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THURSDAY, AUGUST 14, 1913.

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CORRESPONDENCE.

WHAT OUR READERS SAY.

THE UNREST IN ESKBANK

(To the Editor.)

Sir,—I note with satisfaction your reference in issue of 24 July, 1913, to the prevailing discontent throughout the Eskbank district, due in a large measure to the harsh treatment and harrassing methods adopted by the Dist. Supt. and staff towards those who, like myself, are unfortunate enough to be located in this district. This condition of things does not tend towards the better working of our railway system by any means, and it is to be hoped that the petition, which can only give a limited idea of our conditions, will be the means of drawing the attention of the Chief Commissioner to the matter. The tone adopted by those in authority to the staff, both personally and through correspondence, is simply disgusting. The spectacle of the chairman at a recent officers' conference, abusing (it really cannot be termed anything else), sundry S.M.s. before their fellow officers, is sufficient proof of the treatment met out personally, and the "humorous" publication known as minutes of officers' conference, provides some excellent examples of the correspondence received.

Everything breathes of threats; in it you can find what to expect on your failing to comply with its instructions. "Drastic action" appears to be the favorite to date, although "serious consequences to those at fault" is a good second, other places being filled by "the offenders will be severely dealt with," or suitable action will be taken," etc., etc.

I do not see the occasion for threats like the above being constantly repeated, and in my humble opinion it only brings contempt on the authors of such. Might I suggest to the Dist. Supt. and his staff that the "courteous treatment" respicienda be adopted by themselves in future. Your readers may not be aware of the sad end of a late respected N.O. of these parts. I have no wish to refer at length to what must always remain a painful subject, but sufficient to add that, at the request on his decease, what was probably his last letter was read, and in it he complained that "he had been hounded down by the Dept." Comment on this is needless.

I would like to take this opportunity of warning N.O.s in this district to be sure and hang their overcoats up immediately on taking up duty, for rumour has it that one thoughtless N.O. so far forgot himself as to leave his coat lying on some books, when an inspector, evidently one of the "Sherlock Holmes" type, happened along, and found same. Result, N.O. cautioned; offence: Having an improvised bed in office.

But fines, cautions, disarrangings and dismissals, are too numerous to give more than a passing comment on them. I trust that when the Amalgamated is restored to its former position, that special efforts be made to have the Clerical Board brought on again at earliest moment, for it is a positive disgrace that any body of men, and particularly those holding the responsible positions of S.M.s. and N.O.s, should be called on to work 12 hours a day. It is admitted that S.M.s. hours are nominally "ten."—If traffic permits. The trouble is traffic rarely does permit, and with regard to the N.O.s, their conditions are infinitely worse, for by the time a N.O. has completed his 12 hours he has just about enough energy left to crawl home. The rates being paid to both N.O.s. and

IMPROVED EYESIGHT TEST WANTED.

Dear Editor,—The All-grades Association has done great service in obtaining improvements in wages and other conditions, but all the concessions are counteracted by the unnecessarily severe eyesight test. This test causes a great amount of uneasiness in the minds of men who have served for many years. At present a practical test is given: railway loco. drivers, but is denied tramway drivers, notwithstanding the fact that the former drive up to fifty miles per hour and the latter only up to ten and twelve miles per hour. The different colours in the test are necessary, but the card test is an inhumane farce.

Now that the elections are coming on, it is an opportune time for the executive of the Association to approach the Government and ascertain if they will do anything in the way of modifying the test. Mr. McGowen was approached a few years ago on the subject, and he, an old railway man himself, gave the same old reply, similar to Mr. Wade, that he could do nothing in the matter, as the test was laid down by the London Board of Trade. It will be the duty of every railway and tramway man to ask their candidates at the elections as to whether they are in favor of the modification, and also work to bring it about.

This matter is, I consider, of very much more importance than wages, appeal boards, etc.

Yours, etc.,
"FORTY-FIVE."

"LIBERAL UNIONISTS."

Dear Editor,—It is astonishing to know the number of railway and tramway unionists who vote for the Liberal party. I cannot understand why these "Liberal Unionists" name themselves on the "side of money-bags, in direct opposition to their own interests. Some of them openly admit it, but others keep it dark, being ashamed to tell their mates. However, they never demur at taking the union wage on pay day. Judas Iscariot, dipping hand in the same bowl as Christ, seems the only fitting simile which occurs to the mind of the writer.

Of course a number are hoodwinked by the sectarian cry, but thank God, owing to the spread of education, that is dying out.

Our "Co-operator" is also doing a lot of good in educating them in Labor matters. But the fact remains that here are a number trying to forge ahead by voting Labor, while a number are holding them back by voting Liberal, notwithstanding the fact that they all belong to the one industrial union.

But it is pleasant to know that all the old Conservatives are dying out, and all the young people now attaining their majority are for the progressive Labor party every time.

PROGRESS.

BRITISH UNIONISM.

HOW IT IS BUILT UP.

Thus "The Railway Review," the organ of the National Railways Union (Britain):—

ORGANISATION—A METHOD.

Sir,—If space permits, I should like to make a few remarks re the most effective method, in my opinion, of making and retaining members, and as we started the Bermondsey Branch with under 500 members and we now stand at a membership of over 1,100, a few words on the subject may not be out of place.

We find that some members can only be retained by being canvassed by collectors, as certain men never overcoat up immediately on taking up duty, for rumour has it that one thoughtless N.O. so far forgot himself as to leave his coat lying on some books, when an inspector, evidently one of the "Sherlock Holmes" type, happened along, and found same. Result, N.O. cautioned; offence: Having an improvised bed in office.

But fines, cautions, disarrangings and dismissals, are too numerous to give more than a passing comment on them. I trust that when the Amalgamated is restored to its former position, that special efforts be made to have the Clerical Board brought on again at earliest moment, for it is a positive disgrace that any body of men, and particularly those holding the responsible positions of S.M.s. and N.O.s, should be called on to work 12 hours a day. It is admitted that S.M.s. hours are nominally "ten."—If traffic permits. The trouble is traffic rarely does permit, and with regard to the N.O.s, their conditions are infinitely worse, for by the time a N.O. has completed his 12 hours he has just about enough energy left to crawl home. The rates being paid to both N.O.s. and

IMPROVED BOND SIGNAL BOX.

7th June, 1913.

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

Sir,—On the 1st October and 25th November last you were asked for the erection of an improved signal box at Bondi Junction, or an enlargement of the present one, and were informed that the Chief Commissioner could not see his way to give any direction at that time. I am now directed to renew the request, and to again urge the necessity for some improvement. It is a very small box, and badly ventilated, and it is respectfully submitted that the expense which would be incurred in providing improvement appears to be warranted.

Yours faithfully,
C. THOMPSON,
General Secretary.

Office of the Chief Commissioner,
Sydney, 7th August, 1913.

Sir,—With reference to your letter of the 7th June last, relative to the signal box at Bondi Junction, I am directed to inform you that the Chief Commissioner has approved of the enlargement of the signal box, and the work will be carried out as quickly as possible.

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

General Secretary,
Transport Workers' Federation,
Sydney.

THEY SAY—

That last year's Metrop. Coaching Branch picnic was run at a loss of £40.

That this year's picnic takes place at Clifton Gardens on October 20.

That the staff should buy a picnic ticket whether they go or not. If they don't we shall soon loose the day as a holiday.

That with Tom Bonamy for president, Ted Scanlan for secretary, and Jack Parkes for treasurer there will be something doing this year.

SCREW-JACK.

BREAKDOWN GANG'S HARDSHIPS.

To the Editor.

Sir,—Do you think that our Chief Commissioner, or Chief Mechanical Engineer, know that their servants work without food or refreshments for twelve hours? Surely they don't, and it is to be hoped that they don't approve of it being done. Here is a case in point. Derailment caused through tyre of wheel coming off carriage at Minembah, near Singleton. Men sent from Hamilton to clear line; took no food, and could get nothing to eat or drink during the whole of the time. Inspector was with the men, and we understand that he had his dinner, yet those men had nothing to eat from 7 a.m. before they came to work, until 7 p.m. when they returned again. How does the department expect men, in cases of emergency, to fulfil their duties with their "bingles" empty? Is it not the rule that at all breakdowns refreshments are provided? It was the rule till recently, and it is to be hoped that it will not occur again, or the men will be justified in leaving the job in a body and getting refreshments. Another thing that hurts is that they reckon that "dirt money" is not to be paid for breakdowns—just the place where they ought to get double time, up to their necks in dirt of all description. I hope this gentle reminder will cause matters like this to be rectified.—Yours, etc.,
SCREW-JACK.

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ROSEHILL SATURDAY

Albert Maher

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PERFECTLY CLEAR NO FLICKER.

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NEXT MEETINGS: 1913.

Kensington - Sat, Aug. 16

Victoria Park - Wed, Aug. 20

Kensington - Wed, Aug. 28

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KING ST., NEWTOWN.

ROSEHILL RACES

Saturday Next, August 16

FIRST RACE, 2.10 P.M.

SPECIAL TRAINS DIRECT TO RACECOURSE PLATFORM WILL LEAVE AS UNDER:

11.25 a.m.—Horses, leaves Horse Dock.	12.51 p.m.—2nd Class, leaves Platform 15.
11.35 a.m.—1st and 2nd Class, leaves Platform 15.	1.26 p.m.—1st and 2nd Class, leaves Platform 15.
11.57 a.m.—1st and 2nd Class, leaves Platform 15.	1.48 p.m.—1st and 2nd Class, leaves Platform 15.
12.22 p.m.—1st and 2nd Class, leaves Platform 15.	1.59 p.m.—1st and 2nd Class, leaves Platform 15.
12.40 p.m.—1st Class, leaves Platform 15.	1.27 p.m.—1st and 2nd Class, leaves Platform 15.

Stops at Strathfield.

GEO. S. ROWE, Secretary.

NOTE—Combined Railway Tickets for admission to the Sudding Paddock or St. Leeger Reserve can be purchased at the Central Booking Office, Chalmers Street, Melbourne.

Victoria Park Racing Club.

WEDNESDAY, AUGUST 20, 1913.

LARGE ENTRIES. BIG FIELDS.

SPECIAL TRAMS. SPECIAL TRAMS.

One Penny from Railway Station.

H. COBROFT, Secretary V.P.R.C., 20 and 21 Imperial Arcade

THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

Rosehill on Saturday.

The "Chaser" broke his back in the Koovala Steeple at Caulfield on Saturday.

Another horse to "throw in his marble" at Caulfield on Saturday was Emulo, who broke his back in the Australian Steeplechase.

The jockeys Burn, Robertson, and Kery were badly injured in the Australian Steeple.

Although Firm was only placed third in the Rosehill Handicap on Saturday, there were many who thought that she had won. "Bull-fighter," who is well in the betting for the Epsom Handicap, only did third place to Merula on Saturday.

Fugue was beaten by Gibberghyan in the Welter Handicap at Newcastle on Saturday.

The Queensland crack, Mr. Gavonni, won a W.F.A. race at Eagle Farm on Saturday. En Haur was successful at the same meeting. Rogivno recorded a sensational run in the run off for the Auburn Handicap, with Zinita at Rosehill. The Malter horse has now come into favour for the Epsom Handicap.

The A.J.C. Stewards have decided that the races, Mustapha, Bon Proso, Trexton King, and Voldon, are entitled to little consideration by the starter, and in future starts will not be delayed through their erratic capers.

The Stewards were hardly satisfied with the running of Cool Air in the Auburn Handicap at Rosehill on Saturday, but they took no action.

Sea Prince, who was favourite for the Caulfield Cup last week, ran a bad race in the Nalakoff Stakes at Caulfield on Saturday.

ROSEHILL.

Winners, S.P., Riders, Post Positions.

Don Quex . . . 8 to 1 (Handlow) 10

Cedilla . . . 3 to 1 (Callen) 22

Rovigno . . . 10 to 1 (Lillyman) 6

Culwalla . . . 10 to 1 (Wood) 2

Sequacious . . . 3 to 1 (Emerson) 10

Rathkeale . . . 9 to 2 (Barnett) 14

Mumbullah started favourite in the hurdles, but at the second hurdle he came to grief. Dunkerry took up the running, and showed the way for nearly a mile and three quarters. Don Quex headed his field at the turn, and came on to win by a length from Nonda, with Wadden third, and Dunkerry fourth. Goddard fell.

Cedilla and Kirribilli were best backed in the Maiden Handicap. The latter was first into the straight, but he failed to fill a place. Cedilla finished fast, and recorded an easy win, Aron Marchwood, with Great Chief, who came fast from the distance, third. Lord Castelreigh was fourth, and just in advance of Hen Aulryne and Kirribilli.

Wood Reeve led for half a mile. Zinita and Cool Air were each at 5 to 2 in the Auburn Handicap, while the others Sir Vive found most backing.

Dion led to the half mile, but then Zinita ran to the front and led into the straight by a couple of lengths. Rovigno tackled Zinita at the half distance, and managed to record a dead heat, with Ruehall Mare. Sir Vive was a close third, and Kilmendon fourth.

A big field went to the post in the Auburn Handicap, and in the flag-fall there was nothing much between Pittsworth Gun and Graftaline in the betting. The former was one of the first to head for home, but he failed to place. The winner turned up in Culwalla, who finished fast and beat Abbeite by a length. The latter led at the distance. Third place was filled by Voldon, while Booringa came next.

Matfield and Yarril shaped best of the others.

The finish in the Rosehill Handicap was very exciting, the Judge declaring for Sequacious by a head from Pen Out, with Firm a head further off in the third place.

Nicosia, Hot Cake, and Single were in a bunch just behind the placed horses. The latter led for a mile.

