

THE RAILWAY & TRAMWAY CO-OPERATOR

A WEEKLY NEWSPAPER FOR RAILWAY & TRAMWAY EMPLOYEES

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"ASSOCIATION IS THE LAW OF PROGRESS"

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CONDUCTED BY J. H. CATTS, M.H.R.

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VOL. VI., No. 7. THURSDAY, JUN - 9, 1910. ONE PENNY.

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RAILWAY BRIDGE, NEWTOWN.

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Fashion Shirts,
4/3, 4/6 to 6/6
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A Speciality—Sides Mutton, 11d. per lb.

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Special.—To advertise our name and skill to Readers of this paper, for One Month only from this date Spectacles and Sight-testing 5/-, no other charge. Best quality Frames and Lenses. One of the Principals attends to all Clients personally. You must mention this paper to get advantage of this reduced price. Sufferers from eye troubles should take this opportunity of getting the best quality glasses to suit their eyes, at this low price.
6 Hunter St., Sydney

TRAMWAY TO SANS SOUCI.
The residents of Rockdale, Kogarah, and the surrounding municipalities are joining hands with the Sutherland Shire Council in an agitation for a punt at Sans Souci. Anyone in the habit of using the punt at Tom Ugly's Point knows of the serious delays that occur in conveying the traffic across the river, more especially on Saturdays, Sundays, and holidays. There is no fault to be found with the officials in charge of the punt, for they are not only diligent, but courteous to all. But the fact is that the traffic has grown till it is now beyond the appliances provided. The main cause of it is the wonderful amount of settlement that has taken place in Miranda and Cronulla. Now, there is a much straighter and shorter route to the latter, if a punt or crossing place was available. There is a first-class road along which the tram runs right to the water at Sans Souci, while from Commins Point opposite there is a good road right out to Port Hacking at Cronulla. These places would be brought some miles nearer the city by this route, and the whole of the districts concerned are awaking to the fact, and have made up their minds to get the punt at Sans Souci. We want Railway men to realise the possibilities NOW. At St. Kilda Park, Kogarah Bay, on the main Sans Souci road, with a tram passing along, there is some of the finest building land around the metropolis. Everything is there for a model home—beautiful views, good garden soil, large lots, high land, and season tickets by train and tram. It is right at the salt water, and is the cheapest land offering within the same radius of the city. If this punt is granted, as is almost certain, it will double its value in a few months. If you want a salubrious home site or a little investment to enable you to save a little money, you had better get a plan and prices at once before the rise comes. There are not too many left. The place of all others for the small man to begin his investments is St. Kilda Park, Sans Souci.

Get a Plan from the
HAYMARKET P.L.B. & I Co., Ltd.
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and take advantage of its easy terms.
20/- Deposit & 10/- per month per lot.

Railway and Tramway Appeals.

Subscribers are cordially invited to recognise the "Railway and Tramway Co-operator" as their friend in Sydney. Let us know what your case is and when it comes off. If you are without assistance we will do our level best to help you. Write to the "Railway and Tramway Co-operator," Trades Hall, Sydney.

THURSDAY, JUNE 2, 1910.

THE BOARD.

MR. THOMAS HALL
(Chief Accountant), Chairman.
MR. W. THOW
(Chief Mechanical Loco. Engineer), Commissioners' Representative.
MR. CUTHBERT BROWN
(President Amalgamated Railway and Tramway Assn.), Employees' Representative.

Walter Pauley, guard, Goulburn, was charged with neglecting to properly attend to the shunting of No. 88 up goods train, with the result that the front portion when being set back on the main line was allowed to come into forcible contact with the rear portion, consisting of horse-box and brake van, whereby two jockeys were injured and the end of horse-box No. 800 damaged. Bowral, 27/1/10.

Punishment.—Fined one day's pay, 13/4/10.
Appellant was represented by Mr. J. Stephenson, vice-president Amalgamated Railway and Tramway Service Association. The case was adjourned from 26/5/10 to allow Pauley to bring further evidence. After a great deal of argument the Board dismissed the appeal. The decision, however, was dissented from by Mr. Brown.

George Vernon Love, second class porter, Redfern, was charged with: (1) Suffering from effects of intoxicating liquor whilst on duty at Redfern on 7/5/10; (2) Absenting himself from duty from about 11 a.m. without leave on 7/5/10; (3) Made false statement regarding items Nos. 1 and 2.
Punishment.—Dismissed, 14/5/10.
Appellant appeared personally before the Board. He pleaded guilty to the offences, and threw himself upon the mercy of the Board. After much consideration the Board decided to give appellant another chance. He is to be reinstated.

Phillip Squires, night officer Rhodes, was charged with: (a) Failed to give "train arrival" signal to North Strathfield for No. 353 Down Passenger train, and permitted same train to enter block section Rhodes-Ryde without first transmitting the "is line clear" signal to Ryde and obtaining an acknowledgment, 29/4/10. (b) Permitted No. 74 Up Goods train to enter the Rhodes-North Strathfield section before he had received the "train arrival" signal for No. 354 Up Pick-up train, and without first transmitting the "is line clear" signal and obtaining an acknowledgment for same from North Strathfield, with the result that the two trains were in the Rhodes-North Strathfield section at the same time, 30/4/10. (c) Responsible for delay of 15 minutes at Ryde to No. 96 Up Goods train, owing to his failure to acknowledge "bell signals" given by Ryde, 30/4/10. (d) Times of signals for No. 344 Passenger and a light engine which left Rhodes at 8.44 p.m. entered on Down side instead of Up side of Train Register Book at Rhodes, 29/4/10. (e) Neglected to record in Rhodes Train Register Book times of signals transmitted for Nos. 63 and 61 goods trains, 20/4/10. (f) Neglected to record in Rhodes Train Register Book times of signals transmitted for Nos. 69, 96 and 302, 30/4/10. (g) Failed to exercise in recording particulars of block signals in the Train Register Book at Rhodes, with the result that a comparison of the times recorded with the entries in the Train Register Books at North Strathfield and Ryde disclosed many discrepancies, 29/4/10 and 30/4/10.
Punishment.—Dismissed from the service, 19/5/10.
Appellant was represented by an agent before the Board. The hearing of the appeal occupied a considerable time. It was eventually adjourned till the next sitting of the Board.

Aubrey Raymond McKinley, junior porter, Armidale, was charged with being handed a break of journey ticket ex Glen Innes to Sydney, by Mr. Caruthers, but neglected to retain it in a place of safety, and it could not be found when the passenger resumed his journey, 9/3/10.
Punishment.—Fined one day's pay, 13/5/10.
This appeal was withdrawn.

Henry William Champion, third class porter, Armidale, was charged with coming on duty without his uniform cap, and after his suspension by the night officer attempted to take part in the work of station. He also behaved in an insolent and insubordinate manner towards the night officer, 10th and 11th April, 1910.

Punishment.—Fined one day's pay, and lose pay while under suspension, 19/4/10.
This case was postponed till the following week.

John Baskerville, guard, Sydney, was charged with having neglected to adopt proper precautions with No. 9 goods, which had parted, when the front portion was being set back on to the rear portion, with the result that it collided with the rear portion, causing milk vans Nos. 4 and 9, and milk van No. 11, and louvered No. 5010 to become buffer-locked, as well as damage to milk vans Nos. 4 and 9 and louvered vans Nos. 5010 and 10617, Clifton Tunnel, 2/3/10.

Punishment.—Fined one day's pay, 22/4/10.
Mr. J. Stephenson (V.P. Amalgamated R. and T. S. Association) appeared for appellant. The Board, however, dismissed his appeal.

FRIDAY, JUNE 3, 1910.

THE BOARD.

MR. C. HODGSON
(Supt. of Lines, Traffic), Chairman.
MR. W. SHELLSHEAR
(Acting Engineer-in-Chief for Existing Lines), Commissioners' Representative.
MR. CUTHBERT BROWN
(President Amalgamated Railway and Tramway Assn.), Employees' Representative.

Percy Clarence Roy Barton, Temple, electrical junior, Electrical Branch, Redfern, was charged with misconducting himself in a railway carriage, damaging the same, and giving a fictitious name to acting special officer McLean, 18/5/10.

Punishment.—Dismissed from the service, 24/5/10.
Appellant did not defend himself against the charge, but pleaded for leniency. The Board decided to reinstate him in the service. He is, however, to lose pay while under suspension and to pay a fine of 5s. for the damage done.

John P. Bowe, conductor, Tramway Department (Rushcutters Bay), was charged: (1) With being 10s. 8d. short in cash, month of April, 1910 (previously dealt with excessive shortages). (2) Generally unsatisfactory history.
Punishment.—Dismissed, 11/5/10.
Appellant was unrepresented. The Board dismissed his appeal.

Percy T. Bowden, conductor, Tramway Department (Waverley), was charged with: (1) Late to work, 10/5/10. (2) Generally unsatisfactory.
Punishment.—Services dispensed with, 16/5/10.

Appellant was represented by an agent before the Board, which decided to give him another chance. He is, however, to lose pay while under suspension.

H. E. Bax, conductor, Tramway Department (Waverley), was charged with being engaged in an unseemly disturbance with driver H. L. Farrell, on a tram at Waverley terminus, and near Waverley terminus, about 6.16 a.m., 24/5/10 whereby the safety of the tram and passengers was involved.

Punishment.—Dismissed from service, 26/5/10.
Appellant was represented by an agent. The Board dismissed his appeal.

Henry L. Farrell, driver, Tramway Department (Waverley), was charged with being engaged in an unseemly disturbance with conductor H. E. Bax, on a tram at Waverley terminus, and near Waverley terminus, about 6.16 a.m., 24/5/10, whereby the safety of the tram and passengers was involved.

Punishment.—Dismissed from service, 26/5/10.
This case was held over till next sitting.

FIRST AID. DEMONSTRATION AT WELLINGTON.

The annual ambulance demonstration was held at Wellington on Monday night, May 30th, in the Oddfellows Hall, under the supervision of Mr. E. Milne, District Superintendent, who is the leader and promoter of ambulance work in the west. Six squads carried out their work in a very able and creditable manner, under the management and supervision of Mr. Percy Hunt, and demonstrated to a large and appreciative gathering of the public what the railway ambulance men can do in an emergency, with improvised material. The first work shown was restoration of the apparently drowned, both the old Sylvester method and the new Schafer method being shown. The next piece of work was large fractures and arterial bleeding; the treatment of splinting the limb, and arresting or hemorrhage with digital pressure, and tourniquet.

The following is the supposed case treated by No. 2 Orange squad (Messrs. Peters, W. McLaren, C. G. Milne, Alchin, C. G. Edwards):—
"An engineman is lubricating his engine. The taps not being properly closed, the lubricant flies into his face, causing him to fall off his engine, striking the ground heavily with his left shoulder. His head is inclined to left side. He cannot use his left thigh. A broken bottle is noticed near him, and his right hand is bleeding freely. Treat the case, make necessary stretcher and convey the patient to hospital, which is down a hill."

In opening the demonstration, the Mayor of Wellington spoke of the great and valuable work that was done by the Railway Corps. Mr. Milne then addressed the assemblage, explaining the meaning of first-aid work as applied with improvised material. After the patients had been attended to, the public were invited by Mr. Milne to kindly walk round and inspect the work, of which invitation they readily availed themselves, and great interest and surprise were expressed, and many questions asked regarding certain pieces of work. After the patients were inspected, stretcher drill and parade were carried out. After the parade of stretchers, the Mayores presented the silver bars, medals, and certificates to the successful candidates at the last examination held by Dr. Taylor, Government Medical Officer.

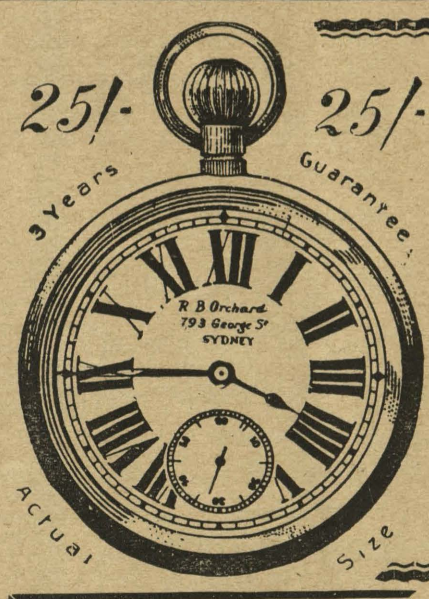
On the floor being cleared and patients released, an enjoyable programme of music and singing was gone through. Miss McDonald presiding at the piano. Mr. Barton, the member for the district, then spoke of the great pleasure it was to see the wonderful work that could be done with so little material to hand.

A very pretty presentation was made to Mr. Percy Hunt, by Mr. Bowes (steam shed inspector) of a silver egruot, on behalf of the ambulance men at Wellington, as a mark of esteem and gratitude for his hard work, and the great amount of time he has given to bring them to their present state of perfection. A very enjoyable and instructive evening was brought to a close by Mr. Lovett, stationmaster at Orange, and an old ambulance veteran, proposing a hearty vote of thanks to the Mayor and Mayores of Wellington. Mr. Lovett called on Mr. Bowes to second his motion, which was carried by acclamation and responded to. The public then left the hall to the strains of the National Anthem.

The ladies' squad were complimented highly on their work for the neat and able manner in which it was carried out.

CONCILIATION ON FRENCH RAILWAYS.

On the State railway system in France have existed for some time "Understanding" or Conciliation Boards, which are composed of department managers and delegates elected by the servants. These Boards solve in a peaceful way questions which refer to laws, rules and regulations regarding the work of the servants. M. Millerand, Minister of Public Works, had recommended to the companies in September last to also introduce this system. This has now been done. Meetings of understanding will be held at certain times in halls offered by the companies and at their expense. This system will be introduced at the warehouses and workshops wherever the work is important enough to cause frequent conflicts.



OUR ARBITRATION COURT
may tell your employers what wages they must pay, but—

THERE'S NO NEED TO TELL
a Railway or Tramway man in need of a Watch or Jewellery the best place to spend those wages, for all know they get best value from

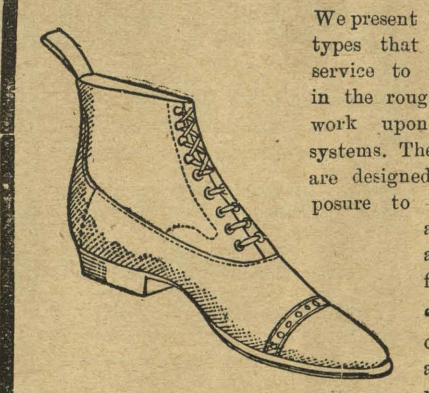
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The Metropolitan is listed as an office in which Railway and Tramway employees may assure.
Write direct to the Company for any information upon the matter which you may desire.

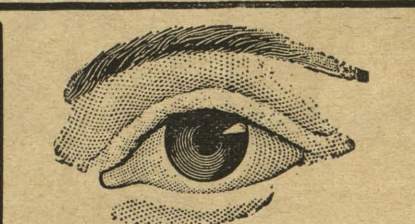
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OUR MAIN LINES this week concern particularly—
RAILWAY AND TRAMWAY WORKERS



We present here two boot-types that give splendid service to those engaged in the rough and arduous work upon our Transit systems. These honest boots are designed to stand exposure to all weathers; are pliable, soft, and perfectly finished.
"Pull Up" at our Stores and ask the salesman to show them to you.

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Dr. WILLIAMS' LANTERN
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PRACTICE FREE.

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HINGSTON'S EYE LOTION,
2/- Post Free
(including Eye Dropper).

Next Saturday—
SYDNEY CRICKET GROUND,
N.S. Wales v. New Zealand
W. W. HILL Sec. N.S.W. Rugby Union.

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THE KING OF MEDICINES. EUCALYPTOL EXTRACT
Is now an established and recognised Remedy in Coughs, Colds, Catarrh, and all Chest Complaints. Its effect is only to be felt to be appreciated. It is also specially useful in Kidney Complaints. It is manufactured solely by Mr. A. W. COLEMAN SENR, the discoverer of Eucalyptol Extract in Australia, who has 56 years' experience behind him. Note True—It is the only Extract without Phellandrene, and therefore it does not affect the heart. Mr. Coleman's photo appears on every Bottle. Don't be humbugged with imitations. A Profitable Line for Storekeepers. Retail at 1/6 Bottle. NOTE PHOTO ON BOTTLE.

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SINGER TALKS

SIMPLE STRONG



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Machine.

Don't judge any sewing machine just by the
way it looks.

Enamel paint and shiny varnish are good
things, but they don't make a machine run well
or last long.

Experience and judgment and intent, com-
bined with manufacturing facilities, are the
things you should consider before buying.

These points, combined with a rigid system
of inspection and tests, give a lasting value
to every Singer Sewing Machine.

You can't see them, but you learn them in
the easy, effective working of every part—and
their value becomes more plain to you after
years of service.

Every Singer is perfect when it leaves the
factory—your daughter will say it's still perfect
when you have no more use for it.

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AND SAVE 5% ON YOUR

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We offer, during June, the substan-
tial reduction of 1/- IN THE £ on
our vigorously-cut Grocery Prices,
if you bring or send this ad. to any
of our stores, or post it with your
order from the country.

This special offer is equal to a
2/- reduction in the £ on prices
elsewhere—but you must
bring or send this ad. before
30th June when ordering.

We are doing this to get you
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Come with or send your order
NOW and get full benefit of this
BIG SPECIAL OFFER.

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If you live in the country, write for
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(Near Central Station.)

25 BRANCHES AND MORE TO FOLLOW.

Consultation and Advice

All questions (unless marked "Confidential") will be answered in these columns. Any
grievances brought to light will be sent to the Head of the Department affected. In this way
many cases have been successfully dealt with. Should you desire to avail yourself of our
assistance write question on separate sheet of paper, and address to J. H. Catts, M.H.R., Trades
Hall, Sydney.

Railway Per. Way Board.—How
about the Railway Per. Way Wages
Board? Is it not time we heard some-
thing definite about it?—J. D., Sydney
Lines.

Answer.—The first meeting of the
board took place on Tuesday afternoon
last. Full information of its progress
will now be placed before readers
weekly. We have not received the support
we should do from the Per. Way
Staff re witnesses and paying up of
subs. to the Association, which in-
creases our difficulties and causes de-
lays.

Head Cleaners' Grievances.—These
affected note that their case has been
referred to the Deputy Chief Commis-
sioner. The reply when received will
be announced in the "Co-operator."

Loco. Running Staff Wages Board.—
The council recently received a peti-
tion from drivers, firemen, and cleaners at
Hamilton asking that a wages board
be constituted in their interests. They
have been advised, through Newcastle
branch, to have a set of conditions
drawn up for reference to other loco.
centres.

