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WOOD'S NEW BREW

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AND
Wood Brothers Ltd.,
NEWCASTLE.

The Co-operator



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

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STANDARD BREWERY, SYDNEY.

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One Quality—THE BEST.

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Apply the SAFETY FIRST motto to yourself. Just figure to yourself how best YOU can safeguard your HEALTH, and, incidentally, your POCKET.

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SEE SPENCER NOLAN ABOUT YOUR TEETH.

Teeth play a big part in life. I have had 20 years' experience in Dentistry, and I KNOW that I can give you a thoroughly satisfactory job at the right figure.

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Painless Extractions 2/6
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ADVICE FREE.

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You do not pay cash. I extend to "Co-operator" readers a special Easy-Payment Method which cuts out the strain of paying cash. Will you see me?

SPENCER NOLAN, The Dentist,
"Best in the Long Run."
133 LIVERPOOL STREET (over Ainsworth's),
next SNOWS.
22 OXFORD STREET (next WINN'S), SYDNEY.

CREDIT FOR ALL

THE STRIKE OF THE COAL MINERS.

Both Sides Out for Keeps.

SIDE LIGHTS ON THE STRUGGLE.

Supplies of coal are running out and many firms are on the verge of closing down.

Stated by the mine owners that some of the men earn up to 27/- per day. Some lucky ones may do so, when they happen to cavi good places. But the Bulli men stopped work a few weeks ago because the management refused to pay the minimum rate, 11/- per day.

The agreement which came into operation last January was accepted by the men when Mr. Justice Higgins stated that its acceptance need not prevent the men from proceeding with their claims for the reduction of working hours.

The owners put forward the fiction that it would be more profitable to close down than to grant the requests of the miners. In New Zealand and Victoria the conditions now claimed by the miners in New South Wales are observed and the owners have not suggested closing down.

The mine owners state that the bank to bank demand means, in some cases, a six and a half hour day of actual work. They also state that wheelers on contract are receiving 14/- and 15/- per day and miners on contract up to 27/6 per day. If the men are earning such good wages under present conditions how is it that they are striking to earn less? It is obvious that if a man on contract can earn 27/6 in eight hours he would earn less in six and a half hours. We have yet to hear of men striking to enable themselves to earn less money.

"The proprietors have made concession after concession in order to keep the miners at work and thus avoid any stoppage to transports, munition making, and other undertakings necessary to the prosecution of the war, as well as to the general industry of the country." The mines are, of course, operated purely for patriotic and philanthropic purposes and not for profit. We should smile!

state that in low places in some of the collieries the room is so cramped that men are compelled to work on their knees all day." Who will have the impudence to say that six and a half or seven hours at the face is not long enough for a man under such conditions?

No firm or householder could buy an ounce of coal in Melbourne on Saturday last.

The Australian Navy Department is determined that no warship or transport shall be held up for lack of coal. This means that the Department will have first claim on existing stocks.

The mine owners, or some of them, are weeping crocodile tears because the strike is likely "to cause misery to thousands of unoffending people." The affection for unoffending people displayed by the mine owners is about as genuine as the love displayed by the wolf for the lamb.

A "colliery owner," writing to the "D.T.," says: "There are many thousands of tons of coal spread about the different mines very easily got, and quite sufficient to carry the wheels round from now to Christmas."

Commissioner, who, after hearing their case, promised that they should be re-employed if work was available for them.

Some of the Northern lodges approve of the coal stacked at various collieries being supplied for transports only. Other lodges disapprove of the suggestion. The Colliery Employees' Federation officials expressed the opinion that the coal would be filled.

A large number of men have been paid off at the Walsh Island Government workshops owing to shortage of coal. On Saturday last it was estimated that there were upwards of 20,000 men and boys idle in the Newcastle district.

At Wollongong over 500 men engaged at the coke works have been discharged.

to Mr. Holman it is impossible for the State Government to take other than subsidiary action.

Many of the tram services have been cut down as the result of the strike, and the ferry services have been curtailed.

The Commissioners have revised many of the train services in order to economise coal.

On Friday last the Broken Hill Proprietary Company closed down their Newcastle steel works and paid off 800 odd men.

S. Bird, president of the Illawarra branch of A.C. and S.E. Federation, says that the trouble would never have occurred if Labor Representatives in Parliament had done their duty.

A big meeting in the Domain on Sunday decided to support the miners in their efforts to secure an eight hour day.

A number of men were put off at the loco. shops, Eveleigh, last week end, and more have been put off since.

The miners are urging the State Government to pass a short act embodying the principle of eight hours from bank to bank, for all mine employees. This is exactly what the Government should do and would do if it had the interests of the community at heart.

THIS IS THE WATCH THAT YOU CAN STAKE YOUR LIFE ON.

"THE GANGER" (Regd.) Late Railway Lever.

20/- post free.

R. B. ORCHARD Ltd.,
The Watchman, Orchard's Corner,
OPPOSITE STATION, SYDNEY.

"THE GANGER" Solid Nickel Watch guaranteed to wear white throughout, with screw cases that are practically dust and dirt proof. The movement is a lever (equal to any £2 silver watch) with non-magnetic hairspring and lever. We guarantee the watch 20 years, keep it in order, breakages excepted, 2 years.

