

The Golden West

1923
24

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Edited by R. Clarke Spear

Perth Western Australia

PRICE
1/6

THE WESTERN AUSTRALIAN BANK

[ESTABLISHED 1841.]

AUTHORISED CAPITAL (1,000,000 Shares of £1 each)	...	...	...	...	1,000,000	0	0
SUBSCRIBED CAPITAL (378,000 Shares of £1 each)	...	...	...	...	378,000	0	0
PAID-UP CAPITAL	...	...	...	...	378,000	0	0
RESERVE FUND	...	...	...	...	813,000	0	0
RESERVED PROFITS	31,144	16	5
RESERVE LIABILITY OF SHAREHOLDERS	378,000	0	0



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Assistant General Manager: A. L. JOHNSTON.

Perth Manager: G. A. STRANG.

Accountant: F. A. KENDALL.

Inspector: J. CLEAVE

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Auditors: MESSRS. O. L. HAINES, WYLIE & CARCARY.

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	£5,020,000
Reserve Liability of Proprietors ..	£1,312,500
	£6,332,500
Total Assets (31/3/23)	£35,295,348

Established 1858.



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3. It is subject to the Supervision of the Supreme Court.
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1½ per cent. on the amount from	£50,000 to £100,000
1 per cent. on the amount over	£100,000

(NOTE.—This charge is only made **ONCE**, no matter how long the Estate is under Administration.)

INCOME.

5 per cent. on the Annual Income collected.

NOTE.—In the case of Estates over £50,000, the Company is prepared to consider special rates to meet special cases on application.

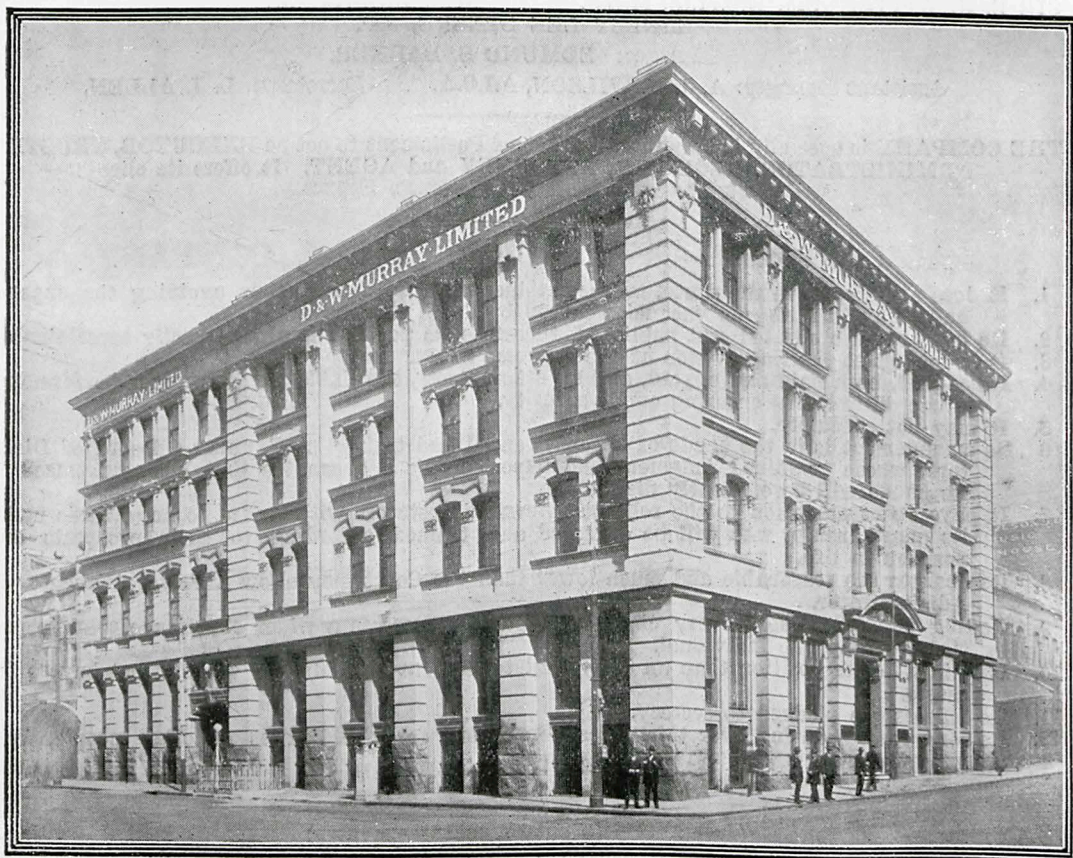
Gross Value of Assets under the Company's Management at 30th April, 1923, £3,420,825 17 6

WRITE FOR BOOKLET.

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The Perpetual Executors, Trustees and Agency Company (W.A.) Limited

<i>Authorised Capital</i>	-	-	£250,000
<i>Subscribed Capital</i>	-	-	£150,000
<i>Paid-up Capital</i>	-	-	£45,000