Eskbank Secretary.—Thanks for fix-
ing "Co-operator" agent. We are
writing re terms. A couple of pars
from your letter are being printed in
this issue. You are doing good work.

Casual Service.—Does casual ser-
vice count in reckoning seniority?—A.
S., Werri Creek.

Answer.—Yes.

Drivers and Firemen's Time.—If
driver or fireman signs off at, say 8.15
a.m., "no one can give him any infor-
mation as to what he is doing next." If
he goes home, and he is not called, or
informed, and when he calls next
morning "is marked absent," as he
was not on to take up his running the
same night (when he was not advised).
Is he entitled to put a sheet in, or is
he to lose the time?—Enquirer, Hamil-
ton.

Answer.—There is no award govern-
ing this case, hence we can only ex-
press an opinion based upon the com-
mon sense of the position. If a man
presents himself at the regular time to
take up his duty, he should not be
asked to lose time because of neglect
in advising him of a change in his
hours of duty.

Wages Board Inspector.—Is it a fact
that the Association has decided to ask
the Government to appoint an inspec-
tor in connection with the working of
the Railway and Tramway awards?

Answer.—This is quite correct, as a
reference to our Council meeting report
will show. The matter was referred
to the Government last month, and an
acknowledgment has been received. As
soon as a definite answer is to hand, it
will be published in these columns.

A Member's Clearance.—Will you
please ask the Goulburn branch secre-
tary to forward my clearance to Pic-
ton?—A. D. Ingleton.

Answer.—Mr. Corish, Goulburn, has
been asked to effect the clearance, as
desired.

Day of Mourning.—The men in
Harding's and Ward's gangs in the
Metropolitan area are informed that the
General Secretary has placed their
case before the Deputy Chief Commis-
sioner, who states that as their service
ended prior to the day of mourning on
the 20th May, they could not receive
payment for that day. We regret that
we cannot see any prospect of success
in this case.

"Review" Subscriber.—Mr. F. High
field, foreman, sheeting shed, Eveleigh,
is informed that the "Co-operator" will
be sent to him for a quarter to cut out
the 1/6 paid to the Association for the
"Review."

Porter Acting Shunter.—As a porter
acting as shunter, what rate of pay am
I entitled to?—S.P., Junee.

Answer.—Under the Traffic Award,
you are entitled to pay as shunter
whilst acting in that capacity.

Fencers' Wages.—Mr. Charles Spur-
rett, of Goulburn, is advised to read a
report to the first meeting of the Per-
manent Way Wages Board, reported in
another part of this issue.

Fuelman to Cleaner.—I have repeat-
edly tried to secure a transfer to the
cleaning staff without success.—A.D.,
pumper, Werri Creek.

Answer.—There is nothing in the
regulations which entitles you to be
transferred from pumper to cleaner. A
little time ago, a special circular was
issued calling for applications from
permanent hands who wished to be
transferred to cleaners, and as you then
applied and were satisfied with the
grounds upon which the refusal was
based, that opportunity passed away.
There has been no special call or ap-
plications in the same way since, hence
you must fall back upon the ordinary
regulations, which do not give you any
ground of appeal.

Fuelmen, Murrumbidgee.—Are perma-
nent fuelmen employed at loading en-
gines, supposed when called upon, to
unload coal out of trucks on to the
stages and have to stack same to do
so?

Answer.—Our opinion is that the De-
partment can call upon fuelmen to do
this work.

Lux Lamps.—Can you tell me when
cleaning points and attending to lux
lamps comes under the Loco. Laborers'
Award?—B.D., M.D.I.

Answer.—Upon the statement made
it appears to us that a laborer can be
sent to do this work. His duties are
not specifically set out. The unskilled
laborer under the Loco. Laborers'
Award has no special duties defined.

Pumpers' Overtime.—I do not quite
understand the meaning of your pre-
vious reply. I am entitled to fourteen
days at 9/-, and 6 hours overtime at
the same rate. Sixty-three hours states
a week's work. Do you mean that 60
hours constitutes fourteen days? I
worked 63 hours. I presume we do not
get Sunday time.

Answer.—When we referred to the 60
hours constituting a week's work we
were following the declaration of the
Award. It is not a question of how
many days, but a question of how
many hours constitutes a week's
work. Our opinion is that if you
work in any one week over 60
hours, including Sunday duty, that you
are entitled to 9/- per day.

King's Death Half Day.—Will those
affected by the refusal of the Commis-
sioners to pay for Monday afternoon,
May 9th, to those who worked the day.

Answer.—No, that matter has been
referred to the Commissioners by the
General Secretary, who state that the
arrangement was to allow men off who
could be spared without causing incon-
venience to the travelling public. Those
men were paid, but as the day was not
a proclaimed holiday they refuse to pay
those who did their work and were paid
for it.

Reported Misconduct.—A punishment
form has been placed before me, which
states "Reported for misconduct, for
absenting himself on 21/5/10 without
leave, it being Saturday after a holi-
day. The misconduct to be recorded on
the employees' papers for future re-
ference." I have signed this paper
under protest. What can I do further?

Answer.—You have no right of ap-
peal to the Appeal Board, as your pun-
ishment does not reduce you in rank,
grade, or pay. We would advise you
to place the full facts of the case before
you are opposed departmentally, and
ask for a removal of the record.

Transfer.—Can you assist me in re-
gard to an application from Permanent
Way to Traffic Department? I have
applied, but have not yet received any
reply.—M. J. Quinn, Ootha Sliding,
Condobolin line.

Answer.—We would advise you to
await your Departmental reply.

**Mr. O. Rodgers, paint shops, Eve-
leigh.**—Your suggestion on has been acted
upon by the General Secretary.

Pumpers' Hours.—I work 9 hours
on week days and 8 hours on Sundays.
Am paid at rate of 8/6 for 9 hours.
Is this correct?—Pumper, Dubbo.

Answer.—If you work as stated, you
work over 60 hours per week. You
are therefore entitled to 9/- per day
under the Loco. Laborers' Award.
The hour spent as examiner does not
effect the position.

T. M. Green, Culcairn.—The annual
conference of the A.W. Union is held
in January of each year. We have not
noticed any announcement of the court
for station hands and boundary rid-
ers, and do not think it has been set
down yet. However, you had better
apply for more definite information to
Mr. D. Macdonell, M.L.A., "Worker"
Office, Sydney.

Gland Packers, Harden.—The gland
packers here have to do trimming for
three hours a day. They do not get
trimmers' pay for this work. Can
you advise them what to do?

Answer.—The conditions under
which the Department employs its men
are that they can put them to any
work. Of course, men should be paid
for the work they do. Your only
course at present is to exhaust the
Department yourselves, and that fail-
ing, make out a case for your branch
to submit to the Council.

Geo. Evans, Fétier, Berrigan.—
You will easily understand that it is
impossible for us to take up individual
member's cases, unless forwarded
through their branches. If you can
show that you did not get justice, your
branch will certainly take up your
case, and after you have exhausted the
Department, your branch could refer
the matter to us with details of their
investigations. We shall then be glad
to do all in our power.

Erskineville Branch.—(1) Re Sunday
watchmen. Some of these are paid 12
days, for 15 hours and 22 minutes
work on Sundays; others only get 14
days' pay for Saturday watching. Is
this correct? (2) Should any gang
starting at 11.15 p.m. on Sunday night
be entitled to overtime rates for the
1/4 of an hour worked before midnight?

Answer.—(1) They are entitled to
time and a half. (2) Yes.

**WANTED, One Member of Every
League to push the "Co-operator"**
along.

State Labor Politics.

P.L.L. EXECUTIVE MEETING.

The usual fortnightly meeting of the
P.L.L. Executive was held in the
Trades Hall on the 3rd inst. Mr. P. J.
Minahan occupied the chair, and nine-
teen members signed the attendance
roll.

For the following electorates, the
gentlemen named, being the only can-
didates nominated, were endorsed, viz.:
Hartley, Mr. J. Dooley, M.L.A.; Wol-
longong, Mr. J. B. Nicholson, M.L.A.

The returning officer for the Single-
ton Electorate Council forwarded the
following names for endorsement, viz.:
—T. A. Braye, A. E. Heuston, J.
Nairn, H. B. Pender, T. J. Waters.
There being some doubt as to the
qualifications of some of those nomi-
nated, their endorsement was held over
pending the result of inquiries to be
made.

The returning officer for the St.
George P.L.L. submitted the following
names, and their endorsement was
agreed to:—W. R. Bagnall, John Bebb-
ington, S. J. Heaton, T. D. Richards,
Allan Sterling, W. B. Targett, H. E.
Warren, J. Woods.

In addition to the nominations for
Gloucester of Messrs. H. R. Garden
and C. Hogan, previously endorsed, the
following also came to hand, viz.: D.
O'Sullivan and J. F. Daunt. It was
resolved in view of the fact that no
Electorate Council had been formed,
at the Executive should invite nomi-
nations and conduct a ballot. The
nominations already to hand are to be
regarded as in order.

The following nominations for Tam-
worth forwarded by the local retiring
officer for endorsement, were consid-
ered, and a decision in connection ther-
ewith postponed until the next meeting,
viz.:—H. A. Fairleigh, T. Johnson,
and J. J. Lord.

For Darlinghurst, the names of
Messrs. J. E. Birt and R. E. Oaten, for-
warded by the local retiring officer,
were submitted. Their endorsement
was agreed to, and referred to a ballot
of the local League.

From the Burragong Electorate
Council, the nominations of the fol-
lowing were received and endorsed:—B.
H. Bennett, G. A. Burgess, M.L.A., P.
F. Loughlin.

A number of matters in connection
with the Hawkesbury, Blayney, Wollon-
dilly, and Upper Hunter electorates
were postponed for a month.

In reply to the Wollahra Electoral
Council it was resolved to inform them
that the members of the branch pre-
viously existing there, whose subscrip-
tions had not expired, were entitled to
vote in the pending selection ballot.

New branches were advised as fol-
low:—Adamandry, May 14; Braidwood,
May 20; Campbelltown, May 28; Cab-
ramatta, May 28; Emu Plains, June 1;
Eumungerie, April 11; Gilgandra,
April 12; Morpeth, May 24; Mt. Druitt,
May 28; Ryde, May 27; Stroud, Stn.
Yard, May 29; Sutton Forest, May 14;
Tenterfield, May 21; Tintenbar, May
25.

In response to the Wagga Wagga
branch of the P.L.L., which asked the
Executive to call the meeting of all the
financial leagues within the Hume Fed-
eral electorate for the purpose of form-
ing a Federal Council, it was resolved
to postpone the consideration of the
request made, pending the receipt of a
reply from the Wagga Wagga branch,
furnishing reasons for the proposal to
establish a council.

The Sydney Labor Council forwarded
a communication stating that they had
appointed a committee to act in con-
junction with the committee from the
P.L.L. in the matter of approaching
unions for funds for political purposes,
the names of the gentlemen forming
the committee being Messrs. Bagnell,
Storey, Barr, Connell, Bryant, Carey,
McDicken and Farrar. The communi-
cation was received and referred to the
Finance Committee.

In response to a request from the
Casino branch of the P.L.L., it was re-
solved to invite nominations for the
Tenterfield electorate and conduct the
ballot.

HABERFIELD P.L.L.

A meeting of the Haberfield Political
Labor League was held on Friday
night, May 27th, and was largely at-
tended by members and visitors from
Leichhardt, Summer Hill, and Ash-
field. Mr. Grace, President, occupied
the chair. The nominations for se-
lection closed on May 23rd. Three
nominations were received for the Bur-
wood State selection—namely, that of
Mr. Tomlin, President of the Summer
Hill Political League, Mr. Harris, Sec-
retary of the Ashfield Political Labor
League, and Mr. Prendergast, Presi-
dent of the King Political Labor
League. The Social Committee of the
Haberfield Political Labor League
reported that arrangements were made
for the social to be held at Burgess
Hall, Abbotsford, Wednesday, 22nd
June. Tickets are now obtainable at
the small cost of one shilling each, and
everything points to the prospect of a
very successful evening. Messrs.
Priol and Batchelor, delegates of the
Ashfield State Council, rendered their
resignations as delegates owing to
their inability to give full attention to
their duties as they would wish. The
resignations were received with regret,
the League expressing its sorrow at
losing the services of these two gentle-
men and recognising the great amount
of good work they have already cov-
ered as delegates. The meeting was
addressed by Mr. Waters, of the Leich-
hardt Labor League, on the subject of
organisation. His address was re-
ceived with pleasure. To fill the vac-
ancy on the State Labor Council, Mr.
Johnston, assistant secretary, and Mrs.
Hall were unanimously elected. Votes

of thanks to the visitors and their re-
sponses concluded the meeting.

On the following night, the three
candidates held a meeting at Ashfield,
which was presided over by Mr. Cole-
man, President Burwood State Coun-
cil. Each speaker had a good hearing.
Another meeting is to be held on Fri-
day night next, the night before the
selection ballot, at the Oddfellows Hall,
Liverpool-road, Ashfield. Ladies are
specially invited to attend.

GOULBURN LEAGUE SELECTION.

We notice the name of our energetic
Goulburn secretary mentioned as a
likely candidate for the selection of
the Local League for the coming State
elections. Mr. Corish is a great Lab-
or man, and a thoroughly loyal union-
ist of many years standing. We feel
perfectly sure that men of his stamp
would do credit to the movement in
Parliament.

WOMEN'S ORGANISING COM-
MITTEE.

The press secretary, Mrs. Flanagan,
writes:—"The Women's Organising
Committee held their usual weekly
meeting at the Trades Hall on Thurs-
day last, Mrs. Dwyer presiding. Mes-
dames Dwyer, Flanagan, and Conway
reported on work done reorganising
the Needlework and Machinists'
Union. A meeting to that effect is to
be held on Thursday (to-night) at the
Trades Hall, to which all women work-
ers are invited. Mrs. Flanagan also
gave an account of her visit to Pen-
rith, to assist in organising a Women's
League—a large and enthusiastic
league being formed. Mr. Carmi-
chael, M.L.A., gave an able and in-
structive address on the Coercion Act,
which was greatly appreciated."

GRADUATED LAND TAX.

Clause (f), plank 2, State fighting
platform, states:—"Graduated land tax
on all estates over £5,000 in value on
an unimproved basis, increasing 3d.
for each £5,000 in value over that ex-
emption."

METHOD OF COMPUTATION.

Under £5,000, no tax.
Under £10,000 at 3d., 5,000, exempt;
5,000 at 3d., total, £10 ss. 4d.
Under £15,000 at 1d., 5,000, exempt;
5,000 at 3d., £10 ss. 4d.; 5,000 at 1d.,
£20 16s. 8d.; total, £31 5s.
Under £20,000 at 1d., 5,000, ex-
empt; 5,000 at 3d., £10 ss. 4d.; 5,000
at 1d., £20 16s. 8d.; 5,000 at 1d., £31
5s.; total, £62 10s.
Under £25,000 at 2d., 5,000, exempt;
5,000 at 3d., £10 ss. 4d.; 5,000 at 1d.,
£20 16s. 8d.; 5,000 at 1d., £31 5s.;
5,000 at 2d., £41 13s. 4d.; total, £104
3s. 4d.

Unimproved Value.	Proposed Rate.	Amount of Tax.
Under £30,000	2d.	£156 5 0
Under 35,000	3d.	218 15 0
Under 40,000	3d.	291 13 4
Under 45,000	4d.	375 0 0
Under 50,000	4d.	468 15 0
Under 55,000	5d.	572 18 4
Under 60,000	5d.	687 10 0
Under 65,000	6d.	812 10 0
Under 70,000	6d.	947 18 4
Under 75,000	7d.	1,093 15 0
Under 80,000	7d.	1,250 0 0
Under 85,000	8d.	1,416 13 4
Under 90,000	8d.	1,593 15 0
Under 95,000	9d.	1,781 5 0
Under 100,000	9d.	1,979 3 4
Under 105,000	10d.	2,187 10 0
Under 110,000	10d.	2,406 5 0
Under 115,000	11d.	2,635 8 4
Under 120,000	11d.	2,875 0 0
Under 125,000	1s.	3,125 0 0
Under 130,000	1/0	3,385 8 4

(This plank will only be operative
in the event of some unforeseen hind-
rance to the carrying out of the gradu-
ated land tax plank by the Federal
platform.)

MR. NIELSEN'S SUMMARY OF MR.
WADE'S CLOSER SETTLEMENT
POLICY.

Extract from "Star," 24th March, 1910.

I have a statement from Lands De-
partment dated March 3rd last, which
shows that up to that date 17 estates had
been resumed of which three were
waiting for the hearing of appeals
which had been lodged by owners. Of
the remaining 14 Richlands was not yet
open for settlement, thus leaving 13 es-
tates which have been opened for settle-
ment under the Government's closer
settlement policy. This policy has
been in existence now under the Car-
ruthers and Wade Governments for six
years. Now, as to the number of
settlers actually settled, Mr. Wade says
1,093. This is wholly incorrect. The
total number provided for by the 13 es-
tates so far set apart is 970, and this
number includes 56 suburban blocks
on Peel River Estate, which cannot
honestly be called farms, as 19 of them
only average five acres each, and 37
others average 9½ each. Excluding
these 56 suburban blocks, the total
number of actual farmers provided for
by these 13 estates is 914. Out of
these 13 estates so far opened for set-
tlement, two have proved partial fail-
ures, and two others have not been fully
applied for. The actual figures ob-
tained to-day from the Lands Depart-
ment are: Boree Creek, 30 farms, nine
not applied for; Mangarie, 62 farms,
35 not applied for; Brookong, 20 farms,
two not applied for. This further re-
duces the number of farmers actually
settled under the Government's closer
settlement policy to 866.

Mr. Nielsen challenges Mr. Wade to
disprove any of the above figures. The
actual cost of the farms so far thrown
open for settlement by the Government,
including the value of Crown Lands
set apart in conjunction therewith, is
£1,800,348. The actual money paid
out by the Government to the large
landowners is £1,589,993, the value of
the added Crown lands being £210,355.

AMALGAMATION.

SOME

Woman's Realm.

Women readers are cordially invited to write to us. Information and advice will be given, and shopping orders executed by expert lady shoppers, no charge being made for same. Cash must accompany orders. Should you desire your shopping done with any particular firm, your wishes will be respected. Original invoices will be forwarded with goods. Write to "Town Shopper," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Send 2d. stamp for reply, otherwise queries will be answered in these columns. Send post-office orders only, and make payable to the Manager "Railway and Tramway Co-operator."

A PREVAILING FABRIC.

Velvet appears to be one of the predominant fabrics this season, either for coats and skirts or ordinary dresses; but those whose purses are neither full nor empty (perhaps, indeed, rather more prone to the latter adjective), can obtain an excellent substitute in a velveteen at about 2/6 a yard. Anything in a cheaper line is seldom of but little use; for, although it might look nice enough when first made up, it loses its richness and lustre after being worn three or four times.