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For FIRE, MARINE, ACCIDENT, and other CLASSES OF INSURANCE

I SAY RAILWAY AND TRAMWAY MEN

Secure your OILSKINS from the well known maker,
H. HUGHES, 121 Regent Street,
Just above Head Office of the Amalgamated Railway and Tramway Association.

IF YOU FAIL TO PASS THE TEST, CONSULT YOUR OPHTHALMIC OPTICIAN

A. HINGSTON, V.O.A., 643 GEORGE STREET HAYMARKET. Telephone—City 82.

TO THOSE ABOUT TO FURNISH

Before doing so, pay a visit to
Goldsmid's Furnishing Warehouse
Terms to Suit all Classes. From £1 to £500.
Payments from 1/- weekly.
Note the address—221 Oxford-street, Darlinghurst, opposite Sacred Heart Church. Phone: 122 Paddington.

FURNITURE

Houses Furnished completely in every detail.

AT BEDROOM PRICES.
No extra for Terms.
£5 worth, 10/- Deposit, 2/6 Weekly.
£10 worth, 20/- Deposit, 3/6 Weekly.
£15 worth, 30/- Deposit, 5/- Weekly.
£20 worth, 40/- Deposit, 6/- Weekly.

Terms arranged for Larger Amounts.
Double Bedsteads, complete, £4/5/- up.
Single Bedsteads, complete, £2.
Marble-top Washstands, 27/6.
Wardrobes, with Bevelled Mirror and Underneath Drawer, £3/10/-.
Bedroom Suits, £7/10/-, Ditto, in Oak or Maple, £12/10/- to £40.
Dining Room Suits, in leather, from £5/10/- to £12/10/-.
Sideboards, with Large bevelled mirror, £3.
Sofas, in Oak and Maple Overmantels, from £2/10/-.
Drawing Room Suits, in Tapestry Genoa Velvet, etc., from £4/15/-.
Occasional Tables, Whatnots, Cabinets, Music Cabinets, Carpets, Floorcloths, and all Kitchens were equally cheap.

C. FORSSBERG,
76 WILLIAM STREET, EAST SYDNEY.
Near Museum.

ANKER made from these genuine tablets is recommended by numerous doctors as being highly nutritious and invigorating for the digestive system.

JHANSEN'S Junket TABLETS

For INDIGESTION & DYSPEPSIA. One of these specially-prepared Tablets will most beneficially when taken daily after meals.

He's enjoying himself immensely playing his favourite music.

So could you!

Half an hour's practice would make you an expert pianist.

Full particulars and Catalogues are free.

Write for them to-day.

PALING'S

338 George St. SYDNEY
and at NEWCASTLE and LISMORE.

THE EIGHT-HOUR DAY.

The short-hour worker has sufficient physical and mental strength after the day's work is done to have ambition and energy to be something more than part of the machinery of production.

Decreasing the hours of work increases the proportion of time that can be given to recuperation and self-development, and all of the other activities of a normal human being. As a result, the short-hour workmen become more competent and productive, and their wages and standards become higher. Higher wages give them the economic means for taking advantage of the increased opportunities possible through greater leisure.

The standards of living of those that work short hours are raised; their social intercourse takes on a different character; their tastes, desires, aspirations and needs become greater.

The short-hour worker becomes a better citizen, a better man or woman, more capable of higher and better living.

On the industrial side, from the employer's viewpoint, it has been proved over and over again that the shorter workday is a decided advantage.

The short hour workers become better and more efficient workers; their output is increased in quantity, as well as quality. Employees who have given the eight-hour day more than a mere passing experiment aver they would not return to the regime of a longer workday. —Samuel Gompers.

THE EIGHT-HOUR DAY.

On Monday the "Sun" and even after. But the one stumbling block is that the Railway Commissioners are frightened of trouble amongst their own staff should they haul this coal. How different the handling of the railways to-day from that took place in Mr. Johnson's time."

Writes J. H. Catts, M.H.R.: "The Prime Minister points to the coal miners as wreckers of Australia because of their strike for a working day of eight hours from bank to bank; yet in the last great upheaval amongst the miners, when Mr. Peter Bowling earned fame as a "leg-iron" martyr, Mr. Hughes was director-in-chief of the miners' fight."

When one of the North Coast steamers landed 195 tons of coal into trucks at Byron Bay it was immediately commandeered by the Railway Department.

The miners' lodges may endeavor to tie up coal in store and at grass by declaring all coal black. If the other unions agree to this embargo there will be a difficulty in getting the coal handled at all.

If the strike continues there is a danger that Sydney may be left in darkness, as a short supply of coal is in sight.

The dispute is now of inter-State magnitude and is therefore out of the hands of the State Court, and, accord-

A Surprise for Both.

you'll find it lots better than you ever expected, and the folks who eat it in your house will be sure to say something nice before leaving.

Give it to your guests on Biscuits or in Sandwiches. It is the cheese that beats the Dutch.

Always piquant and fresh. Sold by grocers everywhere.

Ask for "REX" Luncheon Cheese, and avoid substitutes.

Also ask for—

- "REX" Ham Pate,
- "REX" Veal and Tongue Pate,
- "REX" Pork Sausages, 1lb. tins,
- "REX" Pork and Beans, 1lb. tins,
- "REX" Camp Pie, in tins,
- "REX" Brand Lard, for cooking purposes in lb. prints.

