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

VOL. X., No. 44, Business Address See page 4 THURSDAY, OCTOBER 29, 1914. SUBSCRIPTION: 5s. per annum Post Free. Eight Pages ONE PENNY

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METHODS OLD AND NEW.

FAILURE OF CRAFT UNIONISM.

(BY "JACK" CRAMPTON, IN THE BRISBANE "STANDARD.")

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at cut prices for cash, or on the following easy terms (no extra for terms)—15 worth, 2/6 weekly; 150 worth, 3/6 weekly; 115 worth, 5/- weekly; 120 worth, 6/- weekly; double brass-mounted bedsteads, complete from 14/6; single bedsteads, 12; wardrobes, bevelled mirrors, 1 draw 12/15/-; oak bedroom suites, large bevelled mirrors in wardrobe and dressing table, marble top washstand, from 12/10/-; oak sideboards, 4ft. 6in., 4ft. 6in., 4ft. 10in., 5ft. 10in.; stained walnut sideboards, large bevelled mirrors, 13 upwards; oak dining-room suites, 16; do. in leather, 15/10/-; in lacquered and plush, 16/10/-; oak or walnut overmantels from 30/-; oilcloths, linoleums, carpets, rugs, mats, curtains and drapings. Bedclothes stocked in great variety.

Kitchen dressers 20/6, safes 12/6, tables 9/6, dinner ware, tea ware, cutlery and all kitchen utensils stocked. Reupholstering repairs, etc., done at moderate prices.

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Can we imagine anything more inspiring than the thought of our class coming together, in the factories, the mines, the workshops, and all places where Labor power is exchanged for the right to live; coming together to carry out the original object of unionism, to secure to the toilers the full value of their labor?

Unionism was initiated for the purpose of breaking down a system that allows of the exploitation of the toilers by a class whose history is written in the blood of the workers who have fallen victims to the greed and rapacity of Capitalism. The history of the working class is simply the record of one bitter struggle against oppression, a long drawn-out fight for living conditions, mingled with want, misery, and degradation.

To-day, in order to prepare our material to bring the fight to a close and to stop the exploitation, we are advocating the linking up of the forces of Labor. We want the workers to abolish the self-denied craft system of organization and from the ashes of the obsolete institution to build a modern structure that will withstand the cyclonic onslaughts of capitalism. For the workers, the fight is always on, always was on, and always will be on until, through complete organization, we reach the hour of reckoning. What an hour that will be, when we are able to jettison our long list of tabulated grievances, when industry gives up its dead, when the full control of industry will be in the hands of the real producers and the future shall fear no repetition of the cruel indignities and sufferings imposed by a capitalist-manufactured order of society.

THE SAME OLD STRUGGLE.

We have the moulding of the future order in our own hands, and trade unionism carries within itself the seed of the social revolution. So far as the system is concerned, there are as many wrongs to redress to-day as when trade unionism was inaugurated. Our class were wage slaves then; they are wage slaves still. We have progressed, substantially, only insofar as we have pass-

ed through chattel slavery and serfdom to enter wagedom. This to the toilers is a question of degree only. Craft unionism and the ingenious methods of organized capitalism are responsible for keeping us in our present uncertain position. With the elimination of the former, and the substitution of sane and modern methods of industrial organization, it is only a question of time, and we shall be able to abolish the latter. It is self-evident that sectional organization cannot effect the desired change, as past struggles with the master class have clearly shown. The social revolution hinges on the growth of class unity. Evolution has effected such a change in the order of things, that craft unionism has become absolutely obsolete. The craft union is as much out of date as a weapon with which to change the order of society, as is the chart of Captain Cook to the modern mariner. With our craft ship we are endeavoring to navigate the industrial seas in a waterlogged vessel. With the craft gun as our only weapon against systematic exploitation, we are no safer than Atlantic passengers whose commodore is being guided by the papers of Columbus.

WHAT AMALGAMATION MEANS.

The coming together of the working class, into amalgamation, will mean the strengthening of the bonds of fraternity among the men of industry. It will mean no more organized "scabbery," it will mean the breaking down of industrial aristocracy in the ranks of Labor. It will mean the realization of the time-worn adage: "The concern of one, the concern of all." We come into the vanguard of the real Labor movement the moment we cross the threshold of amalgamation. We sound the death knell of craft unity the moment we determine on modern methods of industrial organization, and we leave the old obsolete system to mark the track as a moss-grown milestone on the road to progress.

We are advocating "amalgamation" and the linking up of the forces of labor on the industrial field, because we are desirous of

lifting our class to a higher and nobler plane of civilization.