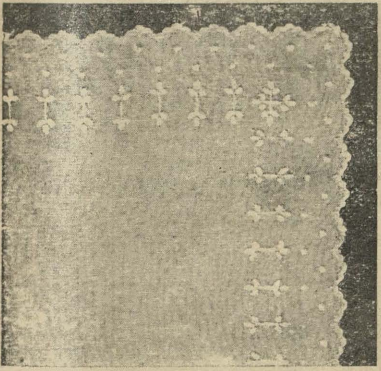
A well-cut costume of this prevailing material is unequalled for style and smartness, as well as for defying the coldest winter day.

An illustration is given showing the style of costume in which the material under notice is being largely worn. In velvet, this, smartly made, would run into from £3 to £4; in velveteen, say 50/.



AN ACCEPTABLE PRESENT.

So many people are often at a loss to decide what to give a girl or a woman for a birthday present, or Christmas gift, or for whatever the occasion may be. Handkerchiefs are for ever acceptable!



The illustration shows one of these dainty little necessities in embroidered French Lawn, and the prices range from 5/6 to 11/6 a dozen.

Others, of course, are less expensive. The initial handkerchiefs, for instance, in plain lawn with hem-stitched borders, are from 4/6 to 7/6 a dozen.

OUR CHILDREN'S LEGS.

I have very often wondered why mothers allow their little ones to wear socks in the winter time, for I have seen some little legs almost blue with the cold. Wool and stockinette gaiters are, however, a prevailing feature in children's requirements just now.



The ones illustrated on this page may be had in cream, cardinal, navy, or brown stockinette, from 1/11 to 3/6 a pair; and no more little bare legs should fight against the bitter coldness of this season!

THE NEW "OSMAN" FLANNEL-ETTE.

What has come as a decided boom to Australian homes is a beautiful and inexpensive fabric known as the "Osman" flannellette. After being washed and boiled this wonderful stuff looks exactly the same as when it was new; and the reader will know from experience that other flannellettes do not to boil with such satisfying results. For winter under-garments, nothing

could possibly be more lovely than this new material. I have seen and examined it when it has been new, and after it has undergone the inevitable process of washing; and I can truthfully say it is a wonderful thing; and that nothing of its kind has ever come to us before.

ANSWERS TO CORRESPONDENTS.

Herman H. Berry.—I am very glad to know that you think your Orchard watch such good value. No need to thank me for my trouble. It is my business to attend to your requirements. Your order for £3 10/- worth of groceries was a day late in arriving, owing to Monday's holiday. I placed it, however, early on Tuesday, and hope the delay didn't inconvenience you. There was trouble after my visit to the shop. I am sure, because I delivered a solid rebuke about no notice being taken of your application for a grocery price list. Let me know if it has reached you yet, please.

J.H.D.S. Culcain.—Your letter-card to hand reading: "My wife sent you letter with remittance for 23/- for 5 pairs of boots on about April 22nd. The boots reached us on the 24th, and were just what was required, and we thank you for your good judgment shown in buying them. We have not yet received the original invoice." I am having this matter attended to, and the small balance also. I am so glad you were pleased with the boots. It is very hard to choose boots and shoes for other people, so I like to know when my customers are pleased. I shall be glad to do all your shopping for you at any time.

C.R. Clandulla, Mudgee Line.—Your letter enclosing 5/- to pay freight one the beef came to hand, but not till after the beef was sent. However, I always attend to the freight on my parcels. In your case I paid the freight, which was 3/-. That leaves me with 2/- of your money still in hand, and as I thought it was no use sending on 2/- worth of meat, I have placed that amount to your credit in the buying account, awaiting your next order.

J.B. (Mooculta Siding).—Your half-year's subscription to the "Co-operator" came to hand in due course, and the paper is being sent to you from this issue onward. I note what you say about doing a good deal of your shopping in Sydney, and that you will mention the "Co-operator" in your orders. Do you not think I could help you if you sent your orders to me? It is my duty to do the shopping, and to see that the best goods are obtained at the lowest prices.

C.R. (Clandulla, Mudgee Line).—Your order for 1cwt. of corned beef reached me safely, and I think you will be satisfied with the quality of beef which the Sutton Forest Meat Co. forwarded to you on Thursday evening last.

W. Smith, Breadalbone.—Yours of 6th instant to hand. We have not done anything with a tannery, but we are making full enquiries and will write you full particulars as asked. There is no reason why we should not be able to help you as well as others who require only ordinary shopping.

Dr. E. P. McD., Forbes.—Your order for a suit of clothes with extra trousers free, was placed with the firm mentioned by you. I asked them to expedite the order as much as ever possible, and I hope you will get the parcel in good time, and that it will even to your entire satisfaction. Please let me know if you have any complaint to make. I want all my country customers to be well satisfied.

S. McM., Widgiewa Siding.—I am very pleased you have decided to let me do your shopping for you. I note that you are nearly 400 miles from Sydney, and I am quite sure I can be of distinct service to you. I hope you will use me as often as you like. Your order for dress materials, underwears and stockings, and your husband's order for boots and cardigan jacket was placed with one of our advertisers, and the parcel has been sent on to you. Please drop me a line and let me know if you are pleased or not with my selections. The grocery list has also been posted to you.

SUBSCRIPTIONS ACKNOWLEDGED.

	£	s.	d.
Abigail, C.	0	1	3
Esdaile, A.	0	1	3
Woods, Jno.	0	5	0
Murdoch, R.	0	1	3
Cupid, J.	0	1	3
Kelley, O. B.	0	1	3
Tamselt, A.	0	1	3
Spence, R.	0	1	3
Swan, F.	0	1	3
O'Neill, J. K.	0	1	3
Connor, F. S.	0	1	3
Doyle, E.	0	1	3
Burns, H.	0	1	3
McGurgan, E.	0	2	6
Helensburgh and Lilyvale Workmen's Club (J. Rayner, Acting Secretary)	0	5	0
Murray, Marion	0	2	6
Milson, F.	0	5	0
McCarthy, J.	0	1	6
Murray, W. G.	0	2	6
Shrader, E.	0	5	0
Ritchie, —	0	1	6
Laud, Wm. (2 copies weekly)	0	3	0
Burns, John	0	2	6
Barker, Wm.	0	2	6
Shallvey, Henry	0	2	6

Scientific and Technical

Australia is not able to produce the high-class technical specialty journals, such as are published in America and England, owing to our smaller community. These great journals are, therefore, out of the reach of Australian workmen. We have arranged to search the whole of these productions and reprint valuable scientific and technical bits for the information and assistance of our readers.

Question.—What is the difference between a simple and a compound engine?

Answer.—A simple engine is one in which the steam is allowed to escape to the atmosphere after being used in one cylinder. With a compound engine, the steam after being used in one cylinder is passed into another cylinder direct or is conveyed to another cylinder by means of a receiver, as with cross-compound engines, and after performing work again is exhausted to the atmosphere.

Question.—What is lignite?

Answer.—Lignite is vegetable matter in the earlier stages of conversion to coal. It burns with a moderate heat.

Question.—What is the calorific value of fuel?

Answer.—The amount of heat liberated per pound of fuel undergoing perfect combustion is called the calorific value of the fuel.

Question.—What is coke, and how is it generally produced?

Answer.—Coke is as product of bituminous coal, and consists almost entirely of carbon, and is, therefore, a smokeless fuel. It is generally made in special ovens, the hydrocarbon gases being expelled in the process of manufacture. Coke is generally used in furnaces requiring a blast.

Question.—How are boilers stayed?

Answer.—Boilers are stayed by means of crown bars or radial stays. The crown bar method consists of iron girders placed across the firebox. Tapering washers are placed between the crown sheet and these crown bars, crown bolts passing through them which are secured on top of the latter by nuts. The crown bars are secured to the shell of the boiler by sling stays. With the radial stay method the crown sheet is supported from the outer shell by means of staybolts screwed through both sheets and cold riveted. The latter method possesses advantages over the former, as it is cheaper and lighter, and makes it easier to wash out the boiler. Also mud and sediment are not so liable to settle on the crown sheet.

Question.—What is coal?

Answer.—Coal is a compound substance, the principal elements of which are carbon and hydrogen gas. Coal is known as fuel, that is, it is a substance which may be economically burned, by means of the air, to generate heat.

Question.—How are coals classified?

Answer.—Coals are classified, according to Kent, as Anthracite or hard

coal Semi-Anthracite, Semi-Bituminous, and Bituminous. This classification is made according to the constituents in the combustible, which is the term generally applied to that part of the coal which is dry and free from ash. The quantity of the latter varies from 3 to 40 per cent.

Anthracite coal contains from 92 to 97 per cent, of fixed carbon and from 3 to 8 per cent, of volatile matter. It burns with a short flame of a yellowish blue tint, and emits very little smoke. Anthracite coal is very hard and dense.

Semi-Anthracite contains from 87 to 92 per cent, of fixed carbon, and from 8 to 13 per cent, of volatile matter. It kindles more readily and burns more rapidly than Anthracite. It is also less dense and harder than Anthracite coal.

Semi-Bituminous coal contains from 87 to 75 per cent, of fixed carbon, the remainder being volatile matter. This coal is softer, kindles easier and burns much more rapidly than Anthracite.

Bituminous coal contains from 75 to 60 per cent, of fixed carbon.

Question.—What is combustion?

Answer.—Combustion, or burning, is a rapid chemical combination of the oxygen of the air with some fuel, resulting in heat and light. The burning of coal is then the rapid chemical combination of the carbon and hydrogen in it with the oxygen in the air. The temperature at which a substance combines with oxygen is known as its igniting temperature. The generation of heat when a substance burns is due to the combination or clashing together of molecules of substances that have a strong affinity or attraction to one another. Their kinetic energy, or energy due to the motion of a body, is converted into heat when they collide, as the kinetic energy of a bullet is converted into heat when it is stopped by a target.

Question.—How is the heat due to the burning of the coal transmitted to the water in the boiler?

Answer.—A large part of the heat from the coal is transmitted by radiation to the firebox sheets, which transfer the heat to the water by conduction. This gives rise to convection currents in the water, the heated water rising and its place being taken by the cooler layers. In this way all the water in the boiler becomes heated.

Question.—What causes a draft through the fire?

Answer.—The steam escaping through the stack in puffs tends to empty the smoke-box at each exhaust, thus creating a partial vacuum there. Air entering through the grates to fill this vacuum causes a draft on the fire.

International Notes.

We have arranged to secure regular information from England, America, Germany, Belgium, Italy, Switzerland, and other countries in regard to Railway and Tramway employees' movements and affairs.

STRENGTH OF RAILWAY UNIONS.

Trade unionism is very well developed in Great Britain, and it can be said that British trade unions lead, not only as far as the numerical strength is concerned, but also in extent of influence and solidarity of organisation. In respect of solidarity of organisation they are considerably ahead of German trade unions, which are divided into a number of factions antagonising each other because of political and religious differences.

According to the latest statistics the number of separate trade unions in existence at the end of 1907 was 1,173, with a total membership of 2,406,746, compared with 1,895,109 in 1904, an increase during the three years of 511,637, or 27 per cent. Little general change in membership occurred during 1905, but in 1906 there was an increase in membership of nearly 200,000 and in 1907 there was a further addition of close upon 300,000. At the end of 1907 the unions of mine workers had 703,344 members, the building trade unions had 193,190 members. The organised metal-workers numbered 376,805, the textile workers 354,427, the clothing workers 68,810, the transport workers 238,813, the printers and bookbinders 68,221, and the organised workmen in other trades 403,136. Except in the building trades, where there has been an annual decline for seven years in succession, all the main groups of trade show a substantial increase in membership at the end of 1907 as compared with 1904. In the transport groups there was a general increase, most noticeable in the case of unions of railway men, which increased by 5,606 members in 1905, by 19,480 members in 1906 and by 36,802 members in 1907, the total increase in the three years being equal to 80 per cent. of their membership at the end of 1904.

During the years 1903 to 1907 there were seven unions of railway men in existence, with a total membership of 74,895 in 1903, 76,999 in 1904, 82,605 in 1905, 102,085 in 1906, and 138,887 in 1907.

The strength of each of the seven unions in 1903 and 1907 was—

Title of Trade Union.	Membership at the end of the Year.	1903.	1907.
Amalgamated Railway Servants	52,355	97,561	
Belfast and Dublin Locomotive Engine-drivers and Firemen	437	404	
Associated Locomotive Engineers and Firemen	11,500	19,500	
United Pointsmen and Signalmen	2,090	3,323	
General Railway Work-			

ers	3,945	7,506
Railway Clerks	4,034	10,114
Railway Telegraph Clerks	534	479

All of these unions, with the exception of the railway telegraph clerks, are registered in accordance with the Trade Union Acts.

The Amalgamated Society of Railway Servants had been established in 1871, and at the end of 1907 it consisted of 707 local branches; the Associated Society of Locomotive Engineers and Firemen (formed in 1880) had 237 branches, the Railway Clerks had 120 branches, the General Railway Workers had 82 branches.

Italy.—In order to stimulate the invention of appliances for the prevention of industrial accidents, the Italian Government offers a prize of £400 for a paper on electrical earth connections, £160 for a transportable apparatus for slipping belts on pulleys, £160 for a fixed apparatus for slipping a belt on a driving pulley while in motion, £80 for a device to protect workmen on cold rolling and drawing machines, and £400 for the discovery of measures for eliminating the dangers of anthrax in tanneries.

Japan.—The "Japan Weekly Mail" states that electric railway enterprise promises to be the mania of the hour in Japan. No fewer than three companies have been competing for the Osaka-Nara concession, but they have now joined forces, the total capital involved being estimated at £300,000.

AMERICAN WAGE INCREASES.

Considerable increases in wage have recently been obtained on several railways in America. Some of the claims are still subject to the decision on the ground of the Erdman Act. This affects 27,000 firemen on 49 railways west of Chicago, who have requested an increase in wage of 12½ cents an hour. The train servants of the New York and New Haven railway obtained an increase in wage of a total of 500,000 dollars and about 2,500 switchmen in the Chicago district obtained an increase of 2 cents an hour. The train servants of the Baltimore and Ohio railroad also made a very favorable agreement.

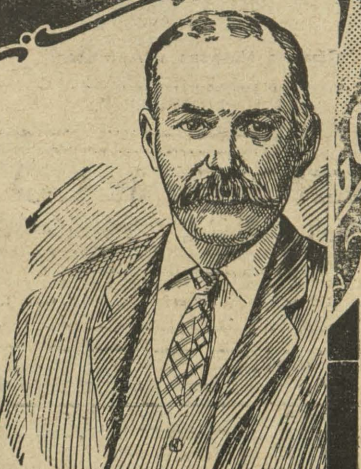
The Italian railmen are preparing a new agitation work for the improvement of their working conditions. The representatives of the organisation will present to the Minister of Public Works a memorandum which contains all their claims. The organisation has quietly made investigations about the administration of the State railways and has thereby found out some very doubtful customs of the high railway bureaucracy.

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MR. G. HAIGH, of the Harbors and Rivers Dept.

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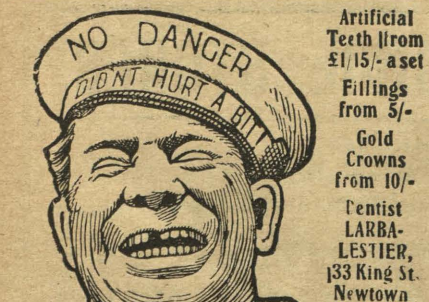
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The official organ of the Amalgamated Railway and Tramway Service Association.

PUBLISHED WEEKLY.

Editor: J. H. CATTS, M.H.R., Trades Hall, Sydney.

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The Railway and Tramway Co-operator.

JUNE 9, 1910.

"BELIEVE ME, I AM HONEST"

The Premier of New South Wales has appeared in many roles during the checkered career of his premiership, and we have become quite accustomed to declarations of opinion or of policy, sudden enough to be very startling, only for the fact that they have appeared with somewhat monotonous regularity. Neither is it altogether an unmixed evil that the Premier of the State is sufficiently agile and ingenious to devise and act upon a series of political acrobatics. It is an evidence that he is carefully watching the trend of public opinion and also that he is sufficiently wide awake to keep himself under the limelight of the public gaze. It might almost be said that it is an indispensable characteristic of a successful public career to be able to enunciate, from time to time, some novel move on the political chessboard. But it is very hard sometimes to draw the line, and to say where harmless ingenuity ends and where intolerable shuffling begins. Most people have an admiration for the expert shuffler. They consider it an irrefutable evidence of a man's capacity, and they are prepared to allow marked ability to cover and atone for a multitude of minor inconsistencies. No one doubts that Mr. Wade will have his forces much better organised, and his policy much more presentable at the forthcoming State elections than was the case with his Fusionist confreres at the recent Federal elections. He may be depended upon to see to both these things, even though he be compelled, as means to that end, to deliberately annex the methods and the policy declarations of his political foes. It may also be said that even a deliberate filching of the Labor party's powder and shot, i.e., methods of organisation and policy declarations, will not be an altogether unpardonable crime, viewed from a purely politician's standpoint. It is Mr. Wade's business to secure a majority at the polls. It is his particular concern to secure a replica of his present majority in the next Parliament, and those who delude themselves into the belief that he is going about that business in any half-hearted way, or that he will stick at trifles in the accomplishment of his purpose will find themselves very far out in the reckoning. It has been already seen that he proposes to make a desperate effort to becloud the issues of the next election by the offer of wholesale bribes to several sections of the public service. It may be taken for granted that he has several more of these vote-pullers up his political sleeve yet.

But the latest plea of this many-sided politician hardly does his reputation for political acumen so much credit as its predecessors. He has adopted the attitude of the puritan declaimer of his own and his party's virtues. In reply to the critics of his administration he declares with a great show of virtuous indignation that nobody can point to any dishonorable action of his government. He even goes further than this, and is at pains to explain that his government has had to pass through a much more serious ordeal than ever stood in the way of any of its predecessors. Apparently he does not see that he has thus manufactured a two-edged sword. If his administration has had such an ordeal, he found things so very bad as to call forth greater sacrifices in the straight and narrow path of honor and virtue, surely he must see that he is uttering a complete exoneration of the very serious strictures which were passed upon his party and his erstwhile superior at the time of the last State elections. So far as we know Mr. Wade's critics have been generously silent on the question of the honor of his administration, though it must not be thought they have forgotten to resent the very questionable practices of the previous government, of which Mr. Wade was a very prominent member, or that they are any less determined to remembered it at the next polls. It is indeed an unique situation for a Premier to find it necessary to repeat, with parrot-like insistence: Believe me, I am an honest man! One is indeed tempted to recall the old French proverb: Qui s'excuse, s'accuse—Who excuses himself, accuses himself. State politics have come to a pretty pass when criticism of an administration brings forth nothing but a voluntary, unprovoked disclaimer of dishonesty and vice.