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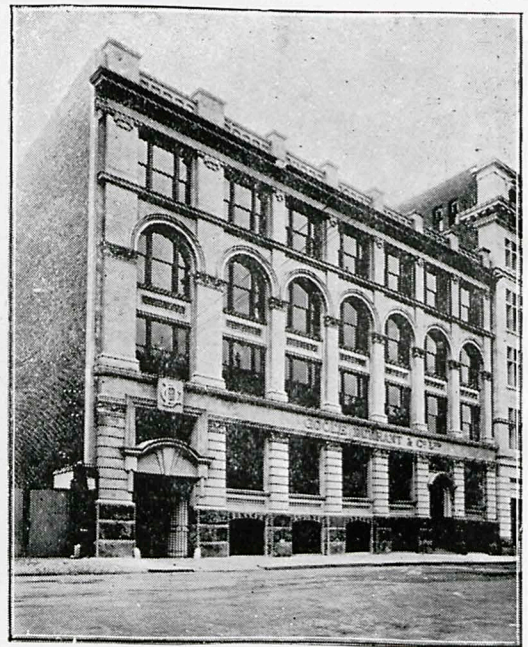
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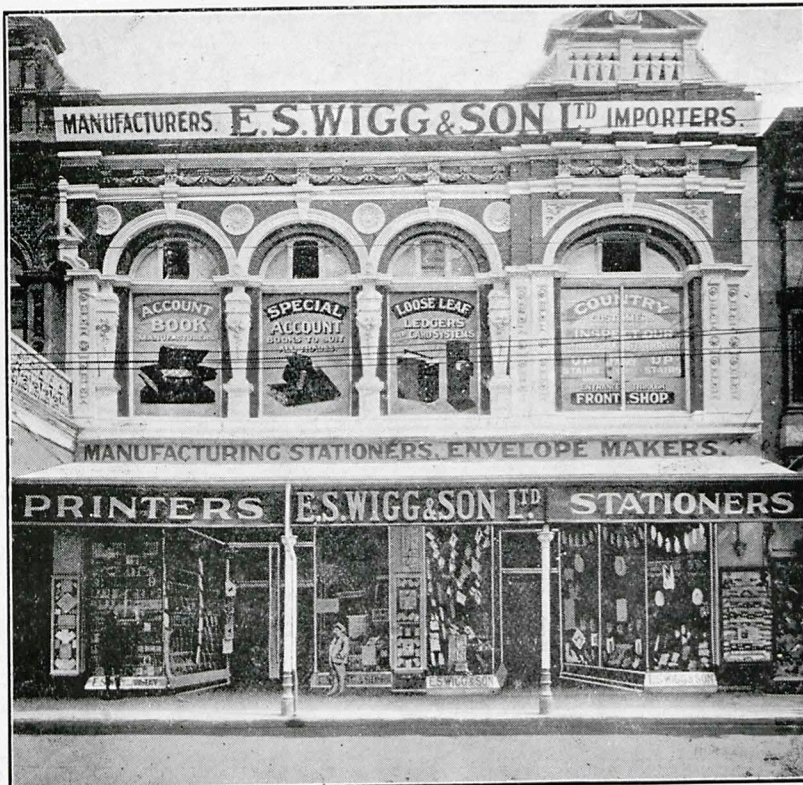
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Western Australian Airways Limited.

The Geraldton to Derby Mail and Passenger Service.



One of the Aerial Mail Planes at Onslow on its way to Derby.

THE Western Australian Airways Limited is a company that was formed in August, 1921, to carry out the Government mail contract, embodying the flying of 2,390 miles per week between Geraldton and Derby, and return, calling at Carnarvon, Onslow, Roebourne, Port Hedland and Broome. Since its inauguration in December, 1921, the Company's machines have flown over 200,000 miles. The majority of flying has been carried out to schedule time, and the degree of efficiency obtained has been commented upon from all quarters. Apart from carrying mails and passengers between ports on the route, a very great amount of useful work has been accomplished in cases of emergency, sickness, etc., and by the calling of machines at out-back stations, lives have been saved and comfort secured for the settlers. Surgeons and medical men have been flown to urgent cases, while sick people have been brought to hospitals.

As this portion of Australia has been rather badly served by other means of transport, the aeroplane has filled a much needed requirement, and the regular operation of this service is looked upon as a great blessing to those who live or have interests along the route.

The Company employs a large and highly-skilled staff of expert ground engineers, and has already undertaken and completed the building of its own aircraft. Machines actually built in Western Australia have already flown many thousands of miles on the mail route, and have proved equal to the original machines imported by the Company. All the ground engineers are licensed by the Controller of Civil Aviation, and they are responsible for the maintenance of the machines in the department in which they are licensed. The machines are periodically inspected by representatives of the Government, and their Certificates of Airworthiness renewed.

The Company's pilots have all seen service in the Royal Flying Corps or Australian Flying Corps, and are chosen for their all-round ability, and have proved themselves capable of dealing with all emergencies met with in the course of their duties.

During the greater portion of the year ideal flying conditions prevail all along the length of the

route, but during the storm season, from December to March, very severe conditions are liable to be met with, and storms, known locally as "willy-willys," which prove a menace to shipping, burst on the coast and travel down the coast, causing great havoc in the track they follow. On these occasions the sky becomes very dark with winds of high velocity, making it practically impossible for an aeroplane to live, but before these disturbances arrive, a few days' warning is given by the rapid falling of the barometer and the Company takes precautions by stopping the service and securing its machines in their hangars until conditions again become reasonable.

The average speed maintained for the flying so far accomplished is between eighty and eighty-five miles per hour, but the machines are capable of a top-speed of one hundred and ten miles per hour. Six machines of the Bristol Tourer Coupe type are used and these are fitted with six-cylinder "Puma" engines of 240 horse power.

The mail carried North has steadily grown from a mere handful of letters until the machines' capacity is very often taxed, while on many occasions passengers anxious to book seats cannot be accommodated.

The service is operated by relays of machines and pilots, and is carried out in three sections. The machines circulate round the route, and every three weeks reach their main depot at Geraldton, where they are subjected to a thorough examination and overhaul, and by this system the regular operation of the mail has been simplified. The Company is self-contained in practically every way, as the various members of its staff are capable of handling all the various problems that enter into the running of the service, and the maintenance and construction of the machines, and it is anticipated that with the development of both large and small machines and the experience gained from the lengthy operations carried out in Western Australia, the Company will be in the unique position to handle aviation matters in the most up-to-date and reliable fashion over future years.

It is probable that the aerial service will shortly be linked up with Perth, when machines will be run between Perth and Carnarvon in the day, at approximately double the boat fare.

Larger machines are also to be employed in this service, the Federal Government having signified its intention of entering into further contracts for the aerial mail.

