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VOL. X, No. 8.

THURSDAY, FEBRUARY 19, 1914.

Eight Pages

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THE AMALGAMATED BEFORE MR. JUSTICE HEYDON APPLICATION FOR REGISTRATION. STRONG OPPOSITION BY SECTIONAL UNIONS.

Application was made at the Industrial Court, on Tuesday, before His Honor, Mr. Justice Heydon, that the Court grant the application for registration as an industrial union of the New South Wales Amalgamated Railway and Tramway Service Association, under the Industrial Arbitration Act, 1912, under section 14 of the said Act.

Mr. Claude Thompson, general secretary of the New South Wales Amalgamated Railway and Tramway Service Association, appeared on behalf of the applicants.

There were a number of objectors to the application.

These included: The New South Wales Railway Traffic Employees' Association; New South Wales Locomotive Engine-Drivers' and Firemen's and Cleaners' Association; New South Wales Government Employees' Union (Mr. H. R. Curlewis appeared for the above objectors); Amalgamated Society of Carpenters and Joiners, Australian District (Mr. A. L. Newberry); New South Wales Railway and Tramway Officers' Association (Mr. J. B. Moffatt); Amalgamated Society of Engineers, New South Wales District (Mr. A. E. Denegate); Amalgamated Coach Makers' Society, New South Wales District (Mr. Marshall); Surveyors' Employees' Union of New South Wales (Mr. Debin); and the New South Wales Amalgamated Sheet Metal Workers' Society (Mr. Mitchell).

The matter being called on—
His Honor: You don't seem to have very many friends, Mr. Thompson, judging by the number of objectors. This is not the first time that the question has been under your notice. The ground covered by your Association is also covered by other unions, one of one principle and another of another.

Mr. Thompson: Almost half of our men could not ever join any of the objecting unions.

His Honor: What set of men do you say could not belong to any other union but this.

Mr. Thompson: Quarrymen, fitters, gangers, storemen, etc. Altogether there are about seventy-four grades that could not belong to any existing union. The greater part of the men in the signalling branch could not belong to the engineers.

Mr. Thompson then gave evidence and said that none of the men he had mentioned could come under the traffic branch. There was a difference between the signaller and the man in the signal department where signal appliances were made.

At this stage His Honor adjourned until the following morning.

WEDNESDAY.

Upon resuming,
Mr. Thompson asked that his cross-examination might be adjourned in order that the evidence of witnesses, who were desirous of leaving for the country, could be taken.

T. H. Musgrove, a fitter, of Mudgee, said he had been in the Service for five years, and was a member of the Amalgamated Association. He had never been asked to join any other union. At Mudgee there were a number of all-grades men.

To Mr. Curlewis: There was no union that he knew of in Sydney that he could belong to. If he was a traffic man he would have to consider whether it would be advisable to have two unions. He did not know what the membership of the Association was. The "Co-operator" was the paper he got through his union. He did not know who owned it, nor did he know whether the Association subsidised it. He did not hear at the Conference any motion by Newcastle Branch censuring anybody.

"Did you not see this?" said Mr. Curlewis, handing over a printed slip.

Mr. Musgrove: No. It might have been on the agenda paper, but it was never discussed at the Conference.

To Mr. Moffatt: I do not know the Railway Workers' Union.

To Mr. Marshall: There were about 150 men in the Mudgee Branch.

To Mr. Turner: We have only one punper at Mudgee that I know of. The men there cannot conveniently belong to any other union besides the Amalgamated. He did not know too much about the Mudgee loco. men.

To Mr. Thompson: I might advocate two traffic unions under certain circumstances.

Norman McLeod Smith, Wollongong, a signaller, said he had been stationed there about thirteen years, and there was no other union that he could belong to beside the Amalgamated. The conditions in other unions were not suitable. He had been offered the position of night officer, but had not yet accepted it. If the night work did not agree with him he might go back to his old office and have to change his union.

As a member of the Amalgamated he would not have to change his union. The Amalgamated suited his conditions far better than other unions. Of his own knowledge he knew of others in the Service who were in the Amalgamated for this reason. Members of all classes of the Service were included in the Amalgamated.

To Mr. Curlewis: My great objection is that if I change my position in the Service I have to resign from one union and join another. There is a combination of difficulties in the way. As a signaller man I would have to desert my old comrades if I accepted a night officer's position. The officers considered themselves superior to men belonging to the wages section. Individual officers have fought against the claims of the men. The officers' union does not cater as a body for the wages staff. Officers continually parade the enjoyments of the wages section before the department before the department. In one case an officer had to see the train through on Sunday. He objected to doing it, and wrote in to the department stating that the wages men should take their turn.

His Honor: This officer wanted to share the work among the men, and not let the burden fall upon the shoulders of his fellow-officers.

Witness mentioned that he had spoken to a member of the officers' union. The officer said there should be a state of antagonism between the two bodies.

Mr. Curlewis: Tell us exactly what the expression was.

Witness: Well, I cannot tell you exactly, but that is the expression he intended, to my thinking, to convey. He did suggest to me that his union were fighting exclusively for the officers' section. A member of the officers' section wrote in to the department making a suggestion that the meal hours of the wages section should be altered. This alteration would be detrimental to the wages section. There was a branch of the Traffic Union at Wollongong some eight years ago, but the men got disgusted with it and then joined the Amalgamated. The Amalgamated had a special way of putting appeals through. The Traffic Association was not a registered association eight years ago.

To Mr. Moffatt: I am getting 10/- a day. I have great confidence in our treasurer, Mr. Lawless, and am not aware that he is a member of the Officers' Association. The officers have a wages board sitting at the present time.

To Mr. Marshall: I think the Amalgamated is more efficient than other unions to bring a case before the Appeal Board. The number of men in the Wollongong Branch would cover about 150.

To Mr. Turner: There is a branch of the Federated Engine-Drivers at Wollongong.

To Mr. Sullivan: There is no Moulders' Union at Wollongong.

To Mr. Thompson: I know the Amalgamated Union was responsible in getting the carpenters at Wollongong an increase of pay.

His Honor: I think that Mr. Thompson's case is that carpenters and others cannot belong to any other union but the Amalgamated. The application is one for registration, and he would appear to have two strings to his bow. He says there are a large number who cannot be suited by any other organisation but the Amalgamated. The question whether registration will be given absolutely or refused absolutely will depend upon how the evidence is given. I want to be helped in the matter, and the facts to be clearly placed before me by the parties.

Joseph Forde, ganger (Inverell), said he had been in the service for seventeen years. He could not conveniently belong to any other union. There were conditions peculiar to the service that were best looked after by the Amalgamated. As far as his actual knowledge went there were no other unions at Inverell.

To Mr. Newberry: There are no carpenters employed on my section except those sent from Newcastle.

To Mr. Marshall: We have had a branch of the Amalgamated for about nine years. There was no Transport Workers' Union now. He had not heard of the Railway Workers and General Laborers' Union. He did not know what union the men belonged to who were employed on the railway being built at Moree. These men worked under different conditions altogether. He did not remember anything about Clause 26 in the Arbitration Act.

Thos. Godfrey, a tool storeman, stationed at Hamilton, said he had been there for about 20 years. He was a member of the Amalgamated, and held office as secretary at Newcastle branch. He could not conveniently belong to any other union.—In fact he could not join any other.

Storemen, gangers, belt attendants, loco. shunters, maintenance line-men, pointsmen, tool collectors, watchmen, trimmers, oilers, boiler-makers, telephone attendants, and fitters, and many other branches in the service could not join any other union. The Appeal and Superannuation Boards were favored by the Amalgamated men. He knew the Amalgamated had been responsible for bringing forward "dirty" money. Since the registration of the Association was cancelled he had enrolled new members at the rate of about twenty a month. There were about 1150 men in the Newcastle branch.

To Mr. Moffatt: Fitters could not belong to the Railway Workers' Union, because they were a permanent body of men, and were provided for under the Superannuation Act.

To Mr. Newberry: He believed that in the Interlocking branch quite a number of departments were concerned, and was aware that the carpenters had received increased wages recently. The award was got by an outside union, but that union did not trouble themselves to see that the award rates were paid. He did not know how many carpenters were employed in his branch, but knew that they had a branch of the Amalgamated Carpenters and Joiners' Association.

To Mr. Marshall: I know there are several unions at Newcastle, but in the departments I have mentioned these men say they cannot conveniently belong to any other union but the Amalgamated. We got the painters an increase in wages from 7/6 to 10/- a day.

To Mr. Debin: We have about 1150 men at Newcastle. I have no clerical assistance in looking after their interests. I cannot say whether there are any surveyors' laborers there or not.

To Mr. Tanner: I have had un-familial members leave my association, but they were very few. I have never tried to get into the Storemen's Union, nor do I wish to. A few un-familial members joined the Federated Engine Drivers. In further evidence witness stated that tube cleaners got from 8/- to 8/6 at Newcastle as far as he knew. Brick-arch builders could not conveniently belong to a bricklayers' union. Pittmen could not belong to any other union but the Amalgamated. He did not believe that pitmen had left the Amalgamated and joined the Federated Firemen's and Cleaners' Association. A member of the Amalgamated Association had a better chance on an appeal case than a member of the Railway Workers'. Witness cited a case in which a member of another union was asked to plead guilty by his union to a certain charge, and they would then plead for him. The man refused to plead guilty. The Amalgamated Association took his case up and won it for him.

In reply to Mr. D. Sullivan, witness said as secretary he had always been able to look after his branch in a capable manner. There were no iron-moulders in his branch, but if there were he would look after them. He understood that the Chief Commissioner was exempt from certain conditions under Section 26.

(Continued on page 3.)

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Tramway Traffic. J. W. ROE (Tramway Traffic), W. HAKILL-LAW (Limehouse), J. KELLY (Electric Light).
Local Secretaries will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.

Branch.	Local Secretary.	Head Office.
Sydney	C. London, Marlan-st., Parramatta.	Head Office, 1st Thurs.
Blackheath	J. O'Sullivan, Wilson-st., Newtown.	Head Office, 2nd Wed.
Blackheath	A. Lane, Rawson-st., Newtown.	Railway Inst., 2nd Wed.
Blackheath	R. Newell, 69 Day-st., Leichhardt.	Railway Inst., 1st Wed.
Blackheath	A. Walker, 12 Wigram-rd., For. Ldg.	Cable Town Hall, 2nd
Blackheath	T. Healy, 65 Taylor-st., Annandale.	Head Office, 4th Tues.
Blackheath	E. Pitt, Waverley Depot.	Head Office, 1st Thurs.
Blackheath	J. A. Long, Lamrock-st., Bondi.	Head Office, 4th Tues.
Blackheath	E. T. Cassidy, 43 Newland-st., Leichhardt.	Head Office, 1st Thurs.
Blackheath	W. Harding, Meek-st., Murrumbidgee.	Head Office, 4th Tues.
Blackheath	T. Alexander, c/o Works Man.	Head Office, 1st Thurs.
Blackheath	V. G. Kavanagh, Fowler-st., Camd.	Head Office, 4th Tues.
Blackheath	W. Hardill, 15th St., Camd.	Head Office, 1st Thurs.
Blackheath	J. Cameron, Rwy. Stn., Camd.	Head Office, 4th Tues.
Blackheath	R. J. Larnes, 15 Kape-st., Redfern.	Head Office, 1st Thurs.
Blackheath	E. Lawrence, 46 Ridge-st., Surry Hills.	Head Office, 4th Tues.
Blackheath	G. H. Stokes, Allen-st., Granville.	Head Office, 1st Thurs.
Blackheath	A. Thompson, 23 Sefton-st., E. Hill.	Head Office, 4th Tues.
Blackheath	A. Thomas, 13 Eliza-st., Newtown.	Head Office, 1st Thurs.
Blackheath	J. Dickson, 74 Percival-rd., Stannam.	Head Office, 4th Tues.
Blackheath	M. A. O'Donnell, Pitt-st., Mortdale.	Head Office, 1st Thurs.
Blackheath	E. Voss, Chiswick-rd., Auburn.	Head Office, 4th Tues.
Blackheath	Mr. Hearty, Young-st., Wollongong.	Head Office, 1st Thurs.
Blackheath	W. Walker, 6 Devonish-rd., Wollongong.	Head Office, 4th Tues.
Blackheath	A. Newton, Upper Picton.	Head Office, 1st Thurs.
Blackheath	J. E. Stok, P.O. Royal.	Head Office, 4th Tues.
Blackheath	D. Boyce, Chiswick-rd., Auburn.	Head Office, 1st Thurs.
Blackheath	E. White, Clarke-st., Harden.	Head Office, 4th Tues.
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Blackheath	L. Raine, Harcourt's Wall-rd., Lithgow.	Head Office, 4th Tues.
Blackheath	Mr. Fitzgerald, P.O. Blackheath.	Head Office, 1st Thurs.
Blackheath	M. Waters, Rly. Dept., Mudgee.	Head Office, 4th Tues.
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Blackheath	D. J. McGrath, Mandurama.	Head Office, 1st Thurs.
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Blackheath	D. Doyle, Railway Station, Moree.	Head Office, 4th Tues.
Blackheath	J. Forde, Byron siding, via Inverell.	Head Office, 1st Thurs.
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Blackheath	H. Griffiths, Railway Dept., Inmore.	Head Office, 4th Tues.
Blackheath	J. Clifford, Railway Station, Inmore.	Head Office, 1st Thurs.
Blackheath	D. Boyle, Railway Station, Inmore.	Head Office, 4th Tues.
Blackheath	P. Fogarty, Maughan-st., Wellington.	Head Office, 1st Thurs.
Blackheath	J. R. Warby, Stores, Eveleigh.	Head Office, 4th Tues.
Blackheath	G. Jansen, Rly. Quarries, Ardlen.	Head Office, 1st Thurs.