WANTED—MORE WAGES.

Station masters, night officers, clerical staff, traffic men, loco, employees, per, way workers, both rail and tram, tramway employees, electricians, bosses and wages staff—all are on the lookout for more wages. Some have had wages boards, others seek them. Every man can give you good reasons why he should have an increase. The Association has put up some great fights in efforts to secure to various grades, a more just and equitable reward for their labor. It is still striving to better the lot of various groups.

Combines and Prices.

Unfortunately, we find that as fast as we secure an increase of wages, combinations, which are playing so large a part in our commercial life, make their counter move and increase the cost of the necessities of life, not correspondingly, but much in excess of what is justified. We have recently had a public announcement from the boot manufacturers to this effect, and now bricks have gone up 4/- per thousand. The Federal Labor Government may be depended upon to tackle these injurious combinations, who conspire together to rob the worker of much of the results of his industry.

Our Second Defence.

The Association is our first line of defence. Its work is affirmative and positive. It, step by step, advances wages and better conditions. But we want a second line of defence to protect us against the ravages of commercial pirates. This want has now been supplied. The "Co-operator" the official organisation of the Association, has undertaken this great task. It cannot perform miracles. It cannot do everything at once. But it is doing a great deal. It has set up a shopping department for both men and women. Expert shoppers are kept constantly at work. These experts have found out the cheapest houses at which to buy. In many cases we can go direct to the manufacturer, and cut out unnecessary middlemen. We can save at least ten per cent. all round in goods. This means that we can increase the spending power of a pound by two shillings. To a man getting two pounds a week this means we can by scientific saving in spending, increase his wages by 4/- per week. Some think this is too good to be true. Others take us at our word, and save money on every purchase.

Staff's Smart Men.

Some big business men won't insert a single advertisement. To them this is waste of money, they have studied the masses of the people and know their characteristics. Their experience tells them that there are various stages in the work of an advertisement. Their notice appears in a broadsheet. The readers look at the advt. and a general impression is made. From having a general effect, it gradually becomes personal and direct until at last the reader sees the practical issue, embraces the opportunity and experiences results. The art in advertisement writing is to so construct the business announcement as to get the public to the final point at the earliest possible moment. Of course smart people are dense, others smart. The latter can see through a good offer very quickly. We have been struck with the large number of railway and tramway men and their wives whose keenness of discernment enabled them to at once see that our shopping departments were able to supply a much felt requirement. As a result they have been profiting every week by the free service we offer. Are you one of these? If so, pass the word along to a friend and tell them how we have helped you. If you are one of those who can see the benefits provided for you, but have not so far taken advantage of it, make up your mind now. Next time you are sending for goods, entrust your order to us. We make no charge, and send original invoice with your goods to show prices paid.

Nothing Peculiar.

A number of people who have reaped the benefit of this system, have said to us, "We cannot understand how you do it for nothing." There is no reason why we should not be quite frank with you. We do what business we can with our advertisers on the understanding that co-operators get the benefit of lowest prices. This result from our advertisement columns enables us to produce direct returns for advertising expenditure. If the firm we shop with does not advertise, we remind them of the splendid results we are able to show. This two-fold operation enables us to serve our advertisers, secure new advertisements, and to faithfully serve the interests of our readers. The "Co-operator" does bene-

fit by doing your shopping; but so do you—our benefit does not prejudice anyone else. In fact it is really mutual operation. We all benefit by co-operating together. Are you a co-operator?

Smart Writing.

The advertisements appearing in this issue are well worth reading. The "Telegraph" pays W. M. Hughes, M.H.R., about 30/- a column for the "Case for Labor" each week; our advertisers pay us £2/15/- per week for the privilege of stating their case in our columns. The high price they pay renders it necessary on their part to secure the best results. The consequence is that the ablest writers are employed to state our advertisers' cases in the space allotted to them. It would pay every reader to carefully peruse the advertisements in this issue.

Our Save-Money Coupon.

In dealing with our advertisers, let them know you are a "Co-operator" reader. This will secure for you the best service. Always use our shopping coupon. It will pay you and do us good. The best assistance you can get in this world is self help. If you do not send us your shopping orders, cut out this coupon, and send with your order to the business firm with whom you do business. That will be really effective self help, which we will back up for all we are worth.

(Shopping coupon page 6.)

OVERCROWDED TRAMS.

The casualty roll attributable to the overcrowding of Sydney trams, grows larger every day. There was a time when a good deal of notice was taken of a tram accident, but nowadays the papers intimate that: "John Jones was knocked down off a crowded tram in George-street West last night, and narrowly escaped fatal injuries from being run over and mangled by another tram coming in the opposite direction," with as much complacency, or more, as they intimate that: "The weather in Sydney yesterday was sultry." If anything like a complete chronicle of the accidents, minor and serious, due to the overcrowding of trams in Sydney, could be obtained it would disclose a truly appalling casualty roll. It may be a difficult problem for the Commissioners to solve, viz., how to cater adequately for the ever-increasing tram-travelling public, and at the same time minimise the danger to life and limb occasioned by overcrowding. But it really appears that no determined effort has yet been made to solve the problem. More than that, we would have to be excused even if we took up the attitude that the public safety demands the prevention of such a prolific cause of accident, which really constitutes a menace to life itself. To plead that an improved service involves further heavy expenditure, is by no means sufficient, and, in view of the numerous sustained claims for damages, it might even be doubted whether the plea can hold good from an economical point of view.

The present is an opportune time to discuss this question. Now that the winter appears to have at last set in, it may be taken for granted that the overcrowding trouble will be at its height, and that the menace to life and limb will become much intensified. It might be as well to remind the Commissioners that there have been three fatalities already this year laid at the door of the overcrowded tram trouble, and though that is sufficient to upset, if need be, a whole system, it is really astounding that the death toll is not immeasurably greater. It is certainly not the Commissioners' fault that very many more people are not maimed or killed. There is also another aspect of the trouble with which we are intensely interested. An overcrowded tram is a veritable death trap to a tram conductor. The remarkable agility developed by many of the conductors may be classed as an admirable characteristic, but it is certainly not a fair deal when it becomes an absolute essential to conducting a tram. Quite recently five or six conductors have been swept off the footboards of trams on the Newtown and St. Peters lines, and only a few weeks ago there was a fatal accident in George-street West due to the same cause. Then, again, it is practically impossible for a conductor to discharge his duties satisfactorily aboard of an overcrowded tram—indeed it is simply a marvel to many people that nearly so many fares are collected, and the re-starting of trams negotiated with so much safety as is the case.

But there is no need to dilate upon the very many objectionable features—their numbers are legion—of the overcrowding. Everybody knows them and deplores them. The only consideration is how to obviate it. It might be argued that the public are themselves to blame for risking the danger and inconvenience of overcrowding. But what is everybody's business is nobody's business. It is useless to blame the public. The Commissioners have a regulation which imposes a penalty of £2 for riding upon the footboard of a tram, for instance, but when was it ever imposed? And if it were frequently imposed, what sort of a howl of derision would go against those who were responsible for the prosecutions? There really seems to be only one way to get over the difficulty, and that is a more adequate tram service. Take, for instance, the service to the south-western suburbs. For years the residents of these places have been complaining about the inadequacy of their tram service, not so much because there are an insufficiency of trams, as because the accommodation is occupied by passengers travelling only portions of the distance. Many years ago the same trouble occurred on the suburban railways, and it was overcome by the through-tram system. Why should that idea not be tried on our trams. The same objection applies to the eastern and western suburbs. A passenger travelling to Waverley finds the seating accommodation fully oc-

cupied by passengers, who alight at Darlinghurst or Paddington, while on the Marrickville, Cook's River, and other lines exactly the same thing applies, perhaps more pointedly because of the immense traffic to and from the railway. Of course, the suggestion of the through-tram system has been made before, and has doubtless been discarded as not being the solution of the problem. But in the meantime nothing has been done, and the trouble has been growing apace every day. Why not try the through-tram system, plus a more adequate service to the penny section termini, and plus also a vigorous campaign for the prevention of footboard travelling? We have a strong suspicion the trouble would be overcome in that way without waiting for some fancy scheme of some brilliant service genius.

SNAP SHOTS AT THE APPEAL BOARD.

It is evident that there is likely to be some friction over Mr. Thow's seat on the Board. The policy of the Act is that an officer who has an interest in an appeal should not sit thereon. The case for the Association's contention for an independent chairman may be cited here as proven, because Mr. Thow's seat (and perhaps others) on many cases that come under review is distinctly a breach of the spirit of the Appeal Board Act. We do not say that this is Mr. Thow's intention, but we do think that if he reviewed the circumstances from the very essentials of judicial taste that there are many cases in which he might decline the honor with credit to himself and honor to the Board. The cases in point are many. They are the natural corollary of the dovetailed work in which one branch of the men is involved with another. The evidence hinges on the driver or fireman's evidence, or perhaps on the guard's; this of course smites whichever of the two branches happens to be the appellant.

Or other issues are involved such as this: the evidence of the one may involve the other and a fresh charge might arise out of the evidence tendered. We were naturally interested the other day when listening to a case in which a guard was the appellant. The charge was really a puerile one, evidently originating from malice. The driver and fireman were inculpated by the appeal of the guard. Mr. Thow occupied a seat on the Board, and it did appear to us that the evidence went to prove that if an offence was made out from the very watery kind of stuff submitted, that they were all in it, but the man had to get the benefit of the doubt because the other two were not appellants, and received all the assistance that the head of their branch could bestow to circumvent incriminary matter being imported into the case under review.

The other case involved larger issues. It was a case that might be considered worthy of the Appeal Board's most careful review. The guard was the appellant. It was clearly one of those cases Traffic versus Loco, and yet we find Mr. Thow again on the seat of judgment, and when the driver was severely cross-examined on some Westinghouse brake phases Mr. Thow (so we thought) displayed strong leanings toward the grimy mechanics. The law of evidence should be as well guarded at the Appeal Board as in any other Court in the King's dominions, and it is because of this that we urge the appointment of an independent Chairman. The officers have all the evidence prepared by experts, and they carefully go into the evidence placed at their disposal. What is against the Department is often carefully excised. They go in to win once the gauntlet is thrown. It is enough that they have this advantage—plus two to one on the Bench, without the additional assistance of perhaps an unconscious interested officer sitting between the stools of Running Loco and Traffic interests, that make fully 80 per cent. of the cases under review annually. We think it was Pope who wrote:—
"Tis with our judgments as our watches, none
Go just alike, yet each believes his own."

We have to guard against this variety of species dominating the Board. Such a position as this may be advantageous to this department or that, on a particular occasion, but if it becomes general, and heads of branches have to take up a hostile attitude towards an employee of another department in order to save its own ranks from censure, then the whole usefulness of the Board will vanish. We do not seek favors for any grade or department, but a just trial on the charges alleged against an appellant employee, with a fair and equitable decision based upon evidence.

It is painfully apparent that many of the cases that come before the Board ought not to come there, and that if the officers who first "put on the acid" were good business men, one half of the miserable, petti-fogging, goading punishments would not be on the business paper. Mind, we do not refer to offences against safe working sobriety or dishonesty. These must be tried by the laws of evidence, and the guilty must be punished when found guilty, by the rules of evidence; but not by ex-parte statements, or by the morbid desire of the branch officer who may "have his knife into him" because of some past defeat or dislikes borne of private animosity.

None of these things are strangers to us, and we propose to review a case in point, coming from the Interlocking Branch, that will prove an "eye-opener" to the whole service.

One of the funniest forms of offence that we have been confronted with is that of the fine inflicted by the Department on the employee who loses his pass. We do not say that the employee should not pay the "bob" demanded for the re-issue, and perhaps for a par in the Weekly Notice, but to make it an offence beyond the scope of our reasoning powers. How is it an of-

fence? Is it neglect of working duty, morally or spiritually? You might as well fine a man for losing his brace buttons, or his pipe and tobacco. Indeed, the loss of the latter might lead to more direful results than the former accidental dropping of a piece of cardboard—bad cardboard at that. When we say the man is fined, we mean that this accident which is in the same category as leaving umbrellas, purses, and parcels in divers places only in far less degree, being small, is attached to a man's official history, and can be totalled against him in the Domesday book, and be the means of depriving him of his "good conduct holidays." "Oh, how full of bribes this working-day world is?" But we will be glad to test this matter in the Appeals Court, so the first man who gets an offence coupon with the demand for a "bob," pass it on. Mind, we won't put up a fight for the 1s., but against the issue of the coupon for a sin which we say has not been committed.

CARRUTHERS AND CORRUPTION

Speaking at the liberal conference recently, Sir Joseph Carruthers stated that impersonation and plural voting was carried on wholesale at the recent Federal Elections, and insinuated that such largely assisted the Labor party to gain its sweeping victory. Unless true, this charge is cowardly and shows that however Sir Joseph can manipulate success, he is a miserable loser. Furthermore, unless true, the statement has the appearance of an invitation to corruption in the coming State election.

"How oft the sight to do ill deeds makes ill deeds done." Is this statement a back-handed hint to liberal voters in the coming campaign? If Sir Joseph has any evidence upon which to base such a charge, his duty to the public is to place the information at the disposal of the proper authorities, so that it might be investigated and the perpetrators punished. Being a lawyer and an experienced, he knows full well the necessity of having substantial proof behind such an utterance. Sir Joseph has either gone too far or not far enough. He should either prove his charge or withdraw it, unless it has some sinister purpose behind it. Or it may be there is some remote connection between Sir Joseph's spasm of fear of a State Labor success and the famous land scandals. In the absence of substantiation of his grave accusations, he cannot blame the public if it gropes around for some motive for his meteoric flash into the firing line of controversial politics, from which he so recently assured us he had retired for ever.

MR. WARTON'S LOYALTY.

Mr. Warton, secretary of the Tramway Union, has been prating much of late about his loyalty to the Labor movement. Here is a statement of his appearing in the "Record," March 15th, 1910:—

"The fact remains that as a representative of Labor, Mr. Catts is a misnomer."

Mr. Catts was at this time the selected Labor candidate for Cook, and was waging a great battle against the anti-Labor fusion forces. His selection as Labor candidate by the local Labor Leagues was unanimous. In spite of this, Mr. Warton issues the above statement a few weeks before the election. It was quite common to see fusion canvassers showing the statement from door to door. Mr. Warton may think such behavior loyal, others are entitled to think it the very essence of traitorous conduct. One is reminded of the words of a couplet after this strain:—

It is true you have sought to dis-

semble your love,

But why did you kick me down-

stairs?

Some people have such a funny way of showing their loyalty.

LABOR EXECUTIVE ENQUIRY.

At the instance of Mr. Warton, an enquiry by the executive was held on Tuesday, the 7th inst., regarding his conduct during the Federal election. The executive did not have all the available information before it. For instance, here is a statement they are ignorant of:—

Mr. Warton to the Daily Press, August, 1909:—
"As far as we are concerned, I might say it is to be a matter of issue between Mr. Catts, the politician, and Mr. Catts, the unionist, the politician will have to go down."

However, the following resolutions white-washing Mr. Warton's past conduct were carried:—

"That this Executive, having investigated the charges arising out of the recent Cook Federal election made against Mr. A. C. Warton, are satisfied that they are simply the outcome of existing differences between the N.S.W. Amalgamated Railway and Tramway Association and the N.S.W. Government Tramway Employees' Union."

"That this Executive hereby expresses its fullest confidence in Mr. Warton as a loyal supporter of the labor movement."

We need hardly say that Mr. Catts had nothing to do with this enquiry, or its cause, it being limited to consideration of a letter sent to Bathurst by the secretary of the Cook Federal Council.

Commonwealth Politics.

The Latest News Direct from Melbourne.

The Editor proposes to supply a weekly report of Commonwealth politics which will be fresh and accurate, direct from Melbourne every Wednesday by wire. Will labor sympathisers recommend their friends to be sure and take the "Co-operator," and so help to disseminate a true and faithful account of the progress of the nation's affairs?

LABOR ACHIEVEMENTS.

So far the Federal Labor Party has not been able to transfer its fighting platform to the statute book; but it has scored heavily. By gaining the adherence of the people to its policy, it has caused violent pains in the vitals of the exploiters, conservatives, and anti-nationalists of Australia. Amongst the "States Righters" (which means the anti-Federalists) there is noticeable a great "bearing" of stocks. One section is busy explaining, another is vigorously shouting with the "top dog." The real conservative is trying hard to adjust himself to the altered environment. The benevolent exploiter occupies himself with generalising many and varied, that labor shall "go slow," "feel its way," "be level-headed," etc. There is another class, not previously referred to—the toady class. The chief business of the latter is to cringe and crawl after the party in power whoever it may be. One cannot but be struck by the deferential air with which a "Jahab membah" is now received in the quarters of snobocracy. The N.S.W. Temperance Alliance, which has diligently "Kow-towed" to Carruthers and Wade, and set itself against the labor movement with unscrupulous unreason, now wails buckets of tears because "the labor party has left the Alliance." The policy of the two of three who set the pace for the Alliance has ever been to gain legislation by cringing to the party with the majority instead of fighting manfully for principles. This is but one instance of many.

Political Liberty.

Prior to the elections, Labor had two outstanding achievements to its credit, although the Fisher Government of 1909 was short lived. By regulation is conferred political freedom upon an army of Federal civil servants some 20,000 strong. It has always been the policy of the conservative to limit the exercise of political freedom as much as possible, and, as public servants had not redress against their employer, they practised their cowardly tyranny upon their bludgeoned workmen. As soon as the Fisher Ministry took office last year, it raised the political yoke from its employees and set them forth, disenthralled and free, to exercise the full majesty of their manhood in the control of the nation's affairs.

Bank Note Robbery.

Before the advent of the Labor Ministry last year, the bank of Australia insisted on collecting a huge tax from tourists especially. If a person visited an adjoining State, he was charged a shilling for exchange on every pound note he carried, even at a branch of the bank upon which the notes were drawn. But the proposal of the Labor Government to establish a Commonwealth note issue in lieu of various issue of State Governments and private banks, although blocked by the friends of the financial corporations, had the effect of scaring the banks into the abolition of exchange charged upon their notes when exchanged between State and State. In a word, the banks voluntarily established a Federal note issue themselves in anticipation of Commonwealth action.

Wade Found Wanting.