TEMPORARILY OUT OF STOCK.

- "REX" Pork Brown, 1lb. tin,
- "REX" Pigs' Feet in Jelly, 1lb. tin,
- "REX" Sheep Tongue in Jelly, 1lb. tin,
- "REX" Lard Tongues in Jelly, 1lb. tin.

Foggitt, Jones & Co. Ltd.,
Curers of "REX" Hams & Bacons,
Packers of "REX" Pure Food Products.

When the railway men of America decided to strike for an eight-hour day, President Woodrow Wilson recommended Congress to pass a measure compelling the companies to grant the concession and Congress did so. "In order to safeguard the life and interests of the nation," Wilson's speech to Congress on the subject appears in another page of this paper. Why cannot the National Government of Australia take a leaf out of Wilson's book and do likewise?

The mine owners objected to reporters being admitted to the conference last week. The miners representative desired them to be present so that a full report of the proceedings could be published. So says Mr. Bird.

The miners blame the Holman Government for allowing the Upper House to mutilate the Eight-hour Act in such a way as to render it useless to them.

About forty steamers are laid up in Sydney, being unable to proceed for want of coal supplies.

Several members of the Amalgamated Railway and Tramway Service Association that were working at Emu Plains declined to handle coal which they believed had been "black." They were suspended. On Friday, accompanied by the general secretary of the Association, these men interviewed the Deputy Chief

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Australian Unionism endorses and will support right up to the hilt the action of the coal miners in their splendid fight for a recognition of the eight-hour principle.

Coal is a public utility and the duty of the Government is to prevent the owners of it from disorganising the community by locking up the sources of supply merely for the purpose of securing larger profits at the expense of the workers.

Every concession wrung from the mine owners has been met at the outset by the statement that to grant it would mean blue ruin to the industry; but they still manage to jog along and earn profits.

Mr. Stuart Robertson blames Holman for the present crisis. He says that twenty years ago the miners made a demand for eight hours from bank to bank, and at that time Holman supported the demand. Although he had been six years in office he had made no genuine effort to put the system into operation.

Holman replied that a bill, including the eight hours from bank to bank provision, had been passed by the Government, but was amended by the Council. It is handy to have someone upon whom you can cast the blame for your sins of omission.

The result of the coal crisis is that Tasmanian communication with the mainland is almost cut off, as steamship services have been cut down to two trips a week from Melbourne to Launceston. There is complete isolation on the north-west coast, which is a serious thing for farmers,

WORKERS' EDUCATIONAL ASSOCIATION.

VALUE.

This series of articles, the substance of lectures delivered by Professor Hunter before the Economic Class of the Wellington (N.Z.) W.E.A., are reprinted from the "Maoriand Worker."

The idea of value is fundamental in life: life is a system of evolution and nowhere is this more clearly made manifest than in the economic aspects of life.

By different schools of economic theory, value has been considered to rest on different bases: utility, scarcity, cost of production, labor.

UTILITY.

By utility is meant merely desirability, the capacity of objects to satisfy wants. Every desire, however, may be present in varying degrees of intensity, and hence the utility of desirability of a commodity varies with the intensity of the desire that it satisfies.

Marx accepts labour value as the basis of value in commodities. Wealth is simply an accumulation of commodities, which are external objects that satisfy human wants and have human labor embodied in them.

SCARCITY.

What part then does scarcity play in determining value? In the case of free goods there is utility (value in use) but no value in exchange.

THE EARLIER ECONOMISTS.

On the whole the Physiocrats held a purely natural or physical view of value, based on their idea of net product. Over and above the return to the labor expended on land there was a net product.

THE ROLLING WHEELS.

BY RAIL AND SEMAPHORE.

It was announced the other day that men on the permanent staff of the railways and tramways, who are required to go into camp under Hughes's proclamation will have their positions kept open for them and that their seniority will be preserved.

Last week several attempts were made to cause fires at the Neutral Bay train sheds, but in each instance the fire was discovered in time to prevent much damage from being done.

The P.P. Boards throughout the State are objecting to the decision of the Railway Department to abolish slow stock rates.

The Victorian chief engineer for railway construction, speaking on the subject of the Bairnsdale to Orbust railway, said that timber locally known as mahogany had been tested on the line and found very satisfactory.

A connection from Orbost (Vic.) to Bombala (N.S.W.), a distance of 75 miles as the crow flies, would give a new railway route between Melbourne and Sydney, along the coast, but it would be 70 miles longer than the present route through Albury.

JEVONS.

It was Jevons who, in modern times in England, brought to the front the idea of final or marginal utility. The economists who hold this view are sometimes known as the Psychological school.

Only about 65 per cent. of the heat energy of coal can be put into the steam boiler, and from this, less than fifteen per cent. of mechanical power is obtained.

The first woman to travel in a sleeping car in America was Mrs. Lincoln, wife of the famous President. This was in 1861.

Mr. M. E. Kermot, chief engineer for railway construction, Victoria, and Mr. A. Combes, consulting engineer of the Home Affairs Department, were commissioned by the O'Malley to make a thorough investigation into the management and construction of the transcontinental line. Their final report was to be available in four months.

The Adelaide Tramway Trust does not employ any casuals.

