will be charged.

Two More Women's Victorials.

After a struggle which lasted four weeks, the Dressmakers of Brownsville, N.Y. strike was settled with complete victory for the workers. They reduced the working hours from 54 to 50 and obtained a 10 per cent increase in wages. Of course, the employers were organised and conducted the fight against the union, but during the strike some of the employers deserted the Association and granted the demands of the strikers. The determination of the strikers finally compelled the masters to leave. Association number 2 was won by the Cloak Makers of Toronto, Ontario, in their strike at the Gordon McKay Company's factory. After a struggle of 11 weeks the employers realised the strikers could not be defeated, so they transferred their cloak department to another concern. The first thing the new firm did was to settle with the union, conceding every demand that had been made. The cloak makers made this a double victory because they not only secured new conditions, but they won over a new concern.

Permanent Way Branch.

Gangers to Assistant Inspectors of Permanent Way: Edward Kirk, Goulburn; George King, Bathurst. Carpenter: Leald M. Mower, Bathurst. Bridge Carpenter: Leading Bridge Carpenter: Arthur J. Fitzcock, Bathurst. Dubbo. Fencer to Carpenter: Thomas Booth, Molong-Forbes. Laborer to Rough Carpenter: Edward Davis, Bathurst. Dubbo. Leading Carpenter: James Kelly, Taboran. John Lee, June-Jose. Alfred J. Marbury, Dubbo-Goulburn. William Moore, Ningnan-Cobar.

Traffic Branch.—Ticket Collector to Guard: Joseph Ellison, Sydney to Goulburn. Ticket Collector: Robert Arthur, Flemington. Gatekeeper to Junior Porter: Jack D. Green, Murrumbidgee.

Electrical Branch.—Switcher to Probationer: James Macdonald, Sydney.

Stores Branch.—Laborer to Storeman: Ernest E. Stead, Eveleigh.

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Fitter-in-charge: David Howell, Harden. Drivers: Henry Gibbons, Goulburn; Wright Goldthorpe, Wellington. Book-er: Charles McAlister, Eveleigh. Pumper: Stephen Jones, Penrith. Air Brake Attendant: Oliver Douglas, Sydney. Laborer: William S. Phillips, Sydney. Carriage Washing Sheds: John Curry, Sydney. Relief Staff: William E. Lee, Harlow Vale. Roy: Herdman, Wellington. Night Gatekeepers: George V. Wallace, Canley Vale; Thomas P. Pucell, Sydney. Harry: Reginald Grier, Newcastle. Arthur Kingstead, Sydney. Relief Staff: Stanley Boyd, Blackheath. Gatekeepers: Rebecca Bourke, Windsor. Victoria Puckett, Adelaide. Albert Taylor, Eskbank. Caretakers: Matel Farnsworth, Moura.

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REMOVALS.

Electrical Branch.—Probationers: Carl Richards, Sydney; Edmund F. Frater, Eskbank.