In New South Wales, the effect of the Federal Labor victory has been truly wonderful. Judging by the writing on the wall that he will be called upon to account for his many sins of omission and commission at the ballot box in a few months' time, Mr. Wade is trying to make good with wonderful agility. How often have we seen the small boy of the house sentenced to a whipping for disobedience and wrong doing, set to work with amazing but strikingly disinterested activity to clean the stove, the knives, the boots, scrub the kitchen etc., for his ma. Nothing is a trouble. One can imagine Premier Wade to have been just such a boy. He is certainly showing himself up as many wrongdoers by a belated goodness, inspired by the big stick within measurable distance of his political back. What it indicates, however, is a cowardly attempt to escape judgment upon his record, by promises of good behavior, and future meritorious deeds, which will not deceive even those being wooed with gifts, and have already earned the disgust and contempt of the unprejudiced throughout the land.

St. Free.

The release of those strike prisoners who had been sent to gaol in leg irons, without the right of trial by jury, was one of the first of Labor's Federal triumphs. The public as well as the released men know full well that their freedom was secured at the Federal ballot box.

Knowing that the electors are more likely to vote for favors to come than for past services, Wade has set out with lavish hand to scatter millions sterling of vote-catching promises amongst the various classes of influential electors.

School Teachers' Salaries.

At last the school teachers of New South Wales are promised a living wage. 800 adults are training the future citizens of this State on a wage less than 7/- per day. Their claims to justice have fallen upon the deaf ear of Wade and Carruthers for the last five years. With the spur of public opinion, registered at the Federal ballot box, sticking into him in the only soft spot in his anatomy—place and power—Wade now says they have long been denied that justice to which they are entitled. The wonder is that he does not propose to pay them the arrears accumulating whilst he and Carruthers have robbed them of the results of their labor—as conscience money. It might be noted in this connection that the political gag is still firmly fixed in the mouth of the State servants, who are thus denied the right of stating to their fellow citizens

the wrongs under which they suffer.

A Policeman's Importance.

The importance of the "copper" has also been emphasised since Labor gave an exhibition of its strength in April. The number and influence of the police vote is considerable, and long delayed investigation of the poor wages of the lower paid men has resulted—wonderful to relate—in the announcement that fair treatment is to be meted out to them at last. A few simple minded people have got it into their heads that this promise of long-delayed justice was won for the police on April 13th; but we are solemnly assured that the statement of Mr. Wade coming after that event, was the merest coincidence.

Saturday Half-Holiday.

For years the shop assistants of Sydney have clamoured for the Saturday half-holiday. When cornered at last, Wade resorted to the shelter of a Royal Commission.

The Royal Commission reported against the proposal, and Mr. Wade endorsed it. Now we have the promise made to a deputation of large business men whose zeal for their employees' welfare concerns them much more than that dividend earning—and this deputation was now doubt-inspired by the Government—that Saturday half-holiday is to be conceded. That this announcement follows the massing of Labor's army on the frontiers of conservatism in April, is also one of the purest accident.

The Primary Producer.

That the development of our railway system to keep pace with increased settlement and production was a vital necessity to the State, did not at all occur to Wade until the electors at the Federal ballot box gave him an emphatic roar "in the end of the evening." It then flashed upon him that the millions of losses borne by the wool growers and agriculturists, through sheer neglect of railway facilities, might be discontinued by the obvious means of adding more railway lines and rolling stock—duplication of existing services. The leader of the State Labor Party, as an alternative, proposed to open up fresh ports along our coast line and connect with the hinterland by rail. Not to be outwitted by a more statesmanlike policy and unable to swallow it in one bite, Wade proposed a Royal Commission to investigate the latter question and report. Knowing full well that this will provide him with the much-desired opportunity of plagiarising his opponents' policy. The "Daily Telegraph" having given instructions, special consideration is to be given to the question of removing the sheep and cattle yards from Flemington to a more roomy site on land some little distance away, now in the hands of the Railway Commissioners.

With the exception of a bait to civil servants to grant special facilities for hearing appeals, this seems to be as far as the promising Wade has been able to get. Fresh wonders, however, will be announced in the near future.

Railway Superannuation.

The railway vote is not to be overlooked. An announcement will be made regarding superannuation scheme for railway and tramway employees, for which they have been clamoring for some considerable time. Last week a regular stir of excitement was caused in the railway accountant's branch, and the statistician's office by hurried demands from the Government for information in connection with the superannuation proposal placed before the Chief Commissioner on behalf of the staff over twelve months ago. Some sop of the kind may, therefore, be expected as an inducement to the service vote for support.

State Coal Mines.

Having been led "step at a time" through this vote-catching wonderland the amazed elector will not die of shock when the anti-socialistic Wade Government coolly propose a State coal mine on the northern, western, and southern division of our railways although he very recently ridiculed any such suggestion.

These marvels are the direct result of Labor's victory at the Federal election, and are fairly respectable achievements to be registered even before the party meets the House.

A LESSON FROM UNIONISM.

Every man, and woman too, should take heed of the value of Unionism taught by the assistance rendered to the bereaved widow of the shunter recently killed at Rookwood. They were strangers in a strange land. The husband was suddenly called to another sphere, and the wife and child left alone, and unprovided for. Another little citizen, too, was expected. Kind hands were there to pass round the hat for the present necessities, but the Amalgamated stepped in and saw that the man was not buried as a pauper but as a Unionist. This was decently done by undertaker Metcalf. Immediate steps were then taken to have the widow's claim set before the Deputy Chief Commissioner, who lost no time in awarding her the little sum due. The poor widow, too, has got employment that will give her a little recompense, in the tent making department. We thank the heads of the Departments for the very prompt manner in which they attended our sad representations. Warm hearts beat under mailed vests, and our Mr. J. Stephenson, who attended the case, is full of praise for the officers who listened to his mournful tale and promptly relieved its distress as far as the law permitted. These deeds make us one in hand and heart when our coats are on. We are able to say with Sydney Smith:—"Yes you will find people ready enough to do the good Samaritan without the oil and the twopenny."

CORRESPONDENCE

DESTINATION OF TRAMS.

(To the Editor.)

Sir,—On trams travelling to the Newtown district, the places passed through are not indicated on the front of cars. One often hears, when an Addison Road tram, Dulwich Hill am, or St. Peters tram comes along, the question: "Does this go to Newtown?" Now, it would often save overcrowding if all trams to this district mentioned the places they passed through, e.g.—a St. Peter's tram could read: Newtown, St. Peter's, Cook's River; a Dulwich Hill tram: Newtown, Enmore, Marrickville, Dulwich Hill; an Addison Road tram: Newtown, Enmore, Marrickville, Dulwich Hill via Addison Road.

The same remarks, of course, apply elsewhere. Perhaps your influence might alter the present conditions.

Another element of danger is the existing stopping-place of the Enmore tram, which is highly dangerous to vehicular and pedestrian traffic, owing to there being so little space between the line and the curb. The trams should stop at corner of Edgeware and Enmore roads, where there is slightly more space, and where people coming from Stanmore Road could see there was a tram there. At present, if a tram happens to be coming along from Marrickville, and a foot passenger is coming up Stanmore Road with the idea of crossing Enmore Road, the advance of the Enmore tram is obscured by the other tram coming up the hill. I have witnessed many narrow escapes from serious accidents here. The trams from Marrickville should stop at corner of Stanmore and Enmore Roads. Trusting you will be so good as to give this matter your attention.—Yours, etc.,

E. LARBA LESTER.

WANTED UNITY.

(To the Editor.)

Sir,—I understand the Amalgamated R. and T. Association is still prepared to meet the Tramway Union in order to either alter the rules of the Association or to formulate a scheme acceptable to the whole of the railway and tramway service. I would suggest a few alterations to the rules, which I believe would be fair and equitable between both parties:—

1st. Rule 20, section III., to be altered to allow each tram depot, house, per, way, workshop, and power-house one delegate on the Executive Council, the other branches of the service to stand as at present.

2nd. The present Gen. Sec. of the Tramway Union to be joint Gen. Sec. with the Association Gen. Sec.

3rd. Subsequent to the amalgamation, a ballot of all tramway members only be taken as to whether the position of tramway organiser be retained.

4th. That the Executive Council hold fixed meetings twice monthly, and that the Executive meet every Monday morning.

5th. That subscriptions be collected, with pence-card, twice quarterly, the quarterly ticket to be issued when fully paid for.

6th. That one paper only be recognised as the official organ.

Except to those who are altogether opposed to amalgamation, I believe the above would be satisfactory, and would remove the "stumbling-block" in the way. Everyone who has the movement at heart must deplore this internal strife, especially when it is brought into the Labor movement, and the sooner it is settled the better for all concerned.—Yours, etc.,

A. C. WALLACE.

Rozelle Depot. [The Amalgamated Association is. 4 ways has been, prepared to meet delegates from other service unions to draft a new set of rules based upon mutual compromise, so long as the great principle involved is preserved, namely: Unity of action on questions affecting the whole service, and full self-government to sections in regard to sectional matters.—Ed.]

AMALGAMATION VERSUS SECTIONALISM.

Reply to Mr. Hoad.

Mr. H. Melrose, Secretary Traffic Association, Junece, writes at considerable length in reply to the letter which appeared in our issue of May 19th, over the signature of Mr. Hoad. The burden of Mr. Melrose's contention appears to be that Mr. Hoad was under a misapprehension with regard to rumours about the Traffic Association executives' attitude in the recent Federal election. Mr. Melrose says:—"In your issue of May 19th, appears a letter from Mr. J. E. W. Hoad, who refers to our Union as 'Saint Section.' We feel highly gratified for such a high compliment, although a little in doubt as to why we should be beatified. If Mr. Hoad refers to the December issue of the 'Review,' he will see what the Amalgamated was prepared to accept after numerous consultations with the Commissioners as the Award of No. 2 Wages Board; if he compares this with the Award received, he will see what it was worth. I would not, however, have replied to his letter had it not contained a mis-statement in reference to the election for Cook electorate. He takes as his authority certain 'Rumours' which said that the Traffic Association Executive together with the Tramway Union were working against Mr. Catts. Mr. Catts knows that instead of their working against him, they submerged their union differences, in order that larger issues might triumph."

The reference to the December "Review" is misleading, although no doubt quite unintentional. The draft of a proposed traffic agreement as pointed in December was a preliminary. In conference with Mr. Harper later, we found he was prepared to go a good deal further. When the final draft of agreement was presented to the Wages Board, it was objected to by the Traffic Association's represen-

tative. The Award itself is not as good as the final draft of the proposed agreement.

With reference to Cook electorate—Mr. Warland, as General Secretary of the Traffic Association, sent a circular letter to several labor leagues in Cook, in opposition to my candidature. I presume this was by instruction of his executive. This ended the matter as far as I know. The action of the Tramway Union secretary, was of a different character, but was not endorsed by members of the Tramway Union.—J. H. CATTS.

PRACTICAL SYMPATHY.

We hear of a mark of practical sympathy that came direct from the heart of an officer of high standing in the Loco Department. Many of our readers have heard of the very hard case of Guard Ayres. Well, that case was taken in hand by the Amalgamated Association, and we have to thank all those who gave it their human and warranted sympathy. None more so than the Deputy Chief Commissioner. Since then the officer we write of, without any ostentation, placed in the poor fellow's hand two sovereigns. "There, Ayres, I couldn't do anything for you as an officer, but as a man I want you to take this, it will help you out of the darkness that has set in on your splendid career." We rejoice to tell of good deeds done, and we feel sure that nothing recorded here below will be found un-entered in the ledgers of The Most High:—

"He hath a tear for pity, and a hand Open as day for melting charity."

NEW LEAGUE AT CAMPBELL-TOWN.

A meeting of the Campbelltown branch of the Political Labor League was held at the Royal Hotel on Saturday last, and a very large number of members and those desiring to become members were present. The roll now stands at about 35, and more have promised to join at the next meeting. A number of the Liverpool and Cabramatta and Canley Vale members were present. Mr. G. Swain, president of the Liverpool branch, was voted to the chair, and, in opening the meeting, thought the newly-elected president ought to begin his work of leading the Laborites of Campbelltown. It was proposed by Mr. J. Cook, and seconded by Mr. J. Mead, that the officers of this branch of the P.L.L. elected pro tem at the meeting held, May 28th, be the officers of the same for the present term. Carried unanimously. Resolved, That this meeting accepts the platform and constitution of the Political Labor League of N.S.W., and resolves to carry out its principles by pledging itself to win a victory for Labor at the forthcoming election for Camden. Mr. George Cann, M.H.R., for the Nepean, was received by the members and welcomed in a manner worthy of the great victory he had won for Labor. Mr. Cann delivered an inspiring speech in response. The meeting then adjourned for a week.

POULTRY, PIGEON AND CANARY SHOW.

We have received from the secretary, Mr. W. J. Minnett, Myrtle-street, Marrickville, a copy of the prize schedule for the second annual Poultry, Pigeon and Canary Club show, to be held in St. George's Hall, King-street, Newtown, on July 1st and 2nd. The schedule is divided into four sections: 1. poultry; 2. pigeons; 3. canaries; 4. cage birds, and comprises one hundred and ninety-nine classes. A substantial sum of money has been allocated in prizes, and in every way special efforts are being made to score a record success on the first days of next month. Membership of the Club, which costs 5/- per year, obtains reductions in entrance fees, and the right of free admission for self, wife and family (under 14 years of age) to the show. The secretary will be glad to supply schedules and all information.

A PAINT SHOP MATTER.

It has been reported to us that there is increased activity in the carriage-painting shops at Eveleigh, and that the foreman is applying for fresh hands from outside of the service. From what we know of Mr. Forbes, we feel quite sure that he will give careful consideration to the claims of a number of his men to present on a 7/- or 7/6 per day wage, and who have had a number of years' service in his department. If these men are at all qualified to do the work, they should certainly have some preference shown them over outsiders. That should be the principle governing such a position as that under notice. It would certainly be an advantage to the Department to let it be known that there is some reward for diligence and attention to duty.

BRINE BENEFIT SOCIAL.

A strong committee has been formed for the purpose of tendering a benefit to the widow and children of the late A. J. Braine, who was killed whilst on duty at the large erecting shops at Eveleigh. As the price of the tickets are only 1s. each, and are selling rapidly, the committee expect to be able to hand Mrs. Braine a very substantial sum. This is a very deserving case, and should appeal to every member of the Association. The date of the benefit has been fixed for July 15th.

A TERRIBLE DISEASE.

"I cannot get a fettle to go down and give evidence before the Wages Board, although they are anxious to have their wages increased. They won't help themselves. Their excuse is they have not sufficient learning and are too shy!"—Eskbank secretary.

THE LABOREMBLEM (R321)

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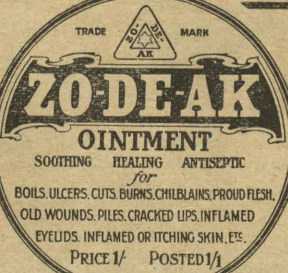
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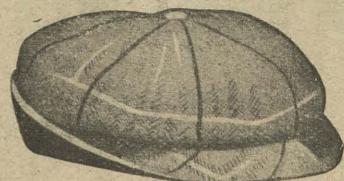
We are in a position to increase the purchasing power of your wages by at least 10 per cent. We have expert shoppers who can select your groceries, ironmongery, crockery, wearables, etc., at the best and cheapest houses in Sydney. Goods with original invoice will be sent post free or by cheapest carriage rate. If you wish it, your shopping will be done with the firms you name. Write us at once, enclosing 2d. stamp for reply. Address letters: "Town Shopper," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Money orders should accompany advices, and be made payable to the Manager "Railway and Tramway Co-operator."

DO YOU WANT ANYTHING?

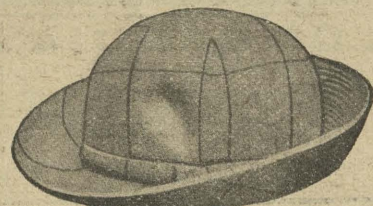
There is a big slice of difficulty attached to the effort to present something fresh and at the same time attractive to my men friends who may be in the habit of following this department. The greater portion of my time and space, so far, has been spent in bringing articles of clothing under your notice. But I want you to get the idea into your heads that it is my business to act as your buyer in the City for anything you may require, whether it is to wear, or to eat, or to use in your home, or your garden or anywhere else. I am here on the spot and have the most effective entree to the very best houses. We want to do your shopping for you, not because it means anything more to us except an increasing favor amongst advertisers. At the same time, there may be some of my readers who would really like to send their own orders. Well, in that case, don't fail to cut out the small shopping coupon in this issue and send it with your order. That means two very definite things: 1. that the "Co-operator" gets credit for the business as a valuable advertising medium, and 2. that you get special attention and, wherever at all possible, preferential prices.

THE BABY'S JOY.

Every home has a baby—or ought to. And if there is a baby, then there's only one boss in that home; and that's the self-same small bundle of miniature humanity. Mark Twain once delivered a very fine panegyric on the baby, but finished up as follows: "Men! while ever you're in your sane minds, don't pray for twins." Twins in the house are a permanent riot; and there's no distinct difference between triplets and an insurrection." But we are just now going to deal with one baby, in the hope that that baby wants a combination go-cart and jumper swing. Just look at this happy pair:—

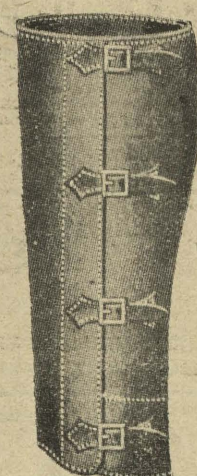


TWEED PULLMAN CAP, 2/3, 2/6.



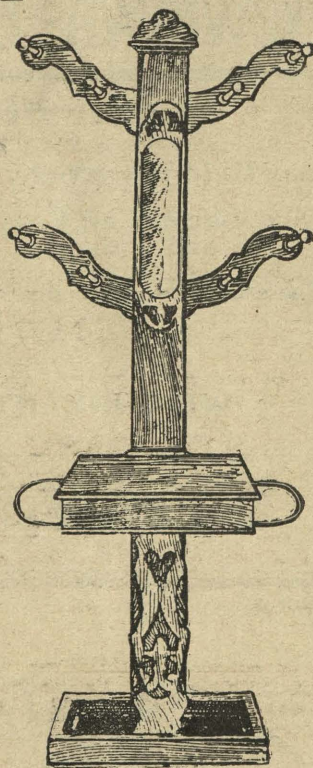
MEN'S TWEED HATS, 2/6, 3/6, 3/11, 4/6.

Jumping from head to foot again, as I did last week, I show you now something out of the way in leggings. In either tan or black at 7/6 and 7/11 per pair, they are well worth looking at:—



A CHEAP HALLSTAND.