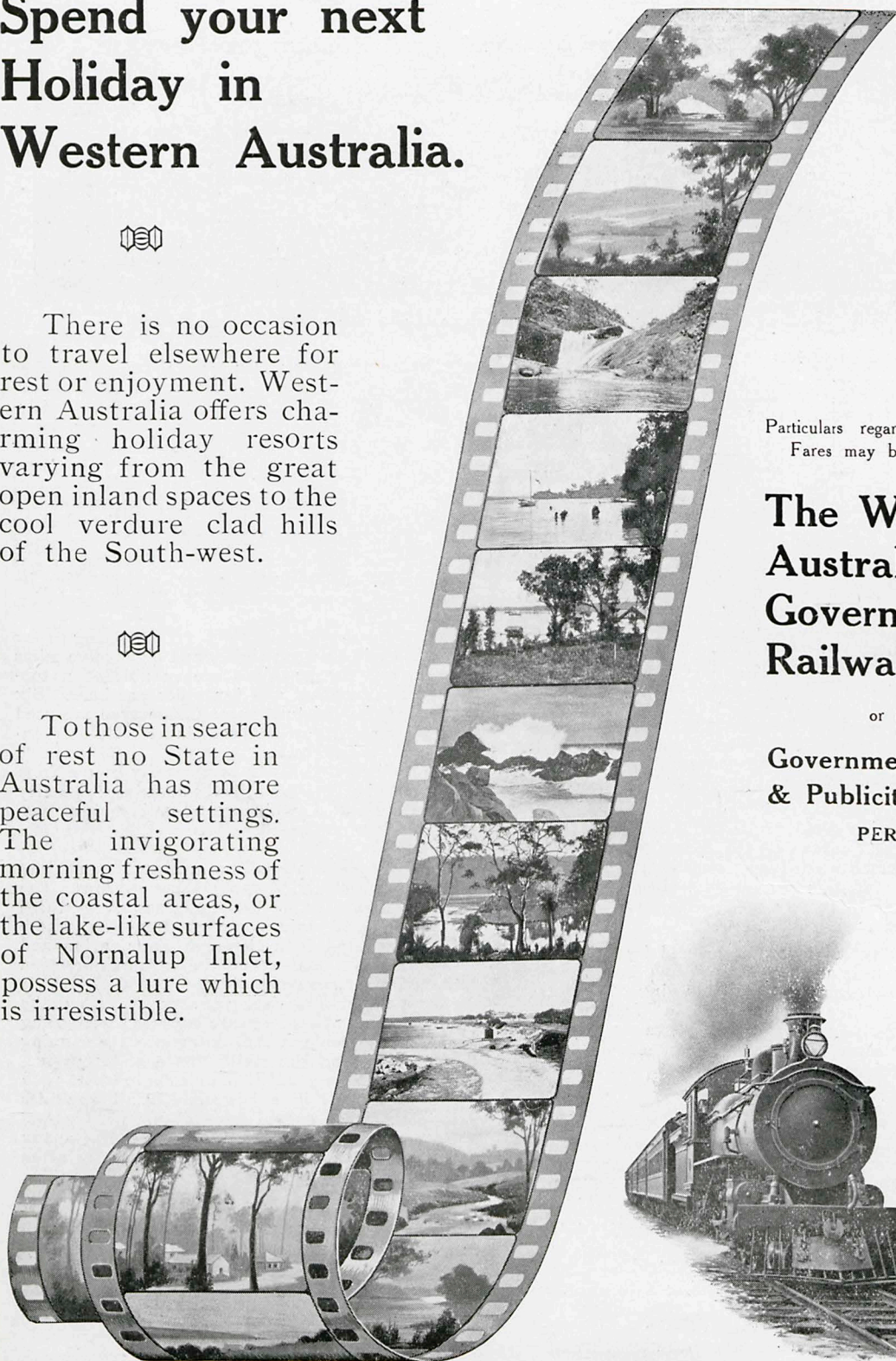
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MORLEY AND HER MAJESTY THE QUEEN



(For The
Golden West by
VICTOR G. C. RISELEY.)



IN looking through the personal columns of the *West Australian* the other day I noticed in that super-imposed section devoted to the doings of our vice-regality, as set apart from the hum-drum happenings or anticipations of the common bourgeoisie (which printers always pronounce as "bur-joyce," by the way) my eye lit on the following announcement:—

annual field day to be held at Osborne Park on Tuesday, when bee-keepers will be seen working their hives. Sir Francis has intimated his intention of being present."

That wasn't quite the text, but it is near enough, and I tried to visualise His Excellency on this expedition to the Court of Her Majesty the Queen of Bees. What would he wear? Or what wouldn't he wear? The thing appealed to me as being important—from the Governor's point of view, in fact from every point that he possessed, because it is always the point that the bee wants to rub noses with, as it were. It is all over now, that bee-keepers' field day, and as the vice-regal appointments have continued to appear in the *West's* personal column without intermission I can only conclude: (1) That he went suitably garbed in an hermetically sealed tank with windows affixed to its sides; (2) that he didn't go at all, but sent his



A Gala Day on the Swan River.

"The Western Australian Bee-Keepers' Association has invited the Governor, Sir Francis Newdegate Newdigate, to be present at their

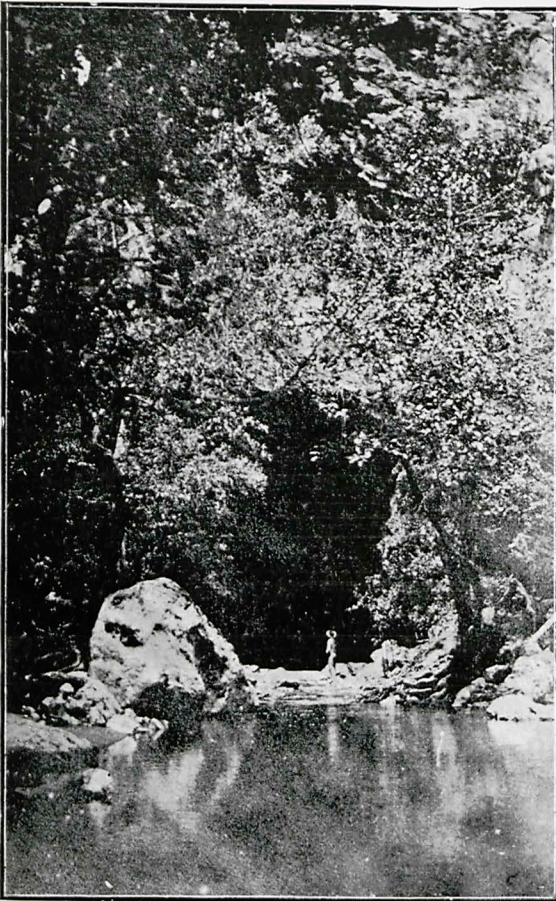
military secretary. I say military secretary, because I imagine that if His Excellency tried to shift that little engagement on to his ordinary private secretary

the latter would respectfully suggest that this would be an interference with the functions of the purely military side of the vice-regal retinue.