BRANCH MEETINGS.

NEWCASTLE.

The usual monthly meeting of the above was held at the Trades Hall, Newcastle, on Tuesday, February 3, and in the absence of the branch chairman, Mr. E. Williams, who is on his annual holidays, Mr. J. Bowditch, vice-president, occupied the chair, and presided over a fair attendance of members.

The Secretary tendered an apology for the non-attendance of vice-president, Mr. P. McLaughlin, on the grounds that he had to work late, as engines had not the required time allowed to be washed out. "None more sorry than Paddy for missing meeting."

Minutes of previous meeting having been read and confirmed, correspondence was then the next order of business, and was dealt with quickly and lively.

From Trades Hall Trustees, advising that on and after February 1, an overtime charge of 1/ per half hour, or any portion thereof, will be made for all time that our meeting room at Trades Hall is occupied by us after 10.15 p.m., and the minimum charge for Sunday meetings will be 5/.

This, we understand is on account of Caretakers' and Cleaners' Award, and this branch, as unionists, are only too pleased to pay the extra rates as asked for, and it is little enough to ask for, as, after meetings are closed, caretakers have to make all secure and safe before they themselves retire. This branch congratulates them on their increase of wages, and other bodies of unionists who get improved conditions in their wages, etc., not forgetting the British Medical Association, who are justly entitled to the "little bit extra," which amounts to about 2d. per week to each pa-

tient, or member as the case may be. We have got more than 2d. per week by unionism these last few years and are still striving for more, and will continue so, till the end, and the doctors, "whom we cannot do without," have not had an increase for upwards of "half a century," and are not tied down to eight hours' work, but are at "call" all hours of the day or night.

This association of ours (the "Amalgamated") has had many fights and battles, they have all been honorable and in the interests of their members, and let us hope, that as long as we stand together "no resolution will ever be carried" that will block any body of unionists from bettering their conditions in life, no matter whether on the wages, salaries, or professional staff. "We are all human," and a unionist's true duty (if he is genuine) is to try his or her best to assist everyone to be happy and prosperous.

From acting signalman asking certain advice (since tendered).

Mr. Richard Walsley, of the McMyler hoist, and Mr. A. Fisher, of Hardies Gang, Material Siding, Hamilton, were appointed collectors for branch; Will McMyler men please note and pay contributions to Mr. Walsley, who is collector for the "Only" branch of a union that can, and will look after your interests as we have always done in the past ("We lead in this respect, others can never even follow").

The case of certain members' resignations from another union, was before the meeting, and, as the other union has to move first, no thing further at this juncture can be mentioned, but, may be at some future date, shortly, or later, as the case may be, when it may prove interesting reading to our members, "Nuff sed."

From head office advising that Messrs. Weir and Thorpe's claims were sent to Advocate on Clerical Board. Another fact that clerical

staff should not overlook, that we exist to mete out justice to all. There is room in the Amalgamated for all, and "all should be in as members." Complaint from signalmen re Teralba box (receiving attention). Wire from General Secretary: "Department agrees to pay award rates to carpenters at H.S.P."

From the Treasury, N.S.W., re case of Mr. J. Kenny, and 25 men sent home owing to accident to "Roots Blower," at H.S.P., advising that same would receive due attention.

From Mr. J. B. Holme, Industrial Registrar, re complaint from this branch, of delays in the Government Railways Group petition of work at the hands of Boards, making a certain suggestion which has been sent to General Secretary to take up at Sydney end.

From Commissioner's office, re proclaimed holidays for traffic, staff, and booking off etc. (certain directions given to act upon).

From General Secretary, re trimmers. It is remarkable that trimmers were specifically grouped under No. 4 Board (Engine Drivers, Firemen and Cleaners), but it looks like that, either through inexperience, or self opinionation, they neglected to have a rate of wages laid down for these men. No. 4 Board is becoming a farce, as far as it has gone, to date. First set back they get is a variation asked for, and gained, reducing 9/6 freemen to 9/ per day. Cleaners, no extra rates for night work. No mention of the height question for cleaners, and now there is a variation (No. 2) to ask for shunting freemen (who received 11/ per day per award) to be now reduced to 9/ per day (the last appeared in "The Locomotive Journal," the official organ of the Federated Engineers—Railway Locomotive—of Australasia, dated January 15, 1914, page 3, clause 2, as follows: "By adding after the provisions for drivers of shunting engines, in clause 7 the words, 'Firemen on shunting engines (other than those in the Sydney passenger yard) 9/ per day.' There are five variations asked for, but it does not show its members whether the union is alive to the interests of shunting freemen or not. Newcastle yard, and a great many more yards are just as important and responsible as Sydney yard is.

Now, if the members, who have suffered those reductions and like as if they are to suffer more, will just take the trouble to read the first column of page 3 of their official organ they will then see, no doubt, what the strength of the correspondence is before the "Grand Council" (mark the Grand), and, above all, who were present, also the delegates' report, notice of motions, etc., and that body of so-called unionists, seem to have only one line of business in lodging objections to the application of the Amalgamated Association for registration (how the word amalgamated does hurt), and how, in the name of all that is good, can they expect us to affiliate with their "GRAND Council," when we would have very, very few staunch friends there. Apparently the Amalgamated Sheet Metal Workers' Society do not fall in, altogether, in their crusade against boycotting registration. Also delegates reported "that several unions were present that day and lodged objections to registration" (but it is pleasing to note that on reading a little further on) "two unions affiliated with council had failed to fall in line with the resolutions of 'Grand' Council, and lodge an affidavit of objection (probably those two unions have a conscience).

Now it is just about time that these drivers, firemen, etc., and other kindred bodies in the service woke up to the fact and have a "combined" say in the matter as to whether their unions are to spend their money and waste their time in trying to block the registration of the Amalgamated, and block all progress to the railway and tramway men, or to see that their wages and conditions are bettered, or, at least, try to hold what has already been given them. You pay your officers to save guard your interests and you should compel them to earn their salaries, or the forfeiture of your confidence.

From head office, re Board delays, to come up at conference. Also, re defining duties that Department could not define the exact scope of duties to be performed by any particular employee, etc.

Resolved that rule 13, re days of sitting at A.G.M. be adhered to, and sittings be from 9 a.m. to 6 p.m., an endorsement of traffic meeting resolution.

The Chief Mechanical Engineer regretting that he is unable to accede to request for stove in the barracks at Dungog.

From same, advising that he has given directions that two cleaners be re-employed, after being out of the service for one month. "So that all will be pleased to see Cleaners Terris and Jackson back again."

Letter received, with contributions from our old, and true member, "Major Taylor," from Harden, also wishing association every success.

From head office advising that

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neither No. 2, nor No. 10. Boards can sit again until another member is appointed in the place of Mr. T. R. Johnson, and that Mr. Montgomerie-Hamilton was to communicate with the Industrial Court, with a view to the appointment of a new member.

Re No. 2 Board, arrangements have been made, that no matter when it sits, the award is to be retrospective, and to date from February 1, so that it looks as if there will be some back money to draw for some, or perhaps all.

From General Secretary and Department, re carpenters at H.S.P., that the Chief Commissioner has agreed to pay the carpenters at H.S.P. the award rate of 1/6 per hour, or 12/ per day. This was a bit of extra quick work on the behalf of this branch in getting to work before branch meeting, and advising head office, with the above result, and we are pleased with result on behalf of our members, and a little pleased for others who are unionists, but we are not pleased to think that non-unionists should participate in any increase, as it is plainly evident that they are perfectly satisfied with any conditions at all, and the mere fact that they will not speculate 3/ per quarter, to better themselves, should be enough evidence, in itself, to debar them from receiving any increase gained by their fellow mates, who pay their union fees.

"Taking money under false pretences." If they do not believe in unionism, and will have nothing to do with it, then they should, at least, be men enough to be as consistent as ever, and refuse to take anything that a unionist gains. In fact they should be ashamed to be seen, either at work, or in public, and should wear a mask. The latter should not be hard to accomplish, for most of them trade on a mask of some description or other.

It was resolved that Mr. J. B. Holme, Industrial Registrar, be written to complaining of negligence of Newcastle Department of Labor and Industry, in not investigating cases at H.S.P. and Port Waratah.

Resolved that certain cases be taken to Commissioners for conference and that General Secretary be asked to define crossing builders' assistants, also the wages allotted to them.

Resolved that secretary interview Inspector Gregory, re H.S.P., which has since been attended to, and results awaited.

Resolved that General Secretary inquire from Chairman of No. 4 Board what are the wages to be paid to trimmers (as they were included, but not, apparently, catered for by those in charge of No. 4)—another example of sectional interference. The men have got to pay the "pipe" all the time, and stand it, too.

Resolved that General Secretary make application for special passes for all delegates attending annual conference, as it was the rule in the late Mr. Eddy's time, and at the present time, bodies outside of the service get this concession, and it only seems right that employees, who meet once a year, should receive special passes.

Traffic meeting resolutions, re wages board delays, and sittings of conference were endorsed unanimously.

Resolved that delegates' expenses, as usual, be paid before conference, and that they use their own discretion on all matters at conference outside of this branch's business, but to vote solid on all branch business.

Matter of a non-member complaining about not getting his "Co-Operator," he asserting that he paid direct for same. It was resolved that it be conveyed to that gentleman, "that this branch takes no interest in any but members or unionists."

Twenty-three new members were admitted, so that it appears that, notwithstanding our re-registration matter, and the howls of the howlers, and "Cuckoo's," that we have those with sufficient intellect amongst us who know the difference between "unity" and "wisdom," and are for amalgamation of the whole of the service. For unity is strength, and stands for amalgamation and success. Division stands for sectionalism, disorder and disorganisation.

Before concluding, we wish all delegates at conference to curtail speeches as much as possible, and thus allow business to proceed in a manner that will be pleasing to all, and, at the same time, to be able to see that all their branch business has been dealt with. There are several matters of great importance from this branch that are billed to go by deputation from conference to Parliament and Commissioners, and, while it would not take up any extra time, it would, we think, be a good idea for a deputation to be picked and arrangements made to attend at Parliament and Commissioners' office. Conference can proceed, and delegates who are absent on deputation, to be allowed to pair as per Parliamentary procedure. Members will not, and cannot, have any objection to two days' sitting, provided all business is carried out in a commendable manner to all.

HURSTVILLE.

The monthly meeting was held on Saturday night, 16th inst., in Mrs. Peterson's rooms. Although the new meeting room is right at the railway station, a very poor attendance was the result of our first meet-

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"So far I have found Kephaldol very useful for Headache and Nerve-pains."—Dr. W. W. G. Stables, London, E.C.