Miss T was the elect in the Parra-

matia Mile, but she was beaten out of a place. The prize went to Rathkeale, who just won from Scarlette Treat, with Belove a good third. Coolahurrugundy was fourth and Ganilla next.

King Billiwinkus was riding home from hunting in a very bad temper.

VICTORIA PARK.

Winners, S.P., Riders, Post Positions.

North Star, 15 to 1 (Walker)—11.

Irritation, 4 to 1 (Russell)—9.

Melton Maid, 5 to 1 (Lillyman)—9.

Playnos, 5 to 4 (W. Harris)—5.

Coryphene, 3 to 1 (Porter)—2.

Miss Playful, 3 to 1 (Belton)—9.

Grandios, 3 to 1 (Walsh)—3.

Ridiculous, 7 to 1 (Stubley)—1.

For an "off" day, the meeting at Victoria Park was exceptionally well patronised on Monday. Lola was a strong tip in the Flying, but she failed to get a place, the winner turning up in the little-fancied North Star, who finished fast and beat Inverell nicely. The latter was leading at the half distance.

Defence, who was one of the leaders in the straight, was third, while in order named followed Carwaye, Lola, and Gwennie.

The second division went to Irritation, who won nicely from Matinee, with Uncle Jim third. Lochearie was fourth, and Lord Faith and Poie next.

Matinee and Uncle Jim were first to enter the straight.

Melton Maid finished very fast in the 14.0 Maiden, and won by a length and a half from Amour, who finished very fast. Lord Hope (favorite) was a good third, and Nora M, who led into the straight, next.

Playnos scored an easy win in the Hurdles. Second place was filled by Rose Graft, while Director came next. Withora finished fast in fourth place.

ROSEBURY.

Winners, S.P., Riders, Post Positions.

For Ever, 6 to 1 (Livingstone), 9.

Crimson and Black, 5 to 1 (Griffith), 13.

Speedy Meg, 10 to 1 (Black), 5.

The Artist, 5 to 4 (Russell), 9.

Green and White, 4 to 1 (Russell), 16.

Merr's Pride, 10 to 1 (Dove), 3.

Master Famous, 12 to 1 (Dove), 8.

The Maiden Handicap went to For Ever, who led all the trip, and beat the favorite, St. Moritz, nicely. The latter was with the course at the turn. Fair Nell was a moderate third.

Crimson and Black won the Flying Handicap nicely from Bay Donald, with Cozin third.

Haut To Defeat and Defeat were the leaders at the time.

Fitz Merv and Defence were just behind the placed horses.

Calpha and Roy Queen were best backed in the 14.1 Handicap, but Speedy Meg led all the way and just won from Roy Queen, who may have won had she been better handled.

Realms was a fair third and just in front of Karaba, Bridgefield, Calpha and Moorelan, who were in a bunch.

The Artist was a hot favorite in the Encourage Stakes, and for a long time in the betting books offered 5 to 1 bar the elect. Sealark started at 4 to 1.

Matt Minnie led for seven furlongs, but The Artist was in front at the leger. The latter won by a length from Andorno, with Matt Minnie third, and Rose Alpine fourth.

Nosonosky appeared to win the 14.0 Handicap by a short neck, but the Judge ruled in favor of Green and White, from Nosonosky, with Prudence third. The latter led to the leger. Attention was fourth, and Red Gipsy fifth.

Merr's Pride recorded an easy win in the 1.2 Handicap. The favorite, My Peggy, was second, and Edna third.

The Rosebury Handicap went to Master Famous, who won nicely from Trustworthy, with Carlo third. The latter met with interference.

ANTICIPATIONS.

ROSEHILL.

SECOND HURDLE RACE.

FLOATING . . . 1

BUSRA . . . 2

SILDRACE . . . 3

MAIDEN PLATE.

COLLARALL . . . 1

YARRIL . . . 2

BOOMALLI . . . 3

DUNDAS HANDICAP.

CAREEL . . . 1

MULFORD . . . 2

ABBICE . . . 3

GRANVILLE STAKES.

MINIVA . . . 1

BANNABY . . . 2

RENLOCK . . . 3

AUGUST HANDICAP.

ERIC . . . 1

ZENS . . . 2

SANDBATH . . . 3

CARLINGFORD MILE.

WERIMBLE . . . 1

FORMER . . . 2

WARSTAR . . . 3

Sparklets from Sportdom

By "SEARCHLIGHT."

Rugby fixtures for next Saturday are:

Newtown v. Annandale.

Glebe v. Eastern Suburbs.

South Sydney v. North Sydney.

Balmain v. Western Suburbs.

Eastern Suburbs are again Premiers. South Sydney more than held their own for a time on Saturday, but the Premiers prevailed by 14 to 7.

Glebe apparently have done their dash. On Saturday Newtown easily defeated the reds.

C. Fraser, A. Bloomham, H. Messenger, Ray Norman, A. Halloway, T. Pearce, were unavailable for the New Zealand trip, and the following filled the vacancies:—Challis, Horder, Collins, McKivat, Butler, and Barnett. The team leave on Saturday.

The five miles cross country championship was won by W. J. Hamilton of Toowoomba Harriers. South Sydney finished third in the teams. Result:—

The Parramatta to Sydney open road race on Saturday resulted in a win for N. E. Burke, of South Sydney. The Botany runner, W. E. Corben, put up fastest time, viz., 1hr. 25 min. 35 sec. This is better than A. R. Simes' record, which stood at 1 hr. 27 min. 53 sec.

In a sculling race on the Richmond River on Saturday, Casey was too good for Ford.

The South Sydney League held a bicycle road race over five miles on Saturday, when the winner turned up in R. Doodson, who started from scratch.

The semi-finals of the Dunlop Inter-club premiership were decided on Saturday. Redfern Club won the first heat from South Sydney, while Eastern Suburbs downed Rookwood.

The union fixture on Saturday, Queensland v. N.S.W., resulted in Queensland winning by one point, the scores being 22 to 21. At half time the visitors led by one point.

A sea lion measuring twelve feet was captured at Woy Woy on Saturday morning.

S. Luker accounted for the one mile and five miles events in connection with the Manly Club's bicycle races on Saturday last.

The Australian cricketers defeated a West Indian eleven by an innings and 129 runs. The West Indian team only scored 13 in the first innings, while the second team scored 161. Macarthy took seven wickets for 7 runs.

The Australians failed to beat the German team (12 men) at Philadelphia. The winners scored by three wickets. Bardsley (64) was the best bat for Australia.

Fred Lindrum, Junr., made a break of 555 by all round billiards in the match with Althen last week.

THE BIG FIGHT.

MEHEGAN v. WELLS.

WELLS GETS DECISION ON POINTS

A GRUELLING TWENTY ROUNDS.

"He who fights and runs away Will live to fight another day."

DECISION GET MIXED RECEPTION.

(SPECIAL TO CO-OPERATOR.)

(BY PATRIAN.)

It depends how you look at it. If making full use of the 20th round, fighting mostly on the defensive all this time, counts against continual aggressiveness, hard hitting and frequent fast scoring at close quarters, then Wells won. If, on the other hand, chasing his man for this lengthy period, willingness to exchange wallops, and a hundred per cent. harder punching counts for anything, then undoubtedly the decision should have been in favor of Australia's champion, Hughie Mehegan.

With the exception of the 15th and 20th rounds, Hughie had to carry the fight to his opponent, who must have covered the distance from the Stadium to Manly in his efforts to keep away from the gruelling the Australian was handing out. Wells only fought when he had to—when Mehegan's steady and persistent advance forced him into positions where he had to fight his way out, or openly run away; and then how did he "cop out"—especially in the early rounds. Mehegan's scoring under these circumstances was 100 per cent. faster and more effective; and although Wells scored frequently at long range on the retreat the points notched did not equalise those scored by the local man, close in.

The old saw "He who fights and runs away will live to fight another day" was evidently the maxim followed by Wells, and although he undoubtedly played a very pretty left which has been credited to him by some writers. One paper goes so far as to publish a chart showing that Hughie recorded no less than 76 punches on the nose. Rot! If he did he would have had no nose left, and he must have had a superhuman break not to have bled more than the modest trickle he displayed. Add to this Mehegan's splendid aggressiveness—the fact that in the 17th round he had to drop his hands and make a fight of it—it is no wonder that a large section of the crowd shared the writer's surprise when Mr. "Snooty" Baker placed his hand on top of Wells' head. No wonder also Hughie said afterwards that a man had to "hop about like a kangaroo and hug like a bear" if he was to win a fight.

Clever footwork is all very well when used as occasion calls for it, but when it is made the main part of a programme it is largely discounted. If both men acted on the same lines there would be no fight or else the feeblest footed boxer in the game would speedily become champion of the world. An exhibition spar is an exhibition spar and a contest a contest; after going carefully through my notes on the fight I fail to see how Matt's footwork of foot and clever boxing on the retreat counter-ordinary power could have kept tally balanced Mehegan's sustained for-of-the showers of punches exchanged

in the first few opening raps, but we do know that Mehegan had much the better of this procedure during the first two rounds, and after keeping Matt's head rocking with a succession of left uppercuts, sent him to his corner, bleeding from the nose and mouth and with his bad ear swelling up preparatory to the burst which came a couple of rounds later. (Let us mention, ere too late, that manager Levy, for some reason, insisted on Hughie turning his famous belt round before hostilities began. This wonderful belt has the Kangaroo and Emu embroidered on the front, and Levy was evidently afraid this might lessen his man's chances or the force of his punches. Hughie responded by taking it off altogether. In the first round Matt landed one dangerous punch—a heavy overhand right swing—a blow which he used three times effectively during the next few rounds, and once shook Hughie up with it. This punch first came into prominence when used by "Young Corbett" for the undoing of "Terrible" Terry McGovern, and was recently the wallop with which Abo Attell won his first comeback fight against his previous conqueror Ollie Kirk. It is a good wallop, but Hughie saw that it did not occur again.

The early rounds were marred by much scrambling owing to Matt's desperate efforts to avoid punishment at close quarters, and Hughie's frantic efforts to break loose from his clutches and to be up and doing something.

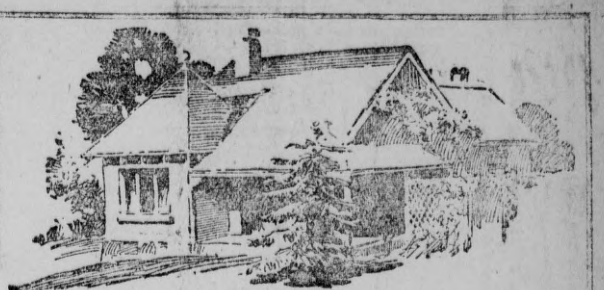
Both men infringed the rulings to a certain extent, but as Hughie had no other chance but to make the most of his man once he caught him, he was the less to blame. In the sixth Hughie landed one terrible body punishment and made Wells kink to protect his tummy. It was a case of "stringyback versus oak," and the oak was bending badly to the breeze. Wells indulged in a lot of clever bawling, which made Hughie swing his guard about, but he made no attempt to come in and hit, and except when covered preferred to keep out of range. Owing to a heavy overhand swing to jaw which enabled him to take advantage, Wells owned the seventh round, which in this scribe's opinion was the first he won. The 8th was an even round, and in the ninth, which was Hughie's, Wells landed a heavy swing in the break-away which called for a protest from Mehegan.

Mehegan missed a lot of punches in the following few rounds owing to Wells' footwork, but as Hughie was acting as a pivot with Wells dancing around well out of distance it was only to be expected. When Mehegan did catch him, however, he handed out good, hard and frequently, and had Wells bleeding freely. Matt is entitled to all credit for his footwork, and had he mixed it occasionally with voluntary attack this writer would have no kick coming as to the subsequent decision. The 12th, which was a shade in Mehegan's favor, saw a delay owing to a burst glove. Wells assured Mr. Baker that he hadn't used it whilst in that condition, and furthermore that he wouldn't take such an advantage. We quite believe Matt, who is certainly a thorough sport and gentleman in the ring. They shook hands for the 13th and started off smiling to hurt each other all they could. Mehegan's work at close quarters was particularly noticeable in this round, and the same tactics marked most of his previous efforts under the same conditions. Hughie had his left free—Matt his right; the other arms were more or less locked. Hughie would jab upwards with his left, finding the face, and then bring it back like a flash to protect his own, and in most instances caught Matt's right return on arm or glove. It was close work which would be difficult for spectators who were not directly underneath to observe; and owing to this Mehegan no doubt lost many points, as to all intents they were landing blow for blow, whereas Mehegan was doing the punishment.

The 14th went to Wells' account, but more by luck than good management. A fierce rally saw Hughie pushed into a neutral corner. He landed three stiff left uppercuts in quick succession, but was not quick enough to avoid one of Matt's right returns, which, although not particularly foreboding, found the right spot and left Hughie emerging from the struggle considerably used up. Wells knew this, and for the first time really forced the fighting in the 15th round. Hughie meanwhile had made a recovery, but was a loser on the round beyond doubt, although he put Matt's left eye into a condition needing special attention from his seconds.

The 16th saw Mehegan rousing at Wells' seconds about resin or champagne, or something on Matt's head, which affected his eyes. However, they shook hands and proceeded to paste each other as heartily as before. In this and subsequent rounds Mehegan made frequent use of a clever pat aside to Wells' left leads, his mistake being that he twisted Matt too far round to allow for advantage being taken of his temporary loss of balance.

In the 17th Mehegan dropped his hands and asked Matt to make a fight of it, but Wells wasn't having any, and Hughie had to chase his man as usual. Manager Levy was looking very serious at the conclusion of this round, which was undoubtedly Hughie's. Fierce scrambling rallies and long-distance poking from Wells marked the proceedings to the finishing round, when Matt did make his second attempt to



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force the fighting, and with good results. He shook Hughie up with a "dirty" left hook and owned the round all right, and at the conclusion got the decision as mentioned.