But I wanted to tell you about my friend, Morley. Morley is a civil servant, except when he has a griev-

upon it like as though he was familiar with spirit rappings. You know what North Perth trams are. Nobody could ever keep a parcel tied on that tram line, and so Morley's parcel started to come asunder—but I didn't bother. At least I didn't bother until a stout old lady started brushing something away from her nose. It looked like a blow fly, and Morley remarked, "By Jove, don't these blowflies start early in the spring?" And I said they did. And presently almost every passenger had a blowfly or two to himself, and Morley and I had more than anybody, and presently I saw that they were coming out in scores from Morley's parcel.

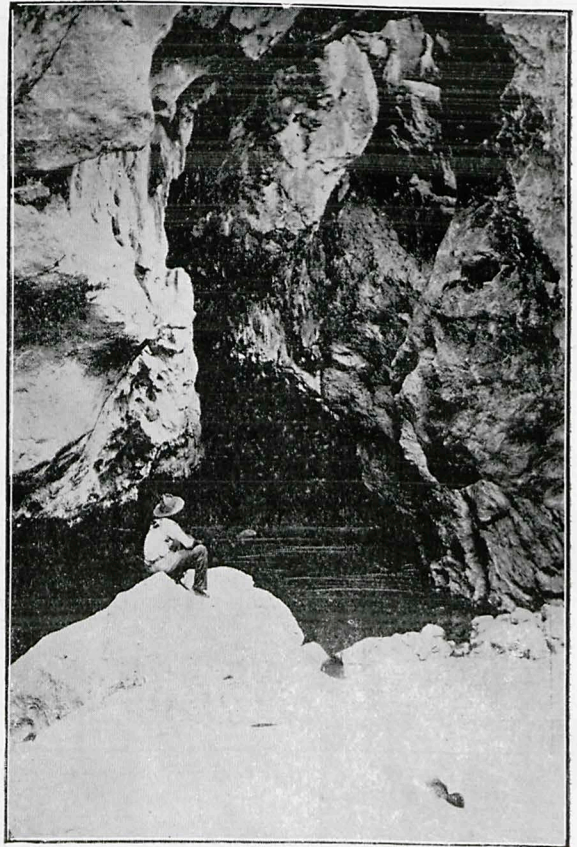
I felt a bit diffident about mentioning the matter, but presently took the liberty of suggesting to Morley that the contents of his parcel was meat or something like that, and then Morley discovered that his parcel had broken open and went pale in the face simultaneously. It was then he confided the awful truth to me. He said that somebody had presented him with a swarm of bees, the hive was in the parcel and the parcel had opened and the queen bee must have escaped and all the other bees were getting out to look for her.



Exit of Subterranean River, Horseshoe Range.

ance about superannuation or little things like that which are sent to cloud the azure of the C.S. sky. I met Morley one afternoon when we were celebrating Wattle Day (What'll y'ave) or a British victory or something like that, and at every place we called upon he carefully placed a large, brown-papered parcel on the counter. The way in which he mothered that parcel caused me to wonder whether it was the anniversary of his wedding or the wife's birthday, and whether this was the present. Then it occurred to me that Morley, living out in the wilds of Inglewood, had conceived the idea of blasting his own firewood from logs and this was the gelignite. Or perhaps, thought I, somebody had given him a mountain devil as a present. (Country people often send me weird things like that, and always forget the turkeys and ducks and mushrooms that they promise me).

At length we got on a tram—our ways being together, and so we started the journey North Perthwards, and as I sat beside him he placed the cherished box upon his knees with both hands laid reverently



Entrance to Subterranean River, Horseshoe Range, North Kimberley.

As we didn't seem to be adding to our popularity in the car, and several people had already got out at corners in suburbs where they didn't live, I nervously asked Morley whether he knew anything about bees.

He said this was the first time he had ever kept any—and he added that he didn't seem to be keeping them too well, now. I asked him whether he had ever heard that bees could be charmed, whether it was any use whistling or playing a mouth organ to them, or did he know what sort of a noise the Queen Bee made so that I might imitate her and coax the darned things back into the box.

But Morley didn't know anything. He said the main thing, from what he could remember, was to keep quiet and not brush them off one's self. (Fancy keeping quiet in a North Perth tram car). Morley seemed transfixed. He simply sat there, his hands

Lawley in thirty seconds, judging by the electric light poles we whizzed past. I knew they were electric light poles by their length, otherwise I should have mistaken them for a picket fence.

I looked to see how the conductor was faring—he wasn't faring. He had given up faring. The fares were scattered on the tram platform and he had gone no farther than some streets back. In short, he had deserted the ship. Still the tram careered onwards to Inglewood, the motorman trying to outdistance the bees, and putting "more juice into her."

At length we reached the dead-end, the motorman dropped exhausted and speechless, and looking like



A Pool in the Darling Ranges.

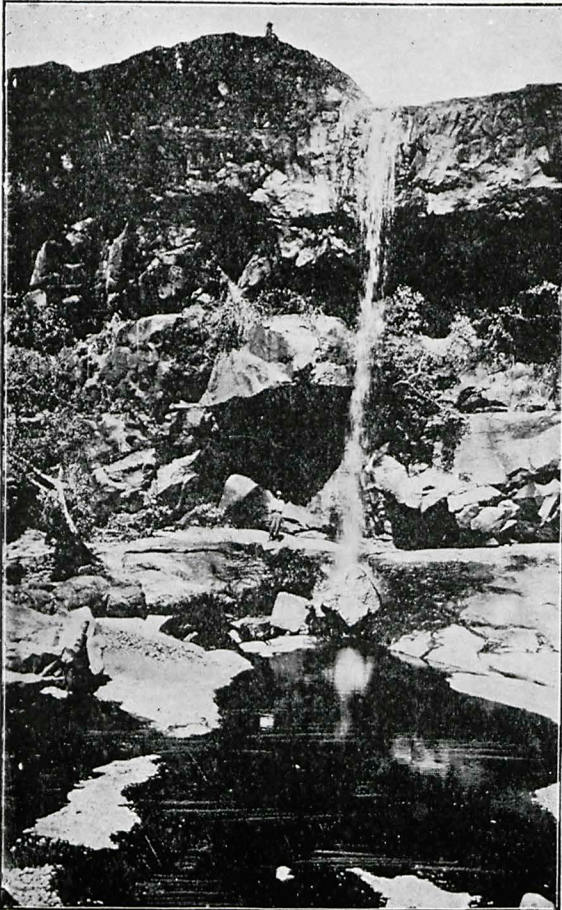
still communicating with the spirit world, and bees crawling all over them—he looked like a Western Australian wheat belt butcher in the height of summer and the meat not put away in the bags.