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ing in these convenient premises. Mr. J. Eyres, branch president, was in the chair. The minutes of the previous meeting being disposed of, correspondence from H.O. dealing principally with conference matters, was discussed. The agenda paper, was on hand, and those present were deeply interested in its contents. Mr. O'Donnell, the delegate from the branch, was given a free hand in regard to the different resolutions from various branches. Loud complaints in regard to the non-delivery of the "Co-Operator" were made from some of our oldest and best members, the secretary being instructed to live H.O. up, with a view to seeing that we get what we pay for. Reports from the councillors who have the drafting of claims for No. 1 Per. Way, Interlocking, and Signal Branches Wages Board, were made. Considerable increases will be demanded for those shamefully underpaid and deserving employees of those branches of the Service when the Board meets. Our old friend and comrade, Mr. Joe Fletcher, fitter, recently retired from the Service, was present by invitation of the branch to receive a presentation in the shape of the Transport Workers' Federation medal. Mr. Eyres, the president, in a few well-chosen remarks, requested the secretary to make the presentation. On rising, Mr. O'Donnell said it was a pleasure for him to comply with the president's request, for only by such as Mr. Fletcher has the Association been able to supply the powder which has fired so many balls for the betterment of the conditions of every man in the Service. He was a man who had proved himself a true unionist, paying his contributions up regularly, thus providing the sinews of war. The Association had spent more money and fought more Wages Board claims than any other union in the State, and who could deny that the conditions now prevailing are not better than they ever have been in the history of the railways and tramways. Where are the unprincipled individuals who sit by, reap those benefits (paid for by men of Mr. Fletcher's stamp), and never contribute one brass farthing towards fighting the battles in the interests of themselves and their comrades? Another great battle would be raging before the Wages Board very shortly, and whatever the result of it might be, the same crowd will be waiting with open mouths and shut fists, ready to grasp the benefit, which may accrue. This

little memento to Mr. Fletcher seemed to him most appropriate, for its date—1913—its mark indicated the closing of the Federation, and also the honored career of Mr. Fletcher as a railway servant whose retirement occurred at the same period. He could show that medal to anyone with pride—it was evidence that he owed nothing when leaving the Federation. He trusted that Mr. Fletcher, Mr. E. Savage, in a brief speech, spoke of the regret felt by his mates at the loss of their old friend from their ranks. He endorsed every utterance of the secretary.

Mr. Fletcher, on rising, was received with applause. He said he felt that he could not say much. He was deeply grateful to his fellow members for presenting him with perhaps one of the most appropriate mementos that could possibly be thought of. He would prize it most highly, and he could be trusted to direct the attention of railway men that he came in contact with that live body such as the All Grades Union was in existence for the betterment of their conditions. He wished to express his most grateful thanks to our secretary, who inaugurated this function. He is one who is ever on the alert in the interests of his members, one who is prepared to keep the flag flying, and one, he felt sure, who would fight to the last ditch in the interests of our grand union and its members. Again he thanked all. "Joe" sat down amidst thunderous applause.

HORNSBY.

The usual monthly meeting of the branch was held in the Railway Hotel on February 5, there being a fair attendance of members. The president (Mr. J. Leatham) occupied the chair. The minutes of the previous meeting were read and confirmed, and correspondence was read and received. The resignation of Mr. H. Davis, collector and organiser in loco, was received, on account of his promotion to Eveleigh. On the motion of Messrs. Ahern and Hughes, Mr. E. Ritchings was appointed to the position of collector and organiser in loco. At this stage of the meeting the resignation of Mr. H. Davis was announced, his reasons being the non-receipt of "Co-Operator," extending over a lengthy period. The secretary explained to the meeting that this matter had been taken up with

"Co-Operator" office some time previously, when notifying change of this member's address, and he received one issue at the new address two weeks after notification, and had received none since, and matter was again taken up with the "Co-Operator" office, but apparently without result. Several members spoke very strongly on this matter, and seeing that this one member was repeatedly missing his paper, there was more in it than appeared on the surface. It was finally resolved that Mr. Davis be asked to withdraw his resignation and the matter be taken up with Head Office, as good members are too valuable to lose. Conference business came up for discussion, and after considerable debate, Mr. E. Ahern, our delegate to A.G.M., was instructed as to branch's attitude in regard to several matters on the agenda paper, and in all other matters was given a free hand; and the opinion was freely expressed that our delegate will hold his end up and do the best for the branch and the great "All-Grades" movement. Outstanding lists for the Fletcher, Nolan fund are coming in very slowly, but the trustees are hopeful that branch secretaries will do their best to assist them to close the fund as early as possible.

A debating class has been started under the auspices of the Hornsby P.L.L., and at no distant date we can expect a promising lot of orators from the railway works who will be able to "blow off wind and steam" with the best. The writer knows one who threatens to take the stump on the temperance question next time, and is waiting anxiously for another election to see how he shapes. Anyhow, the class should be a welcome addition to the town, which is full of reactionary thought and ideas called "Liberalism," and if only to knock the principles of democratic thought into the place will do an immense amount of good.

TRAM SIGNALS.

The branch held its February meeting at Rawson Hotel on 12th inst. A good attendance showed that the solid members are not being influenced by the rumors that are being circulated that the branch is defunct. "Poor old Amalgamated," it is laughable to hear some of the arguments bruited about as to our utter inability to do anything for the members in the future. The rumors have nothing to say as to the

BLACKHEATH.

The usual monthly meeting of the above branch of A.R. & T.S. Association was held in waiting room, Mt. Victoria, 10.12.14. Mr. Jubb was elected chairman in the absence of the president. After the minutes of previous meeting had been confirmed, and correspondence dealt with, the agenda paper received special attention; and after due consideration the delegate was given a free hand at conference. The following new members were enrolled to membership:—Messrs. Ward, Barrett, Meurant, Scott, Jubb, and Pettitt.

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THURSDAY, FEBRUARY 19, 1914.

THE CONFERENCE.

Since our last issue the annual Conference of the "All Grades" union has assembled, dealt with a very heavy business sheet, and has again gone into the limbo of the past. It was, perhaps, one of the most momentous in the history of the Amalgamated Association, and when it is stated that the Amalgamated's history extends over a period of time rather more than a quarter of a century, it is saying a good deal. The first thing to be noted is the fact that the conference met after an unusually trying year, during the whole period since the last conference the Association has been in trouble. It started its year as a cancelled union without any standing in the Industrial Court, and during the whole of the period made a strenuous fight to secure reinstatement. It held the pledge of the Labor Government to see this object achieved; it saw that Government leave office without having redeemed its promise. In the endeavor to set itself right it re-registered as The Transport Workers' Federation, and the ink was scarcely dry upon this certificate when it was again cancelled. The Darling Harbor strike, which was followed by some very important results to the industrial world, added to the stress in which the Association has been plunged. Here again it held the Government's pledge to carry into effect matters of vital concern to its members, and it had to once more sit by and see these promises go by the board.

During the year the Government, whose promises it had, left office and returned to power with an overwhelming majority, and still its promises have been unaccomplished. Efforts have been made to secure re-registration, and it is only typical of the varied experiences of the year that the Association finds itself fighting for re-registration in the courts while the delegates are sitting. And with all the stress and struggling, the enthusiasm of the members of the "All Grades" Union forms an object-lesson to the industrial world. Not only have the individual members been particularly solid, but even at the end of such a long period of depression it has found that about 90 per cent. of the branches are very much alive, and enthusiastic enough to send a delegate to the conference backed up with numerous notices of motion, designed to influence and extend the future well-being of the organization.

To the man outside the amount of enthusiasm shown and the splendid rally of the branches to the annual conference is little short of extraordinary. To the man inside, however, who has experienced the benefits which the work of the "All Grades" has secured for him, there is little that is out of the ordinary in the enthusiasm of the Amalgamated membership.

During the past few years, many hundreds of thousands of pounds have been added to the salaries and wages of railway and tramway men, solely as a result of the "Amalgamated's" efforts. Many of its mem-

bers (and unfortunately other employees too mean to be unionists) have been lifted from a totally inadequate and starving wage right up to at least a living standard, and in some cases even into a comfortable position. Indeed, during the time of depression and cancellation, many thousands of pounds have been secured for its members by this powerful organization. Therefore when one thinks of the matter from the point of view of the members of the organization, it is not surprising to find the enthusiasm and the solidarity which characterizes the organization at present. What the future is to bring nobody can venture an opinion. It is hoped that we will secure our registration, in the case now pending, and if so, it is quite certain that this great union will boom along. Whatever may happen, however, it is heartening to see the delegates in such fettle. So fit were they, indeed, that an abiding record has been put up by the clearing up of the whole of the business-sheet, a feat never before achieved.

INDUSTRIAL COURT.

Before Judge Edmunds.)

WAGES BOARD REPRESENTATIVES.

The nomination of members of the Government Railways Group Boards were made. For Nos. 2 and 4 Boards, Mr. Brentnall; for the Deputy-Chief Commissioner for Railways and Tramways, nominated Alfred Ernest Heydon, of the Chief Mechanical Engineers' Office, Eveleigh.

On Nos. 1, 6, 7, 8, 9, and 10 Boards of the Railway Group, Mr. Brentnall nominated Frederick Moore, Divisional Engineer, Bathurst. Mr. Johns, on behalf of the Sawmill Employees' Union, nominated Charles Milburn, wood machinist, Heydon-street, Enfield, as the employees' representative of No. 6 Board of the same group.

LOCO. CLEANERS GET INCREASE

An improvement in railway men's pay has been gazetted as a result of the decision of the No. 4 Railway Board. The award has varied so that any cleaner who works always on night shift shall be paid 6d. per shift more than the rate provided. Firemen employed exclusively as firemen of shunting engines (other than those in the Sydney passenger yard) shall be paid at the rate of 10s. per day. Drivers who, as part of their regular duty, drive express or mail trains or passenger trains that run 65 miles or over, 16s. per day.

The Commonwealth Public Service Commissioner (Mr. D. C. McLachlan) notifies an examination for appointment as Coxswain, Department of Trade and Customs, New South Wales.

WEEKLY TALK ON CURRENT TOPICS

BY THE GENERAL SECRETARY.

The twenty-third annual conference of the Amalgamated Association is now in the limbo of things that have passed. Although there was not a record number of delegates attending, the number was large enough to indicate the strength of the Association, especially as regards the country. The business sheet, which was very lengthy, was dealt with in its entirety, and for the first time in the history of our Conference, absolutely every item dealt with. The decisions arrived at will be communicated to the proper officers. A fairly lengthy report of the proceedings which appear in this issue, is worthy of careful perusal by all members who take an interest in the "All Grades" organization.

INCREASED WAGES IN VICTORIA.

You probably read in last week's "Co-operator" that the employees of the Victorian Railway Department had been re-classified and obtained certain increases. Under the new regulations governing the rates of pay and conditions of labor, railway employees in Victoria will benefit to the extent of about £80,000 a year. The revised scheme will operate as from July 1 in respect of rates of pay, and over 12,000 employees, or approximately half the service, will benefit by the regulations. Practically 90 per cent. of the men affected are already receiving increments, and the whole scheme will be in operation by the end of this month. Although not so satisfactory as desired, the railway men in the sister State have secured an advantage from which they can move on to something better. The insistent agitation carried on by the Victorian Railways Union is largely responsible for the £80,000 increase in wages. The Public Department do not voluntarily and out of pure sympathy with the employees increase the wages of the poorer paid men. No, without a strong militant union to urge claims, the case of the men on the lower rungs of the industrial ladder has exceedingly short shrift. The increases in Victoria were obtained by the Victorian Railways Union just as surely as the numerous increases obtained in this State were obtained by the persistent efforts of the Amalgamated Association. Organization wins handsomely every time. Look at the Glebe Island beef butchers who compelled the boss employers to pay them £6 per week of 48 hours, and 4/- per hour overtime "under protest," then forced the employers to eat morsels of the beef by withdrawing the words "under protest." No further aid was made the employers gulped down the whole of the beef, and chorled something to the effect of appreciating the piquant flavor of the onion-like vegetable.

NO PASSES.

The granting of passes has been a question over which railway officials all over the world have spent a great deal of thought, apparently without making any substantial progress. In these States the customs vary greatly, and even in branches of the service the employees have to comply with requirements which often conflict with those of other branches. Were it necessary, many instances of this could be given. At Newcastle lately, complaints have been made that three days' notice that a pass is required must be given. This is inconvenient to employees, unsatisfactory and apparently unnecessary. Naturally the "All Grades" is moving in the matter. The Pennsylvania railroad—one of the strongest private companies in the world—has lately caused notices to be posted on every station of the company's system stating that from January 1 no free passes will be issued to families of officers or employees. The other American companies are sure to follow this lead, and call off the free pass privileges. It is doubtful our American comrades are well organized to make a decided start against this latest curtailment of their privileges.

LABOR LEADERS.