We believe that, to accomplish our purpose, we must begin on the industrial field. We have many obstacles in our way. There are many barriers to scale between ourselves and emancipation, many questions to consider, and many knotty problems to solve. To solve the problems and clear the track of obstacles, we intend to try. To accomplish our purpose we simply ask for the co-operation of our own class. One of the essential and underlying principles of industrial unionism is self-sacrifice. We are asking very little of that. We are simply demanding loyalty to principle by our class—for our class.

SECTIONALISM A FAILURE.

To us, loose federation is anathema. It is the very antithesis of working class solidarity. Better to prolong proceedings with sectional union than to develop this industrial abortion. To consolidate our forces and make Labor a fighting machine, and one worthy of combating the efforts of the rapacious capitalist class, we must focus our vision on amalgamation. We march together on Labor Day, flying our emblems of servitude as though we belonged to one big industrial compact. We return, after demonstrating our craft weakness, to our sectional burrows to fight for the essentials and fight for them alone. We make our sectional demands alone, and gain that proportion of them that the proportion of our organization determines. The regiment declares war, and seeks the co-operation of the rest of the army when the war is lost. We exist on charity—we, the producers of wealth—while we depend upon wage regulating tribunals for our existence from day to day. The present system, which our movement was initiated to destroy, makes charity necessary. And what is charity, after all, but the sprinkling of scum in the sewers of capitalism? The wages board system is nothing more than a charitable institution. A deadlock on the board is arrived at, master and slave cannot agree, and the third party, also looking through

the glasses of the master class, is appealed to by both sides, and he alone determines what your living conditions shall be. He grants a slight increase in wages, which holds good only while the other fellow is preparing to jerrymander commodity values, which rise in no uncertain way until your increased wage is invalidated. We do not really get the hours shortened because we annually celebrate our Eight-hour Day, and without complete industrial combination we are too weak to ask for six. The slaves of old had their conditions regulated in the wages board fashion, only under another name. They were branded for insubordination or infringing on the laws of society, and you are branded with dismissal from employment for the same shortcomings, regardless of whether your children are fed or not in the interval between dismissal and your success in securing another opportunity of selling your only commodity—your labor power.

CAN WE BE SATISFIED?

The building up of class unity is the only sure way of getting out of this industrial tangle. Our thorough, unified efforts will make the path from servitude to economic freedom. If we are satisfied with the craft system of organization, then it is quite obvious that the capitalist system, with all its forces making for the degradation of the workers, is an acceptable system. Just imagine our acceptance of a system that drags from us the very worst that is in us. A system that lashes us with the thong of poverty the moment we show symptoms of revolt against those who have bound us down from time immemorial. Just imagine, you with the fertile imagination, who believes that with craft unionism—you can reform capitalism out of existence or buy out the plutocrats with the savings doled out to you by the wages board—just imagine! Take your mind back to February, 1912, on the memorable Black Friday, when you were clubbed and beaten by order of the capitalist class for daring to

(Continued on page 2.)

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THE CO-OPERATOR.

PUBLISHED WEEKLY. TERMS TO SUBSCRIBERS: Within the Commonwealth (In Advance Only)

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EDITORIAL MATTER. It must be distinctly understood that "The Co-operator Ltd." is alone responsible for all editorial matter appearing in this issue.

ARTICLES AND CONTRIBUTIONS. Space will be given for contributions and articles dealing with any helpful subject. We will do our best to authenticate all facts sent in, and where we cannot do so will place matter in an open column where we will not be responsible for the opinions expressed.

AGENTS WANTED. We want agents at all depots, workshops, and country centres, who will be paid for their services.

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Printed and Published by A. A. Catts, for THE CO-OPERATOR LTD., 421A Kent-street, Sydney, N.S.W.

THURSDAY, OCTOBER 29, 1914.

JUMBO'S LAMENT.

I'm not a prophet, but I'll bet there's trouble in galore For Railway workers if they let things slide a little more; They are an easy-going lot, and think no foe is near, Until it fires a sudden shot that strikes them in the rear.

THE ANNUAL TRAMWAY PICNIC

NOW OPEN TO ALL EMPLOYEES.

The "Tramway Record," in its last issue waxes indignant that the many men in the employ of the department should object to the annual departmental picnic being controlled by the Tramway Union.

ence showing that the Amalgamated had taken up the cudgels for the many men who believed in industrialism as against sectionalism. Preference to particular unionism cannot be brought about like this when the interests of the Amalgamated are concerned; the men at the head of affairs are too old in the horn for this.