The few remaining passengers wanted to get out, but the tram hadn't stopped for six streets, and so they couldn't. I began to wonder why the tram hadn't stopped, but as I looked at the motor man in front I soon found out the reason. The motorman was well and truly stung, as they say in different circumstances of people who get too much hops. That motorman was all out, so was the motor. We went from the Queen's Hotel, at Highgate Hill, to Mt.

one of those fish that anglers never want to catch—gobbleguts, I think they call 'em. I wondered whether he was proud of his achievement in putting up the Australian tram speed record, and was puffed up with his pride.

And as Morley and I looked down the incline and along the shining rails of the tramway, right down almost to Perth, we saw a dozen other trams racing madly, helter skelter towards us, and, it seemed, risking imminent collision and disaster. Then the tragedy of the thing seized Morley and myself. There was not a bee left with us, but apparently the savage insects that we had outdistanced were looking in every

following tram for their queen, and the motormen and conductors were racing to death and destruction, stung to madness, seeing nothing, caring nothing, but racing, careering from this devilish holocaust.



A Cascade in the Admiralty Gulf Country, North-West Kimberley.

"For heaven's sake, Morley," I said, as the grind of the wheels of the first of these bolting trams could be heard within a few chains, "where is the queen?" Morley broke open the box. There she was, alone, hanging, fluttering in the corner of the case. "Kill her, Morley," I screeched, "or we are lost." He saw that to think was to act, or not to act was to die at the points of these maddened insects. He upset the box, took the queen between his fingers and ran forward to meet the trams. The ruse was successful, for he was just in time. Instinct told the bees where their queen was. Morley placed her upon the top of a cypress hedge and the swarm, like lightning, clustered round her, deserting the trams and their human prey and swarmed upon the hedge.

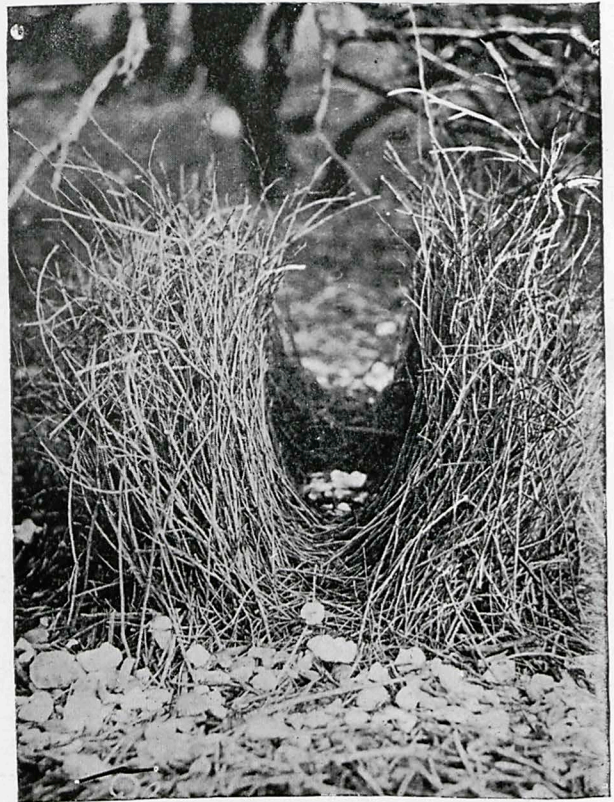
The tramways, rolling stock, not to mention valuable lives, were saved.

Just before these incidents the W.A. tramwaymen were dissatisfied with their wages. They said they could not feed themselves properly on the screw. The day following the events I have narrated they were

to go to the Arbitration Court, and the Minister of the Cabinet then administering affairs in W.A. was mean enough to call all the North Perth tramwaymen of the previous day's roster as evidence that they were fat and well fed. The Arbitration Court Judge said that it seemed to him that tramwaymen were gluttonous and apparently ate until they couldn't see out from their bulging cheeks.

The claims were dismissed by the Arbitration Court, and the tramwaymen appealed, but were threatened by the Government that if they persevered with the claim they would be exposed before the court as having got stung whilst in the execution of their duty—thus being unfitted for their jobs. The poor fellows had not the heart to go on with the case.

What about Morley? Well, what do you think of him? He went back next day when the man whose hedge the bees had settled upon had corralled the



A Bower Bird's Nest and Play Ground.

things into a nice little white wooden box in his backyard, under the shade of a lilac tree, and claimed the bees and said that he had only left them on the man's hedge for a few moments, and threatened to sue the man.

Morley is still in the Civil Service and owns several bee hives, in fact has started a nice little ranch somewhere up in the hills. He proudly boasts that he started from a small beginning. Small beginning!

The modesty of Morley is amazing to me.

Group Settlement in Western Australia.

What it means to Great Britain and this State.

Problems and Possibilities.

(For *The Golden West* by C. J. MORAN.)

"It is a most striking and unique experience in our own Parliamentary history—and it may apply to all Australia—that the powerful Opposition—keen, experienced and competent Parliamentarians—have on no single occasion made any at-

tempt to hinder or embarrass the Leader of the House in any way."

"No West Australian should be unemployed, no willing Australian could be hungry, even if there were never an immigration scheme, and never another immigrant landed on our shores."



TO-DAY Western Australia has a name and a fame in connection with the great Land Settlement Schemes of its Premier which places it once again in the limelight—the searching light of the British Empire. It is somewhat remarkable what a chorus of approval comes from the distinguished overseas and Australian notables who have

visited our shores, and seen, more or less hurriedly, our initial efforts in the much-talked of Group Settlements.