Hughie expressed his disgust in looks, but was immediately pounced upon by Matt and severely kissed. Fighting, however, is more in Hughie's line than "kiss in the ring."

Cheers and prolonged hooting punctuated the decision, but I suppose that would have taken place no matter how the verdict went.

Well, there you are. It was a fairly close go, Wells' footwork against Mehegan's forcing. Wells landing the cleaner punches, but many less and much less effective than Mehegan's. Wells smothered in gore, and his body bruised and reddened. Mehegan practically unmarked.

What do you make of it?

BOXING.

STADIUM FIXTURES.

Saturday, August 16.—Bill Lang (Vic.) v. P.O. Curran (Eng.), heavyweights.

Saturday, August 23.—Arthur Evernden (Eng.) v. Frank Picato (U.S.A.), welterweights.

Saturday, August 30.—Bert McCoy (Vic.) v. Waldeemar Holberg (Denmark), lightweights.

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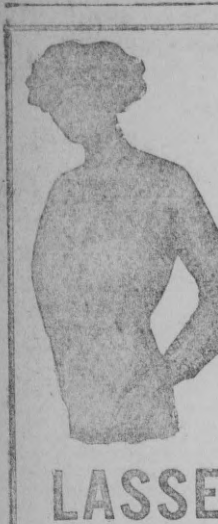
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SYDNEY ..

THE CO-OPERATOR.

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and articles dealing with any subject
connected with the Co-Operative
Movement. We will do our best to return
contributions, but we cannot be held
responsible for the return of any
manuscript.

THURSDAY, AUGUST 14, 1913.

NOTHING DONE.

It is just on twelve months ago
since the Amalgamated registration
was cancelled. At that time various
sectional unions rushed in to carve
up the old Amalgamated member-
ship. They went into the Arbitration
Court, and in effect said "Please,
Judge, the Amalgamated complained
of conditions under which it labored
in its wages board work, but we will
take the job on without grumbling."
They were given their opportunity.
They have had a clear, unopposed
path open to them. What have they
done? Nothing. Nothing. Nothing.
The Railway navies' union was
supposed to be able to do wonders.
The navies themselves never said
so. But usurpers of the authority
of the navies did. They promised
the railway quarry employees great
advantages. A picture of ideal condi-
tions, and bulging pockets was
drawn. Manna was to shower from
heaven if only the navies' union
houses were given a show. Well,
they have had time and opportunity,
and no rivals in the field. And they
have done nothing. The quarry em-
ployees have not had their indus-
trial stature increased by one cubit.

The same may be said of the tram
pos, way men. These same union
busses promised the sun, moon and
stars all in a heap. Indeed, the sec-
tional tramway union joined in the
mad competition of promises. A few
simplesons believed the trifling pro-
mises who warbled so invitingly. But
the tram pos, way men have received
nothing beyond what the Amalgama-
ted gained for them. The siren
band of promoters have not made
good.

Then there was the railway per-
way men. They were to have all
service conditions that were good
maintained, whilst ten bob a day was
to be the minimum wage for fitters.
All higher grades were to rise pro-
portionately. Well, where are the
results? What effort has been made
to deliver the goods? None what-
ever.

Take loco. laborers. The ears of
these men were tickled until many
nearly went into a frenzy of delight.
The big wages could almost be felt,
so realistic was the picture painted.
A certain other union had a large
number of this class of worker in its
ranks, so we were told. It was in
a position to put up an immediate
fight. Where are the results? Why
do not the people who promised re-
dress their pledges? As a matter of
fact, nothing has been done.

Building Trades: In the Industrial
Court a year ago various outside sec-
tional unions contended with great
vigor to oust the Amalgamated from
this field. Later they gained their
point. What have they done? There
has not been a single move made.
The enthusiasm of the outside unions
has vanished. They were obstructiv-
ists and destructionists only. They
have no regard for service em-
ployees. They only wanted to upset
the Amalgamated. They did not want
the bone themselves, but wished to
prevent the other dog from having
it. As a result no move has been
made to better the lot of the build-
ing trades section of the employees.

Examined: Where are their de-
fenders amongst the sectional
army? Echo answers—Where? We
were told their conditions could be
quite easily dealt with. It was said
to be the natural thing for a certain
sectional body to deal with them,
there were so many kindred features
about their work. Yet, having
seen the Amalgamated temporarily
muzzled, these men are relegated to
cave-darkness.

Let us not allied grades were
to come into their own per medium
of the marvelous activities of the
electrical union. But they are still
on the industrial spot where they

UNSTABLE CLERICALS

There is a section of the salaried
staff who are always chasing alluring
phantoms. They are as unstable as
water. Are you, Mr. Reader, one of
them? A few years ago an officers'
association was organized. Salaried
men rushed in as a heaven-sent de-
liverer. Then they slackened, failed
to pay up, and the organization be-
came a lifeless thing with neither a
body to be kicked nor a soul to be
damned. Then the Amalgamated
chipped in and agitated for closer
union. The officers' association suc-
cumbed to the all grades propaganda,
and threw in their lot with the Amal-
gamated. Then there was a wild
hurrah of enthusiasm. Salaried men
were going to overturn the earth.
For a time they were good unionists.
They got good results—many in-
creases and a definite classification.
And surely no beneficiaries will de-
sert. Then there were complaints
that salaried men were not paying.
The old disease of sleeping sickness
appeared again. In turn a fresh
seem-spasm entered into the clerical
atmosphere. A brand new officers'
association has been formed. They
have boxed the compass and are
back again at the starting point of
years ago. And one may see the
same unstable characters, who chase
every next fairy, again preaching the
wonders of the brand new scheme
they have afloat. Is not this section
of the salaried men a miserable
crowd, brethren? To think they are
so unreliable they cannot stick on the
same spot for five years at a stretch.
Running at the first sign of trouble!
Is this the way to impress the anti-
clerical with clerical unity of purpose?
As a fact there are a number amongst
who have not come to know, the
A B C of unionism. They are in-
dividualists pure and simple. They
imagine they see some temporary self-
ish advantage to be had, and at once
desert those who have been helping
to fight their battles. Away with this
narrow-minded, short-sighted policy!
Let the unstable rift-riff go. But
let the solid men of firm unionistic
conviction stick fast. The Amal-
gamated has passed through a dark
valley, but is making a splendid re-
covery. Let clericals stand with
their comrades of all grades to right
our organization. Clericals have
done well out of the Amalgamated.
They shall do well again. Let them
show throughout that they may be
relied upon, that they are worthy
to be called solid unionists, and all
this implies.

YOUR STATE MEMBER.

Have you written a letter to your
State parliamentary representative
about the Amalgamated Association's
re-instatement as an industrial or-
ganisation duly registered? The Gov-
ernment gave a written undertaking
to carry out the recommendations of
the Royal Commissioner, Mr. Pidd-
ington in this regard. He reported
that the association should be re-
instated, to occupy the same position
as if it had not been cancelled. To
do this he recommended a short bill
of a couple of clauses. The "Herald"
and "Telegraph" have approved of
the recommendation, and it has met
with general public acceptance. No
principle is involved of a political
character. Both sides of the House
could support the proposal as the
barest justice. The bill would go
through almost as a formal matter.
Members of Parliament live on
votes. They are all just now very
keen on making figures. The rail-
way and tramway men should make
themselves felt by insisting that their
local member hurry up this re-
registration. Every man should com-
municate direct and at once with his
representative and insist upon the
prompt and definite reply. "The
matter will have consideration" is no
good. It was considered long ago,
before the Royal Commission was
appointed—when the Government
offered the strike settlement terms.
All that remains now is to honor the
written contract already made. The
bill is clear. The matter is simple.
It will occupy very little time.

The Government do propose, we
know, to honor its word, but it is
wanted quickly. Thousands of men
are awaiting the chance of industrial
betterment, which the reinstatement
of the association will make pos-
sible.

COOK SOCIAL.

On August 21 there will be a so-
cial re-union under the auspices of
the Cook Electorate Federal Labor
Council in St. George's hall, New-
town. A social was held on July
29 and was a magnificent success.
Over 600 people were present. There
was ample room in the great hall
referred to. Everyone enjoyed them-
selves. The coming social will be of
the same kind. All the prominent
Laborites will assemble together to
enjoy an evening. The tickets are
only one shilling.

THE "CO-OPERATOR" MISSING.
Complaints are numerous regard-
ing the non-appearance of the "Co-
operator" weekly at some of the rail-
way and tramway men's homes. In
many cases it will be found upon in-
quiry that it has been stopped be-
cause the person concerned is unfam-
iliar in the books of the associa-
tion. In such instances those con-
cerned should remedy the trouble at
once by paying up. Where the paper
does not reach a financial member
the attention of Head Office should at
once be directed to the matter.

A WEEKLY TALK ON
CURRENT TOPICS.

(BY THE GENERAL SECRETARY.)

The path to restoration of our re-
gistration as an industrial union now
seems plainly marked. There never
was much doubt about it, but some
of the faint-hearted were a little dis-
couraged because everything did not
come right at once. When the Royal
Commission was appointed, the Gov-
ernment was pledged in writing to
carry the recommendations into ef-
fect. The Royal Commission has
recommended in our favor, definite
assurances have been received from
Ministers that the Bill will be in-
troduced almost immediately, therefore
the future of the organisation as an
industrial union is assured. Let
everyone who reads this tell the good
news to his shopmates, and do every-
thing possible to re-establish the All
Grades organisation in the proud po-
sition that it held before cancella-
tion. Everyone take a turn in "talk-
ing up" union, and all will be well.
As everyone can help, let each man
do his best.

NEWCASTLE VISIT.

President Campbell and myself
were at Newcastle last week-end.
Branch Secretary Godfrey had made
adequate arrangements, consequently
we were enabled to address two large
meetings, see over the Hamilton Loco
Department, and meet a great num-
ber of members. Mr. P. Flood, sec-
retary of the Per. Way, and the Sin-
gleton Branch secretary, also did
their best to make the meetings suc-
cessful. My impression of the New-
castle men is that they are a loyal,
intelligent, and combative body of
men, who know what they want in
the way of better conditions, and are
determined to fight until they obtain
what they want. One great advan-
tage was that I had an opportunity
of personally investigating certain
grievances and ascertaining the real
facts of each case. Thus, in a day
and a half's stay in Newcastle I
learned more than could have been
learned by months of correspondence.
If all branches were like Newcastle,
the sectional unions would not con-
tinue to exist for one more quarter.

DIRT MONEY.

Questions relating to the payment
of "dirty money" continue to pour
into Head Office. Many seem to be
under the impression that "dirty
money" is now to be paid to all those
who perform work of a dirty nature.
The Chief Commissioner has paid
some of the fitters' assistants, and
will pay some others, but it seems
by no means certain that the boiler-
makers' helpers and others, whom I
think are entitled to dirt money, will
receive unless a fight is made. It is
useless for a general complaint to
be sent in stating that such and such
a class of men are not getting the
money. A fight cannot be begun and
carried on on vague generalities.
Specific instances must be supplied in
each case, and above all it must be
shown that the money has been ap-
plied for and refused. The Depart-
ment must be given an opportunity
to pay "dirty money" before Head
Office can take up the case. Even
then considerable patience is neces-
sary, for legal machinery moves slow-
ly, and takes no cognisance of the
urgency of matters. The settlement
of the "dirty money" question will
take some time, and even then will
not entitle all mechanics to the al-
lowance. Every endeavor will be
made to obtain for each man the
concessions which are rightfully his,
but nobody can do impossibilities.

APPEALS BOARD.

During the week the Minister for
Railways (Mr. J. H. Cann) intro-
duced a Bill amending the constitu-
tion of the Appeals Board. This
measure is drafted on sectional lines,
providing for representation for eight
different branches, or groups of
branches, from the service. An in-
dependent chairman is provided for,
in the person of a police or a special
magistrate, whilst the Chief Com-
missioner will be entitled to nomi-
nate one member of the Board. It is
regrettable that the Government
should have given way to the de-
mands of the petty unions for sec-
tional representation, but when the
election is held there is every reason
to believe that the All Grades candi-
dates will be successful in every one
of the eight sections. The independ-
ent chairman is a distinct step for-
ward. Our organisation has advocat-
ed this reform so long and so per-
sistently that it is gratifying to find
that the seed has not fallen on stony
ground. It does not appear wise to
select a police magistrate for chair-
man. A man who passes most of his
time dealing with drunks or sentenc-
ing petty malefactors does not, as a
rule, possess a judicial temperament.
When the Bill was in committee Mr.
T. S. Crawford moved in the direc-
tion of allowing a barrister of at least
five years' standing to be appointed
chairman, but his amendment failed
to find favor. The Bill is far from
being what this Association would
like, yet it must be accepted for the
present. The very fact that such a
Bill should be drafted, introduced,
and almost passed the Lower House,
without this organisation being aware
of its exact purport, shows the neces-
sity of the All Grades men having

their own representatives in Parlia-
ment.

SUPERANNUATION BOARD.

The election of employees' repre-
sentatives on the Superannuation
Board will take place early in Octo-
ber. Nominations for the selection
ballot to determine upon the organ-
isation candidates will close on 25th
August, and the ballot will be taken
as soon thereafter as possible. Three
candidates are required, one from the
Tramway and two from the Railway.
A circular giving full particulars has
been mailed to all branch secretaries
and collectors. The very best men
in the organisation are required, for
the fight will be a strenuous one, and
the campaign will require careful
planning on the part of the success-
ful men. Experience shows the neces-
sity of electing our own men to all
these positions; therefore, do not
neglect this excellent opportunity.

Any six financial members may
nominate a candidate without any
more formality than getting him to
sign an undertaking to retire and
support the selected candidate should
he not be selected himself.