A RAILWAY SOLDIER OFFICER

COLONEL CHARLES COX, C.B., GOES TO THE FRONT.

There are many railway men who probably do not know that Colonel Cox, C.B., who has been appointed to command the 3rd Light Horse Brigade has served many years in the audit office, and was recently made an Inspector of Accounts.

LABOR DAILY LEVY ILLEGAL.

POWERS OF UNIONS.

INTERESTING JUDGMENT BY MR. JUSTICE HEYDON.

On Monday last in the Industrial Court Mr. Justice Heydon delivered his reserved judgment in the case of O'Sullivan v. Finch. This was a case where the secretary of the Railway Workers and General Laborers' Association sued William Finch, a member of the union, for 10/-, the amount of a levy made for the purposes of establishing the Labor daily.

THE RAILWAY OFFICERS WAR FUND.

HOW IT FARES.

The hon. secretary of the fund, Mr. C. A. Hodgson, has kindly supplied us with a statement showing the amount collected and the distribution thereof.

Sydney, 20th October, 1914.

For the information of Subscribers to the above Fund, I have pleasure in advising that the result of the appeal to the Staff has been very satisfactory, the following being the present position of the Fund:—

Table with 2 columns: Description and Amount. Includes 'Number of lists sent out', 'Lists returned', 'Already subscribed locally', etc.

For the month of September, the total amount subscribed and paid in to the credit of the Fund to date is £1504 17 7.

Cheques have been forwarded as under:—

Table with 2 columns: Donor Name and Amount. Includes 'The Lord Mayor's Patriotic Fund', 'The Chamber of Commerce Food Fund', etc.

A considerable number of the Wages Staff are contributing to the Fund, and it is hoped that the number subscribing will increase.

Subscribers are reminded that the October subscriptions are due on or before October 31st.

C. A. HODGSON, Hon. Sec., Railway & Tramway Officers' War Fund.

THE NEW SECRETARY OF THE RAILWAY & TRAMWAY AMBULANCE CORPS.

MR. J. COLLINS.

Strike me pink! What price Josey? Nevertheless, it's a fact that following up the tracks of our Deputy, who has gone, or is going to the front, we are pleased to find Mr. "Joe" Collins, of Sydney Yard, Joe is a good all round ambulance man, and not without a brainy sky-piece.

EXCHANGE WANTED.

Wanted, Exchange with any Fetter on Metropolitan Division. For full particulars, apply to Fetter A. Johnson, Binalong, Southern Division.

Ganger, Jerilderie, wishes to exchange with any ganger in the Metropolitan Division within 20 miles of Sydney on any line. Apply, "GANGER," Jerilderie.

WEEKLY TALK ON CURRENT TOPICS

(By CLAUDE THOMPSON.)

During the week the Association has been exceptionally busy safeguarding the interests of those men who have been put off or whose hours have been reduced, in pursuance of the policy of retrenchment, instituted by the Chief Commissioner at the instance of the Government.

RETRACEMENT.

During the week retrenchment has extended to the railway per. way quarries. It is difficult to understand, in view of the large amount of duplication work that is being done on with, that less ballasting material should be required.

Even assuming, then, that at first the rules were valid and the registration correct, it is evident that when the union amended its rules on January 7 it did what the Master of the Rolls said that it cannot do. It is to be noted that those new rules are said to have come into force (so far as they could come into force at all) on adoption on January 7, they were not registered with the Registrar of Trade Unions until July 29, nearly seven months after.

"It seems to me," his Honor proceeded, "that a rule such as that in Osborne's case, or in this case, is an unlawful rule under section 6 of the Trade Union Act, and voids the registration under that Act."

NEWCASTLE EIGHT-HOUR DAY.

Much interest is being evinced by the members of the All Grades branch at Newcastle in the movement to take part in the Eight-hour celebrations on Monday next, Nov. 2. The branch, which is now very strong, proposes to put on a striking display, and this, with a big roll-up of members, should go a long way towards placing Newcastle branch in the forefront of the unions participating.

MAKING NEW MEMBERS.

At the present time it is more necessary than ever to keep up your membership in the Association and to stimulate interest on the part of those who are inclined to be lukewarm. In times of trouble and tribulation all workers look to the unions to help them, and as regards the great "All Grades" that expectation is not in vain.

INDUSTRIAL UNIONISM.

In continuation of the remarks of the preceding paragraph, I cannot refrain from again emphasising the scope of Industrial Unionism. Those of you who carefully read the front page of the "Co-operator" will see the motto there under the title-page, "Union is Strength: Industrial Unionism is Impregnable."

financial strain brought about by the tightening of national credit throughout the world. This is no time to speak about the interdependence of credit, but it is time when a few words on industrial unionism are words in season.