A hallstand is probably one of the last things bought for a home, and perhaps rightly so. But it is really a very handy article, saving as it does a heap of trouble sometimes in finding the gingham or the coat or the hat when rushing out in a hurry. Then, again, a nice hallstand makes a big improvement in the appearance of the home, so that if you can afford it you really ought to have a hallstand. Well, here's something that might suit you:—



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For Answers to Correspondence re shopping see "Woman's Realm" Column, page 3.

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This is the record of the Students of the Metropolitan Business College, of 56 York-street. They have just accomplished the unique feat of securing the top place in every division (four), viz:—(1) Elementary Theory, (2) Theory, (3) Advanced Theory, (4) Speed, in the public Shorthand Examination recently conducted by the Phonographic Society of Australia. The school has now a staff of nineteen teachers.

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Sparklets from Sportdom

(By "SALVADOR.")

What a crowd! What a crowd!! Over forty thousand clattered out to the League match, Britain v. New South Wales, at the Agricultural Ground on Saturday. For hours the trams staggered out with toeball enthusiasts swarming on to each car like ants on to a dead snake. Doubtless many of the tramguards became dizzy with the rapidity with which they had to catch the coin, tear the tickets and snatch change. The life of a tramway ticket tearer is not all beer and skittles, when forty or fifty thousand people are all cracking their necks in haste to be delivered at the one spot.

What a match it panned out, too! Fast, hard, clean, and exciting from kick off to the final whistle, without any of the brutality which has of late made Melbourne football fields a saturnalia of savagery.

Kicking off with a strong wind at their backs, the Britishers were early knocking at the doors of the Giants of the Pale Blue. Lomas displayed his dazzling powers as a goal-kicker, by booting the ball over the bar and scoring twice within the first quarter. His method is remarkable. Charging on to the placed ball from an angle, which first gave the impression that he was about to kick square across the field, he would slew and boot for bar. And his judgment of the wind was superb.

The crowd fairly went delirious with excitement as McKivatt, shooting out from the ruck like a racehorse, scored a try. Onward till half-time whistle the mighty host was kept in a state of roaring excitement all the time. The Blues were securing best from the scrum and playing faster and with considerably more dash than the Britishers. And both sides tackled like demons. The points scored, N.S. Wales, 8; England, 6.

In the second section though, they were early in the lead by 9 to 8. Then came their debacle. By the agency of great tactician Messenger, the fleet-footed Hickey, and McKivatt, with Billy Cann playing in dazzling form, and backed up by cool, swift, and hard grafting pack, our men rushed the scores up to 28 to 14. The visitors were unlucky in having a man injured and unable to play during the second half.

It was a great victory over such a redoubtable team though, and the crowd streamed away rejoicing. The Britishers, of course, cannot be in the best of nick yet, but will doubtless give our men all they are looking for during the matches scheduled. But on Saturday's play, our men look the fastest and better all round combination.

Writer met Bill Lang out at the match looking hale and hearty. After having the decision given against him by referee Hugh D. McIntosh, Bill and his party were hotly indignant with the Stadium magnate as they considered that Billum had won the battle. Great surprise was accordingly felt when it became known that Bill was leaving for America under H. D. M.'s management. Bill explained to writer though that McIntosh offered him undreamed of terms. "So I am off with him to rake in the Yankee dollars," said Bill with a grin.

Charlie Messenger, brother of dodger Dally, is looking for scalps in aquatic circles. With cheerful confidence he invites Syd Kemp to come along and cover a hundred golden sovereigns, and tackle the champion course to see who can cop the coin. He is also inviting Hagney to come on and make a name for himself. By the way, it is reported that Bob Hopping has side-stepped Sid Kemp. Maybe though, being such an all-round old marvel, Bob has other irons in the fire. Frinstance, on the quiet he may be training to have a lash for the world's boxing championship.

The Turf: Notes and Selections

(By "Musket.")

Most of the Laborites in power favorably view the introduction of the totalisator. And why not?

Clash meetings on Saturday—Moorefield Racing Club and Kenso. R.C. Each trysting-place is sure to be well patronised.

By the end of next week, several of our horses will no doubt be taken over to Victoria, with a view to annexing some of the richly-endowed jumping events to be decided at the V.R.C. and V.A.T.C. winter meetings.

As Blue Book showed a return to his old form when he appropriated the Exeter Handicap on Monday it will be as well to watch him for a big long-distance race. He was tailed off in the Exeter Handicap for about half of the mile trip, but finished really brilliant, as indeed, he had to, in order to out Baal Gammon.

Liabilities on Tuesday morning incurred over the A.J.C. two days' meeting were met promptly and with no "balancing." I should think so, considering that backers had the better of the deal with the Tommies, but when is it ever otherwise, when backers come out right side up?

King Bee should be about at the finish of the Moorefield Handicap. He has a penchant for suburban courses in the principal events.

Diabolo and Ayrbrook I expect to witness poking their heads in front in a suburban event ere long. What about Moorefield on Saturday?

Those who intend visiting the Moorefield races on Saturday should bear in mind that a good position will have a deal to do towards bringing about a victory, especially in a few of the events which have filled extra well. My advice is to wait till the positions are posted, even if a lot shorter price has to be accepted than the odds on tap early.

Hotstuff is very well at present, and should she start in the Hurdle Race at Moorefield I expect her to be hard to

Lang, Tommy Burns and McIntosh sailed last Monday. We wish Bill the best of luck.

Sport is buzzing in Broken Hill at time of writing. Kanreda, the Japanese wrestler, is down there getting into hols with Professor Stevenson of the long, golden hair. Jack Griffiths is also in Silvertown swinging clubs, swords, axes, and all sorts of tin ware. Boxing is also booming.

Tommy Burns is to be tendered another "testimonial benefit" in Brisbane, before finally leaving these shores. Tommy should have good cause to keep a warm spot in his heart for Australians and Australia. He has made a fortune here, and has been simply idolised. No visiting athlete has ever been treated better than Tahmy. Even in his dark hour of defeat at the hands of Mistah Johnson, he has never been turned down here.

The amateur boxing and wrestling championships terminated last Saturday night. With the cream of the lads left in a great night's sport resulted. F. A. Lacey, who won the lightweight division, panned out the cleverest exponent of the whole bunch. He is a boxer of great promise. By the way, a benefit for the mother of the unfortunate boxer who was killed early in the tourney, is being arranged, and will take place shortly. Tickets were being sold like hot cakes on Saturday night.

T. McMahon, who refereed the big toeball match, carried out his duties splendidly. He was never made the recipient of a single hoot. And lucky indeed is a referee who can thus please forty thousand people.

Big Jim Jeffries got the needle badly last week, when the Governor of California announced that the fight between Jim and Johnson was sure to be a fake. Jim says that if people are not more darning careful, he will not fight at all. Considering the reports from pretty authentic sources that James was comparatively dead broke when America howled out to him to climb out of his hole and down the darkie, and the stupendous amount of coin he can collar by facing Jack in the ring, people are accepting his awful threat with tongues in their cheeks.

The Queenslanders defeated the Coalopolis Rugby (Union) team by 14 points to 8 after a wild scramble of great game on Saturday at the city of black diamonds. In Sydney, owing to the Leagues star attraction on the Agricultural Ground, the Union matters were scarcely patronised at all. However, Eastern Suburbs made Sydney eat the leak by 13 to nil. Newtown slew Western Suburbs by 9 to 3; University punished their neighbours, the Glebes, by 16 to 6; North Sydney just pipped Manly by 4 to 3; and Balmain brought confusion upon St. George, 9 to 3 being the final score on the slate.

Altogether, it was a dull, depressing day for the Union on account of having no audiences to play to.

The Maoris (Union) a fine-looking lot of brown-skinned boys were welcomed here last week. The speakers on the occasion were mainly taken up by patting them on the back for their strict adherence to the sacred "amateur status." The "amateur status" is becoming a joke in this town. There is room for both the amateur and also the so-styled professional. Plenty of room, and it is up to both sides to leave off barking at each other and shake hands.

Billy Elliott beat Joe Russell in Brisbane on Saturday night in the ninth round. Russell was forced to quit on account of being struck below the belt. Must have been an accident. Little Willie is one of the fairest fighters in the game.

horse was equal to the occasion, and won by a length.

Moorilla is to be spelled. Her trainer has given up hopes of winning a sprinting event with St. Alwyne's daughter, but he fancies she will earn many a winning bracket over a bit of distance, and in this I concur with him.

There was a heap of merit in the performance of Marceaux on Monday, when he won the Nursery Handicap. This compact son of Haut Brion and Spiteful finished most determinedly, and he was doing better than anything else over the final part of the race.

It's wonderful how many of the "heads" got on to Barley Water for Monday for the Fitzroy Handicap, while the women punters were on it to a "man."

The leaping of Grafnox in each of the steeplechases he annexed at the June meeting of the A.J.C. was a revelation. The big angular son of Grafton was quick, clean and clever in negotiating the big timber, and on this form his V.R.C. Grand National prospects appear rosy.

Backers for once in a way came out on top in their battle with the book-makers at the recent two days' meeting of the A.J.C., though most of the favorites that won were at a very short price. Consequently only those financially strong were able to get anything like a decent win.

One of England's greatest sires is Cyllene, the father of Derby winner Lemberg. He also sired Minoru and Cicero, each horse having won a Derby. No wonder over £30,000 was paid for this stallion, who is now in the Argentine.

Maltman and Coonabar, full brothers, won a race each last week. The latter, a fine stamp of a horse, annexed the Adelaide Birthday Cup on Saturday the son of Malster going out at long odds.

SELECTIONS.

(By "Musket.")

MOOREFIELD RACES.

At 2.10 p.m. on Saturday the first event will be started, and a splendid service of trains has been arranged for. The following should show up well:—

HURDLE RACE.—Hotstuff, 1; Metallist, 2; Ennesmar, 3.

STEWARDS' MILE.—Metal King, 1; Vicome, 2; Classic, 3.

TRIAL STAKES.—Well Done, 1; Gravelotte, 2; King Haut, 3.

NURSERY HANDICAP.—Gypsum or Earl's Court, 1.

MOOREFIELD HANDICAP.—King Bee, 1; Baal Gammon, 2; Ore Pan, 3.

FLYING WELTER.—Ayrbrook, 1; Berber, 2; Brightie, 3.

KENSINGTON.

The outing to Kensington yesterday (Wednesday) was enjoyable, the weather being a vast improvement on the few preceding days.

Under secretary John Underhill's management the fixture passed off without a hitch, the many events being disposed of up to time as advertised.

Backers who have a penchant for investing on fancies, settled solidly on to Loquat for the 14-1 Handicap.

The fancy duly won, but had the rider of Egypt been in any way smart he would have taken the rails near home and prevented her from getting there, which meant a win for the daughter of Moorefield.

However, Loquat won nicely by a len th, Egypt defeating Little Harry by a couple for second money.

There was no fluke about the victory, for Loquat was disappointed on two occasions when making her run in the straight, otherwise she would have won by at least a length.

Adore, who has been on the shelf for some time, was ridden by Norris, and that clever horseman being on top was in a great measure due to the son of Haut Brion going out a well backed second favorite at 3 to 1, though 6 to 1 was obtainable early.

He won decisively, getting home comfortably by a couple of lengths from Alberto, the favorite, Ruatamata, cutting up badly, which was not a surprise, as she was blocked early in the race.

The Maiden Handicap was run off in heats, the first one resulting in a win for Lone Charm, who got home comfortably from The Lady Flora.

The second fly was won by Little Trent, who got up on the final half dozen strides and scored cleverly.

The run off was easily won by Little Trent, and he promises to more than hold his own in any company.

A downfall was experienced by backers in the next race, the 14.0 Handicap, for which Rose E was a firm favorite, the winner turning up in Lady Fairy.

Rose E did not get a good run at all, being several times interfered with badly, but for which she would have given a good account of herself.

Merton Queen won the 14.2 Handicap, though had the distance been a few yards further Odd Sock would have gained the verdict. As it was she only suffered a defeat by a head.

The winner was an outsider at 10 to 1, but the stable threw in for a grand win over her.

Paul Neron was backed from 20 to 12 to 1 for the Kensington Handicap, and he duly appropriated the cash, scoring by the narrow distance of a long neck from Aubrey.

The winner recently won a hurdle race at Victoria Park, and is evidently a good all round moke.

Norris steered the winner of the last event, the Approved Stakes, and he

won cleverly. Maud was also cleverly handled by the old general, who has but few, if any, superiors in the State, at the game.

TRAMWAY FOOTBALL.

RUGBY UNION NOTES.

No competition matches this week on account of the holiday.

Combined Tramway played Combined Wednesday Half Holiday on the Sports Ground last Wednesday, the early match before the Queensland and New South Wales fixture, and after a real good exhibition of football the Combined Tramways won by 16 points to 3.

Tries for the winners were obtained by Lees and Bercery (2). Casey converted one, and Hanson converted two. Hanson also kicked a penalty goal. Both teams after the match were the guests of the New South Wales Rugby Union, who entertained them at dinner at the A.B.C., together with the New South Wales and Queensland teams.

Some of the Rugby Union officials were surprised at the game put up by the Tramway team. They did not think we had such good players. The forwards were not a happy family, as they did not get the ball often enough, to let their backs go. Griffin was about the best all-round forward. His work both in the pack and in the open was good. Eaves played a good game in the open, but did not put an ounce of weight in the scrum. Muller has no idea of getting the ball. I think he played out of his place. He did not show any form at all in the front row. Casey played the worst game I ever saw him play. He did not push in the scrum, and was too slow in the open. All the other forwards played well, and likewise the backs.

The following Combined Tramway team, under the management of Mr. T. Vaughan, leave for Cowra and Young, on Tuesday June 14th, returning Sunday June 19th:—C. Hanson, A. Burnside, H. Tosse, A. Herd, L. Eyles, H. Sparks, W. O'Donnell, M. Lees, P. Casey, T. Kerr, G. Greenwell, H. Scott, P. Boland, T. Griffin, J. Rooney, A. Etherington, D. Lynch, J. Carroll, A. Pickering, J. Penderghast, P. Cunliffe. This is a real good team, and they ought to give a good account of themselves.

POSITION OF CLUBS.

Clubs.	Matches played	Lost.	Won.	Drawn.	Points For.	Points Against.	Comp. points.
Newtown	4	0	4	0	25.6	8	6
North Sydney	4	1	3	0	32.15	6	8
Ultimo	4	3	1	0	14.28	2	6
Waverley	4	3	1	0	22.30	2	6
Ocean-St.	4	4	0	0	15.30	0	0

THE LEAGUE GAMES.

The match, Waverley v. Fort Macquarie, played on the Agricultural Ground, was won by Waverley by 6 points to 3. Cameron and Leslie scored tries for the winners. Waverley did not play with their usual dash, and the whole team seemed to be having an off day. In fact play was rather uninteresting on both sides. J. Lewin scored a try for the Fort, which is the first try scored against Waverley this season. Mr. J. Murray acted as referee.

The match, Dowling Street v. Ultimo, was played on Metter's Ground, and won by Ultimo by 9 points to 3. No further particulars of this match are to hand at time of writing.

A combined League team is to be selected to play an early match to the England versus Kanaroos match. So buck in all of you Leagueites, and get in good nick.

Rozelle Tram Depot.

Amalgamated Branch.

Some forty odd tramway drivers and conductors at Rozelle having enrolled themselves as members of the Amalgamated Association recently, a meeting was arranged by them to form a branch. The meeting took place at the University Hotel, Glebe, on Tuesday evening last. There was an attendance of thirty-three. Mr. J. H. Catts, M.H.R. (Amalgamated Gen. Sec.) and Mr. J. Gooley (Executive officer) were present. Mr. G. Paull (driver) was voted to the chair. The meeting was exceedingly enthusiastic. Election of officers resulted in Mr. G. Paull being elected president and Mr. F. Priol secretary and collector. For representatives (2) on the council of the Association, there were four nominations, namely: Messrs. Coates, Wallace, Ross and O'Neill. On a vote being taken Messrs. Wallace and Ross were elected.

Mr. Priol reported result of interview with the depot master regarding collecting stand and notice board, and was instructed to make certain arrangements. It was arranged that the branch should meet in the Record Reign Hall every alternate Friday evening, commencing June 24th. The grievances of several members were attended to, position of victimised tram strikers considered, Mr. Lawton's statements to Labor Council repudiated and arrangements made to deputationise the Labor Council if necessary and propaganda work mapped out. Mr. J. H. Catts, M.H.R., then delivered an interesting address on "One Union for the Service." The meeting closed at 10.30 p.m. with vote of thanks to the speaker and chairman.

ASSOCIATED RACING CLUBS'

PONY RACES.

NEXT MEETINGS:

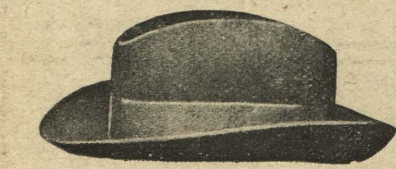
KENSINGTON - - - SAT., JUNE 11

ASCOT - - - WED., JUNE 15

ROSEBERY - - - WED., JUNE 22

J. UNDERHILL, Sec.

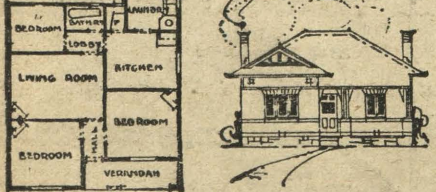
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BEALE GRAND PIANOS

THE Amalgamated Railway & Tramway Association.

Established 1886.

(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.)

PRESIDENT: C. BROWN (Loco., Granville).

VICE-PRESIDENTS:

E. D. CAMPBELL (Per. Way, Rockdale). T. FLYNN (Tram. Per. Way, Erskineville).

EXECUTIVE OFFICERS:

J. STEPHENSON (Railway Traffic, Newtown). J. GOOLEY (Tram Traffic, Newtown).

TREASURER:

F. BURKE (Paint Shops, Eveleigh).

GENERAL SECRETARY:

J. H. CATTS, M.H.R.

TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

COUNCIL.

LOCO. RUNNING.	LOCO. MECHANICAL.	RAILWAY PER. WAY.
A. HUNT (Driver).	J. CUNNINGHAM (C. and W. Shop).	J. BURNS (Ganger, Newtown).
S. R. BRADY (Tool Collector).	J. PASCOE (C. and W. Shop).	A. SHERIFF (Bricklayer, Bankstown).
H. WORTH (Fuelman, Eveleigh).	J. MELVILLE (C. and W. Shop).	E. SAVAGE (Fettler, Mortdale).
J. J. WALTERS (Washoutman, Eveleigh).	J. TWYFORD (Painter).	Wm. O'DONNELL (Fettler, Rockdale).
J. SPRING (Washout).	E. BENNETT (Interlocking).	S. KING (Fettler, Clyde).
RAILWAY TRAFFIC.	TRAM TRAFFIC.	TRAMS OTHERWISE.
J. SNELLING (Signalman).	J. HODGSON (Newtown Depot).	J. WALTERS (Lineman).
K. DAVIDSON (Porter).	J. PURCELL (Newtown Depot).	A. HORD (Lineman).
E. LAWLESS (Ticket Collector).	W. HARDING (Newtown Depot).	H. FRASER (Lineman).
E. MURPHY (Guard).		A. MESSITER (Lineman).
L. A. MASON (Ticket Collector).		H. PATTERSON (Erskineville).