ORGANISING.

The chairman of the Redfern
Branch, Mr. C. C. Hart, arranged a
midday meeting of the Sydney Par-
cels Office, and as it was Bank Hol-
iday the men were not rushed with
work, consequently there was an ex-
cellent attendance. After a talk on
the position of our organisation, the
benefits which it offers, and the nec-
essity for closer unionism, I was
closely questioned for about three-
quarters of an hour. A number of
the questions were directed to opera-
tions of the Superannuation Board,
the actions of some of the alleged
representatives of the employees, in-
terpretations of the Act, and the in-
tentions of our organisation in the
forthcoming election for representa-
tives on the Board. Having ex-
hausted all the questions, a vote of
thanks was accorded me, and I left
with the impression that as far as
the Sydney Parcels Office is concern-
ed, the men are rock-ribbed for the
"Amalgamated." On Tuesday Dar-
ling Harbor was the rendezvous.
Meetings were arranged for the in-
wards at 12 noon and for the out-
wards at 1 o'clock. Both meetings
were splendidly attended. The ques-
tions were by far the most important
part of the proceedings. There was
a great anxiety to learn what had
been done in the Darling Harbor
strike fines matter, and the why-
thereof. There was little to tell that
members who take an interest in
union affairs did not know of, for
owing to the open manner in which
the difficult negotiations were con-
ducted by the representatives of the
men concerned, every man in the
harbor was, or should have been,
aware of what was done. There was
one gentleman who labored under
the false impression that the Exe-
cutive had completely refused the ar-
rangements with the Minister for Jus-
tice without reference to the branch,
but he was quickly enlightened on this
point. The members were full of
vigor, and none listened listlessly,
as is sometimes the case at other meet-
ings which I have addressed. As a
large number of the men at the in-
wards were at work when the meet-
ing was held there, it has been ar-
ranged that I shall hold another
meeting at the inwards next week.
On Wednesday, at lunch hour, I was
at Lucas Siding encouraging the men
there and exhorting them to remain
loyal to the organisation which has
done so much for Railway men. The
same evening I attended two branch
meetings. The first was the Redfern,
where everything was going on so
well that I left early and proceeded
to a meeting of the Botany Road Sid-
ing at the Railway Institute. On
behalf of the secretary, Mr. F. S.
Newtown, I had sent out about 300
circulars. There was a fair atten-
dance, and a manifest interest in the
work. As Head Office circular relative
to the selection of candidates to
receive the support of the organisa-
tion at the forthcoming Superannua-
tion Board election had not been re-
ceived, I mentioned the matter. After
some discussion, Mr. J. H. Catt,
M.P., Mr. E. D. Campbell, and Vice-
President J. C. Gooley were nomi-
nated by resolution of the branch.
On Thursday evening I made my first
visit to the Granville Branch. The
meeting, which had been well adver-
tised by circular, was held at the
Town Hall. Mr. G. H. Stokes, Exe-
cutive member, was also present, and
with myself was given a good recep-
tion. I dwelt at some length on re-
gistration matters, the Bill amending
the constitution of the Railway and
Tramway Appeals Board, the impor-
tance of Traffic Union to assist Rail-
way employees, and other matters of
pressing moment. Evidently I had
dealt so fully with points upon which
members desired enlightenment, that
questions were comparatively few.
There are so many solid, intelligent
men in the Granville Branch that its
future success is assured. The busi-
nesslike way in which the meeting
was convened, advertised, and con-
ducted reflects credit on all concern-
ed, but more especially on the branch
secretary, Mr. Hines.

The work for the ensuing week has
been well planned. There are even-
ing meetings at Hornsby, Newtown,
and Railway Institute; lunch hour
meetings at Darling Harbor, Eveleigh
Workshops (outside the gate), Rand-

wick Workshops, and, if Appeals
Board work permits, a little talk to
a large gang engaged on relaying the
tram per. way in a certain suburb.
On Saturday I proceed to Newcastle
for the purpose of attending an im-
portant meeting of the Traffic men
on Sunday morning. Thus it will
be readily seen that your General
Secretary has an exceptionally busy
week before him on the organising
side of his work alone. Of the ad-
vantage of continuing this lunch hour
activity there can be no doubt, for
everywhere I go men are encountered
who do not attend meetings, who do
not write in to Head Office, and read-
ily swallow the preposterous stories
which some of the bush lawyers cir-
culate to the detriment of our or-
ganisation. When meetings have
been arranged, I have sometimes been
told that Bill Boggins (or by what-
soever name the bush lawyer in the
gang may be called) is going to floor
me with questions and bamboozle me
with argument. However, I find that
this type of man is not difficult to
handle if an organising speaker
knows how.

SUPERANNUATION BOARD
NOMINATIONS.

CIRCULAR TO SECRETARIES.

Transport Workers' Federation,
Head Office, Orchard Buildings,
George-street, Sydney.

An election of persons to represent
the Railway and Tramway employees
on the Superannuation Board will
shortly be held.

The Executive has decided to hold
a selection ballot within the Federa-
tion, to determine upon its candi-
dates.

NOMINATIONS must reach Head
Office not later than MONDAY, 25th
August, 1913.

Two candidates are required to re-
present the Railway and one candi-
date for the Tramway Service.

In the event of more than the
number of candidates required being
nominated, a ballot will be taken.

Candidates may be nominated by
resolution of a branch, or by any six
financial members of the Associa-
tion.

The consent of the candidate in
writing to contest the selection and
the election, and also an undertak-
ing to retire from the contest and
assist the selected candidates if not
selected himself, must accompany all
nominations.

If nominations are not accom-
panied by the said consent and under-
taking, they will be informal.

These branches whose ordinary
date of meeting is later than the date
of closing of nominations, viz., 25th
August, should arrange special meet-
ings at once. Metropolitan branches
should notify me immediately the
date of special meeting has been
fixed, and I or a member of the Exe-
cutive will endeavor to be present.

CLAUDE THOMPSON,
General Secretary.

CHARITABLE RAILWAY MEN.

DONATE HOSPITAL BED.

Anyone who takes the trouble to
inquire quickly realises that the Rail-
way men is an ardent supporter of
the public hospitals. The latest evi-
dence of this support comes from
Newcastle, where the Railway and
Tramway employees of the sections
Gosford up to Singleton presented to
the Newcastle District Hospital a bed
and complete equipment.

The function took place on Satur-
day afternoon, when a number of
Service men attended the hospital,
accompanied by Mr. Gardner, M.L.A.,
and formally handed the gift over.

Mr. N. Allardice, works manager
at Honeyuckle Point, in making the
presentation, said that the Railway
employees contributed each year a
quarter-day's pay to a fund for the
maintenance, in hospitals or convales-
cent homes, of any of their number
who might be taken sick or injured.
The average number of Railway em-
ployees treated in the Newcastle Hos-
pital during the last 10 years was 22
per annum, and the amount contrib-
uted from the fund to the hospital
had averaged £95/3/9 per annum.
During the year ended February last
29 men were treated, and the amount
paid the hospital was £72/9/10. At
the end of each year the balance to
the credit of the fund was divided
among the hospitals of which Rail-
way employees had been inmates.
The portion of that fund received by
the Newcastle Hospital last year was
£134/8/-.

It would thus be seen
that the Railway employees were not
behind in their support of hospitals.
He then handed over the bed and
equipment, the latter consisting of
a medicine chest, linen chest, invalid's
chair and table, with linen and bed
clothes.

Mr. W. Lyne, vice-president of the
hospital committee, expressed thanks
for the gift, which he looked upon as
a handsome addition to the hospital's
equipment.

MIDDLE HARBOUR
ELECTORATE.

Applications are invited from
Candidates for Selection to represent
Middle Harbour in the State Labor
interest at the forthcoming State
Election.

Applications to be in the hands of
the Secretary by 1st Sept., 1913.

EDW. J. MUNRO, Hon. Sec.,
"Noonga," Fairy Bower Road,
Manly.

STATE PARLIAMENT.

QUESTIONS AFFECTING RAIL-
WAY EMPLOYEES.

At question time at last Wednes-
day's sitting of the State Parliament,
the Colonial Treasurer, who is also
Minister for Railways, was asked a
question of considerable interest to
station-masters and night-officers.

RENTS OF RAILWAY STATION-
MASTERS' RESIDENCES.

Mr. Fitzpatrick asked the Colonial
Treasurer,—(1) Have the rents of
railway station-masters and night-
officers been increased by the depart-
ment during the past twelve months;
and, if so, to what extent? (2) Is
it a fact that these rentals are out-
of proportion when compared with
the charge for the same class of ac-
commodation provided by private
owners in the same localities?

Mr. Cann replied,—I am informed:
(1) Prior to 1st September, 1912,
station-masters were allowed free
quarters in addition to their salaries.
As from the date mentioned rent has
been charged, but a sum equivalent
to the rent charged in each instance
has been added to the salary of the
station-master. With regard to night-
officers, as an inducement to employ-
ees to accept these positions, resi-
dences were provided at a number of
stations by the department many
years ago, and a rental of 5s. per
week charged. As the conditions
and salary attached to the night-offi-
cers' grade have recently been con-
siderably improved, rent, according to
salary, has been fixed at 7s. 6d., 10s.,
12s. 6d., and 15s. per week, as from
1st February, 1913. (2) No.

INDUSTRIAL DISPUTES ACT:
RAILWAY EMPLOYEES.

At Thursday's sitting further ques-
tions of interest were raised. Mr.
Graham, representing Wickham, de-
sired to know what was being done
about the recommendations of the
Royal Commission.

Mr. Graham: I desire to ask the
Premier if it is the intention of the
Government during this session to
give effect to the recommendations
made by the Royal Commissioner,
Mr. Piddington, in connection with
the working of the Industrial Dis-
putes Act, and to reinstate those men
who were victimised, and also restore
the registration of the Railway
Union?

Mr. Holman: The recommenda-
tions of the Royal Commissioner are
under the consideration of the Cab-
inet now, but I am not in a position
yet to state what decision has been
arrived at.

LOCOMOTIVE DRIVERS' QUALI-
FICATIONS.

Major Nicholson, member for Mait-
land, was anxious regarding the
safety of the travelling public.

Major Nicholson: I desire to ask
the Minister for Railways whether
the freemen on the railway locomo-
tives have qualified as drivers; and,
if not, will he consider the advan-
tability of their doing so, so as to
give the travelling public a greater
sense of security?

Mr. Cann: I understand that all
the freemen have to be qualified to
handle the engines before they are
allowed to go on as freemen. They
qualify as freemen from cleaners and
as drivers from freemen; they must
have qualifications before they can
get promotion.

TICKET COLLECTORS.

The Traffic Association has issued
a circular to the ticket collecting
staff stating that it has applied for
a variation of the Traffic Award to
cover:—

1. That 96 hours divided as far
as practicable into 12 days or
shifts of 8 hours each consti-
tute the working hours for the
period for ticket collectors.
2. That a clause be inserted at
the end of clause 4, to pro-
vide that no employee other
than a guard shall be booked
off for less than one hour be-
tween 6 a.m. and 8 a.m., or
less than 4 hours between
8 p.m. and 6 a.m.

Mr. Warland ought to know he
has no chance with this. The court
will not vary an award which is
just out. Indeed, Judge Heydon has
laid it down that he will not vary an
award unless some circumstances
have arisen which either did not exist
at the time the award was made, or
which could not have been foreseen.
This little move is only bluff—a
little salt as it were on the tail of
the ticket collector.

EXCHANGE WANTED.

First-class RELIEF OFFICER,
Esplanade District, wishes to EX-
CHANGE with "Six-class STATION-
MASTER, Metropolitan, Goulburn, or
Newcastle preferred.

Apply—Relief Office,
c/o "Co-operator."

Tram Guard, permanent, wishes to
EXCHANGE with Railway Porter.
Address—W.J.P.,
"Co-operator" Office.

BOARD AND RESIDENCE.

VACANCIES for 2 gents, Board and
Residence; Good Cuisine; splen-
did position and home. Apply
KANANGRA,
Rockdale P.O.

Specification and conditions of con-
tract may be seen on application to
the Works Director, Victoria, Collins-
street, Melbourne; the Works Direc-
tor, New South Wales, Customs
House (4th floor), Sydney, and the
Resident Engineer's Office, Naval
College, Jervis Bay, New South
Wales.

Tenders to be endorsed as above,
and to be addressed (if by post pre-
paid) to the Resident Engineer, Naval
College, Jervis Bay, N.S.W.

The lowest or any tender not nec-
essarily accepted.

Tenders are to be in all cases on
the printed forms, which can be ob-
tained at the above-mentioned offices.
J. COOK,
Minister of State for Home Affairs.

GOVERNMENT ADVERTISEMENTS

THE COMMONWEALTH OF
AUSTRALIA.

Department of Home Affairs,
Melbourne.

SEPARATE TENDERS will be re-
ceived until 12 noon on Monday,
18th August, 1913, for the following
works:—

(a.) Conversion of portion of Lec-
ture Room into Harness Room
at VICTORIA BARRACKS,
PADDINGTON.

(b.) Construction and delivery of
Ledge Desk and Safe Stand for
the Staff Clerks' Office, U.S.
TOMES HOUSES, SYDNEY.

(c.) Construction and delivery of
Ledge Desks and Office Stools
for the Accounts Branch, GEN-
ERAL POST OFFICE, SYDNEY.

Plans and Specifications may be
seen at the Office of the Works Di-
rector for New South Wales, Customs
House (4th floor), Sydney, to whom
tenders endorsed with the names of
the respective works should be ad-
dressed.

The lowest or any tender not nec-
essarily accepted.

JOSEPH COOK,
Minister of State for Home Affairs.