The board appointed to fix the station sites on the Craobon-Coolah railway line recently visited Leadville, Coolah Bridge and Coolah.

of the market, Marshall distinguishes (a) market price, the equilibrium established by the demand and supply actually in the market; (b) short period normal supply price that is determined by the same factors as in (a) except that time is given in which production may be increased up to the full capacity of the instruments in existence; (c) long period normal supply price; where time is given for new capital to be introduced and fresh labor trained for production.

VALUES AND PRICES.

Every exchange expresses a measure of value. If a horse is exchanged for a cow, the cow becomes a measure of value of the horse and the horse of the cow.

It is reported that the duplication of the South Coast line is completed as far as Bulli colliery crossing, except for the section between Oxford and Scarborough.

Four horses were run over and cut to pieces by a passenger train between Woodstock and Cowra, a few days ago. The job threw some of the passengers from their seats.

Eighty tons of steel rails for use on the Gligandra-Colle line were unloaded at Gligandra last week. This is part of the first consignment of 150 tons from Newcastle.

One day last week the engine attached to the mixed train from Gundagai to Tumut came to a standstill on a heavy gradient on the Tumut side.

The passenger section was uncoupled and hauled separately to Gadara siding. The train was two hours late at Tumut.

A message from Dunedun states: At the present time the officials at the district railway stations are very busy coping with the wool traffic.

Some time ago the N.O. at Goulburn discovered that the locker in which he kept his uniform had been broken into, and his cap cut.

Provision is being made in the summer time table for a Sunday morning train from Sydney to Wollongong.

The Werris Creek "Chronicle," of the 11th inst., says: "Mr. Fred Hamilton, a fireman, resident in 'Single Street, was on a 'push-up'

GOVERNMENT RAILWAYS BILL.

SALARIES OF THE COMMISSIONERS.

Debate in the Assembly.

Proposed Increases and Appointments.

The proposal to increase the number of Railway Commissioners from four to five and to increase the salaries of the assistant Commissioners was considered in the Assembly (in committee) on the 1st inst.

Robertson moved to reduce the salary of the Chief Commissioner from £3000 to £2000, which, he said was quite enough for the class of men that had occupied the position since he had been a member of the House.

Mr. J. C. L. Fitzpatrick: Why not give him thirty "bob" a week? Mr. Cohen said that he did not think that £3000 per year was too much to give a man competent to manage the railways.

Mr. McNeill said, in effect, that if the present Deputy Chief Commissioner was to be Chief Commissioner he would support the reduction.

Mr. McGirr said, in effect, that if the present Deputy Chief Commissioner was to be Chief Commissioner he would support the reduction.

Mr. C. C. L. Fitzpatrick: That is not true. Mr. McGirr: Well, either he or the Minister for Railways did it.

Mr. Ball rose to a point of order, but the chairman ruled against him. Mr. Perry opposed any reduction in the salary of the Chief Commissioner.

Work has commenced at the junction of the Rankin Springs extension, connecting with the branch from Cootamundra to Wyalong.

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Many special race trains have been cancelled owing to the coal strike.

The construction of the line at Barron Junction, Cootamundra district is expected to commence shortly. Buildings are already in course of erection by Norton Griffiths.

A goods shed is being provided at Cinnamary railway station, which will be the junction of the Werris Creek portion of the Dubbo Werris Creek line.

The South Australian Commissioner has cut down the train service in that State, in view of coal shortage.

A Bellevue Hill train collided with a motor car at the intersection of Riley and Stanley Streets on Thursday night last.

The section of the South Coast duplication between Scarborough and Wollongong will be completed early next year.

It is reported that the duplication of the South Coast line is completed as far as Bulli colliery crossing, except for the section between Oxford and Scarborough.

locomotive coming up the Range on Thursday morning, and on getting into the tunnel was overcome by the fumes from the coal smoke and dust, and became unconscious for some hours.

Mr. Wright expressed the opinion that £3000 was not sufficient for a capable man, who would not keep employees out of work for weeks over a few shillings.

Mr. Holman said that it was a mistake to say that the railways are not paying. They were paying: there had only a deficit on paper.

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STEEL RAIL SHORTAGE.

In the N.S.W. Legislative Assembly the other day the Minister for Works (Mr. Cann), in reply to questions, said the war conditions were affecting the supply of material to his department. So far as the supply of rails was concerned, the position was very serious.

Concerning the statement by the Minister for Works (Mr. Cann) that the Lithgow ironworks are not producing steel rails, it is pointed out that it is true that Hoskins Ltd., did experience some difficulty in regard to firebricks a little time back, and the rolling of steel rails was discontinued for a short while, but other steel was produced.

The trouble has, however, now been got over, and steel rails are being rolled. The department is thus getting rails, though, of course, not sufficient for requirements.

they would be increased because they would have the responsibilities of reconstruction work which was to be taken from the Works Department. The post of Deputy Chief Commissioner would be a new one. The purpose of the post was to set the Chief Commissioner free to carry out the work of meeting the public and ascertaining the public needs, to relieve him of much of the routine work.

Mr. Hickey thought that the Chief Commissioner might be given £2500 per year. He said that the salary of £2000 was fixed in 1906 with the object of attracting the best talent from the other side of the world, and there seemed to be a general consensus of opinion that the gentleman who was appointed did not succeed in earning it.

