

I would like the Attorney General to say if something can be done to amend the law relating to hire-purchase agreements for machinery. A farmer at Dangin purchased a harvester in 1913 for which he was billed £118 6s. 10d. On the first promissory note for £38 5s. 4d. he paid only £14 10s. 6d., owing to a partial failure of his crop. The balance of £23 14s. 10d. was carried on to the next promissory note for 1914. A drought prevented payment in that year. The next promissory note of £38 5s. 4d. was paid on the 5th March, 1917, and the third on the 25th May, 1918. To-day there remains unpaid the balance of the first promissory note and the accumulated interest. Off the £118 6s. 10d. he has paid £91 2s. 8d., and the firm who supplied the harvester have now seized the machine and he has nothing at all to show for his money. The interest amounts to £30 17s. 10d. If he paid the firm £58 2s. would he be able to get the harvester back?

The Minister for Works: That is the law.

Mr. GRIFFITHS: If that is the law then, as Mr. Bumble says, the law is a "hass." If the man is prepared to pay the balance and the accumulated interest, he should be able to get the harvester back.

The Attorney General: If he is willing to pay that, no doubt the firm would be glad to let him have the harvester.

Mr. GRIFFITHS: I have several times referred to the charges for storage on the Fremantle wharf. During the last 11 months I learned that the Trust have charged £11,000. I have explained what a great disparity there is between the charges here and the charges in ports of the Eastern States. In view of the Wheat Commission's report that the high charges are unjust and should be reduced, is the cutting off of the £6,000 to be the end, or is anything to be recouped out of the £12,000 per annum previously paid for storage, which I claim has been an iniquitous charge? I appeal to the House to take the question of land settlement seriously and see if something cannot be done to reorganise our agricultural industry. There is a lack of organisation in connection with our national resources of which the member for Kalgoorlie (Mr. Green) ably spoke last evening, and the agricultural industry is the all-important industry of the State. We have to see that we utilise this fair land to the best possible advantage, so that we shall be able to shoulder our share of the war burden of 300 millions and, in the end, come safely through our troubles, taking our part in the upholding of this great Empire and securing prosperity in our normal avenues of development.

Mr. DURACK (Kimberley): I fully realise that towards the close of the debate on the Address-in-reply members become weary of the long drawn out speeches, but since I cannot be accused of unduly occupying the attention of the House, and my silence might be interpreted as indicating indifference on my part, I wish to refer to a few matters.

I have heard inside and outside this House references to a new era being ushered in after the war. We have been told about our vision being extended and our views widened. We have heard about tolerance and good will and co-operation for the welfare of our country that it might go ahead. But we seem to be going along in the same old way. There seems to be a more accentuated spirit of re-creation and personal abuse by one party to another. I listened with interest to the speech of the member for Pilbara (Mr. Underwood), and whilst I agree with much that he said, and am prepared to accept his honesty of purpose, I think it is not altogether becoming of members of this House to cast reflections on private individuals and institutions that have helped to build up this State.

Mr. Underwood: Build up themselves, too.

Mr. DURACK: We know very well that business establishments and reputable firms, realising that honesty is the best policy, can only establish and maintain their business by the application of fair and honest methods. I was pleased to see in the Governor's Speech reference to the possibility of the settlement of the North, and to the necessity for ensuring adequate and reliable facilities. I wish to say with all the emphasis my words can convey that, whilst we are desirous of having every facility extended to the North, I hope that extension will not be in the direction of State enterprise, or by the Government buying any more ships. It has always appeared strange to me that the strongest advocates of State ownership generally are people who rarely have occasion to travel on the coast and people little engaged in the commercial and developmental activities of the State. I should think the people engaged in the commerce of the State, who had occasion to use the boats, would be the first to cry out about spoliation of private owners. I quite agree it is very nice in theory and no doubt many members can advance good theoretical reasons for State ownership, but for heaven's sake let us get away from those theoretical and visionary ideas which are only leading us into quagmires and get down to something practical. I remember one afternoon, prior to the inauguration of the State Steamship Service, hearing a Labour man on the Esplanade expatiating on the iniquitous treatment meted out to the north coast of Australia by the Adelaide Steamship Co. He said that company was working in combination with the beef barons of the North in holding up supplies, and that was the reason beef was such a high price. Beef was then selling at 3½d. per lb. wholesale in Perth, down to as low as 1½d. for second grade beef. How does that price compare with the price to-day when we have State-owned steamers? I remember distinctly another man following the speaker previously referred to. He endorsed the remarks of the former speaker but was more specific in his statements. He mentioned in exact numbers the fat cattle



held in and around the area of Hedland and Broome. I had just come down from the North. I knew the conditions which prevailed there, and how impossible it was for that statement to be correct. I could not help smiling at the simple gullibility of the people when, at the conclusion of his remarks, he was greeted with loud applause.