BRANCHES.

Local Secretaries will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.

Branch.	Secretary's Name and Address.	Place and Time of Meeting.
Sydney	J. Gerrard, Turning Shops, Eveleigh	Trades Hall, 1st Thursday
Granville	A. Potter, Jamieson-st., Granville	School of Arts, 3rd Thursday
Penrith	G. T. Howe, Locos, Penrith	School of Arts, 2nd Thursday
Exsbank	G. Bunyan, Examiner, Exsbank	Waiting-room, 3rd Sunday
Blackheath	Geo. Bradbury, c/o Ganger Clark	Waiting-room, 2nd Wednesday
Wallerawang	c/o J. H. Catts, Trades Hall, Sydney	Shaw's Rooms, 1st Saturday
Bathurst	T. Thomas, Per. Way Shops	Templars' Hall, 1st Friday
Orange	W. B. Peters, Loco., Orange	Wm. O'Donnell, 2nd Sunday
Wellington	T. Gildea, Loco., Wellington	Protestant Hall, 1st Monday
Dubbo	Les. Thomas, Loco., Dubbo	Bawden's Rooms, 4th Sunday
Cowra	H. G. Smith, Fireman, Cowra	Waiting Room, 4th of each month
Harden	E. White, Fuelman, Harden	Railway Station, 1st Saturday
Junee	W. Nichols, Per. Way, Junee	Waiting-room, 2nd Saturday
Narrandera	E. Rochester, Goods, Narrandera	Railway Station, 2nd Friday
Pictou	H. Spratt, Loco., Pictou	Old Barracks, 2nd Thursday
Cootamundra	Hy. Jones, Traffic, Cootamundra	Railway Station, 1st Saturday
Goulburn	R. Corish, Interlocking, Goulburn	Oddfellows' Hall, 2nd Saturday
Newcastle	T. Godfrey, Loco., Hamilton	Trades Hall, 4th Tuesday
Tamworth	J. J. Bailey, West Tamworth	Oddfellows' Hall, East T., 1st Sunday
Narrabri	A. J. Callaghan, Narrabri West	Railway Station, 1st Thursday
Queanbeyan	P. D. Annand, Per. Way, Queanbeyan	Railway Station, 3rd Saturday
Armidale	O. McDermott, Armidale	Caledonian Hotel, 1st Saturday
Murrumbidgee	B. Dugan, Loco., Murrumbidgee	Class Room, 1st Friday
Inverell	J. Forde, Byron Siding, via Inverell	Railway Station, 4th Saturday
Moree	J. Donnelly, Per. Way, Moree	Railway Station, 1st Saturday
Singleton	R. Windsor, Traffic, Singleton	Railway Station, 1st Saturday
Albury	R. McLean, Ganger, Albury	Loco. Tank House, 1st Friday
Lismore	T. Linklater, Loco., Lismore	Railway Station, 1st Thursday
Myingam	J. Richardson, Per. Way, Myingam	Railway Station, 1st Friday
Warrigal Creek	A. D. Worrell, Pumper, Warrigal Creek	Railway Station, 1st Saturday
Culcairn	T. Green, Per. Way, Culcairn	Railway Station, 1st Friday
Kilgobbin	W. Thomas, Railway Station, Kilgobbin	Royal Edward Hotel, 1st Saturday
Eveleigh	J. J. Catts, Railway Station, Eveleigh	Railway Station, 2nd Saturday
Soome	W. C. Callister, Per. Way, Aberdeen	Railway Station, 2nd Saturday
Erskineville	J. Jackson, 81 Samuel-st., St. Peters	Railway Station, 2nd Wednesday
Hurstville	A. E. Moore, 4 Dora-st., Hurstville	Council Chambers, 2nd Saturday
Darling Harbour	A. W. Kearnsley, Outwards	Trades Hall, 1st Saturday
Newtown	E. Lawless, Ticket Collector, Sydney	St. George's Hall, 2nd Tuesday
Ultimo	Smith, Lineman, Ultimo Car Shed	Trades Hall, 1st Tuesday
Wollongong	J. Quetch, Per. Way, Tarravenna	Wollongong, last Saturday
Newtown Tram.	J. Gooley, Tram Depot, Newtown	St. George's Hall, as summoned
June, No. 2	R. Williams, Thomas-st., June	M.U.O.F. Hall, 1st Sunday
Interlocking	G. H. Stokes, Allen-st., Granville	Trades Hall, 4th Friday

BRANCHES.

NEWCASTLE.

The above branch held a special meeting at the Trades Hall on Tuesday, 31st May, Mr. E. Williams, presiding. There was a good attendance of members and non-members. We would have had more only for the short notice. However, we did well, and I think the outcome will be, or should be, a lot of new members. There are a lot in the Per. Way Department who are standing out, and in view of the large wages board that is now sitting on their behalf, they should at once throw in their 2/6 and assist their fellow workers, who are assisting them. It is not at all fair, that they should stand aloof, as they have not the excuse of some of the other bodies, viz.: That they belong to some other union. If casuals can afford to join, and pay up, then surely those men who are permanent should also join the Amalgamated Railway and Tramway Association. Surely they are not afraid to join; and if it is the expense, it is not much; 2/6 per quarter, payable in advance. There should not be one member in the Per. Way Department out of this Association. According to the tone of one at the meeting, re an increase, he thought he might get the sack if he asked for more. It is no crime to try and better conditions in a legitimate manner. Everyone in any position, if they thought they would get an increase by asking, would not hesitate one moment. That is, if they had any spirit at all, for, as the song says, "It's only human nature after all." The chairman commended the branch secretary on his promptness in calling a special meeting.

Members please note that next meeting takes place on Tuesday, 14th June, at Trades Hall, at 7.30 p.m. sharp. Per. Way members try and induce your mates who are not members to at once point the A.R. and T.S. Association. Great interest is being displayed re the Per. Way Wages Board, and they all seem anxious to give evidence as to their conditions, etc. If ever a body of men wanted a board, then the Per. Way Department was solely in need of it. They have the name of "handy men," and so they are: then why should they not be paid proper wages? In some instances there is very little difference between the mechanic and his assistant, as both do the same work on some jobs. The apprentice question is a big one, and one of the most vital. As things are now, a lad comes in as shop boy (practically a laborer, and very rarely he gets past the position of laborer). Sometimes he gets a chance cleaning, and if he is exceptionally handy, he gets put to the anvil, doing blacksmiths' work, for 2/- per day less than the mechanic, and very often has more work to do than the mechanic, who was fortunate to have served his apprenticeship. We cannot sympathize with a man who works at the same class of work and at a reduced wage, when by making application he would either be paid the ruling rate or else taken off the mechanical work.

ERSKINEVILLE.

The organising committee met at the Railway Institute on Wednesday last, when there were present: Messrs.

PER. WAY WAGES BOARD.

FIRST MEETING.

The first meeting of the above Board took place on May 31st. There were present:—Mr. Montgomery Hamilton, Chairman; Mr. James Fraser, Engineer-in-Chief for Existing Lines (Departmental representative); Mr. E. D. Campbell, Vice-president Amalgamated Railway and Tramway Association (employees' representative); Mr. Cargill, Solicitor for Railways, with his assistant, representing the Chief Commissioner; and Mr. J. H. Catts, M.P. (General Secretary), representing the Amalgamated Association.

A friendly consultation took part between the parties in order to ascertain what likelihood there was of agreeing to certain points raised in the claims. (These claims were printed in our last issue.)

A clause relating to pay for acting gangers (No. 10 in the claims) was agreed to.

Clause 11—Fencers, 9/6 per day. It was agreed that all fencers employed erecting trucking and stock yards, should be paid 8/- for the first six months, 8/6 for the next year, 9/- for the following year, and 9/6 thereafter. The clause is to be retrospective, that is, all fencers referred to having served three years would immediately go on to the 9/6 rate. In regard to other fencers, a claim was made for 7/6 for the first six months, and 8/- thereafter. This was disputed and stands over for hearing of evidence.

In regard to ballast guards—The Department intimated its willingness to pay the same as in the Traffic Award. Mr. Catts said he could not accept this, but would have the matter considered, and inform the Board later on the decision.

Blacksmiths, 10/8 per day, was accepted by the Department.

Fitters, 10/8 per day, was accepted likewise.

Under the heading of machinists, in which the Association claims 10/6 per day, it was asked whether we would be prepared to accept the rates set out in the Engineers' Award. Mr. Catts promised to have this matter inquired into.

A discussion took place in connection with payment for Permanent Way painters (clause 31 in the claims). It was agreed that tradesmen should be paid 8/- for the first six months, 8/6 for the second six months, 9/- for the third year, and 9/6 thereafter. The clause to be retrospective. In connection with brush hands, the Department offered to pay the same as awarded to truck painters, in the carriage and wagon shops. Mr. Catts contended strongly for an advance on these rates. Mr. Fraser was prepared to go to 7/9 after a probationary period, but could not see his way clear to go further. The point, therefore, stands over.

A discussion took place in regard to the claim for blacksmiths' strikers at 8/6, the Department asking that in the evidence it should be shown why another one shilling should be awarded on top of the rates awarded in the Loco. Laborers' Award.

In connection with stationary engine-drivers, the Department offered the Loco. Laborers' Award of 8/9, but Mr. Catts stated that this could not be accepted without reference to the men affected. The same applies to steam crane drivers.

It was agreed that 48 hours should constitute a week's work.

Clause 45 was reconstructed to fit in with the 48 hour week, work to be done between 5 a.m. and 6 p.m. Monday to Friday, and 5 a.m. to 12.15 Saturdays, after which overtime must be paid.

Clause 47—Overtime, was agreed to, to provide for time and a-quarter for the first two hours, and time and a-half afterwards, except in the case of blacksmiths, machinists, fitters, and assistants to these mechanics, who were to be paid double time for the first two hours, and time and a-half afterwards. Pay for Sunday duty was held over until evidence is heard.

SECOND DAY'S SITTING.

The Board met again on June 1st and the negotiations continued.

Clause 48, dealing with travelling time—A long discussion ensued, but no definite result was achieved. The Department claimed that they allowed resting time in certain cases, and it was asked that information should be placed before the Board at a subsequent meeting.

Clause 50, dealing with expenses away from home—Considerable argument took place in connection with this claim. The Department contended that men in large gangs of not less than twelve should be paid 6d. per night expenses, and all others (that is in gangs less than twelve) should be paid 1/- per night. The argument was that the extra men were situated in the one place for a considerable time and could therefore make better arrangements for supplies. The present anomaly in the allowance was explained in this way. It was found, therefore, that no agreement could be arrived at, and the matter was held over for the hearing of evidence.

Clause 51, dealing with charge money, was accepted in this form. Men placed in charge of two or more workmen of the same class should be paid the charge money as claimed.

In connection with the clause relating to the supply of fuel or water to men in camp away from home, another long argument ensued. Mr. Cargill objected to the clause on the ground of wanted jurisdiction, but Mr. Catts stated that he would amend the clause to ask for a certain rate of remuneration where fuel of water was not supplied. This would dispose of the jurisdiction point. No agreement was reached in regard to this matter.

Mr. Cargill also announced that he intends to object on the ground of jurisdiction to the question of supplying shovels, waterproof clothing, watches, and manning of lengths. Another long discussion arose in connection with lengths. Mr. Catts contending that certain work, about station premises particularly, should be performed after dark, and paid for as overtime. Although no agreement could be reached upon this point, the Chairman seemed disposed to think that some more convenient arrangement than the present might be adopted.

Clause 67, dealing with housing was also objected to by the railway solicitor, on the ground of want of jurisdiction.

Clause 68, dealing with employees acting in higher grades, was agreed to in the same form as the Traffic Award.

Clause 69, dealing with holidays after twenty years' service, was allowed to stand over until an appeal to the Department against a similar clause in the Traffic Award had been dealt with. The decision in the Traffic appeal case of the Industrial Court is to apply to the Permanent Way Railway Award. The same course was agreed upon in connection with clause 70, dealing with retiring allowances.

Clause 71, dealing with promotion, was accepted.

Clause 71a, appointments and transfers, was objected to on the ground of wanted jurisdiction by the Department. In addition to this Mr. Fraser, the Engineer-in-Chief, stated that it would completely frustrate the Departmental arrangements. It would bring all the other men into the Metropolitan area, where the greatest traffic was concentrated.

A subsequent occasion.

Clause 72, regarding charges and arrangements, was agreed to in a slightly amended form.

Clause 73, existing rates and privileges, was also agreed to in a slightly amended form.

Clause 73a was objected to by Mr. Cargill on the ground of want of jurisdiction, and was held over for further consideration.

Clause 75 was accepted, but in connection with clause 74, regarding preference to unionists, a lengthy argument took place, and the matter was held over for further consideration.

The Board then adjourned until further notice.

It is expected that the Board will meet again in about a fortnight's time, as Mr. Hamilton, the Chairman, has been appointed an acting District Court Judge, and has circuit work to attend to, which will occupy him in the interval. However, the time will not be lost, because there is a great dearth of witnesses, and a great laxity on the part of members in supplying the necessary information to the Head Office to enable a thoroughly good fight to be made to better their conditions of service. We have repeatedly pointed out to the members their folly in not rallying round the Association in cases of this kind. We can only do our best with the material placed in our hands, and if the Award does not secure to the 5,000 men affected all that they think they are entitled to it will certainly be their own fault.

CASTRO AND HIS MYTHS.

(By a Dowling Street Conductor.)

Before the rise of Lawton, when the Tramway Union was vigorous and in its prime, it decided on increasing its prestige by alliances, etc. Consequently the Grand Council was formed with greater expectations. The loco., always secluded, egotistic and aristocratic, never appeared to blend with any degree of fraternity. The Traffic has long since been only an apology, and if desirous, was unable to be a source of strength, while the Tramway Union has degenerated into an oligarchy, supported by various elements, anti-Labor supporters not being by any means the least conspicuous.

As an oligarchy must have a head, Lawton fills the role of Castro, and governs by an alleged will of a majority on the lines pursued apparently by a South American Republic. Castro sees that all officers, collectors, etc., are supporters of the oligarchy, while his only duty appears to consist of hurling threats, ad lib, which no one takes seriously but himself. As no chain is stronger than its weakest link, there is no wonder it is a long time since such a combination as the Grand Council should have lost the respect of Tramway men, especially since when its time came to be tested, it was not only useless, but a nuisance, and a snare.

The old desire of some further federalising or strengthening is expressed by the growing sympathy of individual members for amalgamation with the amalgamated. The Appeals Board election was a startling shock to the oligarchy, as it plainly showed that its endorsement was of no value. It then became necessary to cast about for some rival scheme to attract the gradually diminishing forces still left to it.

Castro is now trying to fool his followers with a new Federation—a Federation of Australian Tramway Unions. The only thing wrong with the new proposal is that it is only to be a Federation of myths, with dummies probably for delegates. The Sydney trammen are to be asked to buy skeletons for the myths, and considering the nearness of many already to the life-line, there are queer comments on the purchase of an artificial Federation. On the weakest link theory what earthly use is an immediate Federation with unorganised tram men in Brisbane, Melbourne, Ballarat, Bendigo, and Tasmania, where conductors are paid from £1 per week? If these men are to have dummy unions, their servile condition might be a danger to our men, who are so much more numerous. The tram men in those unorganised centres must first be taught to organise themselves, and probably helped, before it is time to even discuss Federation.

As private enterprise is always based on sweat, it would probably be necessary to civilise the citizens of those cities to municipal or government control. What a danger an award would be: the forced evidence of juvenile employees in a tram service may be a positive danger. Castro's alternate scheme to amalgamation has caused no joy in his declining orbit.

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THE CASE FOR AMALGAMATION.

(No. 2).

The Labour Council Trouble.

The Labor Council has again been asked to interfere with the organising work of the Amalgamated R. and T. Association, at the instance of the Tramway Union. At its meeting on June 2nd, a series of resolutions were presented by Messrs. Lawton and Harding as follows:—

1. That this Council reaffirms its previous resolutions condemning the policy of the Amalgamated Railway and Tramway Association of soliciting as members from persons eligible to or already enrolled as members of an existing trade-union of their trade or calling.

2. That in the opinion of this Council it is inconsistent with the duties of a Parliamentary representative of the Solidarity Labor Party to identify himself with any organisation whose policy tends to disrupt recognised trade-unions.

3. That in the opinion of this Council the action of Mr. Catts and staff in soliciting members of the Tramway Union is deserving of the grave censure of this Council, as representing the trades-union movement of New South Wales.

The main point made in support of the above was that "Mr. Catts, the General Secretary of the Amalgamated Association, visited the Rozelle Depot, and had urged the men to leave the Tramway Employees Union and go over to the Amalgamated Association."

The answer to this statement is simple. It is absolutely false. However, the Council carried the first resolution, and decided upon an enquiry as to the second and third.

The previous resolution referred to was carried by the Labor Council in September last, as follows:—

"In the opinion of this Labor Council, the policy and action of the Amalgamated Railway and Tramway Association in organising meetings and accepting members from existing trade-unions, is inimical to the best interests of trades-unions, and calls for the strongest condemnation of the whole labor movement."

This is not identical with the resolution carried on June 2nd. It was, however, supported by the same false statement previously referred to, namely, that the Amalgamated Association "had invited Tramway Union members to secede from their organisation."

It may not be out of place to remind the Labor Council that charges were only recently made, emanating from the same source regarding Mr. Hollis and the tram strike, but upon investigation were utterly exploded by a committee of the Council.

Enquiry Welcomed.
The Amalgamated Association will always welcome enquiry into its scheme or methods of organisation. And if the Labor Council delegates are prepared to act upon evidence instead of upon hearsay and prejudice they will find ample material upon which to so act.

The principle involved has been enquired into time after time in the industrial courts. In every case where facts must be substantiated and an independent authority decides, the Amalgamated Association has triumphed. Exhaustive judgments by Mr. Justice Cohen and Mr. Justice Heydon stand on record. Minor judgments of a similar kind by Mr. Justice Heydon and the Industrial Registrar are also available.

Stronger than Ever.
In spite of these numerous attacks, however, the Amalgamated Association is to-day stronger than ever. The more disposition there is to enquire into the principle of Industrial Unionism versus sectional unionism, in the service, the greater the number of new members joining the only society standing for the Amalgamated idea. The only effect of the Labor Council discussions is to advertise the question at issue. If that was the object of the Tramway Union delegates, they have no objection to it. If the object is to convince Railway and Tramway employees, then it is a failure now, it failed previously, and will fail in the future.