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£15 FOR £1 PAID BY THE Amalgamated Railway and Tramway Benefit Company TO SOME OF THE MEMBERS OFF DUTY SICK. During the last few weeks I have given a few instances of where members have received over £15 for less than £1. As it is quite an impossibility for anyone to spend more than they receive, and our Company is no exception to the rule, this week I shall give one example of a branch that paid only a very small sum away. Orange branch, with a membership of nearly 100, paid in sick pay for the last six months the sum of £11/-.

BRANCH MEETINGS.

HARDEN NO. 2.

The monthly meeting of the Harden No. 2 branch, was held on the morning of the 5th inst. with a fairly good attendance of members.

A letter was read from the District Superintendent, re a light engine being detailed on auto-section, the reply of which satisfied the members present.

A letter was read from head office stating that Mr. Kavanagh, vice-president of the Association, would visit Harden on the 17th inst., to address all railway employees.

HORNSEY.

The monthly meeting of this branch was held in Lockwood Building, Cornation Street, Hornsey, on the 1st inst., at 8 p.m.

BYROCK.

The monthly meeting of the Byrock branch was held at Mr. Buff's Commercial Hotel, Byrock, on the 4th inst.

The balance sheet was read and adopted as very satisfactory.

Members resolved to do their utmost to secure the return of the "All-Grades" candidates at the Appeal Board election.

The subscription list sent out by the Penrith branch in aid of Comrade T. Cross, was received and it was agreed to leave the matter in the secretary's hands.

This branch wishes to congratulate M. P. Hartman, of Moonita, for the good work he is doing for this branch; he secured ten of the above members and still going strong.

NEWCASTLE NO. 10.

The fortnightly meeting of this branch was held at Beacham's Room on Sunday last, and at Trades Hall, Newcastle on the following Tuesday.

Mr. J. R. Chadwick, presided at the Traffic meeting. The meeting adjourned to Trades Hall for the purpose of hearing addresses by Messrs Paul and Kelly, candidates for the Appeals Board.

Mr. M. A. Frewin, presided at the opening of the branch meeting at the Trades Hall, until the arrival of Mr. J. R. Chadwick, whose son was on final leave before going to the front, as a volunteer, and a free man.

The branch was honored by the presence of our general secretary (Mr. C. Thompson) who had been attending the East Greta Conference. It is the first time members of the branch had the pleasure of the general secretary's attendance at a branch meeting, and they hope it will not be long before he visits them again.

Transfers were advised from head office, of C. Atkinson, from Taree; C. G. Long, from Mudgee to Newcastle; J. Maley to Murrumbidgee; and Mr. A. Newham to Narrabri, from Newcastle.

The following correspondence was read:

A letter from the Commissioners, re paying guard N. Smith, from date of re-examination at coal guard's rate of pay; Head Office re the case of T. Aggers, tinsmith, and gas engine attendant; from the Commissioners, re the case of Mr. J. McPhee, fitter, late of McMyler hoist; from head office re claim of Mr. W. Pearcey, for No. 1 Board; from the Commissioners re the case of Mrs. A. Newham, late office cleaner at H.S.P.; from the Treasury, also the Department of Labor and Industry, Sydney, re the case of traverser driver G. Reid; from District Superintendent, re platform porters unloading coal, at New-

castle station; from S.S. Inspector Hamilton, re water pressure on ash pits, and hoses for roads outside of shed, Hamilton; from the Commissioner, re hours of duty of boiler-maker's helpers at Port Waratah; from the Hon. W. C. Graham, M.L.A., Minister for Agriculture, re the case of shop boy G. Allen, of H.S.P., doing striker's work for shop boy's rates of pay; from Head Office, re steel works shutters subscriptions; from the secretary of the No-Conscription Campaign, Newcastle; from Head Office, also Tamworth, re the Eight Hour Banner, advising that it had been sent and was opened and carried this time at Newcastle with a fair attendance of followers; from the Commissioners to the Treasury, re inducing employees to become Unionists.

Letters were also received from Messrs B. Duffy, enclosing contributions and names of new members; from Mr. G. F. Mason, C. G. Long, G. Gorton and E. Stallard, late of McMyler, hoist.

Resignations were received from Mr. W. Bisley and E. Heddles, A. Allen and J. Jefferson.

Letters were read from Head Office, re Deputy representative for the Loco. Mechanical Section, on the Appeal Board, stating that it had been decided not to run a deputy; from the Commissioner, re the case of fireman W. Davies, also R. Ford, boiler-makers' helper, Hamilton; from Head Office, re the five selected candidates to run for the Appeal Board elections; from the Divisional Engineer, re payment for Ganger Guy and his men, and re eyesight examination for ganger J. Arnold; from the general secretary, Victorian Railways Union (Mr. Frank Hyett enclosing copy of "Labor Call," re more Maltese.