Mr. Underwood: How many bullocks are there in the vicinity of Derby to-day?

Mr. DURACK: A good many, I believe.

Mr. Underwood: A good many!

Mr. DURACK: We have a State steamship service; we cannot bring them down. Under the aegis of this new era under State ownership to be launched down here, the North was going to flourish and bloom; we were going to get a cheap supply of beef. The small producer in the North was to be protected from the cruel and enslaving grasp of the monopolist.

Mr. Underwood: And he was to a very great extent.

Mr. DURACK: How far has the consumer profited?

Mr. Underwood: How far has the small grower profited?

Mr. DURACK: I am giving the facts as they exist to-day. Beef is at the almost prohibitive price of from 10d. to 11d. a pound. One of the first small men to ship cattle to the metropolitan area by the State Steamship Service was a Mr. James Dillon, who brought down about 100 head in this way. When he got his returns from his agents these showed a loss, in consequence of a drop in the market and deaths on the way down. He appealed to the State Steamship Service for a rebate, but the officials refused to give him anything.

Mr. Underwood: How did Connor, Doherty, and Durack meet these small men when they appealed to them for a rebate?

Mr. DURACK: The consumer has benefited in no wise, neither has the small producer. The small producer found himself subject to the vagaries of the market as well as the vagaries of the State Steamship Service, and he went out of business. Within the last ten or twelve years there have been 14 or 15 of such men who have gone out of the business of cattle growing. This is how the State Steamship Service has assisted the small man. The freight that was being paid to the Adelaide Steamship Company—this monopoly as it was called—was £3 odd per head, including fodder and attendance, as compared with the present price charged by the Government of about £5 odd per head. The cargo freight at present is 66s. per ton. This is the cheap freight that the State Steamship Service has given us.

Mr. Underwood: What about the increase in the world's freightage?

Mr. DURACK: Let me cite the case of the Union Castle line, which is owned by a private company in South Africa. This line was carrying stock for the producer from England free of cost. There was only a nominal charge for fodder and attendance of, I think, about £4 odd. In Canada and

America we find also that the producer is assisted so far as the carriage of the material he requires for his holding is concerned, such as wire and so forth, which is carried free of charge. With regard to the "Kwinana," I could quote several instances of the treatment meted out to shippers by the State Steamship Service. We sent up some stud stock on which they charged £10s. 7s. to Wyndham, although the ship was practically empty. This is how the State is assisting the producers. We as a State cannot run a steamship service. The best brains and intellects of the world are associated with shipping. With the circumscribed conditions we have here and the means at our disposal, and taking into consideration the size of our population, I say that we cannot compete with privately-owned steamers. Some of our friends would say possibly, "Let us separate the State Steamship Service from political control." I say it is impossible to do that. There will always be a certain amount of political influence in these matters, and the State steamers will always be subject to that kind of thing. With the various changes that are going on how can we get any continuity of service? Where we have no continuity we cannot get an effective service. We have no competition under a State Steamship Service and without competition to stimulate industry there is no progress made. I should like the Government to put forward a definite policy in the matter. They are, we understand, prepared and willing to assist the producers and to help in the development of these northern areas, but I should like to see the Government abandon the idea of State-owned ships. If they will do that we shall then have open competition, which is so necessary in these matters. Our producers and private citizens would then have confidence in the pursuit of their business. Governments are only made up of individuals, and whilst human nature is human nature the sweets of office will always be alluring. Governments have ever a vigilant eye upon the main issue, especially when approaching election time. They will always have a weakness for giving way to demands in certain directions. It was my intention to speak with reference to the present management of the State Steamship Service. I find myself in accord with the member for Pilbara in his criticism of this management. I was going to speak more particularly as to the disgraceful condition in which the "Kwinana" went out from Fremantle, with 100 passengers or so for Broome and Wyndham in March last. No provision whatever was made for the accommodation of the people aboard her. There were some 16 women and children, who were obliged to find accommodation in a little cabin which was altogether inadequate for them. We in the North are pleased, of course, that we had an opportunity of going up there by the "Kwinana," for we only have the two boats, the "Kwinana," and the "Bambra." It was, however, the duty of the management to make some attempt to provide better accommoda-