THE ALLIES ON THE AISNE.

For nearly a month now the Allies have occupied a position on the Aisne. Day by day we read accounts of the attacks and counter-attacks, of ground gained (though very little of ground lost), yet we know that the battle tide has ebbed and flowed.

LABOR DAILY LEVIES.

The long-expected has happened! Mr. Justice Heydon, in the Industrial Court on Monday last, in delivering judgment in a stated case—O'Sullivan v. Finch—declared a levy for the purpose of establishing a Labor newspaper to be non-enforceable, on the grounds that although the establishment of such a newspaper is included in the rules as one of the objects of the Association, such an object was outside of the scope of a trade union.

practically the application of the Osborne judgment to Australia. I have long considered it quite possible that the Osborne judgment would apply to Australia if the point had been taken. The point has been taken in this case, and successfully. No doubt there will be a lot of indignation and condemnation of Mr. Justice Heydon throughout the country, but this will be quite unjustifiable. It is a function of the Judge to administer the law as he finds it—not to make law. The judgment may call for amendment of the law just the same as the Taff-Vale decision caused a law of England to be amended.

The railway man is the most independent in the community. He may do business where he pleases—and he spends over £4,000,000 per year on one thing or another. Now, why not help those who help you? The "Co-operator" fights for the railway man, the business man helps to finance the "Co-operator," and—the railway man can reciprocate by dealing with the business man—our advertiser—who helps the "Co-operator." And it will not run into a cent more of expense; indeed, you will in many cases save money. Therefore, why not stick to the "Co-operator"?

Advertisement for W. H. BRUCE'S 35s. FREE COMPETITION. Offer a prize of £100 to the customer or customers residing in N.S.W., other than Broken Hill—if more than one, in equal shares—ordering and paying for a SUIT TO MEASURE VALUED 35/- Sydney, 37/6 Newcastle, who correctly determines or determine the day on which peace will be declared after consideration of the matter contained in my Competition Coupon and War Map, which will be ready for FREE distribution on Friday, October 2. Call at one of my shops and get one. MR. RAILWAY MAN and TRAMWAY MAN WEAR A BRUCE 35s. Made to Measure Suit. If the Commission won't give you a rise in wages raise your own income by divorcing yourself from the G3s, tailor and wed one of my Famous Made to Measure Suits at 35/-. You get the Same Value in Materials, a Greater Variety of Patterns to select from, Splendid Fit and Save £1 8s. If you only order four suits a year you save £5 12s. per annum—equal to a good rise in salary. Just figure it out—then send for a bunch of patterns, self-measurement form and tape. These are free to country customers. I want you to see the value I am offering. Call in and see the latest goods. W. H. BRUCE, THE PEOPLE'S TAILOR. 740 GEORGE STREET, HAYMARKET, SYDNEY. 160 King Street, Newtown; 361 Oxford Street, Paddington; 144 Hunter Street, Newcastle. 35s. Broken Hill, Melbourne, Ballarat, Bendigo, Adelaide, Port Pirie, Mt. Gambier and Kadina. 35s.

When the Cold Threatens. This is the season of the year, when, if cold once gets a grip, it sticks. It is, therefore, essential to fight the first clutch of it. There are few colds that come without premonitory warnings. When you get that creepy feeling or begin to sneeze, it is time to wear clothes that will not only keep you warm but will protect you against the sudden changes that are so often experienced at this time of year. VICARS' Australian ALL-WOOL TWEEDS are made from pure Australian Wool, which, being the finest in the world, will guard you against all sudden changes in the weather. Ask your tailor to show them to you and look for the "Vicars" Trade Mark on every two yards. JOHN VICARS AND CO., MARRICKVILLE Wholesale only from W. S. COOK & SON, LTD., 38 York Street, SYDNEY

LET the Co-operator do your printing cheaper.

APPEALS BOARD.

RAILWAYS ACT, No. 30, 1912, RELATING TO APPEALS EPITOMISED. Sec. 87-(1) Member, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer...

THE BOARD.

MR. LUCY, (Chairman). MR. SPURWAY, (Chief Commissioner's Representative). MR. E. D. CAMPBELL, (Elected Representative of Whole Staff).

W. H. MILNE, casual conductor, Newtown, 8/- per day. Charge: Failing to see that all was clear before giving "right here" signal...

Ernest Burgess, Conductor, Newtown, 9/- per day. Charge: Want of care whereby tram was started whilst a passenger was in the act of alighting...