Letters were also received from Messrs L. Lightfoot, H. J. Hazell, J. P. Wyne, W. J. Tulk; Mrs M. Mitchell (widow of the late Tom Mitchell, cleaner, who was killed in action in France); from the Commissioner, re the case of the five casual cleaners, dismissed at Loco, Hamilton; from the District Superintendent, re withdrawal of assistant guards from certain trains and passengers being allowed to ride on the platforms of bargages; from Head Office, with further reference to date of assemblies' rates being paid to Messrs Cunningham and Comyns, and stating that the cases of J. Milten and J. Purcell, had been taken up with the Department and that Messrs Brown and McLaughlin had been supplied with replies to specific questions; from the Hon W. C. Graham,

M.L.A., Minister of Agriculture, enclosing reply of the C.M. Engineer, based on Mr. Crowther's report, further letter has been handed to the Minister to place before Commissioners and should that fail it is to be brought before Parliament by both Mr. Graham, and Mr. Gardiner, as it is the opinion of this branch that the Brown system of punishment could well have been tried in this instance, and the lads given a fair chance as they are innocent until proved guilty; from the engineer in Chief advising that arrangements will be made to let branch secretary have a copy of the plan of the proposed rest house at Muswellbrook, for branch information; from the general secretary forwarding copy of letter sent from secretary of the Staff Board, relative to fitters assistants, boiler-makers' helpers, plumbers, assistants, electrical fitters, assistants and blacksmiths strikers, to show a similarity of work in outside industries, under the Gas Industry Awards; from the general secretary, enclosing the particulars of Brown System of punishment, and the "Go-Slow" Methods of the Wages Boards enquiries; from Mr. M. A. Mitchell, steel works, appointing 2 p.m. 30th October, as the time to receive deputations; (the secretary attended and derived useful information, re shutters and drivers at the works); from the Commissioners, re cases of the men recently employed at McMyler Hoist, and now engaged painting, etc.; from the Commissioner, re maltreatment of a boiler-maker's apprentice at Loco, H.S.P.; from Mr. H. S. Carruthers, secretary East Greta branch, asking for certain information; from Mr. A. R. Gardiner, M.L.A., re the five casual cleaners dismissed at Hamilton; stating that he has seen Mr. Lucy, also Mr. Hoyle; from Mr. J. W. Clinton, re a meeting for Mr. G. Paul at the Trades Hall; from the Treasurer, re non-unionists and reply to recent deputation from this branch; from the Commissioner, re the case of Messrs Rae, Broddock and Taylor, also J. R. Bryant; from the Commissioner, re the dismissal of the five casual cleaners at Hamilton; from Head Office, re suspicion resting on certain men, as members of the I.W.W., as seen down from this branch protesting against them being members of the Association; from the Commissioner to general secretary, re branch secretaries writing direct to the Commissioners; from Mr. R. A. Price, M.L.A., re the case of Mrs. E. Worthington, who was sold off for rent at Gloucester; from a member, asking if he would be breaking Union Rules, by loading loco coal

for loco purposes (the secretary wired back to carry out instruction to load the coal of the Commissioner for the Commissioners. Others waited on the secretary and asked what position they were in; they also were told to load coal.)

Twelve new members were admitted to branch.

It was resolved, "That this branch again expresses its entire confidence in Mr. A. R. Gardiner, M.L.A., as a working man's friend in his capacity as a Labor M.L.A., and dissents from the action of the P.L.L. Executive, Sydney, in expelling him from its Labor movement, for having the courage to have an opinion and express it. Although, we as a branch, are totally opposed to conscription, yet for his past fights, also his present attitude in the House on behalf of the lower paid, we further pledge ourselves to stand solid to him, especially on account of his unceasing fights in Parliament on behalf of the lower Paid Wages Staff." A copy of the resolution to be sent to the press.

The resolution created a good discussion, and even those that were against the resolution expressed themselves as sorry that he had advocated conscription.

Resolved that a deputation from Head Office immediately wait on the Commissioner, re employees being laid off and put on short time.

Resolved that the C.M.E. be written to, re insufficient hand trucks for the use of shed staff at the Hamilton Loco. sheds.

The general secretary gave a very interesting address on the progress of the Association.

Mr. Ted Williams also occupied a seat at the table with the general secretary and branch executive.

A very novel and pleasing incident occurred at the termination of the meeting, when nominations of branch officers, delegates, etc., were called for. It was resolved, unanimously, that the whole of the present officers, delegates, etc., be returned to office for 1917. It is very gratifying to members to know that they have confidence in their officers and doubly gratifying to the branch officers to know that the members have complete confidence in them.

Branch officers, delegates, etc., should attend meeting. Particularly any that may not desire to stand for office for another term, so that final arrangements can be made. Notices of motion must be tabled at next meeting for the A.G.M.

TRAMWAY TRAFFIC.

Nominations are invited for the following positions, to close on the

27th inst, and elections (if necessary) to be conducted at the December meetings;—Branch chairman, vice-chairman (two), branch secretary, committee (three from each depot), delegates to the A.G. Meeting (four).

To be elected at the A.G. Meeting:—President of the Association, vice-presidents (two), executive officers (five), treasurer, trustees (three), delegates to P.L.L. (three), delegates to Interstate conference (three), eight-hour committee (two), Trades Hall Institute (two) Labor daily representative, Council of the Association tram traffic section (three).

MEETINGS TO COME.

Members are urged to be present at their branch meetings and by their help forward their own and fellow workers interests.

MUSWELLBROOK.

The monthly meeting of the Amalgamated Railway and Tramway Association, Muswellbrook branch, will be held on Saturday, Nov. 18th, at 8 p.m., at the Railway Hotel, Muswellbrook. Business will include nomination of officers for coming year.