The Honourable the Premier of Western Australia, Sir James Mitchell, K.C.M.G.

Distinguished Britishers, Americans, Governors, eminent pressmen and, most important of all, the Parliamentary Commission from England, have seen and blessed the Group Settlements.

I am, personally, not unduly impressed by these happenings. I doubt whether that expert insight into the future of such pioneering ventures was or is pos-

sessed by any of the "great guns" who have spoken. But of one thing I am certain, and with one result of our efforts so far I am profoundly impressed. As it was with W.A. in Sir John Forrest's day with our world-renowned goldfields, so is it to-day in Sir James Mitchell's time with land settlement. In each case Western Australia is first in the regard of the British Empire. Sir James Mitchell has forced his State into first place in the greatest, the most momentous question of the hour for England—the migration of her people from the much overcrowded cradle of her race, to the wide and fertile, but thinly peopled, regions of the outlying Commonwealths.

It is to be presumed that the Premier of this State in taking that momentous step was fully seized of all it meant to his own enduring fame and the good faith and fair fame of this State. If the scheme should fail, or even if it should lose way and drift into a protracted struggle between indefinite optimism on the one hand, and staleness, discontent and blighted hopes and disillusionment on the other, our future will be most seriously prejudiced; and it is only a mere truism to say that the whole Empire will be disappointed; and an enterprise of great pith and moment will have its current turned awry and the native hue of our resolution will become "sicklied o'er with the pale cast of thought"—pessimistic thought.

I am deeply conscious that in the most important sphere here in our own State the gravity of the undertaking is felt. I mean in our own Parliament.

It is a most striking and unique experience in our own Parliamentary history—and it may apply to all Australia—that the powerful Opposition—keen, experienced and competent Parliamentarians—have on no single occasion made any attempt to hinder or unduly embarrass the Leader of the House in any way. He has been given a most generous opportunity to launch his schemes. It would seem to raise our Parliament, in this regard anyhow, on to a higher plane. And once again it serves to emphasise the weight of responsibility that rests on the devoted head of the Premier.

There may be those who are ungenerous or even spiteful enough to wish him failure. They are certainly not prominent in the public life of this State. But if failure would mean such bitterness and humiliation to the leader, it would mean grievous loss of prestige and very great material loss to Western Australia, and would accentuate the Homeric struggle that England is going through to-day.

Who is he that would not willingly to-day recognise the duty and pleasure of helping the Mother of Parliaments in her grievous need? Who, looking—"as through a glass darkly"—into the murky future, can see anything more ominous than the possibility of a crumbling of the British Empire? And it will crumble and disintegrate unless statesmen solve the great

problems of the hour. It cannot endure with an ever-increasing cancer of employment in its very vitals. This great question of reapportionment of population and trade is certainly more England's problem than ours—to take a narrower view of it.

No West Australian should be unemployed, no willing Australian could be hungry, even if there were never an immigration scheme, and never another immigrant landed on our shores. This plain truth should sink into the minds of our friends at home. It is their people who are starving and unemployed—not ours. I missed that note from the speeches of our Overseas Commission. They were just a little inclined to be a bit patronising; and, in the case of Mr. Wignall, just a bit childish with mawkish banalities about the hardships immigrants might have to endure on Group Settlements.

Let me tell him, as an experienced Australian, that those immigrants on Group Settlements may live their lives and pass away without even beginning to learn what real hardship means; without ever learning of the dauntless heroism and endurance of the old pioneers of Australia who carried the first flag of settlement over thousands of miles of trackless and almost waterless wilderness, bearing up for a lifetime against dangers and difficulties that can never be known again. It is necessary that the essence of the question should be laid bare.

Sir James Mitchell blazed the track for Australia in the financial and practical proposals he made to the Home Government. No other Australian statesman following in his wake, has done better. In view of what I have stated above about England's grave need at the present hour, I think more generous financial support should come from her in the future. But in the meantime this is our side of the bargain—that we fulfil our plighted word to plant several thousand immigrants from the Old Land on good land, and in groups with a full and fair opportunity of making homes that they can call their own in a reasonable time.

We have pledged our word that the opportunity is there, and to-day the people are coming in and are being quickly drafted on to the sites of their future homes. The die is cast and the near future is fraught with great possibilities for this State—very great possibilities. But there is no absolute certainty of a striking and immediate success financially.

We must not blind ourselves to the plain fact that no reasonable amount of money, no amount of coddling—no amount of advice and generous encouragement can ever compensate for the absence of great industry, perseverance, cheerfulness and endurance in the settler himself. In no other avocation in life is the personal factor so all-important in the individual as in pioneering land settlement. I have seen it over the Australian continent, and I am witness to it every week in perusing the files of the Agricultural Bank departments—the outstanding fact that no human schemes can obviate failure where the individual is lacking in the above qualification.

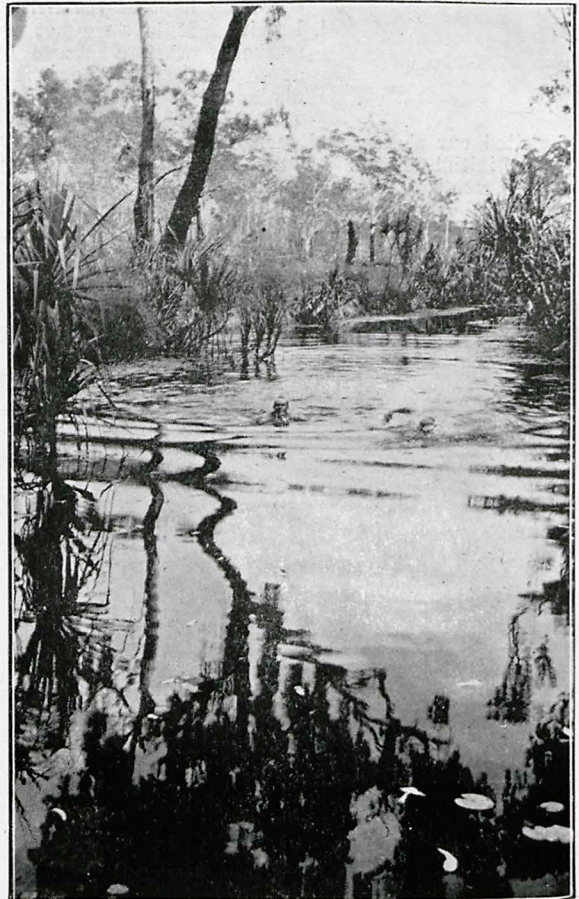
It is this controlling factor more than anything else that has made community settlement in the past a failure. But with the full knowledge of past failures, Sir James Mitchell and his advisers have drafted a scheme which it is believed will place Group Settlements on such a basis as will make failure for the willing and capable settler most unlikely—or, to put it in a more positive statement—will open for him the sure, even if rugged, road to success.