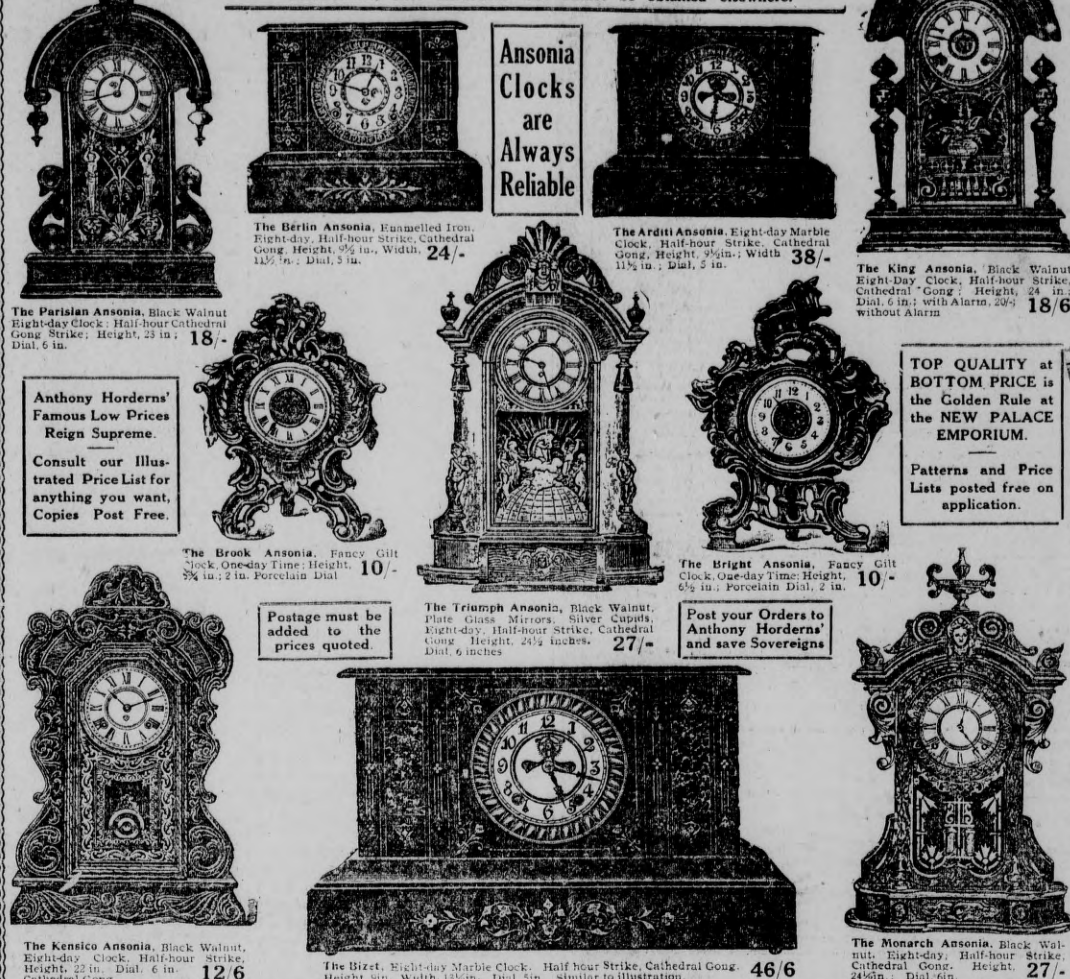
DECEASED.

Locomotive Branch.—Tube Repairer: Alfred Lloyd, Eveleigh. Driver: John Barry, Eveleigh.

Traffic Branch.—Junior Porter: William J. Tildesley, Picton.

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The Parisian Ansonia, Black Walnut, Fifth-day, Half-hour Strike, Cathedral Gong, Height 25 in., Width 24 in., 145/6 in. Dial 5 in.

The Brook Ansonia, Fancy Gilt, 5 1/2 in. x 2 1/2 in. Porcelain Dial 10/-

The Triumph Ansonia, Black Walnut, Fifth-day, Half-hour Strike, Cathedral Gong, Height 25 in., Width 24 in., 145/6 in. Dial 5 in.

The Bright Ansonia, Fancy Gilt, 5 1/2 in. x 2 1/2 in. Porcelain Dial 10/-

The Monarch Ansonia, Black Walnut, Fifth-day, Half-hour Strike, Cathedral Gong, Height 25 in., Width 24 in., 145/6 in. Dial 5 in.

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Midsummer Immigration.

The American Department of Commerce and Labor reports in its monthly bulletin, the number of aliens landing at the various ports, together with sex and nationality. The bulletin gives the number of immigrants for the month of July as 51,737, males 29,257, females 22,480. In the same month the Immigration Bureau reported for cause 808 males, 297 females. For the fiscal year from July, 1910, to June, 1911, the total of 878,587 aliens were admitted for 570,007 were males and 308,580 females.

Brotherhood of Railroad Clerks.

The Brotherhood of Railway Clerks have entered into a very satisfactory agreement with the Pere Marquette R.R., regulating working conditions, including overtime, promotions and wages. The success came partially as a result of the Federation movement among railroad employees. The members of the B.R.C. are on strike at East St. Louis and Duplo, Illinois, on the St. Louis and Iron Mountain R.R. and the Illinois Central R.R. As a result of the Federation movement, the Brotherhood of Railway Clerks are also on strike on the Illinois Central R.R. in connection with the federated movement.

American Labor Federation.

The Executive Council of the American Federation of Labor concluded its session at Headquarters in Washington, D.C., on October 21. The committee made his report to the Council, concerning the progress of the Federation and told of his visit to the Pacific Coast. A number of important matters to labor and the people generally were considered and acted upon by the Executive Council. The committee observed the conduct of the continental case before the full court, which had been convened by Justice Wright.