MATERIAL FOR POWER TRANS-
MISSION LINES, CANBERRA,
FEDERAL TERRITORY.

TENDERS will be received until
12 noon on Monday, 18th August,
1913, for the supply and delivery of
the above, i.e., Queanbeyan, N.S.
Wales.

Tenders are to be endorsed "Ten-
der for Line Material, Canberra,"
and addressed to the Secretary, Depart-
ment of Home Affairs, c/o Works
Director for New South Wales, Custom-
s House, Sydney, at whose office
specifications and tender forms are
available.

No tender will necessarily be ac-
cepted.

JOSEPH COOK,
Minister of State for Home Affairs.

COMMONWEALTH OF AUSTRALIA.

NEW SOUTH WALES GOVERNMENT RAILWAY SUPERANNUATION ACCOUNT.

REPORT OF THE BOARD AND FINANCIAL STATEMENT FOR THE YEAR ENDED 30th JUNE, 1913.

Twelve meetings were held during the year. An Act, entitled the "Government Railways Act, 1912," to consolidate the Acts relating to Government Railways and Tramways, was assented to on the 26th November, 1912. In this Act were incorporated the provisions of the "Railway Service Superannuation Act, 1910," the latter being repealed.

FINANCIAL RESULTS.

It will be seen from the balance-sheet and statement of receipts and disbursements that contributions to the Account from members amounted for the twelve months ended 30th June, 1913, to £53,127/8/7, which, with the balance brought forward, together with other payments, made the total receipts for the year, £98,029/0/2.

The disbursements amounted to £42,381/10/6, for pensions, gratuities, etc., and £2712/1/7 for life insurance premiums, leaving a cash balance of £55,645/8/1. In addition to this, £2755/1/5 has been paid for life insurance premiums since 1st October, 1910, which is recoverable, with interest, upon maturity of the policies. The assets, therefore, represent £60,210/9/6.

SUPERANNUATION ALLOWANCES.

The superannuation allowances paid amounted to £37,698/9/4. The amounts shown in the Financial Statement are those actually disbursed during the year, and do not represent the annual superannuation allowances granted by the Board; these are shown in Appendix No. 1, from which it will be seen that 209 officers were retired over 60 years of age, totalling £14,493/11/- per annum; and 73 officers were retired under 60 years of age, totalling £3842/7/- per annum. Total officers retired, 282, with pensions amounting to £18,335/18/- per annum.

The total number of officers retired from the inception of the fund to the 30th June, 1913, was 773, with pensions aggregating £50,638/11/- per annum, of whom 64 have died, whose pensions amounted to £3927/1/- per annum, leaving a net total of pensions in force at the 30th June of 709, aggregating £46,666/10/- per annum.

REFUNDS.

Refunds of deductions amounting to £359/2/3 were paid to the widows or personal representatives of officers who died whilst in the service.

Refunds of deductions amounting to £188/15/2 were paid to officers who voluntarily retired after service for fifteen years or longer. Officers dismissed for misconduct were allowed refunds amounting to £233/9/2.

To the representatives of a pensioner who died within six months after retirement there was paid a sum of 19/2, being the difference between the amount of pension actually received and the amount of contributions to the Fund.

A summary of the refunds authorised by the Board is given in Appendix No. 2 but only the amounts paid appear in the Financial Statement.

GRATUITIES.

Gratuities amounting to £2755/1/5 were paid under section 116, on account of officers incapacitated through bodily injuries received in the

course of duty; £437/4/8 to officers retired under section 117 (a); and of the gratuities authorised is given in Appendix No. 3.

There is an increase, as compared with the previous year, of £2538/11/8 in gratuities paid under section 116. £1805/19/2 of this is due to legal advising that where an officer who received injuries in the course of duty, and subsequently died, his representatives were entitled to a gratuity, whereas only a refund of deductions, with interest, under section 120, had been allowed.

SALARIES.

£150 was paid for the services of the Secretary and the Actuary. (The salaries of the staff necessary to perform the clerical duties are borne by the Chief Commissioner.)

MEDICAL FEES.

£31/10/- was paid for fees of medical practitioners on account of examinations of officers considered for retirement or of re-examination of pensioners retired through ill-health.

INSURANCE POLICIES MATURED OR SURRENDERED.

£388/0/8, representing gross proceeds of insurance policies matured by death of, or attainment of age by, the assured, was collected from the insurance companies on policies transferred to the Chairman, and £44/14/5 on policies surrendered at the request of the assured, who had left the service, making a total amount collected of £432/15/1. Out of this amount £20/3/3, premiums paid by the Board, and 18/2 interest thereon, was retained, and the balance £401/13/8 was paid to the assured or personal representatives.

LIFE INSURANCE PREMIUMS.

£2712/1/7 was paid for premiums on insurance policies transferred to the Chairman, which, added to the amount paid in previous years, makes the total premiums paid £2797/9/5; of this sum, however, £122/8 has been recovered on account of policies matured, surrendered, or withdrawn by officers who left the service, leaving a balance of £2675/1/5 outstanding, which is recoverable with interest at 3½ per cent. upon maturity of the policies.

Of the 963 policies, which were transferred to the Chairman of the Board, eight have matured (six by death and two by attainment of age), twelve have been re-transferred to the assured who left the service, and three have been surrendered at the request of the assured who have left the service, and who were paid the net proceeds of the policies. The number of policies now remaining is 940.

MEMBERSHIP.

At the end of June the total number of contributors to the Fund was 24,020, an increase of 3749 as compared with June, 1912, and 5486 as compared with October, 1910, at the commencement of the Fund.

(Sgd.) T. R. JOHNSON,

Chairman.

25th July, 1913.

STATEMENT OF THE GOVERNMENT RAILWAYS SUPERANNUATION ACCOUNT, YEAR ENDED 30th JUNE, 1913.

Dr.	RECEIPTS.	DISBURSEMENTS.	Cr.
	£ s. d.	£ s. d.	£ s. d.
Balance from previous year	44,125 8 4		
To 13 per cent. deductions from the salaries and emoluments of officers, credited to account by the Treasury as at 30th June (includes £42,108 3d, being lump sums paid in discharge of liability to the account)	51,306 11 6		
13 per cent. deductions received in June to be credited by the Treasury in July	1,814 13 11		
Gross proceeds of policies which had been transferred to the Chairman of the Board:			
Matured by death or attainment of age	388 0 8		
Surrendered	44 14		
Accident benefits on insurance policy			
Refund of insurance premiums paid by the Board on policies retransferred to assured	46 5 6		
Interest	1 0 11		
	47 12 5		
	£98,029 0 2		£98,029 0 2
		By Superannuation Allowances—Section 113	
		Refunds of Deductions—Section 117	
		Widows or personal representatives of deceased officers—Section 120	
		Voluntary retirement after fifteen years or longer—Section 122	
		Disbursements for misconduct—Section 125	
		Representatives of a pensioner who died within six months after retirement—Section 121	
		Gratuities—Officers incapacitated through bodily injuries received in the course of duty—Section 116	
		Officers retired under Section 117 (a)	
		Officers dismissed under Section 117 (b)	
		Salaries of Secretary and Actuary	
		Medical fees	
		Matured by death or attainment of age	
		Surrendered	
		Proceeds of accident benefits on insurance policy	
		Refunds to Railway Department	
		Life insurance premiums on policies transferred by officers to the Chairman of the Board, under Section 126	
		Balance at 30th June, 1913	
			£60,210 9 6

Dr.	RECEIPTS.	DISBURSEMENTS.	Cr.
	£ s. d.	£ s. d.	£ s. d.
Balance, Government Railways Superannuation Account	60,210 9 6		
Cash on hand			62,925 8 1
Treasury Special Deposits Account—£51,119 8s. 5d.; 13 per cent. deduction received in June—£1,814 13s. 11d. and £1 15s. 9d. proceeds of accident benefits on insurance policy of W. H. Pollock, to be paid to Treasury in July; less 10s. contribution to the Civil Service Superannuation Account from salaries of Secretary and Actuary, month of June, to be debited by the Treasury in July.			
Life insurance premiums on policies transferred by officers to the Chairman of the Board (recoverable, with interest at 3½ per cent., on maturity of policies)		7,297 9 9	
Less premiums recovered on policies matured or surrendered		53 15 3	
Upon re-transfer of policies to assured		68 12 9	
		122 8 0	
		7,275 1 5	
		£60,210 9 6	

P. T. FINEGAN,

Secretary.

17th July, 1913.

I hereby certify that I have examined the Books and Accounts of the Government Railways Superannuation Account for the year ending 30th June, 1913, and found the figures contained in this Balance Statement correct.

The Cash Credit Balance being, as stated, £52,925 8s. 1d.

25th July, 1913.

Chairman.

H. E. NOTTING,

Inspector of Public Accounts.

APPENDICES.

Appendix 1.

Summary of Superannuation Allowances authorised by the Board.

Section.	Superannuation Allowances.					
	Year ended 30th June, 1912.		Year ended 30th June, 1913.		Grand total, period 1st October, 1910, to 30th June, 1913.	
	No.	Amount per annum.	No.	Amount per annum.	No.	Amount per annum.
Section 113 (a), Officers retired over 60 years of age	244	£ 16,310 5 0	12	209 14,493 11 0	14	606 41,803 3 0
Section 113 (b), Officers retired under 60 years of age	59	3,118 12 0	11	73 5,842 7 0	16	167 8,855 8 0
Total approved	303	19,428 17 0	23	282 18,335 18 0	30	773 50,638 11 0
Ceased at death	23	1,533 18 0	—	30 1,819 8 0	—	64 3,972 1 0
Total operating	280	17,894 19 0	232	16,516 10 0	709	46,666 10 0

Statement showing the average Age, Service and Superannuation Allowance of Officers retired.

Section.	Year ended 30th June, 1912.			Year ended 30th June, 1913.			Grand total, period 1st October, 1910, to 30th June, 1913.		
	Average age.	Average service.	Average superannuation allowance per annum.	Average age.	Average service.	Average superannuation allowance per annum.	Average age.	Average service.	Average superannuation allowance per annum.
	Yrs. mos.	Yrs. mos.	£ s. d.	Yrs. mos.	Yrs. mos.	£ s. d.	Yrs. mos.	Yrs. mos.	£ s. d.
Section 113 (a), Officers over 60	51 1	25 9	52 17 2	63 3	25 4	52 12 8	51 1	25 6	52 18 1
Section 113 (b), Officers under 60	51 1	25 9	52 17 2	63 3	25 4	52 12 8	51 1	25 6	52 18 1
All Officers	61 6	29 6	64 2 5	60 0	29 8	65 0 5	61 0	29 9	65 10 2

APPEAL BOARD BILL.

(Continued from page 7.)

tion to be received by the men's representative on the board.

Mr. Cann: Is that not provided for in the parent act?

Mr. R. D. MEAGHER: No, it is not. Under the Railways Appeal Board Act there was no sectional representation, but a permanent representative of the various portions of the service. An employee, according to his grade, whether mechanical, laboring, or otherwise, received a certain wage, and if he sat as a representative on the appeal board he did not receive a halfpenny more for the time he spent there, often dealing with intricate matters, and sitting perhaps from half-past 10 in the morning till 5 or 6 in the afternoon.

Eventually Mr. Cuthbert Brown came on to the board and under some regulation or private arrangements the Chief Commissioner allowed him half a sovereign a sitting, and all the time that Mr. Cuthbert Brown represented the railway employees on the appeal board he, under that arrangement, as a matter of course, was paid half a sovereign a sitting. Eventually Mr. Campbell, of the amalgamated association, came on to the board, but he did not receive anything in the way of payment as a member of the board. It is not only incongruous but most unfair that it should be in the discretion of the Chief Commissioner to say whether a man who may be able to him shall receive half a sovereign a sitting, and that another man whom the employees happen to place on the board, who may not be "persona grata" with the Chief Commissioner, shall not receive anything. The employees' representative on a wages board, no matter how humble his trade or calling may be, receives 6s 8d an hour for sitting on the board. Why should the representative of nearly 20,000 employees in the railway service receive no special fee for sitting on the board but only his daily wage? The chairman, being a stipendiary magistrate, will probably receive £750 a year, and at the present time the heads of departments suffer no great monetary loss by sitting on the board. Mr. Fraser receives £1200 a year. Mr. Lucy £1000, Mr. Macdonald £1000, Mr. Hodgson £1000, and Mr. Sparrow £600. The salaries of all these highly-paid officers are safe. But I am talking of the intelligent working-man who is not drawing more than 10s or 12s a day. Why should he sit on the board and have to hear and sift reams of evidence without receiving a halfpenny remuneration for so doing? I move:

ACKNOWLEDGMENT.

Since the publication of our last issue, we have been advised by Mr. E. D. Campbell, President of the Transport Workers' Federation, that the article in that issue over his name was not written by him, nor sent by him for publication.

We think that it is due to Mr. Campbell that this fact should be at once made public, and we are having inquiries made to find out who the author of the article is. It was received by this paper in quite good faith, as coming from Mr. Campbell.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

Decision: Appeal dismissed.

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Decision: Appeal dismissed.

Decision: Appeal dismissed.

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NEW APPEALS BOARD CONSTITUTION

AN INDEPENDENT CHAIRMAN.

HONORS FOR SIXTEEN SERVICE MEN.

SECTIONAL REPRESENTATION. WILL IT WORK?

Directly the fruitless motion of want of confidence had been disposed of in the State Parliament the Minister for Railways (Mr. Cann) introduced to the House a "Railway Appeals Board Bill." We print for the information of our readers the bill in full, and the principal speeches made during its passage through the second reading and committee stages. It is quite apparent that members generally had no understanding of the question; indeed, the Minister in charge of the measure admitted as much.

We hope to review the bill in our next issue fully, but just here a couple of the features of the measure might be briefly noticed.