Space forbids me to discuss the Group Settlements from a closer view. These salient features may be mentioned:—No group settler in Western Australia should ever want for potatoes, vegetables, milk, butter or bacon for his own full use; he will never know drought or the want of water. These advantages have

been denied for weary years to thousands of Australian pioneers in the brave old past, and are still wanting in large measure to the pioneer in the wheat belt.

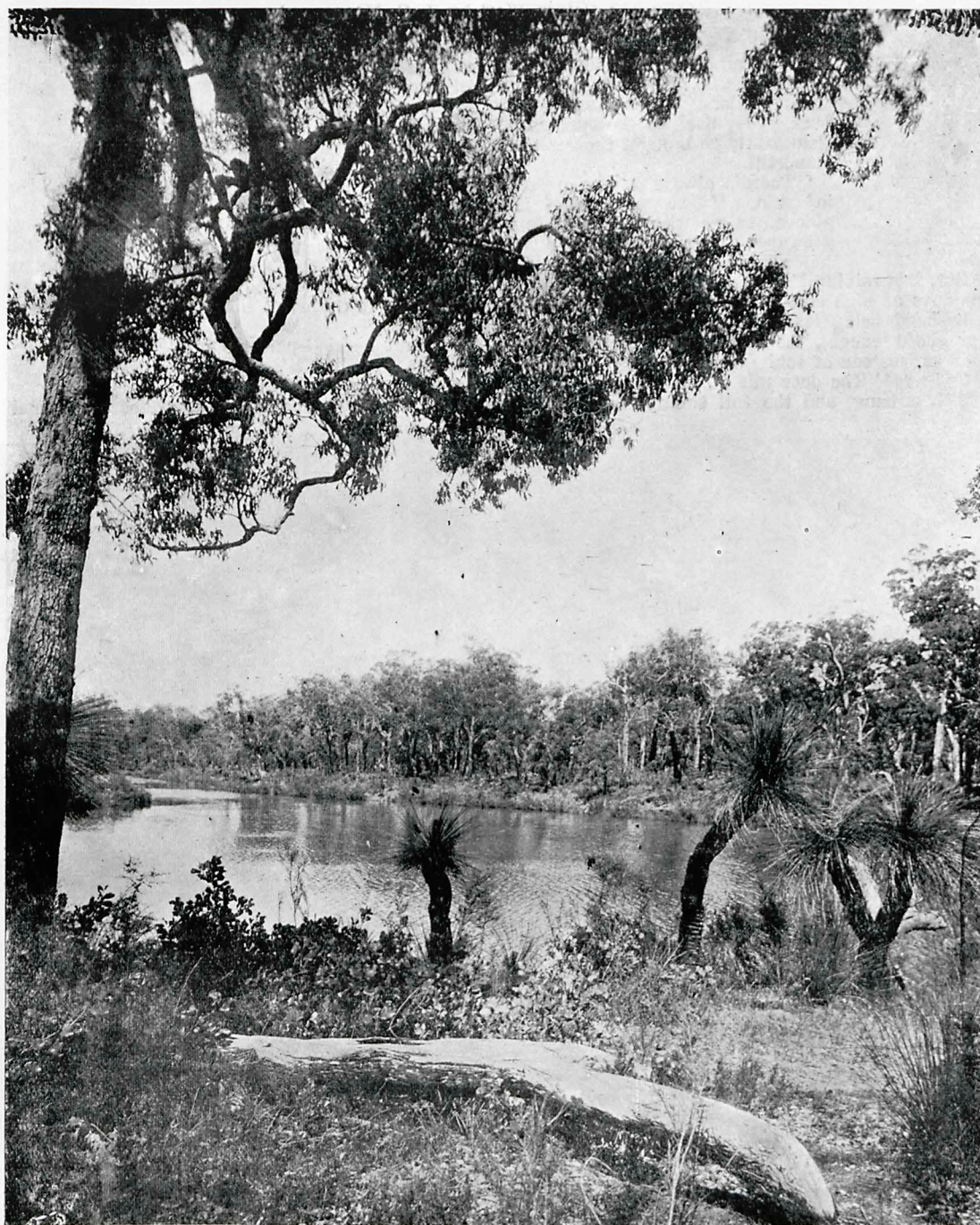
The group settler is being planted in the most regular climate I know of in the Southern hemisphere, New Zealand not excluded. He is being started off equipped to grow a product which has a market here in Western Australia, viz., dairy produce. And when he overtakes this market he has an equal chance with the rest of Australia in the world's market. To the group settler I would say this: Western Australia cannot afford to temporise with a grumbler or a slacker, she must deal decisively and early with non-triers. The measure of her generosity in opportunity to the immigrant must be the measure of her discipline to the laggard. If I read the near future aright, this will be our policy—otherwise then assuredly drift and trouble will prevail.

Sir James Mitchell has a wonderful record in settling the Wheat Belt. His foresight proved accurate when few but himself could read success ahead. It may well be that as great a success lies ahead in his



Head Waters of the Drysdale River (North Kimberley).

new campaign. Nevertheless, I doubt if the same measure of success lies ahead of Group Settlement. I think the financial burden on the State will be heavier for a longer period than in the case of the Wheat Belt. However it may pan out as a financial investment for the State, these facts are outstanding—the Home Government is getting a wonderfully good deal; the immigrant is getting a rare chance in a new land.



The Collie River, Collie.

"Fares, Please!"

"You'll all get home."

(For *The Golden West* by J. C. MORRISON.)



GRASPED the hand rail at the driver's end of the tram and swung myself aboard. "There's a lady coming along about ten yards back," I puffed to the conductor. Reluctantly he brought the car to a standstill.