Co-operation.

Some Startling Figures.

The Middlemen's Profits.

The following from the report of M. P. Dickinson, at the last State Convention of the Arkansas Farmers Union, shows that a closer business relation between the organized farmers, and the organized wage workers would benefit both.

The total value received by the farmers for the cabbage sold to middlemen in New York City was \$965,000; the consumers paid \$1,825,000 for them. For the same quantity of tomatoes the farmers received \$270,000; the consumers paid \$1,238,000 for them. The farmers collected \$1,087,400 for the total crop of potatoes; the consumer paid no less than \$12,000,000 for them! For their onions the farmers received \$164,200; the middlemen collected \$1,642,400 from the consumers for them. For his hams the farmer realised an average of 7d. per pound; the consumer paid an average of 11 pence for them.

If more direct communication should be accomplished between the farmer and the trades union, it would mean a saving of labor to both classes of labor.

Blacksmiths' Better Conditions.

The blacksmiths on the Central Railroad of Georgia R.R. made a new contract with the Company for a raise in wages, ranging from 2 1/2 cents to 7 cents per hour, on a 9 hour day basis.

Previous to organization the blacksmiths of Atlanta got the rate of per hour and worked 10 hours per day. Since organization, their wages have increased to 38 cents per hour, and the day's work reduced to 9 hours. No strike.

British Miners Favor Strike.

Unless some arrangement can be made between the colliery proprietors of England and the miners, in regard to a minimum wage, there may be a national strike of miners. The trouble has been brewing for many months, especially in regard to the rate of pay for working in abnormal places. A national strike over the question of work and wages, and now the Lancashire and Yorkshire miners are on strike. The miners in many districts are also demanding the abolition of piece work. The coal owners have already expressed their opinion that they are afraid that men working in abnormal places may not work fairly, and may be guilty of malingering, hence their decision not to give way on the question of a minimum wage. The miners are also demanding that some solution of the difficulty be found, or there is bound to be a national strike of miners in the near future.

Cold and Inefficient.

Shameful Treatment of Veterans.

Washington, Oct. 21.—Referring to an incident in the Boston post office, when sixteen veteran letter carriers were informed that their pay would be reduced, the "Boston Traveller," in an editorial, has this to say:

"The United States Government, while generous with its soldiers, and sailors is notoriously heartless with its departmental employees. A fresh instance of heartlessness is shown in a current development in the Boston post office. Sixteen veteran carriers are to be reduced in pay, because, worn out with long and faithful service, they have lost some of their efficiency. The experience of one of these men in particular shows the workings of the system. Charles F. West is over 70 years old. He has been a mail carrier for fifty-two years—a longer period of service than that of any other letter carrier in the United States. It might have been supposed that his long and faithful service would reward such a man fittingly, for service of such unexampled length and fidelity, that it would enable him to spend his declining years in honor and ease, doing his work as usual if he was able and willing to stay in the harness, and amply provided for if he dropped out. Not so, however. After more than half a century of work for meagre pay which at its highest has only been 1,200 dollars a year, Charles F. West is to be reduced to 1,100 dollars. And he must continue to do his share of the work, and his salary is to be reduced. He is not to be pensioned, but he is to be sure, but in that case it would be without means of subsistence, for the post office department makes no provision for the pensioning of aged or disabled employees."

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Many a man who has "made good" in the business world today got his first chance by his pleasing appearance. Let us make you a suit which will put you ahead of the ordinary crowd. We specialise in clean-cut, well-fitting tailoring—the sort that gives you confidence in your own appearance.

At the present time we are **\$4.15/- SUIT FOR 70/-** offering a made from our special purchase of Summer Suits—each one different.

Our entire staff are expert tailors—their work is the result of combined excellence—it will make your next suit. Call and see the suit lengths, or write for patterns.

Smart Footwear Styles!

Good boots and shoes that lie well ahead in every point but that of price. It is just there that they fall behind, because our prices are really low.

Before you purchase a pair of boots or shoes call in and examine ours at the price you think of paying. Note the good leather, the non-irritating seams and linings, the good work, the "spring" in the sole, and the smart toes which assure shape-retention. Put them on, and notice the smart effects—feel the absolute comfort of them.

All these good points—and more—in our New Season's Style for Ladies' and Gents' shoes. Sound Values in Children's Footwear too!

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