The bill provides for an independent chairman of the board, and those who have followed the history of the "All-grades" Association will agree that, having fought for this principle for so many years, the organisation is entitled to the credit of having secured this advantage for Service men. The principle of sectional representation on the board has also been incorporated in the bill, and there will now be quite an army of appeal board representatives—no less than eight, with a similar number of deputies.

The question is already present in the minds of some service men: Will the system work? However, after we take time to consider it, we shall all be able to venture an opinion on the bill.

THE BILL.

A BILL TO AMEND THE GOVERNMENT RAILWAYS ACT, 1912, WITH REGARD TO APPEALS; AND FOR OTHER PURPOSES.

1. This Act may be cited as the "Government Railways (Appeal Board) Act, 1913."

2. Sections 87 and 88 of the Government Railways Act, 1912, are repealed, and the following section is inserted in lieu thereof:—

87. (1) Every other appeal which may be made by an officer under this Part of this Act shall be made to a board, which shall consist of—

(a) a stipendiary or special magistrate, who shall be chairman of the board;

(b) such officer of the Railway and Tramway Service as the Chief Commissioner authorises to sit on the board at the hearing of the appeal, not being an officer of the branch of such service to which the appellant belongs;

(c) an officer included in the same division mentioned in the Third Schedule to this Act to which the appellant belongs, and who has been elected for that purpose as hereinafter provided.

(2) The officers described in any division of the Third Schedule to this Act shall, as soon as practicable, and thereafter every three years, elect by ballot from among themselves a representative and his deputy to sit on the board.

Any such officer so elected may, until the next election under this section, sit on the board, but only on any appeal by an officer included in the division of the Third Schedule to which he belongs. The deputy shall only sit in case of the death, illness, or absence of the representative.

Any vacancy among the officers so elected shall be filled by an election under this section.

The officers who may vote at and the mode of conducting such elections may be prescribed by regulations which the Chief Commissioner is hereby authorised to make at any time after the passing of this Act.

If an election under this section is for any cause void, or if such election is not held, the Governor, by proclamation in the Gazette,

may appoint a fit person to hold the office.

(3) The Chief Commissioner shall cause to be given to an appellant at least seven days' notice of the hearing of his appeal.

(4) The Third Schedule to this Act may be altered in any respect, or it may be rescinded and a new Schedule made by the Governor by proclamation in the Gazette.

3. The Schedule at the end of this Act is inserted at the end of the Government Railways Act, 1912, as the Third Schedule to that Act.

THIRD SCHEDULE.

Division 1.—Officers in the Secretary's, Chief Accountant's, Estate Agent's, Advertising Manager's, Solicitor for Railways, Railway and Tramway Medical Officer's, Comptroller of Stores, and Traffic Auditor's Branches.

Division 2.—Officers in the clerical and running staff sections of the Locomotive Branch.

Division 3.—Officers in the mechanical sections of the Locomotive Branch.

Division 4.—Officers in the Railway Traffic Branch.

Division 5.—Officers in the Permanent Way Branch of the Railways, including those in the Signalling and Interlocking Branch.

Division 6.—Officers in the Permanent Way Branch of the Tramways.

Division 7.—Officers in the Railway and Tramway Electrical Branch.

Division 8.—Officers in the Tramway Traffic Branch.

THE ARGUMENT.

The above bill was read the first time in the House on Wednesday, the 6th inst., when it was introduced by Mr. Cann, Colonial Treasurer and Minister for Railways. On Thursday 7th inst., Mr. Cann moved that the bill be read the second time, and said: There are not many principles involved in this measure. It is introduced for the purpose of appeal as far as the railway service is concerned. It provides that on the board the Railway Commissioners shall be represented by one person in the service instead of by the number at present on the board, that there shall be a neutral chairman in the person of a stipendiary magistrate, or other magistrate as circumstances may require, and that the railway employees shall have one representative, but that there shall be sectional representation of the employees, instead of one representative of the employees generally as at the present time. Dissatisfaction seems to have prevailed in the service for a long time, because those in it did not consider that they got a fair deal in making appeals to the board as at present constituted. I may say that I have not had personal experience of the appeal board, but for some reason or other those in the service are under the impression that the appeal board is dominated too much by the officers of the department and by the commissioners, and they feel that they do not get a fair deal from the appeal board, which they believe they would get if it were differently constituted.

Colonel Onslow: Is it a well-founded impression? Mr. CANN: I think it is for the reason that there are such numerous complaints about the results of appeals to the board. I have heard railway servants say that they have had a fair deal. I have heard a number of them say that they were satisfied with the treatment they received, but what they did complain about was that with a board so constituted it sometimes happened that a man representing one branch of the service adjudicated on cases connected with two or three other branches of the service of the technician, may appoint a fit person to hold the office.

With a system of sectional representation each particular section of the service will be enabled to get its representative on the board, and thus will have an opportunity of putting the technique of their own particular branch before the board. By these means they believe they will get a better deal. I am free to admit that, as far as I am personally concerned, I do not attach a great deal of importance to the actual representatives of either side on the board, for the reason that, under the new constitution, the adjudication will rest with the chairman. In some cases, of course, there may be absolute unanimity on the part of members of the board, but in all cases where there is a dispute, say, for instance, between the commissioner and some branch of the service, the energies of both sides will be brought to bear on the chairman, for you must expect the other two elements on the board to disagree. The adjudication then will lie with the chairman.

WHAT OTHERS HAVE DONE.

There are two other States which have legislated in this direction. In Western Australia they have a system similar to what is proposed here. The service is divided into sections, and once a year each section elects its representatives and also makes provision for such emergencies as sickness or death by electing an alternate representative. That is proposed here. In Queensland they have sectional representation also, but there it is geographical, and not a representation of individual sections of employees or branches of the service. In New Zealand they have a system similar to what is proposed here. They have there not only section of individuals in the service, but they have geographical divisions also; that is to say, cases can be tried at different places on the railway system. The all-important matter is to have a neutral chairman. It is fair to say that some of the railway servants have not considered the question of sectional representation. Some are distinctly against it. But the majority of the employees appear to be in favor of it. One thing that they are all in favor of is the appointment of a neutral chairman. Taking it all round I do not think that the working of the board, as it will be constituted, will involve any detriment to the discipline of the service or destroy in any way the spirit of the Railway Act by introducing any element of political influence. The board will be left free to give fair and equitable treatment as far as the railway service is concerned, and its working should not militate against the efficiency of the service itself. It is always better, I think, when establishing a board of appeal, to give the men concerned that form of appeal which will give most satisfaction to the service as a whole. I believe you get better results if the individuals in the service are satisfied. Even when a man is in the wrong, if he is satisfied that, on his appeal, he gets a fair deal, he accepts the decision with better grace than if he thought he had suffered perhaps an imaginary injustice at the hands of the tribunal which tried his case. I have accepted, therefore, the responsibility of providing for sectional representation and also a neutral chairman. I believe that such a system, here as elsewhere, will militate against the discipline of the service. It will, I believe, give satisfaction to the employees, do away with many of the grievances real or imaginary, and perhaps develop a more contented feeling as far as the railway service is concerned.

MR. HOLLIS CRITICAL.

Mr. HOLLIS (Newtown): One effect of the bill will be to relieve the

heads of departments, many of them hard-worked men, and free them to attend to their official duties. This is a step in the right direction so far as railway management is concerned. The old measure provided that only the heads of departments could sit on the board. In my opinion that was a wrong principle from the standpoint of railway administration, because those heads of departments had a thousand and one duties to perform, and they had to sit for two or three days a week to hear appeals when they would have been better engaged elsewhere. This bill will have a far-reaching effect, inasmuch as it will free these officers from attendance on the board, and the heads of departments whose time is now encroached upon will be able to devote their attention to other work which will be much better from the standpoint of the country. I repeat that this is a step in the right direction. It leaves the Chief Commissioner free to choose any officer he thinks fit to take up a position on the board. There are scores of officers in the department well qualified for a position of this description, and by conferring upon the Chief Commissioner the right of selection other officers will be freed, who will be better occupied in looking after their respective departments and paying that attention to the railways which they undoubtedly need.

THE INDEPENDENT CHAIRMAN.

Dealing now with the question of an independent chairman, I must confess that whilst in its general tone the bill is an excellent one, and will satisfy what the railway and tramway men have been asking for for twenty years, I do not agree with the type of chairman provided for in the bill. I do not want to see police court methods engrafted on the hearing of appeals. We all know what the training of a magistrate is, and when in Committee I intend to ask the Minister to so amend the clause as to provide for an independent chairman to be provided by the Government. I do not care who it is. There are plenty of capable men in the Crown Law Department. I recognise that we should have a man capable of sifting evidence, and one with the training of a barrister; and I should like to see the clause so framed as to provide for the appointment of such a man. I recognise that there is unrest in other branches of the service. I may perhaps be allowed to say in passing that I notice on the programme of the Government a proposal to provide a board of appeal for the police. Sooner or later a similar board must be given to the civil servants, and I believe that we could find either in or out of the service a man to fill a position which would find ample work for him to do. I would make him not only chairman of the railway appeal board, but chairman also of the police appeal board and the civil service appeal board. It seems to me that we could afford to pay a decent salary to a good man who, by virtue of his training and education, would be capable of sifting evidence. I would like to see the clause altered, so as to provide for the appointment by the Government of an independent chairman.

THE POLITICAL ELEMENT.

Mr. CANN: You would run the risk of introducing the political element! Mr. HOLLIS: I do not think so. I would be prepared to trust this or any other Government to appoint a man who would be absolutely fair. With regard to the other representative board: I wish to congratulate the Treasurer on the splendid manner in which he has split up the service so far as the various sections are concerned.

Mr. CANN: It is not due to me; I got it from the service itself!

Mr. HOLLIS: I congratulate the hon. member wherever he got it from. There is only one alteration in the schedule which suggests itself to me, and that is in division 3, where the words "and laborers" should be inserted in the "officers in the mechanical sections of the locomotive branch."

Mr. CANN: Why would the hon. member do that?

Mr. HOLLIS: That is dealing with the locomotive branch pure and simple, and from my knowledge of the service "mechanical" unless some other word is inserted, will not include other sections which have some community of interest. There are

laborers such as ash-pit laborers and lifters—

Mr. CANN: I think this includes them!

Mr. HOLLIS: I am exceedingly doubtful whether it would.

Mr. CANN: Where would the hon. member classify if not there?

Mr. HOLLIS: I think the intention of the Treasurer is good, but I question whether the phrase would include all the men intended to be included. There are a number of men in the locomotive branch who cannot be classed under the heading of "mechanical," and I do not think it will do any harm to insert the words "and laborers." I regard the bill as an excellent one. I believe that if it be passed with the alterations to which I have referred, it will give the utmost satisfaction, and I hope that the House will not consider it in any party spirit.

Mr. E. V. ROBSON (Ashfield): I am glad to support this bill. The measure meets, as far as can be gathered, the expressed desires of the various branches of the railway service as to the constitution of a court of appeal.

Mr. LYNCH: A big body of the employees do not think so!

Mr. CANN: I should have introduced it last session had I not been conferring with the railway service themselves in order to ascertain what they actually wanted!

FULL OF PITFALLS.

Mr. FERN (Cobar): I welcome the introduction of the bill. It is about time that an appeal board of the nature of the one proposed should be given to the men in the railway service. But this bill, as it stands, has many defects. Clause 2 seems to me to be full of pitfalls for the men in the railway service, particularly in that it gives too much power to the Chief Commissioner. Earlier in the evening I attempted to ask the Treasurer what he meant by the word "officer" in the bill?

Mr. Hollis: The act defines that!

Mr. CANN: This bill is to be incorporated in the Railways Act!

Mr. FERN: I have many railway men in my constituency and they very often ask me questions with regard to railway matters. I want to know what the actual position is, in order that I may be prepared to answer questions that may be put to me by my constituents, some of whom are railway men. Clause 2 of the bill says in effect that the board shall consist of a stipendiary or special magistrate, who shall be chairman, an officer of the railway and tramway service, nominated by the Chief Commissioner, and an officer in the division to which the appellant belongs, who has been appointed by the men. Then the clause deals with the method of selection, and sets out that every three years the men shall elect by ballot from among themselves a representative and his deputy to sit on the board, and there is a provision that the officers who may vote at, and the method of conducting such elections, may be prescribed by regulations which the Chief Commissioner is authorised to make after the passing of the act.

If the clause is allowed to stand as it is it seems clear to my mind that the Chief Commissioner will be vested with powers that he may use harshly.

Mr. CANN: He exercises those powers now. He supervises the regulations under which elections are conducted!

Mr. FERN: There is not the slightest doubt about it.

Mr. CANN: The commissioner does not exclude anybody!

THE METHOD OF ELECTION.

Mr. FERN: So many things have been said against the Chief Commissioner that we may ascribe to him almost any crime. To give him further powers—to give him the right to say what officers may vote at elections and what the mode of the election shall be seems to me like putting extra burdens on the railway workers.

Mr. Hollis: He must have the power. It is a good bill!

Mr. FERN: I do not think he should have that power.

Mr. CANN: How would the hon. member give effect to the regulations?

Mr. FERN: The election should be left to the various organisations. If the Chief Commissioner on the one hand has the right to select his representative as employer, the men on the other hand should be allowed to select their representative. I feel certain that it what the employees want. It seems to me that the bill only goes half way. The principle it contains is a very fine one. It is one that I welcome; but at the same time I think that the Chief Commissioner should not be clothed with Czar-like powers, or given absolute control over the selection of the representatives of both sides, because in the absence of "Preference to unionists" the Chief Commissioner may use his absolute power to control elections in such a way as to result in the return of men to suit his own particular ends.

Mr. CANN: No!