tion than they did. When we arrived at Wyndham a great sigh of relief went up from the passengers. Had it not been for the influence of some of the heads of departments who travelled by her, there would have been something in the nature of a riot or disturbance on board. I do not believe the Government will ever be able to run the Wyndham meat works, either in their own interests or in those of the producer. It would appear that they must always do as other companies had to do during the war—owing to the high cost of material and other factors—write down the capital of these works and come to some arrangement with the producers of the East and West Kimberleys to take them over. It will be their duty to protect the interests of the consumers, and I have no doubt they will look out for that. In a great measure the condition of things existing in regard to these works is due to the producers themselves. Had we at the time insisted upon being more fully taken into the confidence of the Government, no doubt we would have been able to protect our own interests, and in doing that have been able to conserve the interests of the State. There has been some criticism as to the colossal blunders which have occurred at these works, but I do not blame either this or any other Government for those. These mistakes appear to me only as an exemplification of the total incapacity of State enterprises. Although we may find fault with much that has taken place there, we have to realise that the Government are confronted by a chain of circumstances, due in a great measure to the great distance that Wyndham is from the centres of labour and supply, and also due to the circumstances under which the previous Government took over the management of these works. All these conditions have meant that the control of the works must be outside the supervision of the Government. At present we have up there a great number of young men who are earning good wages. Their wages are from £10 to £20 a week, working overtime, and it costs them to live about 25s. a week. Amongst these are many industrious young men, and no doubt they will save their money and eventually become factors in the development of the country. In consequence of this we may perhaps get some return from these high wages. I have heard criticisms offered as to the machinery at these works. I do not profess to be an authority on machinery, but I have visited works in Queensland during the last four years, and works in other parts of Australia, and in Canada and America. I have been right through these works at Wyndham, and have followed the products as they went through the different phases of treatment. I believe these works are up to date and good in every way. They may perhaps in some details possess little defects, but no works can be said to be altogether perfect. I believe that we in that district will be able to turn out a product equal to anything else in the Commonwealth.

Mr. Mullany: In the world.

Mr. DURACK: It has been shown what a great loss this State and the producers of the State have suffered through not having had these works started earlier. Experience has shown that with the cattle now being put through there will be a saving of 100lbs. per beast as compared with the weight at which they have been sold down here. One can readily understand what that means, extended over the number of years during which we have been shipping cattle to the metropolitan area, at the rate of between 15,000 and 20,000 per annum. Although I agree with the member for Pilbara that the North offers a splendid opportunity for young returned soldiers, I must emphasise my opinion that these must be young men who are willing to work, and who know something about the conditions appertaining to the North. Men must be prepared to "scorn delights and live laborious days." When, however, it comes to putting returned men up there who are not used to the conditions, I cannot altogether support the scheme that the Government apparently intend to undertake. It must be realised that willing as men may be, many of the returned soldiers are not strong enough to go on the northern areas. Under some large organised scheme to be undertaken not by the State but by the Commonwealth—and no doubt it would be supported by the Empire—the proposition would be different. Much as Australians know of Australia, perhaps few of us realise that leaving Broome and going eastwards one can travel over thousands of miles of some of the finest pastoral land to be found in this continent. Eighty miles eastward of Broome one gets into the Fitzroy Basin, extending over about 200 miles, of very rich and fertile land. Another 180 or 200 miles on there is the very rich Moola Bulla area, the Government cattle station. This is situated on a high tableland elevated as much as 2,000 feet. Continuing from Moola Bulla one gets into an auriferous belt extending over about 30 miles, to the Albert Edward Ranges. There the country opens out into beautiful rolling Mitchell downs, over which one can motor for hundreds of miles encountering scarcely a stone or any other obstacle, although there are no roads. Next there is the great Antrim plateau, extending into the Northern Territory. That partly divides the waters running north into Cambridge Gulf from the other waters running south into central Australia. Further on one gets to the head of the Victoria River; and from here to its mouth, a distance of about 500 miles, it is all magnificent country. Continuing still over magnificent land one reaches Lake Woods, a little north of Powell's Creek. Lake Woods is a large lake of about 60 or 70 miles in circumference. The water is fresh. I had a peculiar experience on that lake one evening. I arrived there just at sundown, and watered my horses and took water for myself. On the following morning I had to go over a mile and a half to get

water. The explanation was that the wind had brought the water along from the eastward during the previous day, and that an opposite wind during the night had taken the water back again.