In many of the newspapers which had the effrontery to support the action of the Botha Government kidnapping and deporting Poutama, of the Amalgamated Society of Railways and Harbour Servants, and nine others, references were made to the alleged insecure positions occupied by some labor leaders. This is the usual attitude of the superior person who knows nothing of the cares and responsibilities of those who are in the service of labor organizations. In a new number of an English paper, however, a well-informed writer makes some trenchant remarks. He says:—

There is no job on earth which we envy less than the job of a Labor leader. The Tory and Radical leaders are supported, at least in public, by their respective parties, but the Labor leader at home among his followers is commonly regarded as a cross between a skunk and a white sepulchre. As a skunk, it may be, he deserves all he gets, but the point is that he would get it just the same whether he deserved it or not. The light that beats on a Labor M.P.'s seat on the platform is a thousand times fiercer and more devouring than any that ever beat

upon a throne. This partly arises from the fact that the working class are less practised than others in concealing what passes through their minds. If they suspect the worst they say so, instead of passing a vote of thanks to the object of their suspicions. Further they are still fresh enough to politics to be very exacting in their demands upon politicians.

P.L.L. CONFERENCE.

The P.L.L. Conference closed down rather suddenly last week after passing an implied censure on the Minister for Works Griffiths. Most of the delegates seemed to be rather tired of the proceedings. All of the country delegates who had business to attend to departed long since. There was still ample business on the agenda paper to have provided talk for a few weeks longer, but when someone moved that it be discharged, there was no opposition worth speaking of. Unless there is some adequate arrangement made to allow the proper representation of the whole State, the annual conference of the P.L.L. is certain to degenerate into something very little more than a mere overgrown debating society. About the only useful work conference did was to elect officers to carry on the work for another year.

There are many ways in which the Government of the political side of the Labor movement could be improved. Some of these I shall take an early opportunity of discussing. In the meantime some reflection on the shortcomings of the conference is likely to be beneficial.

CURRENCY OF AWARDS.

After I had made known the arrangement whereby the Railway Department will pay whatever increased rates are awarded by No. 2 Board as from February 1, a number of wisecracks pointed out that it would be more advantageous to the men if the new award were dated from the expiration of the old Loco. Laborers Award. So it would, O, most wise men! The point is that under the law an award is not in force until gazetted. Assuming that No. 2 Board Award is not published in the "Government Gazette" until, say, May or June, the new rates will be—in default of other arrangements—legally operate from then. Surely it is better to have an award dating from February 1, than June 1? It is one thing to request the Department to antedate an award eighteen months and quite another to induce the responsible officers to agree thereto.

I thought the arrangement far better than anyone had any reason to expect, and more liberal than any private employer would concede. Those who receive a nice little wad of back pay will not, I am sure, object to punch it promptly, though some, like the immortal Oliver, may come along for more.

BUILDING A CASE.

When submitting a case to the Association, it is a foolish mistake to attempt to buttress it up by false statements. Never attempt to conceal anything. The Association may be relied upon to respect the confidences of members, and make the best possible use of the material at command. When a man, in order to make out a case, suppresses facts, this tends to weaken—not strengthen—his case, as it destroys confidence in any subsequent statement he may make. The more unwise is this course in dealing with the department in that, like all public departments, careful records are kept, and the record will always be accepted in preference to the hazy recollection or mere say-so of the individual. When investigating a case, untruthful statements are discovered; the result is to disgust, the result always being to the detriment of the man's case.

Therefore, when you wish the Association to approach the department, present your case in a straightforward, frank way, concealing nothing, omitting nothing, no matter how rival it may appear to be. In this way the case is given a fair chance of success at the outset. It is unwise to attempt to harass the Association, for having so many avenues of information open, the truth soon comes to light, thus affording no permanent advantage to the would-be-if-I-could-be-clever man.

EXECUTIVE.

A meeting of the executive of the New South Wales Amalgamated Railway and Tramway Service Association was held at Head Office, Orchard's Buildings, on Saturday, 14th February, 1914.

Present:—Messrs. E. D. Campbell (president), V. Kavanagh (vice-president), E. Lawless (treasurer), G. H. Stokes and J. Roe (executive officers), and Claude Thompson (general secretary).

The minutes of the previous meeting were read and confirmed.

RE VICTIMISED MEN.

The general secretary reported that after a great deal of correspondence he had received a communication from the Minister for Railways, stating that if Messrs. McDonald, Arundell, Banister, McCabe and Stewart applied individually to the Deputy Chief Commissioner their cases would receive careful consideration. Verbal assurances were given from another

quarter to the effect that the men would be put back. All of the men were advised to apply at once for their old positions. Nothing was heard from any of the men except Banister, who called in to say that he had been offered the opportunity of starting at the bottom of the ladder in the service as a porter at 8/- per day. Seeing that he was formerly in receipt of 11/- per day, this seemed unjust. The Assistant Minister for Railways, Mr. H. C. Hoyle, was communicated with. He advised that Banister go to work, carry out what duties are required of him, and that his case would be fought out. Stewart had already started work in the Railway again as a porter, but although two letters had been sent to him and the other victimised men, no reply had been received. The report was adopted and the action of the general secretary endorsed. It was also resolved to place the whole of the facts before the Minister for Railways.

RE D. LOCKHARD.

The general secretary reported that he had succeeded in obtaining a personal interview with the Deputy Chief Commissioner for Mr. D. Lockhard, whose case has been before the council and executive several times within the last few months.

RE OLD PAPERS.

It was resolved that all out-of-date and useless papers which have been accumulating in Head Office for years be destroyed by the general secretary after consultation with the general treasurer and auditor.

RE EVELEIGH BRANCH.

A letter was received from Eveleigh branch, suggesting that Head Office was inconvenient as a meeting place. It was resolved to inform the branch that all the metropolitan branches were now meeting in Head Office.

RE MEDALS.

The general secretary reported that 500 membership medals for 1914

had been delivered and were available for distribution. It was resolved that junior members be supplied with medals at half rates, and that those who had already paid for the current quarter, not knowing that medals would be issued, should be supplied with medals upon payment of 9/- for the remaining three quarters of the year.

RE ELECTION DAY HOLIDAY.

A report received from Sydney branch, stating that Mr. D. Lockhead had worked on polling day, 6th December, 1913, and as that day was gazetted a half holiday, wished to know why payment in lieu of the half holiday was not made. It was resolved that the general secretary attend to the matter.

THIRTY-THIRD ANNUAL CONFERENCE.

The general secretary reported that complete arrangements had been made for the 23rd annual conference.

RE RAILWAY BOARDS.

The general secretary reported that on Friday, 14th February, the railway group of boards had been constituted anew owing to the retirement of Mr. T. R. Johnson. Mr. A. E. Heydon, Chief Clerk to the Chief Mechanical Engineer, had been nominated for Boards No. 2 and 4, whilst for Boards 1, 6, 7, 8, 9 and 10 Mr. Frederick Moore, Divisional Engineer, Bathurst, had been nominated. These nominations will have to be approved of formally by the Minister for Labor and Industry before being gazetted. General satisfaction was expressed at the nomination of the gentlemen named.

MORE TO FOLLOW.

A considerable quantity of matter has been crowded out this issue. A very large amount of space has been required to report the Annual Conference, and there is yet more to come. The cancellation proceedings have been fully reported, and with several other big features, many items have had to stand aside. We hope to catch up next issue.

GRANVILLE.

The Granville branch of the Association held its usual monthly meeting in the Town Hall, Granville, on

AMAZING BARGAINS IN BOYS' CLOTHES at OUR ODDMENT SALE

Sale Ends Sat., Feb. 28



4/11 to 8/6 Boys' Washing Tunic Suits, 2/11

The remainder of our Boys' 4/11 to 8/6 Tunic Suits, including the new open neck or overlap button models, with plain or panel trimmings. In pleasing Repps and Galateas, also other popular styles. Generous assortment of colors and designs. Sizes 000's to 2's. Good wearing, washing Suits. Usually 4/11 to 8/6. While they last, wonderful Bargain at only

2/11

Hurry! SALE Ends Sat., February 28th

2/11 and 3/11 Tunics and Blouses, at 1/6

Well made Tunics and Blouses for growing and small boys. In all sizes. Wonderful assortment of patterns and colors in fine Drills and Fancy Crashes. Usually 2/11, 3/11. Splendid Oddment Bargain, 1/6

9/6 3-piece Washing "Conway" Suits, 4/6

Well made Three-piece "CONWAY" Suits, double-breasted coat, with self-banded deep sailor collar, two outside patch pockets, Five-button-to-neck vest, plain style knickers. In good Striped Crash, fine Poplinette, and Striped Galatea. Just the thing for this season of the year. Usually 9/6, Great Money-saving Special, 4/6

GOOD TWEED KNICKER BARGAIN

Well made Tweed Knickers for Boys. All sizes. Varied shades and patterns. Good hard-wearing material that will give satisfaction. During Oddment Sale, GREAT BARGAIN to clear at 1/9

15/11 Boys' Tweed RUGBY SUITS, now 12/6

Boys' well-made Rugby Suits, with new mannish cut coat, dressy D.B. lapel collar, neat fitting shoulders and back, medium cut vest, plain, well cut knickers. In latest patterned, good wearing Tweeds, newest pleasing shades. Wonderful value. Usually 15/11. While they last, priced at 12/6

12/6 Boys' Navy Serge Suffolk Suits, at 10/6

Handsome Three-pleated Suffolk Coat, with 2-button overlap belt. Patch pockets and outside watch pocket. Plain, well cut full lengthed knickers. In good wearing, fast Navy Blue Serge. Usually 12/11, during Oddment Sale at 10/6

AND MANY OTHER HALF COST PRICE BARGAINS

F. J. PALMER & SON,

Specialists in Men's and Boys' Head-to-Foot Wear. QUALITY CORNER, PITT and PARK STS., SYDNEY. 726-728 GEORGE ST., HAYMARKET, SYDNEY.

GOVERNMENT ADVERTISEMENTS

COMMONWEALTH PUBLIC SERVICE.

VACANCIES for COXSWAIN, Department of Trade and Customs, New South Wales.

A competitive examination for appointment as above will be held in SYDNEY, and such other centres as may be found necessary, on Saturday afternoon, 4th APRIL, 1914. Applications must reach the Secretary, Commonwealth Public Service Commissioner, Melbourne, not later than Saturday, 7th March, 1914.

The examination will be open to persons, who at date of examination will be 21 years of age, and will not have reached their 55th birthday, and who produce with their applications a Harbour and Rivers Master's Certificate, and evidence that they possess such a knowledge of Sydney Harbour as will equip them for the duties of the position. The subjects of the examination will be: Handwriting, Spelling, and Arithmetic—first four rules, simple and money.

The salary attached to the position is £150 per annum. Application forms, and full particulars regarding the examination may be obtained from the Commonwealth Public Service Inspector, The Banking House, 282 Pitt-street, Sydney.

D. C. McLACHLAN, Commissioner.
W. J. CLEMENS, Secretary.

THE REGISTRATION PROCEEDINGS.

It is expected that the proceedings which are now before Mr. Justice Heydon in the Industrial Court will extend for at least a couple of days more. A full report will appear next week.

BUCHANAN'S
BLACK AND WHITE
WHISKY

Thursday, February 19, 1914.

N.S.W. AMALGAMATED RAILWAY AND TRAMWAY ASSOCIATION.

TWENTY-THIRD ANNUAL CONFERENCE.

GOOD ATTENDANCE OF DELEGATES AND A BIG BUSINESS SHEET.

Punctually at 10 a.m., on Monday, February 16, the twenty-third annual conference of the "Amalgamated" gathered at the Trades Hall, Conburn-street. While the conference was not quite as large as in former years there was a splendid roll-up of delegates, nearly every branch of the eighty odd branches which make up the Association being represented. Many familiar faces greeted the President when he rose to open the conference, although there were quite a number of delegates who were new to conference.

Upon opening the sitting the president, Mr. Campbell, expressed his delight at seeing such a large gathering and called upon the credentials committee for its report.

Mr. Roe (executive), on behalf of the committee reported that all the credentials were in order excepting Wellington, whose delegate had not put in an appearance. The report was received and it was resolved that an extension of time till 11 o'clock be granted to those delegates absent at the opening of the conference.

Mr. Moloney (Bathurst) asked whether the executive regulation requiring that all delegates should be financial members was carried out?

The General Secretary: Yes.