Mr. FERN: I hope not. Restrictions should be placed on the powers of the Chief Commissioner, and so far as the election of the men's representatives is concerned, it should be left to the men free from any dictation by the commissioner.

Mr. CANN: So it is!

Mr. FERN: It is not. If it is, then I have a wrong conception of the meaning of English words. The word of the passage is:

The officers who may vote at and the mode of conducting such

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elections may be prescribed by regulations which the Chief Commissioner is hereby authorised to make at any time after the passing of this act.

That, in my opinion, gives the Chief Commissioner sole control over the method of election and the selection of officers to represent the men. I hope that when the bill gets into Committee hon. members with more experience than I have will be able to convince me that I am wrong, or, if I am not wrong, will assist me in so amending the clause as to take from the Chief Commissioner arbitrary powers that should not be vested in him.

THE MULTITUDE OF REPRESENTATIONS.

Mr. C. A. LEE, in the course of his remarks, said: The bill says that the board shall consist of three persons. Does that mean that the board cannot sit and hear appeals unless all the representatives are present? The sections of the Railway Act repealed by this bill provide for a quorum.

Mr. CANN: We provide for deputies where the representative cannot sit.

Mr. C. A. LEE: The point is that there is no provision for a quorum. The board must be constituted of every member! and if it is to be a board fully representative at all times it is so much stronger argument in favor of the position of chairman being made permanent.

The commissioner's representative will vary continually according to the nature of the appeals from the different branches of the service. The same with the representative of the men. Therefore there should be one man at least who will build up uniformity and precedent, and who will be the guide to the other members of the board to ensure that in every case there shall be some uniformity in the decisions. If you do not do that you may have one magistrate and one set of representatives arriving at one decision, and a different magistrate and different representatives afterwards arriving at a different decision on an appeal of very much the same nature. That is not what we want. The railway service is an enormous one, and the number of appeals will be very large. For those reasons I shall, in Committee, support an amendment providing for the chairman being made a permanent official.

MINISTER IN REPLY.

Mr. CANN, in reply: I should like to say that the reason this bill has not been introduced before—and that is the main criticism which has been levelled against it—is not a political reason. In the early stages I explained that why it had not been introduced before was that there was a difference in the railway service as to whether there should be sectional representation or one general board for the service. So far as any only sworn into office at the commencement of last session. I received about four deputations on the subject, and I asked the railway servants to try and come to some definite understanding to enable me to draft a bill that would meet their wishes. When the last session was closing, the railway men came to me and said they could not come to an understanding. I therefore had to do the best I could, and bring in a bill

to meet the wishes of the largest number of men in the service. The cause of the delay is therefore not mine. Notwithstanding the criticism which has been levelled against the bill, I believe it is the best effort which could be made to meet the requirements of the service. Some hon. members think that this question can be easily dealt with, but a problem of this kind is not as simple as they imagine. When you attempt to give effect to sectional representation, and do it in such a way as to give satisfaction to the service, you find it is not a simple problem. I do not quite agree with the idea that the chairman should be a permanent official. Permanent chairmen have not always been a success. If we do find a man who develops as chairman, and gives general satisfaction, it will be easy to appoint him permanently, but the Government ought to be free to choose the best man. The chairman will develop as the result of experience gained in the service, and when we get a man who gives general satisfaction it will be wise to appoint him permanently, but until that man is developed I think it better that the Government should have the latitude provided in the bill.

ALTERATIONS IN COMMITTEE.

In Committee: Clause 1 (Short title).

Mr. CANN: I move:
That the clause be amended to provide that the act shall take effect on the first day of December, 1913.

I think that by fixing this date we shall allow sufficient time for framing the regulations, and allowing the necessary elections to take place before the bill comes into force.

Amendment agreed to.

Mr. HOLLIS moved to omit the words "a stipendiary" from clause 1, subsection 1, and in support of this said: I recognise that in the near future provision will have to be made for an appeal board for the police force, and also for an appeal board for the public service generally, and I believe that a highly qualified officer should be appointed to deal with the whole of the appeals in the three branches of the service. The chairman of these boards must be a man with a special legal training, and must be able to sit evidence, but at the same time I do not want to see police-court methods introduced into the appeal boards. I know what has taken place in one of the other States, where a police magistrate was appointed to a similar board. He applied the ordinary principles of police court practice to the proceedings of the appeal board, caused a large amount of dissatisfaction, and was ultimately removed. I want to leave the Government a perfectly free hand in the appointment of chairman, because I am fully satisfied that any Government that may be in power will do the right thing. I think it is desirable that the chairman should be removable at any time if he should fail to give satisfaction.

Question—That words proposed to be struck out stand part of the clause—put. The Committee divided:

Ayes, 34; noes, 16; majority, 18.

Amendment agreed to.

PERMANENT CHAIRMAN.

Amendment (by Mr. Cann) agreed to:

"That the word 'magistrate' line 11, the following be inserted: 'specially appointed in that behalf.'"

Mr. R. D. MEAGHER (Phillip): I disagree entirely with the suggestion of the Minister that the stipendiary or police magistrate shall be whoever happens to be on tap. This idea that it will be one to-day and another to-morrow will make against the efficiency of the board. The various ramifications of the railway service, whether in the locomotive, permanent-way, automatic signalling, running staff, or otherwise are so widespread that whoever the chairman may be he will really be educating himself in the atmosphere of the service. If some kind of uniformity is desired it will not be got with magistrates of different temperaments, but it will be got if there is one intelligent man taken from either the stipendiary or police magistracy and given a fixed term of, say, three years. Whatever the length of office may be, as one who has had some experience in these matters, I can say that the fixity of tenure will enable him to become at fault with the service, and every week that he is officiating he will become more efficient, but if Jones be taken to-day and Brown to-morrow there will be a kind of go-as-you-please type of presiding officer who will not give satisfaction to the men. As we have already fixed the status of the chairman, surely the Government of the day can select some individual who by being given fixity of tenure will be able to give satisfaction to the men and to the public. I therefore move:

That after the word "board," line 12, the following be inserted: "and shall hold such appointment for a term of three years."

Mr. T. S. CRAWFORD (Marriekville): I urge upon the Committee the acceptance of this amendment. On the second reading I made a similar request and expressed similar views to those of the hon. member for Phillip. I should have preferred a five-year term, but shall accept that proposed by the hon. member. It is highly desirable that the magistrate who is chairman of this board should be able to become well acquainted with the intricacies of the railway service.

Amendment agreed to.

Mr. R. D. MEAGHER (Phillip): It seems to me that some provision should be made as to the remuneration.

(Concluded on page 5.)

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APPEALS BOARD.

THE BOARD.

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

WEDNESDAY, JULY 30, 1913.

PERCY WILLIAM PARQUHARSON, 4th-class night officer, June Relief Staff, £140 per annum.

Charge.—(1) Irregularly despatched the 5.30 a.m. special goods, Culcairn to Corowa, from No. 1 siding instead of from the back platform road, Culcairn.

(2) Failed to see that the road was properly set before despatching the 5.30 a.m. special goods, Culcairn to Corowa, from his station, with the result that as No. 10 crossover was set for the main line, the train was diverted to that road and traversed the section Culcairn-Gerogery without the driver being in possession of the necessary authority.

Place: Culcairn. Date: 24th June, 1913.

Decision of Officer: That Mr. Parquharson be dismissed the Service, 4th July, 1913.

Appellant pleaded guilty and asked for leniency.

Mr. Blanch for the Department, stated that the facts of the case were that on the morning of 24.6.13 a special goods had to go on to Corowa from Culcairn. The regular train were that Corowa trains must start from back platform road. The road was set for the main line. Driver first saw the trouble and pulled up the train after going three miles; and after consultation the guard decided to go on to Sydney.

The appellant, Percy W. Parquharson, made the following statement to the board: "This was the first time that I was in charge of a station, just being sent to Burrell, and then on to Corowa. He had previously been in the superintendent's office acting in various positions. This was also his first time at Corowa. Had a very hard and trying night, consequently was very much knocked up. Had specialised in depot work and had worked very hard in various branches, particularly with regard to accounts and office work.

Mr. Blanch said it was only fair to appellant to say that his work had always been very satisfactory.

Decision.—After consideration the board dismissed the appeal but decided to recommend appellant to the consideration of the Chief Commissioner.

OSWALD HENRY ROOTS, guard, June, 10/- per day.

Charge: Guard Roots, in charge of the 5.30 a.m. special goods, Culcairn to Corowa, neglected to keep a good lookout as required by the regulations, and failed to notice that the train had been irregularly diverted to the main line at Culcairn and was running in the section Culcairn-Gerogery without the driver being in possession of the necessary authority, 24th June, 1913.

Decision of Officer: That Guard Roots be dismissed the Service, 4th July, 1913.

The appellant in this case was represented by Mr. C. Thompson, gen. sec. T.W.F., and he pleaded that there was no negligence on his part.

Mr. Blanch, for the Department, outlined the facts of the case. The main portion of the facts was presented in the previous case. It was the duty of the guard to see where he was going. The road was wrongly set, and the guard should have seen that the train was on the right line.

John Prentice, assistant district superintendent, June, gave evidence for the Department. Being sworn, he said: "I made an inquiry into the matter and took a statement from Roots. In that statement Roots said that 'he had signed on duty at 4.30 a.m. on the date in question. Assisted to make the train ready, saw the night officer give the staff ticket to the driver, and heard the night officer tell the driver right away. Had on about 23 empties, three loaded trucks and brake van.'"

It was a guard's duty to keep a sharp look-out on leaving a station. To Mr. Thompson: I do not remember the particular night; I have no doubt that it was a dark wet night. If appellant had any doubts as to where he was he could easily ascertain. The guard would not know for half a mile or so whether he would be on the road or not. If a guard was looking out on the left-hand side he would see the main line if he was on the Corowa line.

The appellant, Oswald H. Roots, was then sworn and gave evidence on his own behalf. He said he was guard of 5.30 special train on the morning in question. When the driver whistled for the second right away he gave it from the right-hand side. He then shut the door of the brake-van and put his things in order. The train started from the wrong platform. The Corowa train was made up in the platform, and the German train on the other road. The middle road was the one road that could be used to make up the train. He found out that they were on the wrong road when the German came back and told him of it. The lines ran parallel for about 200 yards.

The darkness would prevent him from seeing where they were. There were three roads parallel for a distance.

Decision.—The board directed that in view of all the circumstances appellant be reinstated as second-class shunter.

STEPHEN PURCELL, 1st-class shunter, Clyde Yards, 10/- per day.

Charge: Failed to carry out his shunting duties in a proper manner, and was responsible for directing a shunt of five vehicles into No. 11 road, which was not the correct road for these vehicles, and but for the intervention of the station-master a mis-shunt would have occurred and the work of the yard retarded thereby, 13.4.13.

Decision of Officer: Fined one day's pay, 10/-, 30.5.13.

Appellant pleaded not guilty, and was represented by Mr. C. Thompson, gen. sec. T.W.F.

Evidence for the Department was given by Michael Donnellan, S.M. Mr. Donnellan said that on the date in question, between 2 and 3 p.m., he was going through the yard and saw Purcell dropping a shunt down to the storage siding. He called out, "No. 11," meaning for his assistants put them in that siding. I looked at the trucks and saw that three were for Ultimo and two for Darling Island. This being so, the trucks would have to be put in other roads. Then called Purcell's attention to the error. Purcell subsequently told me that a mis-shunt had been made.

To Mr. Thompson: Purcell did not tell me that the reason he was putting trucks in No. 11 was that he had no brake-van. If no brake-van was provided in No. 11 road these would have to be lifted again to put a van behind them.

The appellant, Stephen Purcell, then gave his evidence. He said that he had heard Mr. Donnellan's evidence. He did not make any statement of this at all. Knew where the trucks were destined for. Regarding the Ultimo trucks, by dropping them into No. 11 road and picking out the other trucks that had been mis-shunted I would have these on my engine and thus save excessive marshalling. He got his instructions from the foreman. We have to use every possible inch of space for marshalling. The S.M. is not correct when he says that I admitted not knowing about the two destinations of the five trucks. He could then get the Ultimo trucks on to his engine and hang on to them.

To Mr. Campbell: The mis-shunt at No. 7 road was made before he came on duty, and by putting other Ultimo trucks into No. 11 road on top of the other three he could more readily marshal the train. Other mis-shunts have been made more serious than the present case, and nothing has been said of them.

Decision.—The board decided to dismiss the appeal.

Mr. Campbell dissented, considering that the fine should be removed.

FRANK ORMOND, porter, Hornsby, 8/6 per day.

Charge: Guilty of unsatisfactory conduct in connection with a fur alleged to have been found on platform at Hornsby on 30.5.1913.

Decision of Officer: Dismissed, 23.6.1913.

The facts of this case were outlined by Mr. Blanch. A fur had been left on the platform at Hornsby, and was picked up by the appellant. The owner of the fur left by a passenger train for Strathfield and at Epping made an inquiry of the guard in regard to it.

Jas. Quinn, the guard in question, was then called upon to give evidence. He said he was guard of the 4.50 p.m. train, Hornsby to Strathfield. Before leaving Hornsby he saw Ormond in possession of a fur; asked him where he got it; he replied that he found it. I told him to put it in as lost property. At Epping a passenger came and made inquiries about a fur. I told him I had seen one picked up, and as Ormond was a passenger on the train I told him of it and said he had better see the gentleman about it. Subsequently I saw Ormond speaking to the passenger at Strathfield, and I think I saw him open his bag and give the fur to the passenger.

Cross-examined: I saw Ormond giving the fur over. I have a very strong impression in my mind that I saw him take it out of his bag.