Hon. P. Collier: The water must be shallow.

Mr. DURACK: In the centre it is from 12 to 14 feet deep. When filled it lasts for three years, though there are seasons when it does not fill. One can imagine how fertile the surrounding area is. Speaking as an Australian, I want to call the attention of hon. members to the fact that written over this large area in large and ominous letters are the words "Ineffective occupation." Can we continue to hold this vast area without making some attempt to develop it? Other nations besides Great Britain have found an excuse for occupying land in the fact that it was not made use of, not effectively occupied. If Australia were not part and parcel of the greatest empire on earth, this land I speak of would not be ours to-day.

Hon. P. Collier: Is all the country you have described good pastoral country?

Mr. DURACK: It is all magnificent pastoral country. Of course the whole of the area I have described is not in Western Australia; some of it is in the Northern Territory.

Hon. P. Collier: Would the hon. member state what in his opinion is the bar to effective occupation?

Mr. DURACK: The want of facilities for getting stock to market. Another difficulty is that over a certain portion of this country there is not much surface water. From the experience of similar areas, however, one would say that water should be obtainable at a depth of from 40 to 80 feet. The principal bar, however, is want of transport facilities.

Hon. P. Collier: It wants another Trans-Australian railway.

Mr. DURACK: Yes, connecting up from Broome. I realise that this State could not build the railway. It is a big scheme, which the Commonwealth Government ought to undertake, and I feel sure it would receive the support of the Imperial Government, for it would help to consolidate the Empire. The area which I have described, lying between 150 and 300 miles from the coast, has a much more congenial climate than that met with on the sea-board. The land is specially adapted for sheep. It would carry millions of sheep in addition to hundreds of thousands of cattle. In order to justify our right to this vast area of country and in order to maintain that White Australia policy which is so dear to the hearts of most Australians, we ought to initiate some scheme to develop the area. I think it might be done by making Moola Bulla the starting point. Moola Bulla station is on a high tableland with a very congenial climate, and it covers an area of about 1,600,000 acres. The suggestion has been made that the Commonwealth Gov-

ernment might take over that property from the State. It would show a very good return. It is worth now from 150 to 200 or even 300 per cent. more than the State Government gave for it. Moreover, surrounding areas might be acquired. A large proportion of the surrounding country is not leased at all. Under a big Commonwealth scheme, this country might be cut up into blocks sufficient for a family to live on; but this is subject to railway facilities being provided. Under such conditions I would say that about 50,000 acres would afford a living to a family.

The Attorney General: Are there many natives in that country?

Mr. DURACK: Yes, there are natives there; but they are not so plentiful as in the coastal areas.

Mr. Underwood: The natives are not at all dangerous.

Mr. DURACK: It would be necessary to establish village settlements, where schools could be held and where the people might meet socially. I mention Moola Bulla as the starting point because of its excellent climate, its particularly rich soil and its nearness to a mining centre. If that mining centre were given better facilities, it would, I am sure, return great benefits to this State.

Mr. Angelo: Do you propose to hand over some of our territory to the Federal Government?

Mr. DURACK: Yes. If we are going to maintain the White Australia policy and preserve our rights, we must get going in that area, and get going without too much delay. Otherwise we must hand over the development of the North to some form of alien labour—I do not say what kind—under restrictions. There might be a provision for the return of the labour upon completion of an indenture for a certain number of years. Overlanding recently from Wyndham to Hall's Creek, I spent some little time at the latter place and went over the old mining centres, where I was saddened to see so much mining machinery lying idle. I came across quite a few prospectors—more than I thought were there. They were all getting gold. The conditions under which they work, however, are very hard. They can get no vegetables, and they have a lot of trouble in keeping their horses. Most of their time, they told me, was lost in going after their horses. They work for a while on the mining fields, and then they go along to some station to take a few months employment during the busy times, which enables them to go back for another five or six months on the fields. The Government might assist those prospectors in some way. I believe a good deal more assistance is offered to prospectors in the Northern Territory under the Commonwealth. A few of the Hall's Creek prospectors have already crossed over into the Northern Territory, and others are talking of doing so. It would be a wise policy on the part of this State to endeavour to retain them. They do not