The Amalgamated Association does not preach its gospel to the Labor Council or the Parliamentary party, but to the employees of the Railway and Tramway Service. And the only place to counteract its propaganda, if it can be at all counteracted, is by meeting it fairly and squarely amongst the men concerned. The readiness of Messrs. Lawton and Warton to evade the real convincing ground, and seek outside help seems to emphasise their inability to grapple with a growing demand for real unity, and an admission of their own impotence and weakness.

Tangled Unionism.
We would suggest to the Labor Council, that if it feels in an organising humor, there is ample work within its own house. Let us take a few instances.

Amalgamated Engineers.—This union provides for smiths, shipbuilders, angle iron fitters, turners, roll turners, cast-iron makers, machinists, millwrights, mechanical draughtsmen, planers, borers, slotters, machine drillers, milling machine workers, shapers, and other machine men, brass finishers and copper smiths employed in the engineering and shipbuilding trades, armature winders and electrical engineers generally, mechanical and scientific instrument makers, machine joiners employed in the construction of cotton, silk, flax, woolen and other machinery, die sinkers, press tool makers and stampers, or drop hammer forgers employed in the engineering and kindred trades.

Surely if all these trades, many of whom have no knowledge of the other's work, can organise into one union, then the Railway and Tramway employees in the one service should be able to do so.

Clashing of Interests.—The Australian Engineers, Coach and Car Builders, Electrical Trades Union, each provide for different and able to join the Amalgamated Engineers. Yet they all sit together on the Labor Council and condemn the Amalgamated R. and T. Association for accepting as members men eligible to join their own other unions.

Carpenters.—There are two societies of carpenters and joiners, namely, the Amalgamated Society and the Progressive Carpenters, both, we believe, affiliated with the Labor Council.

United Laborers.—There are at least a dozen unions providing for laborers, some of which are as follows:—United Laborers, Builders' Laborers, Rockhoppers, Australian Workers' Union, Railway Workers and General Laborers, Rural Laborers, Ironworkers' Assistants, and number of others. The United Laborers, Builders' Laborers, and Rockhoppers have existed for some time in open hostility to each other.

Our space will not permit of mention of more than these few glaring instances of unorganised and ineffective

unionism. It must be patent that the very moment any of these unions attempt to do anything effective to either organise the workers for whom their rules provide, or to secure Wages Boards, etc., to improve their industrial condition, there must be clashing. The only way in which they can live at peace together is by doing nothing and doing it effectively.

Industrial Unionism.

Whilst we admit that the Labor Council provides a very desirable means for interchange of opinion and enables a number of small unions to secure the moral support of associated numbers, still it is not entirely representative of the industrial organisation of New South Wales. The large organisations who are able to help themselves, for the greater part rely upon their own resources. These larger organisations are combined on the industrial plan, the same as the Amalgamated R. and T. Association. Take a few instances:—

The Australian Workers' Union.—This union takes in the whole of the employees of the pastoral industry—shearers, cooks (who are mostly bakers), machine shearers, hand shearers, bushy riders, shearing-shed laborers, and general laborers. In addition, the ranks of this union are open to any unionist or non-unionist who cares to join. The A.W.U. is over 20,000 strong, and is not connected with the Sydney Labor Council.

The Colliery Employees' Association.—This union of upwards of 10,000 members, provides for all employees engaged in the coal mining industry, including miners, wheelers, mechanics, laborers, etc. It is organised on the industrial plan, hence its success. It is not connected with the Sydney Labor Council.

Amalgamated Miners' Association.—This combination, numbering over 10,000 members, embraces all employees working in the metal mining industry, including miners, blacksmiths, carpenters, laborers, etc. It has no connection with the Sydney Labor Council.

The Sydney Labor Council.—This organisation is known for its militant attitude when the interests of its members are at stake. It groups together several unions, who act unitedly in wage contests with their employers. Its membership is perhaps 10,000 strong. Some of its branches affiliate with trades unionists outside of its own ranks, but with very little enthusiasm. They rely upon their own strength in time of trouble.

Amalgamated Railway and Tramway Association.—This Association provides for all employees of the Government Railway and Tramway service of N.S.W. being organised on the industrial plan. It numbers upwards of 7,000 members. It was until recently affiliated the Sydney Labor Council, but found it was always giving and never receiving assistance, and frequently found itself in the defensive. Believing that more important work awaited its attention than bickering and quarrelling, it withdrew, and concentrated its efforts to improve the industrial condition of railway and tramway men.

These great industrial organisations comprise at least 60,000 unionists, which is much in excess of the total number organised into the smaller unions who are affiliated with the Labor Council.

Line of Demarcation.
There is, speaking generally, therefore a clear line of demarcation between the organisations associated with the Labor Council and those great unattached bodies. That line is industrial unionism against craft unionism. The time has come for industrial unionism to associate together to advance its common objects. The union movement can never be effective unless organised on the industrial plan. For sectional unions to imagine that it can provide for the real defence of its members against victimisation, or to wage an effective battle against its solidified opponents, is to deceive themselves and delude their adherents.

Is the Labor Council Consistent.
The facts as stated are fully realised by the thinkers of the Labor Council. Unfortunately, there are not enough of them. Time after time have they affirmed the principle of industrial unionism. But when confronted with the actual task of setting wrong right, they do not appear strong enough for the work. It is easy enough for delegates to criticise the other fellow's methods and lay down principles of organisation for other people, but to apply the self same principles to themselves is another matter.

Truth Stranger than Fiction.
On the very question of principle now at issue, the Sydney Labor Council has emphatically condemned the sectional organisation existing in the Railway and Tramway Service, after careful enquiry by a special committee. This committee was constituted as the outcome of statements by Tramway Union delegates regarding the attitude of the Loco. Drivers and Firemen's Union, and particularly its secretary, Mr. Hollis, M.L.A., in connection with the tram strike. The report of the committee was presented to the Labor Council in July, 1909. We quote the following:—

"Your committee begs to be permitted to add that the tramway strike amply demonstrates the futility of sectional strikes of any dimensions. Having summed up the whole matter and come to the conclusion that this one or that one may be sorted out and made a scape-goat of to satisfy the enemy, the whole blame is on our own shoulders, simply because we, as trades unionists, are not organised on the right lines, viz., industrial lines, which would enable all parties concerned or likely to be concerned to have a vote as to whether—firstly, a strike is justified, and secondly, as to whether the time is opportune; in fact, to have the whole matter carefully considered before any steps would be taken, and if a strike was to be the outcome, the whole industry would stop at the same time."

"We are further of opinion that instead of quarrelling amongst ourselves, we should realise our true position and assist each other to bring about a better state of affairs in the interest of all the workers."

The Amalgamated Association agrees entirely with this report and has made repeated efforts to meet the position. It does not want to swallow the smaller bodies as has been untruthfully asserted, but is prepared to put its constitution into the melting pot with the others and agree to a new constitution being evolved.

Service Unions Confer.

At a conference held in September, 1908, the following was unanimously agreed to by the delegates of the Tramway, Traffic, and Amalgamated Associations:—

"That a Grand Council be formed, and existing unions become branches of such Grand Council."

The Amalgamated Association was prepared to concede equal representation to two unions whose combined numbers were not half its own on the committee to draw up an independent set of rules. As a matter of fact, a committee of three from each society was appointed to draft a new constitution for consideration by the unions concerned. The tramway members of the committee elected were Messrs. Lawton, Warton and Walsh. Mr. Walsh being outside the service—a victimised member—was declared to be no longer a member of the union. Messrs. Lawton and Warton have refused to go on with the work of the committee. Even now the Amalgamated Association is prepared to let the past bury itself and go on with the work of drafting a new constitution as above for submission to and consideration by the members of the respective unions.

Trade Union Congress, 1908.

At the Trade Union Congress held in April, 1908, composed for the greater part of labor council delegates, the following resolutions were carried unanimously:—

What does this mean if it does not embody the principle of Industrial Unionism as against craft unionism? Does not its adoption indicate that at present there is a shortcoming in union organisation? What has the Labor Council done to give effect to the resolutions? Did they meet together in congress to mutually congratulate and admire one another, or to affirm principles and then carry them out? These queries may seem pointed, but they are perfectly fair and pertinent.

Trade Union Congress, 1909.

The following report taken from the "Daily Telegraph," of April 4th, 1909, is worthy of reproduction in full:—

"FEDERATING THE UNIONS."
The debate was resumed on the motion submitted by Mr. O'Neill (Boilermakers' Union):—

"That this congress take some action to bring about the consolidation of all branches of industries, in order to merge them into one union. This refers to unions which are divided into sections following the same occupation."

"Mr. Warton (Tramway Employees' Union) asked congress to deal carefully with this proposal, as it might be used by some organisations to draw members away from other unions. That difficulty had arisen in the railway and tramway services, where the Amalgamated Railway and Tramway Service Association was advocating the inclusion of all servants of the Railway Commissioners in one union—its own."

"At the suggestion of Mr. Howe (Amalgamated Engineers), the mover agreed to alter the motion so as to read:—

"That this congress take action to bring about the consolidation of all unions which are divided into sections following the same occupation."

"Mr. Thyer (Furniture Trades) moved as an amendment:—

"That congress take some action to bring about a federation of unions which are now divided into sections working in the one trade, calling, or occupation."

"The mover said he was not sure why the engineers, boilermakers, and ironworkers should not be included in one union. In the Furniture Trades Society, ten different sections of workers were governed by one set of rules. If the Amalgamated

Engineers and the Australasian Engineers, could control five different sections of their trade, then in his opinion the whole of the iron trades unions could form themselves into one great organisation."

"The amendment was carried."

"Mr. Warton (Tramway Employees' Union) then moved:—

"That in the opinion of this congress the policy of the Amalgamated Railway and Tramway Service Association in interfering with the industrial conditions of employees who might belong to a union of their own trade or calling, is opposed to the first principle of unionism."

"The mover said that this motion was not prompted by any spirit of antagonism."

"Mr. Howe (Amalgamated Engineers' Union), in seconding the motion, said that the attitude adopted by Mr. Catts' union must be viewed with a great deal of alarm, and if carried into effect would destroy the basic principle of unionism."

"The motion was carried."

The amendment carried taken together with the remarks of the mover (Mr. Thyer) really amount to a re-affirmation of the congress decision of 1908. The resolution adopted on the motion of Mr. Warton is, however, the complete antithesis of the declaration preceding it. Mr. Thyer in moving his amendment said:—

In the Furniture Trades Society, ten different sections of workers were governed by one set of rules. If the Amalgamated Engineers and the Australasian Engineers could control five different sections of their trade, then in his opinion the whole of the iron trades could form themselves into one great organisation."

Yet in spite of this the same congress immediately carried a resolution affirming that trades or callings should belong to their own unions, who should govern their industrial conditions. This strangely contradictory attitude can only be explained in one way, namely, that in the first affirmation the congress could see principles of organisation clearly, whilst in the second, all they could see was the Amalgamated Railway and Tramway Association, and ancient prejudices blinded their sense of logical sequence.

Decent Discussion Wanted.

Much more than has been attempted here can be said for industrial unionism and the Amalgamated Association. We welcome free and fair discussion untrammelled by personal abuse and recriminations. Nothing but good can come to all parties by a fair recognition of the principles of tolerance and justice towards those who think differently to ourselves on questions of the internal organisation and management of the movement. The Amalgamated Railway and Tramway Association stands for effective industrial organisation and the representation in our legislature by a solid labor movement, so that the enemies of the workers may be met either industrially or politically with confidence and success.

"The Traffic Association is very shaky here just now. The members are talking of coming over in a body to the Amalgamated, being dissatisfied with the way their grievances have been dealt with. We are advocating amalgamation for all we are worth."

Spencer's pictures at the Lyceum Theatre have an especially good programme for the week starting to-day. There is no doubt about the very fine entertainment given, which is both a treat and an education.

Staff Changes and Promotions.

The "Co-operator" has made special arrangements by which it is able to print an authoritative statement of the staff changes and promotions. This should prove a boon to the whole service. Tramway lists can only appear fortnightly.

RAILWAYS.**APPOINTMENTS.**

Locomotive Branch.—Apprentices: Frederick Fullett, William Inglis, Eveleigh. Call Boys: Horace Sambrook, Ernest H. Keane, William Jamieson, Charles H. Burling, John F. Warwick, Eveleigh; William Trussell, June, Fuelmen: Water Firth, Clyde; Walter Young, Hornsby; Frank C. Corbett, Eveleigh; Horace T. Buswell, Clyde. Cleaners: Edmund Peake, Eveleigh; Nicholas S. Mulveyane, Milson's Point; Richard Ranert, June; Joseph Gee, Hay; Arthur Simpson, Bathurst; George Leighton, Wallerawang; Hilton Innes, Bathurst; John Sexton, Wellington. Laborer: Alfred W. Wilson, Goulburn. Boilermaker: Alfred Thomas, Orange. Tinsmith: David Spring, Wellington.

Permanent Way Branch.—Fettler:

William Chalker, Gundagai to Tumut. **Traffic Branch.**—Guards: William Evers (re-employed) Penrith. Porters: Herbert P. Waters, Goulburn; Rowland W. Douglas (re-employed) Hornsby; James T. Northey, Parkes; Junior Porters: George E. Spurray, Metropolitan Relief. Gatekeepers: Peter Beaton Thirroul; Rosina M. Willard, Table Top; John E. Littrell, Wellington; Lily Davidson, Girilambone. Probationers: Allan J. Seage, Homebush; Francis S. Collins, Harris Park; George W. Handley, Marulan; John Kave, Queanbeyan; John W. Frye, Kogarah; Charles W. Wynn, Bulli; William P. Knight, Burwood; Frank S. Williams, Bundanoon; William N. Shanahan, Brocksby; Peter P. Byrnes, Manildra.

Interlocking Branch.—Shop Boy: Alfred A. A. Davis, Sydney. Laborer: Cornelius H. Watson, Sydney. First-class Sawyer: Stanley R. Hayter, Sydney.

Electrical Branch.—Fitter: Arthur Gosling, Eveleigh. Electrician: Arthur Mitchell, Murrumbidgee. Probationer: Gilbert Skelly, Esk Bank.

Stores Branch.—Laborer: Arthur Dwyer, Darling Harbor. Tarpaulin Repairer: James McEwan, Darling Harbor.

Solicitor's Branch.—Messenger: George R. Davis, Sydney.

PROMOTIONS.
Locomotive Branch.—Laborer to Lifters' Assistant: Charles Avis, Eveleigh. Lifters' Assistant to Lifter: Richard Blatchford, Eveleigh. Cleaners to Firemen: Charles Fowler, Hornsby to Penrith; Thomas Cole, Richmond to Esk Bank; Robert Simmons, Eveleigh; Martin Griffin, Eveleigh; George E. Vine, Goulburn; William Biddle, John Bates, Cowra; Ernest Nichols, Harden; Arthur Price, June; Patrick Hunt, June to Penrith; John Clarke, Bathurst; Robert

Kinealy, Orange; William Wylie, Wellington; John Cambourne, Wellington. Call Boys to Cleaners: Robert E. Northard, Eveleigh; John R. Pimm, Thomas L. Williams, John Walsley, Frederick Perkins, Samuel H. Martin, Maynard Kerr, Eveleigh. Firemen to Drivers: John Hinds, Eveleigh to Waterfall; Arthur Hill, Harry Gandy, Penrith.

Permanent Way Branch.—Leading Carpenter to Sub-Inspector of Buildings and Bridges: James Sotheran, Goulburn.

Traffic Branch.—Compositor to Printer: Herbert G. Chapman, Sydney Printing Office. Shunters to Goods Guards: John T. Neale, Penrith. Porters to Shunters: Errol S. McGowan, Darling Harbor; Samuel Merchant, Orange; Harold A. Latty, Hornsby; Arthur W. Fisher, Wollongong to Scarborough; William K. Conrick, Wagga to Harden; Edward Dwyer, Mithlthorpe to Penrith; William Davidson, Bathurst. Junior Porters to Porters: Oswald W. Meyer, Kogarah; Lawrence Dargan, Wollongong; Leslie J. Ford, Sydney; Rupert H. Davidson, Esk Bank Relief; John C. Gilbert, Trundle to Orange. Gatekeepers to Junior Porters: Sidney E. Wells, Thirroul to Metropolitan Relief; Thomas Hartigan, Blackheath to Mandurama; Patrick H. Murphy, Kelso to Bathurst. Probationers to Junior Porters: Mervyn Atkins, Burwood to Croydon; Olive H. Mann, Bundanoon to Goulburn; Alfred E. Pigott, Queanbeyan to Carriage Washing Sheds; Claude W. Smith, Kogarah; Walter B. Bowtell, Chatswood to Bay Road; William Herring, Brocksby to Yanco; Frederick H. Hyland, Manildra to Mary Vale.

Stores Branch.—Tarpaulin Repairer to Leading Hand: Edmund Wilkinson, Darling Harbor.

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Apprentices: Herbert Arnold, Peter Tiddy, Phillip Williams, William Robb, Henry G. Wear, Eveleigh. Boilermakers' Helper: William McQuillan, Eveleigh. Fitter: Thomas Dwyer, Eveleigh. Turner: Stephen Partridge, Eveleigh.

Permanent Way Branch.—Fettlers: Thomas Brown, Clyde; Edward Hogan, Gundagai to Tumut; Albert E. Johnson, Dubbo to Nyngan; Frederick Walton, Dubbo to Coonamble.

Traffic Branch.—Porters: Charles L. Davis, Metropolitan Relief. Junior Porters: Glifton E. Beasley, Wellington. Gatekeepers: Ellen Fahy, Mullion Creek.

DECEASED.

Traffic Branch.—Shunters: William Voemans, Harden. Porters: James Grant, Rockwood.

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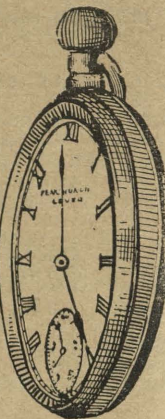
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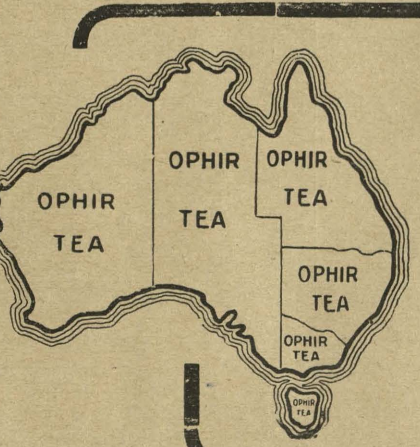
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