Mr. Evers (Darling Harbour) asked whether Mr. J. H. Catts was eligible to sit as a delegate since the Amalgamated, of which he was a life member, had been cancelled, and the present union practically a new body.

The President ruled that Mr. Catts was still a life member, and as such was eligible to sit as a delegate.

Mr. Evers (Darling Harbour) then moved to dissent. (Mr. Campbell then vacated the chair and Mr. Kavanagh put the motion when conference upheld the ruling of the chair by 43 votes to 3.)

Conference then adopted the standing orders as published in the "Co-Operator," with the exception that the sitting of the conference should start at 9 a.m. instead of 10 a.m. on Tuesday morning.

Mr. Williams (Newcastle) desired to know why the conference had been curtailed to two days.

The President said there was nothing in the rules to prevent such a course. The action taken by the executive was due purely to the financial position of the Association.

Mr. Williams dissented from the action of executive, and moved that conference decide to sit for three days.

Several delegates spoke and the General Secretary explained more fully the reasons for the action taken by the executive. The motion was then put and declared lost.

PRESIDENT'S ADDRESS.

The president, Mr. E. D. Campbell, then delivered his presidential report, which was as follows:—

Gentlemen,—

The industrial history of railway organisation has been rapidly in the making since last I was privileged to preside at a conference of this Association. Much has been attempted, something tangible has been done, yet a great deal remains to be accomplished. When I survey the field, mark the path that I have trod, and appreciate the dangers that we have passed, I marvel that we have been able to do so much. At no time during its quarter of a century's career has the "All Grades" had so many searching tests upon its efficiency, tests which would have crippled organisations with less inner vitality. In spite of all, the Amalgamated Association has triumphed under difficulties.

TRANSPORT WORKERS' FEDERATION.

The "Co-Operator" has kept you well informed on the fate which befell the Transport Workers' Federation. No sooner had its organisation been undertaken than registration was cancelled by the Court. Thus the object for which it was organised failed, there was no need to continue the transference of "Amalgamated" members to the Transport, for, being debarred direct access to the Court, no advantage was gained thereby. Furthermore, many members throughout the State declined to transfer, and as far as the executive was able to determine, there was a general desire that the old name should be reverted to. Accordingly, after a brief career of two quarters the Transport Workers' Federation, for all practical purposes, ceased to exist. There are a few formal details for bringing about its legal dissolution which you will be asked to ratify, then a most interesting phase in the history of the Amalgamated will close.

RE-REGISTRATION.

The prospects of securing re-registration are exceedingly bright. The Royal Commission presided over by Mr. Piddington presented an interim report on July 5, recommending that registration be restored by statute. After considerable backing and filling, Mr. McGowan, the Minister for Labor and Industry, on behalf of the Government declined to do anything until application was made to the Court for registration. After earnest consideration from the council, resolved to make the application. Accordingly the application was filed on September 11—five months ago but, owing to various causes, the merits of the case have not yet been entered upon. Definite assurances have been given that Mr. Justice Heydon will hear the application soon after the opening of the next law term. I have every reason to feel sure of success.

INDUSTRIAL TROUBLES.

The past year was prolific in industrial troubles. Early in March there was the wheat loaders trouble at Darling Harbour, which was settled by a special reference to the Traffic Board, then sitting, conceding the men 1/6 per hour and 2/3 per hour overtime. The then Chief Commissioner, Mr. T. R. Johnson, honorably observed the award for six months and then attempted to alter conditions of working without giving due notice. The General Secretary reported the matter to the Industrial Registrar, a prosecution was instituted, and Mr. Johnson fined £5—which he paid. The Darling Harbour strike early in April, when 600 men left work, was the biggest railway upheaval in recent years. You are all familiar with the salient features, how the men returned to work, relying on the written undertaking that the Government would carry out the recommendations of a Royal Commission, which was to be appointed. In what respects the Government failed to redeem its promises is known to everyone. I do not intend, meekly, to accept this flagrant perfidy, and an emphatic protest is called for, and should be made. Owing to the strong contributory support we were able to obtain, in the interests of Messrs. Stewart, Arundale, McDonald, Bannister and McCabe, the victimised men, these men are to be re-employed, and I believe that everything will be satisfactory to the men. The black wheat trouble touched our men slightly, and the New Zealand strike threatened to involve us, but, fortunately, did not do so. We have enough troubles on our hands at present without going out of our way looking for them.

WAGES BOARDS.

During the year only two boards, No. 3 Traffic, and No. 4 Loco, have issued awards. No. 10, Ironworkers' Assistants, and No. 2, Loco. Laborers' have sat intermittently, without result. The Chairman of the Railway Group of Boards is continually on circuit duty as an acting Judge of the District Court, consequently he cannot sit in Sydney, with anything like the regularity required. For the present all boards on which Mr. T. R. Johnson had a seat are held up until another member is appointed in his place. The Department has agreed that any award made by No. 2 Board will be retroactive from February 1. The persistent delay is a crying scandal which calls for immediate remedy. Preparations have been made for drafting claims for No. 1 Board. As you are doubtless aware, Judge Scholes re-grouped the Boards, all the artisans previously included in the Per. Way Board have been taken out and placed under other Boards, whilst the Railway Quarries and Interlocking Branch, which previously had separate Boards, have been included in No. 1 Board. Some months ago the council took the matter into serious consideration, committees were appointed to draft claims for the different sections. The Interlocking Award does not expire until July 12 next, so no immediate action is necessary with their claims. As regards the Per. Way section Messrs. Eyres, O'Donnell, Giddy and myself—constituting the committee—have held meetings, sifted the large number of claims that have been sent in from all parts of the State, and hope to conclude our labors shortly. The draft claims will be published in the "Co-Operator," then all members interested may send along their criticisms and further suggestions. Delegates may rest assured that the very best will be done to safeguard the interests of all concerned, not only under No. 1 Board, but under all Boards.

SECTION 20 SUCCESSES.

Three cases under section 20 were taken to the Industrial Court, viz. Sawyer, Sim and Harris, the first was lost, the second settled, the Harris case was completely and triumphantly successful. Although the Harris case took seven months to bring to a conclusion the waiting was worth while, every gas worker in the service received increases amounting in some cases to 2/8 per day, and back pay, averaging about £50 per man. In addition the Association has secured outside rates of pay for lifters, carpenters, plumbers' mates, and the men at the Oxford Ventilation Plant, without having to go into Court. Several other cases are now in hand. It must be borne in mind that some patience is requisite, the Department moves slowly, members carrying a motion one week making a clause 26 claim cannot expect to juggle the money in their pockets the following week.

ORGANISING.

A considerable amount of organ-

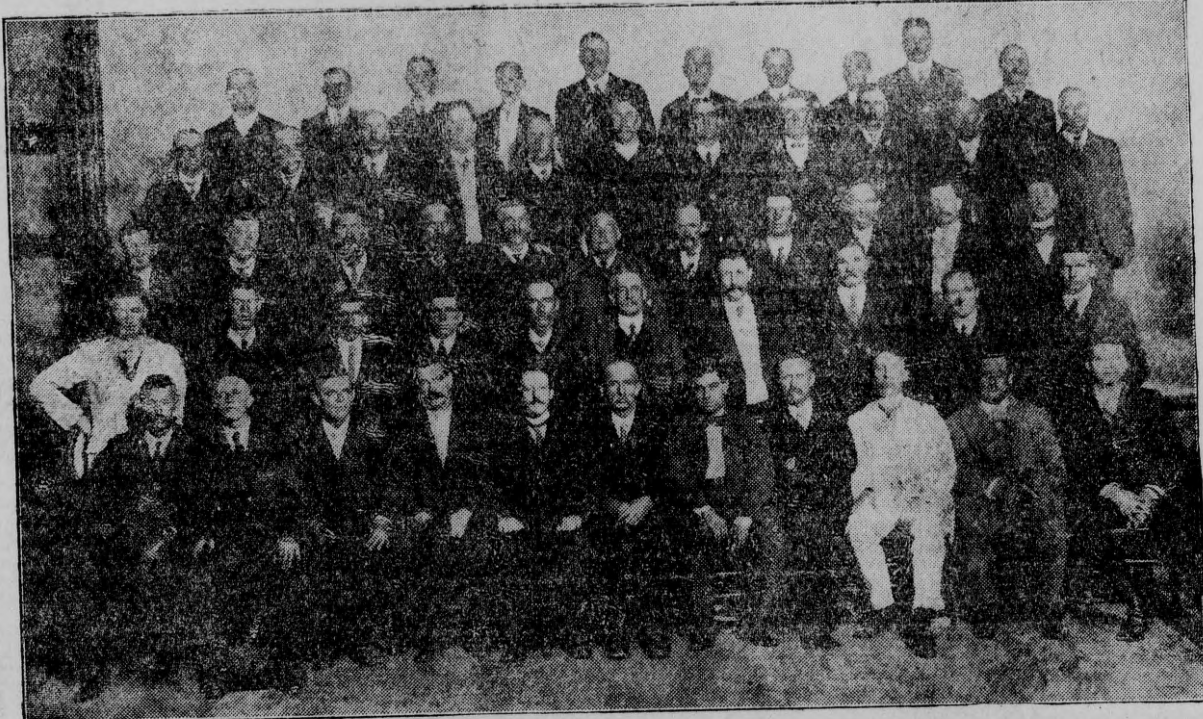
SUCCESSES.

The election of the employees' representative on the Superannuation Board afforded an opportunity for the service to show their adherence to "All Grades" principles. Although five sectional organisations agreed on one ticket the amalgamated candidates polled two to one over all other candidates. The figures being for Campbell and Catts: 17,507; for all other candidates, 10,877. Many cases before the Appeals Board have been upheld, and in scores of cases success has been achieved through the intervention of the Association.

CONCLUSION.

You have been kept well-informed through the "Co-Operator" of the progress of the Labor Federation and the great union conference controlling the New Zealand strike, which conference is likely to develop into a permanent body. The Association has expressed approval of the project to knit closer together the industrial unions of the State; patience, energy and tact will be re-

DELEGATES AT THE TWENTY-THIRD ANNUAL CONFERENCE.



Back Row—J. CUNNINGHAM (Sydney), J. KENNY, E. WILLIAMS, and T. GODFREY (Newcastle), J. MALONEY (Bathurst), G. STOKES (Tram Officers), HIGGINS (Picton), J. BOWDITCH (Newcastle), T. M. GREEN (Culcairn), J. JANSEN (Ardglen).
Fourth Row—J. FORDE (Inverell), J. MITCHELL (Narrabri), M. A. O'DONNELL (Hurstville), G. ARMSTRONG (Redfern), B. HINES (Granville), G. MULDER (Ultimo Trams), J. SUPPEL (Werris Creek), J. BOARDS (Albury), J. MONK (Queanbeyan), T. COWLING (Trangie), J. L. LONG (Tram Signalman).
Third Row—A. C. WALLACE (Rozelle), O. McDERMOTT (Armidale), P. S. NEWTON (Botany Road Sliding), K. DAVIDSON (Redfern), J. WALSH (Coat-mundra), A. BRAY (Temora), J. JUBB (Blackheath), H. LENNAN (Nyngan), W. NICHOLLS (Jumea), W. BROOKER (Doulburn), J. DICKSON (Guards and Shunters).
Second Row—J. McDONALD (Ultimo), N. SMITH (Wollongong), T. MUGROVE (Mudgee), J. TENNANT (Gunnedah), W. ARMSTRONG (Sydney), H. O'DELL (General Stores), J. O'SULLIVAN (Evesleigh), E. SCANLON (Guards and Shunters), A. EVERS (Darling Harbour).
Front Row—P. THOMSON (Narrandera), E. AHERN (Hornaby), A. E. VORE (Randwick), A. T. SIM (Executive), E. LA WILERS (Treasurer), E. D. CAMPBELL (President), V. G. CAVANAGH (Vice-President), G. H. STOKES (Executive), C. THOMPSON (General Secretary), J. H. CATTIS (Sydney), J. W. ROE (Executive).

using work has been done, but with the Association in its present position substantial progress cannot be hoped for until the enshrouding clouds are lifted. In order to ensure more economical working the Newtown and Redfern branches were amalgamated under the name of Redfern, the result being that the latter is now one of the strongest of the metropolitan branches. A new branch has been opened at Moree and opportunity exists for the establishment of new branches at several other centres.

GENERAL SECRETARY.