Robt. Reeves, traffic inspector, Hornsby, also gave evidence for the Department. Made some inquiries about a fur found at Hornsby. Guard Quinn had found a fur and putting in his bag, and not handing it in. I took a statement from Ormond, as follows: "Just as the 4.50 train was leaving Hornsby saw a fur on platform and asked the guard about it. I then put it in my bag, and on the journey I heard a passenger ask for a fur, and at Strathfield went to the man and asked him if he was inquiring for a fur. I was satisfied that he was the owner of the fur, and handed it over to him. He gave me a shilling. I recognise that I should have handed it in to the Department."

Guard Quinn made a complaint to me of the circumstances first, and I subsequently made inquiries into the matter. Ormond should have handed

it over to some responsible officer—the guard or night officer at Strathfield.

Frank Ormond, appellant (sworn), stated: Have heard the statement read that I made to Mr. Reeves. The only thing I want to say is that I told Quinn that I wanted to be sure that no other passengers present would claim the fur, as they had heard Mr. Quinn speak to me about it. I wanted to protect myself against anybody claiming the fur. I know the rule about lost property. I did not take the name and address of the man I gave the fur to. I have since found out who the man is, and he promised that he would come here or write to the Department. He has since evaded the question, and his mother told me that she saw the fur in the house that morning. I have been to his house on the matter since.

Decision.—Restored to the Service, but to lose pay while on duty.

ALBERT VICTOR GOODSIR, 4th-class night officer, June Relief Staff, £150 per annum.

Charge: Night Officer Goodsir, whilst working the signals for No. 1 down express, neglected to assure himself that the arm of the main line down home signal obeyed the lever, and failed to observe that owing to the breakage of a compensator the signal remained at "danger" when the lever was pulled over in the signal-box (the points being set for the crossing loop at the north end), with the result that No. 1 down express was turned into the loop and collided with No. 297 goods, the driver of the express having passed the main line down home signal at "danger," 23th June, 1913.

Place: The Rock.

Decision of Officer: That Night Officer Goodsir be dismissed the Service, 3rd July, 1913.

Appellant, who pleaded not guilty, was represented by Mr. C. Thompson, gen. sec. T.W.F.

The Department called as first witness, John Prentice, assistant district superintendent, whose evidence was as follows, having reference to the collision at The Rock:—Made an inquiry into the collision. Took a statement from Goodsir, who was relieving the regular No. 6 at The Rock. Had been so for some time. I am quite familiar with the yard and its working. I arrived at The Rock at 8 a.m. on the date in question. Found the points set for the loop. The compensator was broken in the ridding opposite the box at thereabouts. Found the wire lock detector in perfect condition. It had not been interfered with. The main line signal could not be taken off while the points were set for the loop, nor could the loop signals be pulled off while the points were set for the main line. It is the officer's duty to see that the arm corresponds to the working of the bar. He would conclude that the "home" was off and treat it as so.

Mr. Thompson: I think that appellant's statement is not correct. It will be noticed that he corrected it. The tests that Goodsir made could not be done; it is mechanically impossible. Had Goodsir seen the lever come over and the arm not respond he must have then seen what was wrong.

Mr. Campbell: The compensator was a horizontal one, and was broken at the stud. This would mean that a man could pull over the lever and the points not move. The compensator is situated about half way between the signal frame and the points. It would not be easy to tell by the lever that the compensator was broken. The release in the angle-shaped rods of the wire lock would have to be removed or broken before the home signal could be pulled off, provided the lock bar was in.

Albert St. Kersterly, signal fitter, also gave evidence. He said: I remember the collision on 23th June. When I got to the points I found them set for the loop, and the lock fitter set. I found the compensators broken off at the stud. The effect of this would be to allow a man to pull the lever without the points moving. It would be hard to tell if there was anything wrong by the weight of the pull. It would be an impossibility to move the signal for the main line.

To Mr. Thompson: It was impossible to pull the signal off with the points set for the loop. I saw the tests made in the presence of Mr. Goodsir and Mr. Prentice; and the "home" signal for main line could not be pulled off with the points set for the loop. The combination as stated by Mr. Goodsir in his evidence is a mechanical impossibility.

Thos. H. Deane, S.M. at The Rock, was also called, and in his evidence said:—Remember the collision at The Rock on 23th June. Was called at 6.35, a quarter of an hour after the accident. Found the starter off and the "home distant" at "danger." Put the starter up and tried to get the "home" and "distant." I tried to pull the "home" off and could not. Know it is a mechanical impossibility to pull main line signals off with the points set for the loop.

The appellant, Albert Goodsir, then gave his evidence. He said he had been shunting with the branch engine when 297 arrived. Put the branch train away and then pulled the points for 297 and turned it into the loop. Then set the road for the express; pulled off the signals, and got the tablet as the express was

approaching the "distant." Had then stepped into the box and pulled the "distant" up, also the "home" after it was passed. Then went to a place in the box from where the signals could be seen and saw the lights shining. Had only about three minutes from time of setting the road till the express was or was not. Could not swear that the arm obeyed the lever. I made the tests that Mr. Prentice spoke of. Could then see the arms by daylight, that they did not obey the lever.

To Mr. Blanch: I still say that the "home" was at "danger"; am satisfied now that my statement re the "home" was not correct. I said that when I pulled off that the back light disappeared and reappeared. That is wrong as it is an impossibility. What I must have seen was the light of the loop "home" driver and guard's statements to this effect are wrong also. My object in making the test was to demonstrate that the interlocking is wrong. Should have called the S.M., but he is a very excitable man. I had to stop and give the instructions to him.

Decision.—Appeal dismissed.

THE BOARD.

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

EDGAR ALEXANDER, electric driver, Ultimo, 9/6 per diem.

Charge: (1) Failing to stop at the appointed place, Adolphus-street Darling-street extension line, whereby an intending passenger was left behind. (2) Failing to give said person number of car when requested, and impudent to him. (3) Leaving his position at front of tram and returning to said gentleman, entering into an altercation, and again speaking improperly to him. Date of occurrence: 14.6.13.

Decision of Officer: That he be dismissed the Service, 17.7.13.

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

Geo. W. Marsh, chamber magistrate, Balmalm, gave evidence in support of the charge. He remembered the 14th June. At 11 p.m. he was at corner of Adolphus-street. Waited at St. Andrew's stopping place in 1902. Have about eight years' service. Break in my service due to the tramway strike. I know Mr. Marsh, C.P.S. of Balmalm. He made a charge against me six years ago. The inquiry cleared my character. Have been permanently driving on that line for 10 months. I stopped on that night at the proper stop, viz., St. Andrew's-street. I stop at all recognised stops. Never noticed anybody wave to me or call out. This was on the down journey. On the up journey when leaving Nicholson-street I saw Marsh and the constable come out from under the light. Marsh called out, "Stop the car." I then stopped the car, thinking there was something wrong. Marsh said, "I want the number of the car. Driver said: 'What do you want it for? Who are you?' Told me to get it for myself. I got the number of the car and it moved off. Stopped a few yards away, and the driver came back. The driver asked me what I wanted to know the number for. Told him to go and take charge of his car, and that it was my business what I wanted the number for. I also said the constable was there on duty."

To Mr. Meagher: Have been in Balmalm some years, and have travelled with that tram for some years. Know that the stop is St. Andrew's-street, and on the return the stop is at Adolphus-street. Have not seen a down-tram stop at Adolphus-street. I reported the matter to the department and said that the tram stopped at Adolphus-street. There is about 37ft. between the two streets. I could not see whether it was crowded or not. Would not say whether there were any passengers or not on the down journey. Tram passed at 20 miles per hour. I was annoyed and followed the tram down, picked constable up at East End P.O. Was going to get the number of the tram. The tram just stopped as I got there. The tram was brilliantly lit up. Could have got the number myself, but I considered it my duty to make the driver give me the number. Do not think it would excite suspicion by taking the constable with me. The driver told me to take the number for myself. When I saw the number I had no difficulty. The figures were quite large enough. I made a complaint against this man six years ago. An inquiry was held, and he was retained in the Service. My charge failed. Have not paid any particular attention to this man. I never complained in my life that I know of. My reason for bringing the constable along was to secure a witness, as I wanted to ask the driver the number of the car. When the driver came back I told him that the constable was there on duty. Don't think this would disconcert a man. The driver made the remark that this trouble was because he did not stop for me. I did not say anything in reply. I did not mention it was because he had run past the stop.

To Mr. Lucy: This was the only car on the line when I was there. Could not say that this was the man. I have never seen men changed. I could not identify the man.

John Goodsir, town clerk, Balmalm, being sworn, stated:—Remember the 14.6.13. Was on the tram coming from Darling-street. Saw Marsh on roadway at Nicholson-street. Marsh asked the driver for

his number. The reply was, "You can see it for yourself." Car went about 30 yards and pulled up. The driver got off and went back. As he was passing his conductor asked what was the matter, and tried to persuade the driver not to go back. He replied: "No chance; I am going to see this out."

To Mr. Meagher: Never saw many instances of a man stopping a car to get its number. I could not hear what Marsh said. Marsh could have got the number for himself. Alexander has a first-class reputation as a driver, and is courteous and obliging.

To Mr. Neale: He was very excited on this occasion.

To Mr. Meagher: If a man asked me for my name I would give it first and ask the reason after. Don't think it humiliating for a constable to be brought, not even in view of a car full of people.

Hubert W. Johnson, police constable, being sworn, gave the following evidence:—Was in Darling-street on 14.6.13. Saw Marsh there and he asked me to accompany him to set the number of the tram. Marsh asked the driver for the number. Reply was: "Can't you see for yourself? Where are your eyes? A man in your position ought to be ashamed of himself." The tram moved off and then stopped 10 yards away. The driver asked me "What is the matter?" I replied, "Nothing." When he came back he said to Marsh, "What is this officer doing here?" Marsh replied, "He is here on duty."

The driver then said, "The department will only laugh at your reports; they get too many now; everybody knows about you; you ought to be about with a thimble and pea."

To Mr. Meagher: It is the first time I was ever called on to witness a man getting the number of a car. There was no need to bring me to the front of the tram to get the number. It could be seen 10 yards off. Marsh did not tell the driver what he wanted the number for. When the driver came back he asked what I was doing there.

To Mr. Campbell: The car moved across the street and then stopped. I am quite clear as to that. The front of the car was across the street.

Edgar Alexander, appellant (sworn), gave evidence on his own behalf. He had joined the Service in 1902. Have about eight years' service. Break in my service due to the tramway strike. I know Mr. Marsh, C.P.S. of Balmalm. He made a charge against me six years ago. The inquiry cleared my character. Have been permanently driving on that line for 10 months. I stopped on that night at the proper stop, viz., St. Andrew's-street. I stop at all recognised stops. Never noticed anybody wave to me or call out. This was on the down journey. On the up journey when leaving Nicholson-street I saw Marsh and the constable come out from under the light. Marsh called out, "Stop the car." I then stopped the car, thinking there was something wrong. Marsh said, "I want the number of the car. Driver said: 'What do you want it for? Who are you?' Told me to get it for myself. I got the number of the car and it moved off. Stopped a few yards away, and the driver came back. The driver asked me what I wanted to know the number for. Told him to go and take charge of his car, and that it was my business what I wanted the number for. I also said the constable was there on duty."

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regular stopping place; not correct that it stopped at Adolphus-street. I got the same tram back; had to stand on the back compartment. As the tram moved off I heard the order, "Stop that tram." I saw Marsh there. I consider he gave the order. A constable was with him. The driver got off the tram and came back. Heard something about a number asked for. Marsh wanted the number of the car. The driver told him: "There is the number; get it for yourself." The car was stopped right near the electric light pole. Consider it ridiculous to ask a question like that. Quite clear that there was no stop in the block, that is, between the regular stopping places.

To Mr. Neale: Nothing particular to draw my attention to this date. I had business at Nicholson-street at that time at night. I do not intend to tell you what that business was.

Frank Wilson, clerk (sworn), gave evidence for the defence:—Boarded the tram at the wharf. At Nicholson-street heard a call, "Stop that car!" Saw a gent and a constable there. Heard it said that the gent was Mr. Marsh. Heard Marsh say that he wanted the number of the car. Driver said, "There it is; you can see it for yourself." The driver asked what the constable was there for. Marsh replied that the constable was there on duty, and that the driver would see all about it later on.

To Mr. Neale: Marsh and constable were about two yards from the tram. It moved about a car length across the street. Marsh was about opposite the rear of the car. What I have detailed took place just as the car was moving off. Marsh was not at the dummy; he was a few yards from it. The tram stopped across the street.

Phillip Kelly, inspector, Tramway Department (sworn and examined by Mr. Meagher), said:—Have 20 years' service; inspector for 10 years. I usually make preliminary inquiries. I know appellant and Mr. Marsh. I held an inquiry into the charge brought against appellant by Mr. Marsh some six years ago. I furnished a report in connection with the matter. The opinion I formed was that Marsh was rather irritable. I noticed this at the inquiry. He is not a man of calm temperament. At that inquiry he admitted saying that he said "I'll stand none of your—d impertinence." The finding of the inquiry was in Alexander's favor. Alexander has been a quiet and civil member of the staff as far as I have seen.

To Mr. Campbell: They were on the wrong side, standing on the roadway.

(Continued on page 6.)

To Mr. Campbell: Had no complaint from the public about him.

Decision.—In view of the contradictory evidence, appellant should be restored to the service, but to lose pay while off duty.

The cases of C. P. Hodges, F. Harding, C. E. Cavanough, and O. P. McCloskey were postponed.

THE BOARD.

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

JULY 31, 1913.

JAMES HENRY WHITE, driver, North Sydney, 9s per day.

Charge.—Want of care whereby tram was started at Walker-street Junction whilst a lady was in the act of joining on the off side, thereby exposing her to risk of accident. (Disregard of Regulation No. 111). 13.5.1913.