Mr. V. G. Kavanagh, Vice-President of the A.R. and T. Association, will visit Muswellbrook branch on the 18th. All railway workers are specially requested to attend.

TRAMWAY TRAFFIC.

A meeting of the above-named branch will be held at Bowens Chambers, Central Square, on Monday, the 20th inst at 8 p.m.

Business: Receipt of nominations for branch officers and committee for year ending 31/12/17. To close on the 27th inst; notices of motion for the A.G. Meeting and nominations for Association Executive Council, etc., as per separate notices. The attendance of all members is requested.

BYROCK.

The next meeting of the Byrock branch will be held at Mr. Buff's Commercial Hotel, on the 2nd December, at 7.30 p.m. sharp.

Business: Election of officers for 1917; also business for conference. The branch secretary requests every member to come along and have a say in the management of the branch.

Members that are in arrears, and

Staff Changes and Promotions

RAILWAYS.

WEEK ENDING 4/11/16.

LOCO. BRANCH.

APPOINTMENTS.

Junior Clerk: H. Ryder, Eveleigh. Call boy: G. Long, Murrumbidgee, R. Conway, Murrumbidgee.

Fettlers: E. Kennett, Narrabri to Bellata; F. Harbottle, Grafton to Murwillumbah.

Porters: Alexander Niddrie, John Evans, Frederick Munns, Bernard McDonald, Albert Crossingham, Ballock Island; Leslie Elzery, Glen Innes.

Junior Porter: James Burns, Bullock Island. Attendant: Lucy Sutherland, Upper Manilla.

Gatekeeper: Wm. Unwin, Scene; Anna Phillips, Gloucester.

PROMOTIONS.

Boiler-maker's helper to clerk: A. Milner, Eveleigh. Cleaners to firemen: W. Day, W. Maisey, L. Lewis, J. Ferguson, R. Connett, J. Hainson, (Hamilton), W. Wilson, J. Harrison, R. Anderson, J. McCann (Port Waratah), F. Henry, W. Bruderlin (Singleton), W. Alexander (Narrabri West); C. Rice (Armidale).

Shunters to Guards: Percy Smith, Henry Farr, Narrabri West. Porter

who are not holders of October-December tickets, are reminded that the branch returns to Head Office close on 23rd December; they are asked to send along to the branch secretary their contribution and make themselves financial for the close of the year. Remember the Newcastle motto "Keep Financial."

NEWCASTLE.

The fortnightly meeting of this branch will be held at Beach Room, on Sunday, November 19th at 10 a.m. prompt.

Business: Election of officers, etc., and other very important matters. A full attendance of members urgently requested. We are nearing the end of the present quarter, and it is imperative that all should make an effort to keep finances and start the year 1917 with a clear sheet.

The password is unaltered, "Keep Financial."

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Members that are in arrears, and

THE nearness of Xmas is beginning to dawn upon the minds of men, whose thoughts for many weeks past have been wholly taken up with the turmoil of politics and the referendum campaign.

Between now and the year-end-holiday season there is but little time in which to prepare, making it all the more imperative that the needs of men in the matter of dress should be met early, if not immediate attention.

An "Austral" Sac Suit to Measure should be ordered here, and now

to ensure its completion early, and to avoid all risk of disappointment which may likely happen, if ordering is left too late.

"Austral" Sac Suits to Measure 3 guineas, 70/-, 75/-, 4 guineas, 95/-, 5 guineas, 115/-, 135/-, 7 guineas.

CARRIAGE IS PAID ON ALL COUNTRY ORDERS.

GOWING BROS LTD

PIONEER DISTRIBUTORS OF AUSTRALIAN GOODS, 484 to 490 George Street, and 3 to 17 Royal Arcade Sydney New Branch Shop at 304 George Street (near Hunter Street).



APPEALS BOARD.

RAILWAYS ACT, No. 30, 1912, RELATING TO APPEALS, ETC., ETC.

Before Messrs. Spurway, Burke and Campbell on Friday, 13th October.

WANT OF CARE. JOHN J. BURKE, electric driver, Dowling-street at 10/4 per day, was fined 10/- on 12/9/16 for want of care whereby his tram collided with a horse and cart at the intersection of Crown and Devonshire streets, with the result that the driver of the cart received injury and the cart was damaged.

TICKET IRREGULARITY. ALBERT E. GRAF, conductor, Waverley, at 9/3 per day, was dismissed on 12/9/16 for a serious cash fare ticket irregularity.

DRIVERS CERTIFICATE CANCELLED. HAROLD ORAMS, conductor, Tempe, at 9/8 per day, had his certificate as driver cancelled on 16/8/16 for want of care whereby a rear collision occurred in Hay-street, near George-street, and for failing to promptly report the circumstances in accordance with instructions.

Before Messrs. Spurway, Burke and Campbell on Tuesday, 13th October.

ANOTHER COLLISION. ALEX. R. PARSONS, driver, Fort Macquarie at 10/- per day, was fined 9/- on 11/9/16 for want of care whereby his tram collided with a horse and dray in Cathedral-street. The driver and the horse were injured and the cart damaged. A claim was settled for £80.