On April 26, Mr. J. H. Catts, M.P., who was our general secretary for ten years, resigned. Mr. Catts' work whilst in that position is so well known to all of you that extended reference to its value is not here required. A ballot of the members of the organisation being taken resulted in the election of Mr. Claude Thompson. Mr. Thompson assumed duty on July 7, 1913.

During the period under review, W. F. Schey, one of the founders and the first general secretary of the Amalgamated passed away after a long and honorable career in the industrial, political and official world. Mr. W. A. Holman, another ex-general secretary, became Premier, and fought a brilliant, spectacular and altogether surprisingly successful State campaign. Mr. Holman's connection with this organisation has certainly not caused him to consider with any sympathy our requests for his Government to carry out their pledges in the matter of giving effect to the recommendations of the Royal Commission. In Mr. H. Hoyle we have another ex-general secretary who has risen to a prominent position in public life; and it is confidently expected that railway men will secure an even deal at his hands.

Yours Fraternally,
EWEN D. CAMPBELL.

It was resolved that the report be received and printed and placed before the delegates for discussion on Tuesday morning.

The Secretary's report was then received and dealt with seriatim.

1. NEW GENERAL SECRETARY.

The late Honorary General Secretary having resigned office on 26th April, 1913, a ballot of the members was taken, and resulted in the election of myself as General Secretary. As I did not take over the duties of the office until 7th July, the matters dealt with in this report prior to the said date I know of from Head Office records only, fortified by the recollection of members. As the Transport Workers' Federation and the Amalgamated Association are,

except for the purpose of the Trade Union Act, one organisation, I trust that members will accept this report as concerning the two unions.

Paragraph 1 was considered and adopted on the voices.

2. THE TRANSPORT WORKERS' FEDERATION.

Immediately after last Conference the organisation of the members of the Amalgamated Association was begun energetically. In spite of difficulties which have dismayed many, the work was well forward, and gives every promise of ultimate success. The Traffic Association and the Loco. Drivers, Firemen, and Cleaners' Association took proceedings in the Industrial Court, and on 13th June the registration of the Transport Workers' Federation as an industrial union was cancelled. As there was a repugnance on the part of railway employees to the name, and as the Transport had failed in the purpose for which it was organised, the Executive, after receiving many requests, resolved to revert to the name "Amalgamated," which had stood the test of the stress and turmoil of a quarter of a century's buffeting. This was done, and except for certain formalities to comply with legal requirements, the Transport Workers' Federation is practically dissolved.

3. FINANCIAL STATEMENTS, ETC.

The financial statement, showing the income from metropolitan branches, the remittances from country branches, and the expenditure at Head Office, shows the standing of the Association as at 31st December last. A return showing the names of the branches that have not sent in their returns, and collectors who have not sent in their ticket books, is published herewith. The dates and places of the meetings of branches is published in the "Co-Operator" from week to week. The record of the attendances of members of the Council and Executive is annexed hereto.

ment to honor their written pledges. The adoption of clause 4 was moved and Mr. Smith (Wollongong) moved as an amendment that a sub-committee be appointed to draw up a scheme to deal with the Royal Commissioners' report, such to be submitted to conference this afternoon. This was carried and the committee appointed was Messrs. Catts, Godfrey, Ahern, Smith, Roe, and Thompson.

5. WAGES BOARDS.

Owing to the duties of Mr. Montgomerie Hamilton as Acting Judge of the District Court necessitating lengthy absences from Sydney, it has not been possible for him to preside over wages boards except intermittently. No. 4 Board, 1st and 2nd sections, has sat and issued awards, and the Traffic Board on 16th April gazetted an award that is so unsatisfactory that some score or more variations are being applied for, without hope of success. No. 2 and No. 10 Boards have held a few sittings, and a resumption is expected. Many of our members have given evidence before these Boards, and the Association, although temporarily debarred as a direct party from Wages Board activity, has adopted efficient means of protecting the interests of members. Preparations are being made for formulating claims for submission to No. 1 Board (Signalling, Quarries, and Per. Way), and the assistance of those branches who can help is cordially solicited.

It was resolved that clause 5 be adopted, also with the addendum that the paragraph be referred to the committee appointed to deal with the previous resolution.

6. INTER-STATE CONFERENCE.

Messrs. Walter Lodge and Frank Hyett, general secretaries of the "All Grades" organisations in South Australia and Victoria respectively, and the Federal Secretary, Mr. J. H. Catts, M.P., have written in regard

to the holding of an Inter-State Conference. The Executive approved of the project, for it was considered that anything that tends to draw the bonds of unionism closer together is to be encouraged. Certain details will have to be discussed and decided upon before the proposed Inter-State Conference can be held.

4. ROYAL COMMISSION.

The events leading up to the appointment of the Royal Commission, the Darling Harbour strike, the victimisation of some of the men concerned, and the subsequent failure of the Labor Government to carry out its written undertaking to give effect to the Royal Commission's recommendations, have been so well reported in the "Co-Operator" that anything more than a passing mention here is not required. Suffice to say that many legitimate efforts have been made to induce the Government to honor its pledges, but in vain. In an interview with myself, the Minister for Labor and Industry (Mr. McGowan) stated that if application was made to the Court for registration, and refused, the Government would endeavor to carry out the Royal Commission's recommendation to restore the Amalgamated's registration by statute. Application for registration is now pending in the Industrial Court. Frequent application for the reinstatement of the men victimised has been made—(a) by the men themselves, (b) by the Association, (c) by the Labor Council, (d) by the Labor Federation of Australasia, without result. The grading of Newcastle Yard as "special class," the increase of wages, and improved conditions of workers in and about goods sheds, and all of the other recommendations have not been carried out. The voluminous papers in connection with matters which are available for members' inspection—show the numerous attempts made to induce the Govern-

ment to work or not to work in the event of certain conditions arising, were submitted on behalf of railway men and decided upon. The decisions in both cases were accepted loyally by the men concerned. A general desire was expressed for the creation of the requisite machinery for a permanent organisation to control industrial matters on a State wide basis, the series of resolutions carried and the necessary steps are being taken to bring about something unique in the history of union organisation.

9. A GREAT VICTORY.

A notable triumph was achieved at the election of employees' representatives for the Superannuation Board. Messrs. Campbell and Catts (selected of the Amalgamated) polled 17,507 in the railway section to 10,877 polled by Messrs. Clyde and Carroll (the selected nominees of the five sectional unions). The Amalgamated candidates polled an absolute majority of all votes polled, including those cast for Mr. Informal, who is a persistent, though unsuccessful, candidate at all elections. Thus the whole railway service can truthfully be said to be opposed to sectional and in favor of "All Grades" principles. Messrs. Campbell and Catts, since taking their seats, have done excellent work in the interests of all employees whose cases have come before the Board.

10. APPEALS BOARD.

In compliance with the demand of the sectional unions the Government introduced a bill to create an Appeals Board on sectional lines. Fortunately the Legislative Council insisted on certain amendments, which were not acceptable to the Government, hence the bill was abandoned. There is a danger that similar provisions may be sought to be enacted when the proposed amendment of the Railways Act comes up for consideration. Vigilance will be required to defeat the efforts of the disruptionists to rob the Appeals Board as any opportunity which it possesses as a tribunal for rectifying the mistakes of departmental officers in the infliction of punishment on employees.

It was moved that paragraph 10 be adopted.

Mr. A. C. Wallace (Rozelle) moved an amendment that the word "fortunate" be deleted from the paragraph.

The Secretary said that the reason the word was put in was because he thought it fortunate that the Legislative Council threw out the bill. They could now fight on the principle they believed in. The motion was carried.

11. A MINIMUM WAGE.

The Railway Workers and General Laborers (with whom I am pleased to say we are working amicably) are urging upon the Government the granting of a minimum wage of 10/- per day to all Government employees. This organisation should support their efforts with all the force at command. The Labor party has now power as well as responsibility, therefore no excuse exists for delay in granting a 10/- per day minimum to every employee in the service. The State should be a model employer. At the present time it is not; workers outside in many cases enjoy better conditions and are paid higher wages.

Paragraph 11 was considered. The Chairman pointed out that men working on live lines were entitled to higher pay than men working on a "dead" line. He moved that 11/- be substituted in place of 10/-.

12. SECTION 26.

The Association has won some splendid successes under section 26 of the Industrial Arbitration Act. The Sim case whereby "dirty" money was paid to several sections of ironworkers' assistants to the extent of thousands of pounds was followed by a sweeping victory in the case of the gas men. From 9/- to 9/6 the wages of gas men throughout the State were increased to 11/- and 11/8 per day, a rise amounting in some cases to 2/8 per day per man, as well as back as back pay. The carpenters' case was taken up, and increases of 12/- per day secured. Then increases of 1/- and 1/6 per day were secured for the men employed on the ventilation plant at Oxford after persistent effort. The case of plumbers' mates was taken up with the gratifying result that wages were increased to the rates prevailing outside the service. The case of the lifters' assistants is now in hand, and I feel certain of success. In some of the cases some dissatisfaction is expressed at the attitude adopted by the department in interpreting decisions under section 26, but I feel convinced that everything will be arranged amicably.

Paragraph 12 was referred to the special sub-committee appointed to deal with paragraphs 4 and 5.

CONFERENCE THEN ADJOURNED FOR LUNCH.

AFTERNOON SESSION.

Conference met at 1.45 p.m. with a full attendance of delegates. Consideration of the general secretary's report was then gone on with.

Paragraphs 13, 14 and 15 were then read. It was resolved that these be taken together.

13. OTHER CONCESSIONS.

During the year hundreds of cases have been taken up by the Association, and in a gratifying number of instances the result has been concessions favorable to our members.

Two separate questions,

8. UNION CONFERENCE.

The largest union conference—200,000 men represented—since the maritime strike was convened by W. M. Hughes, M.P., for the purpose of considering matters in connection with the New Zealand strike. The conference assumed control of the Australasian end of the strike, deciding which goods and what men should work, and generally directing affairs. Two separate questions,

whether to work or not to work in the event of certain conditions arising, were submitted on behalf of railway men and decided upon. The decisions in both cases were accepted loyally by the men concerned. A general desire was expressed for the creation of the requisite machinery for a permanent organisation to control industrial matters on a State wide basis, the series of resolutions carried and the necessary steps are being taken to bring about something unique in the history of union organisation.

9. A GREAT VICTORY.

A notable triumph was achieved at the election of employees' representatives for the Superannuation Board. Messrs. Campbell and Catts (selected of the Amalgamated) polled 17,507 in the railway section to 10,877 polled by Messrs. Clyde and Carroll (the selected nominees of the five sectional unions). The Amalgamated candidates polled an absolute majority of all votes polled, including those cast for Mr. Informal, who is a persistent, though unsuccessful, candidate at all elections. Thus the whole railway service can truthfully be said to be opposed to sectional and in favor of "All Grades" principles. Messrs. Campbell and Catts, since taking their seats, have done excellent work in the interests of all employees whose cases have come before the Board.

10. APPEALS BOARD.

In compliance with the demand of the sectional unions the Government introduced a bill to create an Appeals Board on sectional lines. Fortunately the Legislative Council insisted on certain amendments, which were not acceptable to the Government, hence the bill was abandoned. There is a danger that similar provisions may be sought to be enacted when the proposed amendment of the Railways Act comes up for consideration. Vigilance will be required to defeat the efforts of the disruptionists to rob the Appeals Board as any opportunity which it possesses as a tribunal for rectifying the mistakes of departmental officers in the infliction of punishment on employees.

It was moved that paragraph 10 be adopted.

11. A MINIMUM WAGE.

The Railway Workers and General Laborers (with whom I am pleased to say we are working amicably) are urging upon the Government the granting of a minimum wage of 10/- per day to all Government employees. This organisation should support their efforts with all the force at command. The Labor party has now power as well as responsibility, therefore no excuse exists for delay in granting a 10/- per day minimum to every employee in the service. The State should be a model employer. At the present time it is not; workers outside in many cases enjoy better conditions and are paid higher wages.

Paragraph 11 was considered. The Chairman pointed out that men working on live lines were entitled to higher pay than men working on a "dead" line. He moved that 11/- be substituted in place of 10/-.