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Mr. Emery told the Board, that Burgess and Milne, were in charge of the 3.5 p.m. tram, Dulwich Hill to Fort Macquarie. A lady attempted to alight...

Margaret Porteous, said she was a passenger on the appellants' tram on 3.7.14, which left Dulwich Hill about 3 p.m. I was getting off at Mary-st., and was on the footboard when the tram started...

Mr. Emery told the Board that Burgess and Milne, were in charge of the 3.5 p.m. tram, Dulwich Hill to Fort Macquarie. A lady attempted to alight...

Mrs. Margaret Monley, said she recollects being on the Dulwich Hill tram in July. We were to get off at Mary-st., my mother was just going to alight...

The tram pulled up at the regular stop and I was standing up ready to alight. I could not say how many passengers there were on board...

Mrs. Porteous, recalled, said that when they got in at Dulwich Hill, they took their seats right inside the saloon door. The child was standing behind me on the floor of the car...

Thos. E. Dean, Driver, said he was driving on the Dulwich Hill line on the date of the occurrence. We left at 3.5 p.m. I stopped at Mary-st., and then moved off and I received a stop signal...

Appellant, Chas. Milne, conductor, said he had seven months' service. I was called up by the depot master about two ladies alighting at Mary-st.

Mr. Gilder said the Department desired provocation, and said the facts were in the shops on 9/9/14. He stopped near appellant, and saw that he was not working energetically...

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ORGANISING IN THE WEST.

MOST SUCCESSFUL MEETINGS.

Further reports of Mr. Organiser Corish's tour of the West go to show that the employees of all centres visited have shown a great deal of interest in the meetings held.

Mr. Hourigan: I have never spoken to appellant about his work before, when standing on the engine he was so close to me that I could not help seeing him working slowly.

To Mr. Emery: the lady standing up was in the front car. I was called on to furnish a report on the matter and then said there were two ladies in the act of getting off...

Mr. Emery told the Board, that Burgess and Milne, were in charge of the 3.5 p.m. tram, Dulwich Hill to Fort Macquarie. A lady attempted to alight...

CHARLES EDWARD KNOWLES, Electric Driver, Manly, 10/- per day. Charges—(1) Taking staff instead of ticket from Belgrave-st., Junction to Ivanhoe Loop...

Appellant, Chas. Edward Knowles, stated that he asked for the leniency of the Board owing to his long service and past history for the sake of his wife and family...

Appellant, Walter Hislop, stated he was a fitter at Randwick shops. I have had about 27 years' service, and am 57 years of age...

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THE PASSWORD TO PROSPERITY—RICKARD'S EASY TERMS!

Home Seekers

Hurstville.—MAIN VIEW, bright, breezy, cheerful, situated at Condon's Point, overlooking the best stretches of George's River...

Bankstown.—CONDELL PARK ESTATE is 5 minutes from station, perfect in situation; in fact, is some of the best of Bankstown Home Site Property.

Punchbowl.—PUNCHBOWL—LAWN ESTATE has charming views. Land is like an immense and beautiful park, studded with shade trees...

Five Dock.—FARLIGHT ESTATE fronts Abbotshof tram-line. Fine views of Parramatta River. Home Site, 60 x 140 feet...

Mortlake.—GRANRER ESTATE is a large valuable property, running down in a gentle slope to Malpas Bay, on the Parramatta River...

Lindfield.—HEART OF LINDFIELD ESTATE, high-class HOME SITES, right at the station, at prices to suit all. Lots level and ready to build on.

Bankstown.—CONDELL PARK ESTATE is 5 minutes from station, perfect in situation; in fact, is some of the best of Bankstown Home Site Property.

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ANTHONY HORDERNS' FOR THE ROBUR WAR MAP

The War Map issued by the ROBUR TEA CO., together with NATIONAL FLAGS, printed in COLOURS of the participating nations, shows at a glance the progress of the rival armies.

ANTHONY HORDERN & SONS, LTD., BRICKFIELD HILL, SYDNEY

CONSULT OPTICIAN HINGSTON

I SAY RAILWAY AND TRAMWAY MEN

BUCHANAN'S BLACK AND WHITE WHISKY

Advertisement for Arthur Rickard & Co. Ltd., featuring illustrations of people and text promoting real estate services and home searches. Includes contact information for 64 Pitt Street.

Advertisement for Railway and Tramway Men, featuring the Ibis brand of tobacco. Text includes 'Be Patriotic and support local industries by smoking "IBIS" brands of Tobacco. Sold everywhere. 5d. per 1oz. tin. 9d. per 2oz. tin.'