ask for much—just tools and food. The Government could protect themselves by granting such assistance only to legitimate prospectors recommended by the Resident Magistrate at Hall's Creek. Members will, no doubt, recollect the Hall's Creek gold rush of 1886. Hall's Creek is now a very small centre, although it has some good public buildings. The population number only 30 or 40. On the field there are large quantities of low-grade ore going from 10 to 20dwts; and I have no doubt that when machinery can be got there a little cheaper, the field will yet be a good thing for the State and show excellent results. Whilst dealing with the North, I would like to refer to Broome, the centre of the pearling industry. Broome was hit very hard during the period of the war, but now the people there are looking forward to better times. I was surprised to find the other day that the Government had gone behind the backs of the pearl-ers' association—which was established for the protection of the interests of the industry—and had granted a license to an Asiatic. I cannot understand that. Last year the pearl-ers' association were very earnest about this matter, and the then Colonial Secretary or the Honorary Minister in this House, who was acting for the Colonial Secretary (Mr. Underwood), wrote to me and stated that advice had come through that there was a movement against the granting of the license, and later I received a reply to the effect that there was no intention to grant a license to any Asiatic.

Mr. Underwood: There was none granted while I was there.

Hon. P. Collier: They caught the new Colonial Secretary young.

Mr. DURACK: It is the duty of the Government to refer a matter like this to some of the members who represent the northern parts of the State. We know that there is a lot of snide or illicit pearl buying, and the granting of a license to an Asiatic seems to me to put a premium on that kind of thing. It is natural to suppose that an Asiatic—and pearling is a good deal in the hands of the Asiatics—would have no great difficulty in disposing of pearls to his countrymen.

Hon. F. E. S. Willmott (Honorary Minister): But the association requested that the license be granted.

Mr. DURACK: No. The license was granted in direct opposition to the association. This is the telegram which I received from the pearl-ers' association—

We desire to point out that pearl dealers' licenses have been granted Asiatics in direct opposition to repeated requests from this association. In submitting our protest we shall be glad to know the reason that actuated the Government in granting these licenses in opposition to the wishes of the association, the representations made by our State members, and the department concerned.

The action of the Government should not have been taken without consulting the pearl dealers. Those engaged in the pearling industry, through the association, have expressed their thanks to the Government for the assistance given the industry. The Government helped it very considerably by the guarantee of payment to the extent of £145 a ton which was given by the Government. Fortunately the Government were not called upon to pay a penny. The buyers realising that the Government were prepared to step in always went a little above the guaranteed price, in consequence of which the Government had no responsibility, and the pearling association were thankful to the Government for that assistance. I understand it is the intention of the association to ask the Government for another advance in order to get away from the manipulation that is taking place on the European market. If the Government come in again they will not be called upon to provide any money and the guarantee will be of great help to the industry. We realise or understand that the industry is an important one, and worth considerable sums of money to this State.

Mr. O'Loughlen: Is that a form of State enterprise?

Mr. DURACK: No, this is encouragement to enterprise.

Mr. O'Loughlen: It is very convenient when it suits.

Mr. DURACK: In the Governor's Speech attention is called to the high cost of living which is seriously affecting the minds of the people. I understand it is the intention of the Government to introduce a Price Fixing Bill. I do not think, however, very much will result from that. It seems to me that the inevitable law which is as old as human nature itself, the law of supply and demand, will come in.

Hon. P. Collier: That law has been repealed.

Mr. DURACK: It seems to me that whilst we may allay clamour in one direction, business would be so disorganised that the good achieved in one might be more than overbalanced by the harm done in another direction, and the agent most responsible would be quite outside our control altogether. What these high prices are due to it is difficult to say. Some economists, amongst them I believe the member for Perth (Mr. Pilkington) say that it is due to the "quantitative theory of money." Our output of gold is supposed to have increased five-fold within the last 20 years. Others have told us that our protective policy is the cause, while some have attributed it to increased taxation. Then again others say that labour legislation and strikes are responsible and again it has been attributed to trusts and monopolies. Still another reason given is that our luxurious style of living is responsible. Whatever it is, whether it be one or all of these causes, it seems to me that the increased cost of everything is not confined