12. SECTION 26.

The Association has won some splendid successes under section 26 of the Industrial Arbitration Act. The Sim case whereby "dirty" money was paid to several sections of ironworkers' assistants to the extent of thousands of pounds was followed by a sweeping victory in the case of the gas men. From 9/- to 9/6 the wages of gas men throughout the State were increased to 11/- and 11/8 per day, a rise amounting in some cases to 2/8 per day per man, as well as back as back pay. The carpenters' case was taken up, and increases of 12/- per day secured. Then increases of 1/- and 1/6 per day were secured for the men employed on the ventilation plant at Oxford after persistent effort. The case of plumbers' mates was taken up with the gratifying result that wages were increased to the rates prevailing outside the service. The case of the lifters' assistants is now in hand, and I feel certain of success. In some of the cases some dissatisfaction is expressed at the attitude adopted by the department in interpreting decisions under section 26, but I feel convinced that everything will be arranged amicably.

Paragraph 12 was referred to the special sub-committee appointed to deal with paragraphs 4 and 5.

Conference then adjourned for lunch.

AFTERNOON SESSION.

Conference met at 1.45 p.m. with a full attendance of delegates.

Consideration of the general secretary's report was then gone on with.

Paragraphs 13, 14 and 15 were then read.

It was resolved that these be taken together.

13. OTHER CONCESSIONS.

During the year hundreds of cases have been taken up by the Association, and in a gratifying number of instances the result has been concessions favorable to our members.

Two separate questions,

whether to work or not to work in the event of certain conditions arising, were submitted on behalf of railway men and decided upon. The decisions in both cases were accepted loyally by the men concerned. A general desire was expressed for the creation of the requisite machinery for a permanent organisation to control industrial matters on a State wide basis, the series of resolutions carried and the necessary steps are being taken to bring about something unique in the history of union organisation.

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N.S.W. AMALGAMATED RAILWAY AND TRAMWAY ASSOCIATION. TWENTY-THIRD ANNUAL CONFERENCE.

(Continued from page 5.)

at the time that I would not oppose Mr. Campbell for the position. Continuing Mr. Catts stated that he would support the alteration. There might be two very good men, and because they belonged to the same department the Association was debarred from their services all because the rules said so. The Association wanted the best men that could possibly be secured. It was no use in trying to get them up in this manner. One section might have only one man nominated and under the old rule he would have to be accepted, whether suitable or not. On the other hand there might be twenty or thirty suitable men available and they would have to be turned down. The wider choice should be taken advantage of.

Mr. Ahern (Hornsby) said he understood that it was an All-Grades union. If a branch liked to nominate a man for any position they should be allowed to do so. Mr. Evers opposed the resolution. "If we have not enough men in the service," he continued, "then it is a very poor look-out."

Mr. Williams (Newcastle) favored the resolution. He stated that he had seen men outside the Assn. who had done more for the Association than those who belonged to it. He was pleased to see that they had a secretary outside the service.

Mr. Davidson (Redfern) spoke against the proposal. Men outside the service might not be acquainted with the Association's requirements. They should stick to the men they had at the present time.

The motion was lost by 31 votes to 15.

Mr. Wallace moved the next motion.

(17) Rule 22—That rule 22 be amended to provide that the executive shall be selected and nominated only from the section or department of the service which they represent.

Mr. Smith (Wollongong) moved an amendment to the effect that the executive shall consist of a president, chairman of council, two vice-presidents, general treasurer and three executive officers.

Mr. Bowditch: We want the best men possible.

Mr. J. H. Catts referred to the fact that under the proposal a great number of men were covered. He mentioned the clerical department in support of his contention. It was not giving them representation to bunch them all together. Under the proposition it was impossible unless there were thirty or forty members on the executive.

Mr. Cunningham favored the selection of the best men. What was the good of selecting men if they were unable to attend. In the past good men had been turned down because it stated in the rules that there should be only one man from each department.

Mr. Wallace: We say that he must be selected only from one section. The amendment was carried by 31 votes to 3.

Mr. O'Donnell (Hurstville) moved the following amendment to rule 7: (8) Rule 7 section 1: add after the words January, April, July, and October, or should any member desire he may by paying 10/- in advance become a fully paid up and financial member for the year.

He said this provided that a member might avail themselves of a reduction in subscriptions by the payment of the sum annually. He thought this would reduce the office work and make a far stronger union. Mr. Bowditch (Newcastle) seconded.

Mr. Armstrong thought the Association contributions quite low enough without still further reducing them. Rather should they, in view of the benefits received, increase their subscriptions. Several other delegates supported this view and on being put the motion was lost by 32 votes to 10.

Mr. Armstrong (Redfern) moved the following:—

(9) Rule 7, section 1—That members' contributions be increased to 3/6 per quarter for seniors, and 1/9 per quarter for juniors; the extra amount collected to be used for benevolent purposes. The fund so created to be managed by an independent board, and be entirely free from executive interference. Such fund to be called the Amalgamated Railway and Tramway Association Provident Fund.

He referred to a special committee, this being accepted by the mover of the resolution.

Mr. Catts (Sydney) pointed out that it would be impossible to work such a scheme, as they would have to register as a friendly society and it was altogether impracticable.

Mr. Bowditch (Newcastle) agreed with this view, as did also Mr. Mulder (Ultimo).

Mr. Wallace contested the view that the scheme would be impracticable because of the necessity for registration as a friendly society. The conference, however, were not prepared to have the matter considered at present and the resolution was lost.

Mr. Bray (Temora) then moved: (10) Rule 7, section 1—That annual tickets be substituted for quarterly tickets.

He thought this would help to place the Association on a good financial basis. The annual ticket would eliminate the member who just joined for one quarter and then left the union. Every trades' unionist should be willing to pay in this way.

Mr. Walsh (Cootamundra) seconded.

Mr. Sim (executive) said the provision was already in existence. There should be a provision for members to pay quarterly, however, and the present condition should not be altered.

Mr. Cavanagh (executive) supported this view and recommended the branch secretaries to take advantage of this annual payment. The motion was lost.

REPORT OF SPECIAL COMMITTEE.

The committee appointed to deal with paragraphs 4, 5 and 12 of the General Secretary's report here made their report as follows:—

The committee met to deal with the Royal Commission's report, Railway Act and industrial matters referred to it, as per conference resolutions.

Present: Messrs. Catts, Kavanagh, Thompson, Roe, Smith, Godfrey, and Ahern. Mr. Catts was elected chairman, and Mr. Thompson secretary. The following decisions were arrived at:—

1. Royal Commission:—That the Ministers for Railways and Labor, Messrs. Hoyle and Estell, be invited to attend the conference to-morrow and be asked to explain frankly the Government's intention re the:

(a) Victimised men.
(b) Service conditions recommended for betterment.

(c) Amalgamation registration, and in the event of the Minister not being able to attend, a deputy to be sent to urge the carrying out of the Royal Commission's report.

2. That a small delegation be elected to act on behalf of the conference, not exceeding three.

3. Re Appeal Board:—That the Government be urged to take a referendum of the service on the question of sectional representation.

4. That resolution 45, re civil rights be urged upon the Government.

5. That the Government be asked to lay down a minimum of 11/- per day in the service.

6. That resolutions 25 to 34 be urged upon the Government.

7. That all resolutions dealing with the Railway Act, adopted by conference, be placed before the Minister for Railways by the deputation.

8. That all industrial matters dealt with by conference be placed before the Minister for Labor.

9. That the question of dirt money be placed before the Minister for Railways and the acting Chief Commissioner.

(a) That no individual member take action in regard to dirt money, but that it be dealt with as an Association matter.

For the committee, J. H. Catts, chairman, C. THOMPSON, secretary.

The committee referred to in clause 2 of the report being Messrs. Catts, Roe and Smith.

NOMINATION OF OFFICERS.

The conference then proceeded to nominate officers for the ensuing year when the following gentlemen were nominated:—

President.—E. D. Campbell (per way); C. Wilkins (stores branch).

Vice-presidents, 2.—A. Evers (per way); T. Casey (deal shunter); V. G. Cavanagh (engineer); G. Armstrong (porter); A. Lockhart (car lighter); A. J. Proud (annealer); C. Wilkins (stores branch); J. McDonald (fireman).

Treasurer.—F. Pinkstone (loco. mechanic); E. Lawless (bookkeeping clerk); G. H. Stokes (shaft attendant).

General Secretary.—Mr. Claude Thompson.

Executive Officers, 3.—G. Armstrong (railway traffic); H. Davis (loco. running); C. Hart (railway traffic);—Hunt (loco. running); V. G. Cavanagh (trams otherwise); C. London (loco. mechanic); J. L. Long (tram traffic); J. McDonald (power house); H. O'Dell (railway

stores); M. A. O'Donnell (per way); J. O'Sullivan (loco. running); E. Payne (railway traffic); F. Pinkstone (loco. mechanic); J. W. Roe (railway traffic); A. Sim (loco. running); G. H. Stokes (railway signals).

ELECTION OF OFFICERS.

The election of officers took place after the luncheon adjournment on Tuesday, with the following result:—

President.—E. D. Campbell. Vice-presidents, 2.—V. G. Cavanagh and J. McDonald.

Treasurer.—E. Lawless. General Secretary.—Claude Thompson.

Executive, 3.—G. H. Stokes, H. O'Dell and M. A. O'Donnell.

Council, 21.—H. Davis (loco. running); J. O'Sullivan (loco. running); A. T. Sim (loco. running); A. Hardy (loco. mechanic); J. M. Harford (loco. mechanic); A. E. Boys (loco. mechanic); E. Ahern (railway traffic); G. Armstrong (railway traffic); K. Davidson (railway traffic); J. Eyles (railway per way); C. Giddy (railway per way); R. Larson (salaries officers); T. Seage (salaries officers); G. Stokes (salaries officers); D. Ford (tram traffic); J. Long (tram traffic); A. J. Mulder (tram traffic); F. S. Newton (trams otherwise); A. E. Vore (trams otherwise); W. Hartill-Lane (trams otherwise).

Mr. Campbell expressed his appreciation of the honor conferred upon him in electing him their president for the third year in succession. He said all his abilities would be given towards forwarding the interests of the Association.

Mr. Lawless also thanked the delegates for the re-election to the office of treasurer. He would do all in his power to advance the union. Messrs. G. H. Stokes and J. McDonald, vice-presidents elect, also returned thanks briefly.

SHALL THE "CO-OPERATOR" BE DISCONTINUED—CONFERENCE SAYS "NO" (EMPHATICALLY). STOP THE "CO-OPERATOR"—AND THE ASSOCIATION STOPS. "BEST PENN'ORTH YET" SAYS A DELEGATE.

The following resolution from Darling Harbour branch then came up for discussion:—

(1) That the "Co-operator" contract be terminated and that conference adopt the scheme of the Darling Harbour branch for a union owned and controlled industrial newspaper.

The delegate Mr. Evers said that he thought the time had arrived when the "Co-operator" agreement should be terminated. They would see in the balance-sheet that they had paid £1100 and there was now £678 owing. That was nearly £1800 a year to pay a very large sum. He thought they could run a newspaper on their own capital and the profits could be put into their own pockets. He thought a small newspaper about half the size of the "Co-operator" could be printed and yet contain all the industrial news required. It was only a very short time to go before they would have a Labor paper and they would get all they could want in the way of outside news in that. This paper could be run for less than £1800 per year. A paper such as he proposed would cost about £8 or £10 a week to produce. They could get an editor for about £5 a week. This editor may not be able to take charge of a big newspaper, but he would be good enough for a paper of their requirements. This was the only scheme he had to put before them.

Mr. Armstrong (Redfern) seconded the motion. The very fact that it costs them £21 a week made him think that they should run a newspaper of their own at a very much less cost. Further, if there was going to be any profit they should get it.

Mr. J. H. Catts (Sydney) favored the Association owning the newspaper. It was ridiculous to talk of the amount of money being made. The "Co-operator" cost them 3/6 per member, against the A.W.U. 5/-.

He thought that if the A.W.U. could not turn out their paper under 5/-, what hope had they to save money on their payment? If a practical scheme could be brought forward he would do it. He had only heard a very bald scheme. There was nothing practical about it. He would like to see the union owning the paper. There were a number of resolutions dealing with the "Co-operator" generally, but they are hardly worth going into. A great many co-operative measures fail because the wrong men are placed in responsible positions. He thought the matter had been dealt with in a cursory manner. They did not know what they were proposing to do.

Mr. Supple (Werris Creek) supported the amendment. He stated he was the secretary of a country branch. He knew the good the "Co-operator" had done. Country members looked for it every issue, and it would be a poor day indeed when such a force was discontinued.

Mr. Godfrey (Newcastle) claimed that the Association would not be in the good position it was in today if it were not for the "Co-operator."

His members would not hear of any such proposal as this. Let the "Co-operator" continue the good work, he said, amid cheers that it has done in the past for this All-Grades movement.