DRIVER REDUCED. HERBERT C. SKELSEY, electric driver, Dowling-street, at 10/4 per day, was reduced to the position of conductor for three months from 4/8/16, for want of care and judgment whereby a rear collision occurred when approaching Todman Avenue terminus.

APPELLANT DEFENDED BY MR. MCCOY AND PLEADED NOT GUILTY TO CHARGE ONE, TWO AND THREE, BUT ADMITTED THE LAST CHARGE.

APPELLANT DEFENDED BY MR. HARRY F. OSMOND, EXAMINER SAID THAT HE WAS ON DUTY ON THE NIGHT OF 25/8/16 AND WHEN HE BOARDED APPELLANT'S MOTOR HE FOUND HIM SITTING DOWN AND ASKED WHAT WAS THE MATTER WITH HIM AND HE ADMITTED THAT IT WAS HIS OWN FAULT.

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THE CO-OPERATOR. SUPERANNUATION BOARD.

Before Messrs. Spurway, Burke and Campbell on Wednesday, 18th October.

ALFRED J. CAMPBELL, third class shunter, Moree, 9/2 per day, was dismissed on 2/9/16 for insubordination and insulting behaviour to Mr. Cooper, S.M., (Moree), and refusing to tender an explanation of the above mentioned conduct.

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ANTHONY HORDERNS' XMAS HAMPERS

No more serviceable or acceptable family gift could be selected than a Box of Xmas Grocery, colloquially known as a Hamper.

15-XMAS HAMPER. 1 Arnott's Xmas Cake, 10 Confectionery, 2 Pkts. Jelly Crystals, 1 S. & A. Plum Pudding, 1 Xmas Stocking, 2 Pkts. Milk Pudding, 10b. Malaga Muscates, 1 Box Bon Bons, 1 Pkt. New Season's Figs, 10b. Jordan Almonds, 10b. Palace Blend Tea, 10b. Mixed Nuts, 2 Bots. Schweppe's Corriants, 10b. Currants.

20-XMAS HAMPER. 1 Arnott's Xmas Cake, 10b. Confectionery, 10b. Raisins, 1 S. & A. Plum Pudding, 10b. Malaga Muscates, 10b. Mixed Nuts, 10b. Jordan Almonds, 10b. Palace Blend Tea, 10b. Mixed Nuts, 2 Bots. Schweppe's Corriants, 10b. Currants.

25-XMAS HAMPER. 1 Arnott's Xmas Cake, 10b. Confectionery, 10b. Raisins, 1 S. & A. Plum Pudding, 10b. Malaga Muscates, 10b. Mixed Nuts, 10b. Jordan Almonds, 10b. Palace Blend Tea, 10b. Mixed Nuts, 2 Bots. Schweppe's Corriants, 10b. Currants.

30-XMAS HAMPER. 1 Best Ham, 10b. Mixed Nuts, 1 Pkt. Sponge Cake Mix, 1 Universal Blend Tea, 10b. Confectionery, 1 Pkt. Plum Pudding, 1 Arnott's Xmas Cake, 10b. Raisins, 1 Box Bon Bons, 1 Xmas Stocking, 10b. Malaga Muscates, 10b. Palace Blend Tea, 10b. Mixed Nuts, 2 Bots. Schweppe's Corriants, 10b. Currants.

40-XMAS HAMPER. 1 Best Ham, 10b. Mixed Nuts, 1 Pkt. New Season's Figs, 1 Universal Blend Tea, 10b. Confectionery, 1 Pkt. Plum Pudding, 1 Arnott's Xmas Cake, 10b. Raisins, 1 Box Bon Bons, 1 Xmas Stocking, 10b. Malaga Muscates, 10b. Palace Blend Tea, 10b. Mixed Nuts, 2 Bots. Schweppe's Corriants, 10b. Currants.

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ANTHONY HORDERN & SONS LTD. ONLY UNIVERSAL PROVIDERS BRICKFIELD HILL, SYDNEY

FRIDAY, NOVEMBER 17th—Leave Harden, 3.50 a.m. FRIDAY, NOVEMBER 17th—Arrive Sydney, 11.10 a.m. SATURDAY, NOVEMBER 18th—Leave Sydney, 8.15 a.m. SATURDAY, NOVEMBER 18th—Arrive Muswellbrook, 3.3 p.m. SUNDAY, NOVEMBER 19th—Leave Muswellbrook, 5.53 a.m. SUNDAY, NOVEMBER 19th—Arrive Sydney, 11.47 a.m.

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STATE WIDE TOUR.

Mr. V. G. KAVANAGH. AN EXTENSIVE ITINERARY. FRIDAY, NOVEMBER 17th—Leave Harden, 3.50 a.m. FRIDAY, NOVEMBER 17th—Arrive Sydney, 11.10 a.m. SATURDAY, NOVEMBER 18th—Leave Sydney, 8.15 a.m. SATURDAY, NOVEMBER 18th—Arrive Muswellbrook, 3.3 p.m. SUNDAY, NOVEMBER 19th—Leave Muswellbrook, 5.53 a.m. SUNDAY, NOVEMBER 19th—Arrive Sydney, 11.47 a.m.

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RAILWAY RED BOOK. QUESTIONS AND ANSWERS. 2/- EACH. may be obtained from—E. S. RICHARDS, "Fernleigh," Watkin-st., Canterbury, Sydney, or N.S.W. Bookstall Co.

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