to this part of the world. It is going on everywhere, in free trade as well as in protection countries and even in far-off Japan, which is supposed until very recently to have been outside the scope of trusts, unions and strikes. In Japan living is said to have gone up 120 per cent. in the last 20 years. If I were to be asked for any one cause more than another which was responsible for the high cost of living, I would say that it was to be found not so much in the demand for high wages at the present time—because that is justified in many cases—but that it was due to a wicked and cankerous growth which was creeping into the industrial organisations under the “go slow policy.” I will not say it is that cause alone, but I would say that that is to a great extent responsible for the existing condition of things and that unfortunately it is fostered by the belief that the unemployed are going to get more employment by such a method. If we do not put our shoulders to the wheel and we do not cast out this evil and wicked thing, we are going to be unmercifully strangled in the process. It seems to me that back to the land is the best price fixing policy we can urge. If the Government can bring in a price fixing measure that will do legitimate good, I will be prepared to support it, but I do not see how we are going to do that. Whilst there appears to be a good deal of concern, and in fact a certain amount of alarm upon what might be termed the overweening optimism of our present leader, it is idle to say that he has done nothing. I say that he has done much and a great deal has been achieved by him during the 15 years that he has occupied office in the way of increasing the production of wool, wheat, butter, bacon, etc.

Mr. O’Loughlen: You will get a good report to-morrow.

Mr. DURACK: I realise that we are essentially a primary producing country. Important as our secondary industries may be, they are not to be compared with primary production. The secondary industries will come in time. If we direct all our efforts into the channel of production, I feel sure that this State will come into its own and that the prosperity of her people will be assured.

[The Deputy Speaker took the Chair.]

The HONORARY MINISTER (Hon. F. E. S. Willmott—Nelson): My remarks will be few, but I think I would not be doing justice to that part of the State I represent if I allowed the unwarranted attacks which have been made by members to pass without some comment. The member for Pilbara said that as there was no development going on in the South-West, and as there had not been for years and never would be, it was perfectly useless to send people down there. Why not send them all up to Kimberley where the water was unlimited, where the

grass grew to a great height and where everything in the garden was lovely? Then he went on to say immediately afterwards that the classification of the pastoral leases must be pushed on because so many of the pastoralists who lived in this beautiful country were overcharged, and in paying the double rate to come under the amending Act, a gross injustice was being done to them. The hon. member further stated, and it seems strange indeed to me how he works out his figures, that the cattle supply would not come from Kimberley in the future because it would not be required. Then I would ask, where is the cattle supply to come from if it is not to come from Kimberley? I suppose it will have to be raised in the despised South-West. There is no other place from which it can come. In my opinion we shall require cattle from Kimberley for many years to come. The member for Kimberley has stated, and quite correctly, that for many years past thousands of head of cattle have been brought down to supply our needs here. Why are we short to-day? If ordinary supplies of cattle had come down from Kimberley the price of meat would be considerably lower than it is. For years to come, in spite of the great country we have down here, we will have to receive our cattle from Kimberley. Our goldfields will have to be supplied from Kimberley. The cattle will not all be killed in the metropolitan area, they will travel to the goldfields and be depastured on what was once thought was desert country. The member for Greenough (Mr. Maley) made the most dismal speech I have heard for a long time. We heard the member for East Perth (Mr. Hardwick) yesterday recount the pedigree of a horse he called “Democracy.” My idea is that we have another horse running, named “Pessimism,” by “Faint Heart” out of “Misery.” The member for Greenough had not much good to say, even for his own district. He told us a lamentable tale of how he was struggling on, and then he threw out the challenge that in the whole of the South-West not six men of wealth could be found. To me that was almost too ridiculous. I have been in this country for 33 years, and I only wish I could show in my bank account the figures that could be shown, not by six or by 60, but by a multitude of wealthy men in the South-West. The member for Greenough then went on to say that the dairy herds should be improved. I agree. But there is only one way to improve them, and that is by the importation of high-class bulls. If we are going to import cows we shall have to pay a prohibitive price for them. The member for Williams-Narrogin (Mr. Johnston) referred to the non-settlement of returned soldiers in his electorate, and complained that no estates in his district had been purchased. Some of the people in his district who offered estates to the Government for this purpose did not display any great philanthropy. One large estate offered for the settlement of returned soldiers was turned down by the board who deals with