Mr. Roe (Darling Harbour) supported the resolution.

Mr. Hines (Granville) opposed both the motion and the amendment. He stated that the monthly "Review," an Association paper, was not a success. The "Co-operator" was the best pennyworth obtainable. Its articles were eagerly looked forward to. Where did members go when they wanted appeal or superannuation board news? Where else could they get the railway and general union news other than in the "Co-operator"? Let them be sensible. He had one and eightpence worth of newspapers coming into his home every week, and would say without hesitation that the "Co-operator" was the best of them all, and was more eagerly awaited by members of his family than all the others.

Mr. Thompson (general secretary) said it was a very bad time to swap horses. The Association wanted to get every man back into the union. How were they going to reach them without the "Co-operator"? The Association was not yet strong enough to organise, and they looked upon the "Co-operator" as their best and only possible aid in this direction. Mr. Roe had mentioned "The Barrier Truth." As editor of the "Truth" he knew the struggles they had. It was not an easy matter to run a newspaper. The Barrier people were true unionists, ready to dig deep into their pockets whenever it was necessary to keep their paper going. He had known the manager to go down to the A.M.A. (miners) and ask for £1000 in one lump. Running a Labor newspaper was a very hard job. The Association should retain the "Co-operator." (Cheers.)

Conference having expressed a desire to hear the manager of the "Co-operator" on this question, Mr. A. A. Catts said that he was in a position to give them some practical information in regard to newspaper production costs. He had noticed a delegate state that an association newspaper about half the size of the "Co-operator" could be produced for £9 or £10 per week. He could tell them that postage alone would cost them more than that. Another speaker had referred to a newspaper issued by a kindred union and thought that if the union found it a payable proposition to issue its own newspaper surely the Amalgamated would be in the same position. (Mr. Catts) would tell them that whilst the newspaper in question was only half the size of the "Co-operator," still the contract price for this production ran into nearly £2,400 per year on a weekly basis. For less money than that they got an eight-page newspaper. The "Co-operator" had found itself faced with an exceedingly heavy loss every year when the "Co-operator" had been produced under contract and had practically been forced to put in quite an expensive set of machinery to enable the production costs to be cut. They were now in a position to themselves produce a newspaper, which in its turn-out could be compared to any other newspaper in the State. He assured them that the management of the "Co-operator" were quite as firm believers in the principle of their owning the paper as they could be. Indeed, in their agreement they had power to acquire the newspaper at any time that they thought fit. If there was the slightest desire shown by the Delegates to acquire the newspaper, he would be prepared to make the start easy for them. The "Co-operator" had been prepared to seriously consider the matter of owning and controlling the "Co-operator," the management would be ready to allow them to acquire that portion of unissued shares on extraordinarily easy terms and would at once allow the Association to appoint a director with full powers to take a share in the control and management of the paper. Any money they put into the business would be put into the interests of the paper. The "Co-operator" was at all times ready, as far as the financial position would allow, to back up the efforts of the Association. (Did they think, asked the speaker) that they themselves, or any contractor, would be ready during the time of stress such as they had just passed through, to issue several thousands of papers per week more than were being charged to their account. The "Co-operator" management right through the period of stress had done this. He repeated that if the Association desired to own and control their

own newspaper the management were quite ready to at once assist them in this object.

The motion was defeated, and the amendment carried.

Mr. Ahern (Hornsby) moved the following resolution:—

(3) That matters in connection with the "Co-operator" not being received by members, despite the fact that they are being repeatedly written about, be taken up strongly with a view to getting regular issues to members on the list.

After instancing many cases in which members did not receive their "Co-operator," Mr. Ahern accepted a suggestion to add an addendum that the matter be taken up with the P.M. General.

Many other members complained that their "Co-operators" were not reaching their addresses.

The General Secretary made an explanation and showed that a considerable amount of the fault rested upon the Postal Department. He produced evidence showing that members' papers were being sent and returned to the Dead Letter office.

This view was supported by delegates, and the addendum was carried.

In view of the decision reached upon No. 1 resolution, the delegates from Redfern withdrew resolution No. 2.

After a desultory discussion, a motion was moved, that the following resolutions be struck off the agenda paper:—

(6) That the A.G.M. make the necessary arrangement to reduce the "Co-operator" subsidy.

(7) That the A.G.M. terminate the "Co-operator" agreement.

This was carried.

The following was then considered:—

(11) Rule 7, section 1—That in view of the small wages received by female gatekeepers and platform attendants that conference be asked to consider the advisability of reducing the contribution to 1/- per quarter for all female employees who are in receipt of not more than 12/6 per week. Such membership not to carry the "Co-operator."

Mr. McLeenon (Nyngan) moved notice of motion No. 11. He thought the Association should make some special arrangements to cater for the female members of the railway service. He said many of the women already received the "Co-operator," their husbands being in the service; and others, receiving so small a wage should have this consideration from the Association.

Mr. Bowditch seconded. The motion was carried.

It was then decided that the following notice of motion:—

(12) Rule 7—Members failing to arrears over a certain sum, of which the conference may decide, shall lose their membership and "Co-operator" be stopped until they make themselves financially. That interim police cards be issued to all metropolitan branches.

—be struck off.

Mr. Evers then proposed resolution No. 13, on behalf of Darling Harbour, as follows:—

(13) That the executive form a system of obligation, and that every member joining shall be proposed one night and obligated the following meeting night. No person to be considered a member until he has been obligated.

After discussion, conference decided that the motion be struck off.

Mr. Evers then moved motion No. 14, as follows:—

(15) Rule 4, section 2—That any member of the Association leaving the service, and not paying up (whether resigning or not), be not admitted back until they have paid up all arrears owing, and not to be allowed to hold any office for at least 12 months after re-admission.

This motion was ruled out of order by the chairman.

TUESDAY MORNING.

Conference met at 9 a.m. on Tuesday morning. The roll being called, several delegates were found to be absent. It was resolved that an extension be granted till 10 a.m.

The first matter considered was the president's report, which had been printed and distributed. A motion was moved that the address be adopted in globo. This upon division was defeated by 19 votes to 13.

After a desultory discussion it was resolved to defer discussion of the address until a later stage, when the president (who had to attend a sitting of the Appeals Board) would be again present.

Consideration of the notices of motion was then proceeded with.

Mr. Stokes (Railway Signals) moved:—

(16) That all goods declared black by the Australian Federation of Labor shall not be handled by any member of our Association.

He considered that our members should not scab on other unions.

Mr. Mulder (Ultimo Trams) seconded.

Mr. Hines (Granville) asked what would the position be if the men were called out. About one in six would possibly come out. The other six would be working overtime. Looking at it in a broad light, how many men came out at the time of the Darling Harbour strike? It was a regrettable fact that a number of men on the main suburban line were not good unionists.

Mr. Smith (Wollongong) moved an amendment that the members of the Association during strike troubles be under the Executive direction.

Mr. J. H. Catts (Sydney) seconded the amendment, and pointed out that nearly every member had to go on his own responsibility. He did not want to see any discrimination taken away from the Executive.

Mr. Evers (Darling Harbour) said that when a body of men came out they had either to refuse to handle it, or else scab. Darling Harbour men at all times were prepared to refuse to handle things objected to by other unions. Prior to the last strike members of Darling Harbour met together and found it difficult to solve matters. They did not want to bring trouble to other unions. He never worked under harder conditions than he did at Darling Harbour. Fellow-men at Darling Harbour did not scab on each other. Not 10 men out of 600 remained behind when asked to come out. The porters resented handling New Zealand goods, but it was hard to discriminate between white and black goods. When a "black truck" came along they refused to handle it. They wanted the Executive behind them. He himself would throw down his tools rather than become a scab.

Mr. Cunningham (Sydney) said that "blackleg" coal had been used in the Sydney yard. Under present conditions the rule was useless.

The amendment was carried.

Mr. Evers (Darling Harbour) moved the following resolution:—

(18) Rule 12, section 4—That the voting of the annual conference be by the numerical strength of each branch and not by the delegates.

There being no seconder, the motion lapsed.

The report of the special committee, which was ordered to be printed, was here received and adopted.

Mr. A. C. Wallace (Rozelle) then moved:—

(19) Rule 27—That rule 27 be amended to provide that vacancies on the executive or council shall be filled by the executive and council.

Mr. Bowditch (Newcastle) seconded.

Mr. Cavanagh (Chairman) said that the present system was that a vacancy on the Executive was filled by a ballot of the branches.

Mr. Catts (Sydney) did not desire to see the position departed from. It had always operated reasonably.

The motion was defeated.

Mr. Sim (Executive) asked leave to withdraw motion No. 20, as follows:—

(20) Rule 34—That each Executive Officer be paid 1/- for each meeting he attends, exclusive of travelling expenses.

This was granted, and resolution No. 20 was withdrawn.

The following had been sent by Wellington branch:—

(21) Rule 53—That rule 53, section 6, be amended as follows: In place of two-thirds of all subscriptions sent to head office, one half be substituted and one half retained by branches having a membership of sixty members and less.

There was no appearance of the Wellington Delegate, and resolution was struck out by Conference.

The next resolution came from Eveleigh branch:—

(22) Rule 54—That rule 54 have the words "or branch" inserted after the word "section."

Rule 40 to add "Any member owing 6/- contributions will be declared unfinancial."

Mr. Sim (Executive) asked leave to withdraw this resolution.

This being granted, No. 22 was struck out.

Mr. Kavanagh, on behalf of the Executive, moved the following recommendation:—

The executive recommends that the present registered rule 57 be deleted and the old rule 57 be reinserted.

(23) Rule 57—Branches beyond seven miles from Sydney shall remit to the General Secretary, once a quarter, two-thirds of all subscriptions received, and shall retain the balance for branch management expenses. The Branch Secretary shall remit such moneys within twenty-one days after the commencement of each quarter, or shall be fined 2/6 for each omission to comply with this rule.

Mr. Armstrong (Redfern) seconded.

Mr. Kenny (Newcastle) asked whether the Executive had ever enforced the fines.

Voices: No. Recommendation was agreed to.

Mr. Sim (Executive) asked permission of Conference to withdraw the following resolution:—

(24) Rule 74—That rule 74 be struck out and the following substituted: "Collectors will be appointed by any Branch or Branch Committee to collect subscriptions from members. They shall be paid such sums as the Branch and Executive may decide."

This being granted, No. 24 was struck out.

The following resolutions:—

(25) That matters in connection with the victimised men and our registration be taken up with a view to the Royal Commissioners report and findings being carried into effect.

(26) That the incoming Government be again approached, to the registration of our Association. Pointing out the waste of time and money by the sitting of the Royal Commission when it must have known at the time their hands were tied in the matter.

(27) That in the opinion of this conference the time has arrived for all victimised men in connection with Darling Harbour strike to be reinstated to their former positions, and to be paid for all lost time.

(28) That we deplore the action of the Government in going back and

side stepping their agreement in not carrying out their pledge in abiding by the findings of the Royal Commission. Mr. Piddington.

(29) That if they have not the power to carry out the findings and recommendations of the Royal Commission they should not promise such, and to also urge on the public and time to appoint a Royal Commission knowing that.

(30) That we again approach Parliament to have the recommendations of the Royal Commission adhered to, and to also urge on the Governor to use his influence.

(31) That seeing the Government are held responsible for the delay in bringing into effect the recommendations of the Royal Commission, the classification of the Newcastle Shunting Yards (as a special class) and the leading shunters concerned have suffered a loss in wages, that any shunters who are entitled to under such classification. This branch recommends that the Government be approached at the earliest possible opportunity and be asked to bring the recommendations into effect, and all back money be paid as from the date of Mr. Piddington's decision, and Messrs. Gardner and Grahame, M.L.A., be written to and asked to act in this direction. This would not incur a great expense as there were only five leading shunters in Newcastle Yards, at the time the decision was given, but two more additional leading shunters have been recently appointed.

(32) That the time has now arrived when this Association should make strong representation to the Labor Government now in power to carry out their promises made at the time of the late Darling Harbour strike.

(33) That the findings of the Royal Commission be immediately put into effect.

(34) That the victimised men be reinstated without delay, and paid for all time lost during their victimisation.

They were then struck out, being dealt with by the special committee appointed to deal with the Railway Commissioners' report and other industrial matters referred to in such report.

Mr. Godfrey (Newcastle) then moved:—

(35) That all notices of motion to this conference be taken to their respective places at least one

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