"There's always a woman comin' along," he snapped. He glanced at me with a look of sour grievance. "Another car w'd ha' bin along in three minutes."

"But, it's raining," I suggested, mildly; "and in these days of high cost of dying she might object to her husband being loaded with funeral expenses because she'd caught the 'flu whilst waiting for a second car instead of taking the first."

"Gr-r-r-r!" The door was pulled into place behind me with a bang, and the full twenty-thousand volts

among the passengers. There is the fussy person, and the flapper person. There is the man who lurches all over the rear platform—especially on Saturday night—and hails the harassed conductor as a friend and brother, with whom it is the chiefest wish of the lurcher to share his worldly possessions, the principal of these consisting of a cray and a bottle of beer. There is the other lurching person, who cares for nobody, no, not he; but for whom everybody on the car cares—they cannot help it. If he is in a weeping mood, his sobs distract them during the journey's length. If he is in a fighting mood—ah, if he lusts for blood! There is something doing then. The perils of the voyager, we quickly learn, did not vanish when electricity was born.

"Fare! I—hic—paid me fare."

"No, you didn't." The conductor, taught by experience, eyes him warily.

The aggressive one makes a pretence of fumbling



St. George's Terrace, looking West from the Treasury Buildings.

must have been switched on at once, so suddenly did the tram jump forward in sympathy with the mood of the unamiability that was working the handle.

But it is not always the motormen and conductors who are to blame. There is a lot of human nature

in his pockets. Suddenly he is seized with a sense of personal injury that he should thus demean himself. Ask him for a fare!—the blood of a thousand warriors is coursing through his veins—fortified by a score of drinks. The conductor—queerest shape of a man he

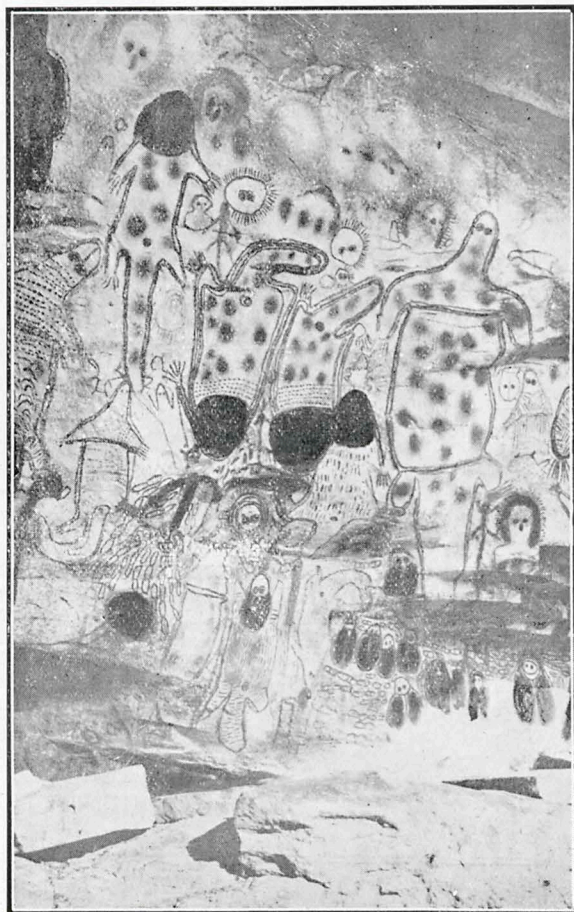
ever saw—has two noses, two pair of eyes, and two twitching mouths. If he makes for the hypothetical meridian line that bisects the Saturday night abnormality which the scoundrel presents to a long-suffering public as a face, the miserable being's impudence will get what it has been looking for. He makes—with his right, he makes. But neither of the conductor's faces is there. Instead, a supple arm is about the middle of the truculent one. A hurried dance takes place on the rear platform. Swing partners. Lead up and down—the other passengers hurriedly making room. Chassez! Truculence is looking at the stars from the kerb, and a conductor, breathing rapidly, but otherwise unperturbed, pulls the rope for the car to proceed. "A coupla beers, an' some uv 'em think they own the tramway department—they don't."

The dear old lady who lives in the little wooden cottage five doors from the intersection at which the car is scheduled to stop, mightily endangers the souls of all tramway men on the section. She goes into town twice a week, and twice weekly she visits "Annie, me marri'd darter," in the neighbouring suburb. Five doors from the intersection, where the frontages are forty-feet, is a distance of nearly seventy yards—nothing to sprightliness, but the old lady and sprightliness regretfully parted company thirty years ago. As the car comes abreast of her house, she lifts the latch of the gate, and waves a faded gingham at the conductor. Audibly, he groans, and looks irresolute—he always looks irresolute, but irresolutely always does the same thing—he holds up the car for her at the stopping place. A fierce looking gentleman near the front has his eye on him. The gentleman is not old, but he is getting to the time of life when the treatment accorded the aged is beginning to awaken his interest. He is quite capable—he looks that sort—of sending in a complaint that Conductor 021 showed grave lack of consideration to an elderly person by giving the "right away" ere she had an opportunity of boarding the car. One or two of the lady passengers manifest a sympathetic interest in the old woman, plodding along. Will the conductor wait? Will she catch the tram? The conductor waits. Bitterly he reflects to himself that he had no intention of doing anything else. He curses his lack of moral courage. This old dame, he thinks, knows as well as he does when the tram is due—she might show a little consideration and leave the cottage five minutes earlier.

"Thank-ee, conductor—deary me, I thought I'd ha' bin here before." She smiles amiably up into his face, as he extends a helping hand. There is a suggestion of viciousness in the tug he gives the bell-rope, and the tram, with a jolt, moves forward. The old lady has barely taken her place. She sinks into her seat without dignity, and her bonnet assumes a rakish angle. "Drat these men," she mutters, patting her curls into order. "They think nothin' of a body's bones."

But the trams are their busiest, and human nature presents itself in its most diverse forms, when the city is disgorging its mass of humanity that has been cooped up in offices during the day, or engaged in one or other of the thousand and one tasks of indoor and outdoor that make the wheels of our society revolve. Rushing for precedence—scrambling for place—giving way to others—rudely pushing for a seat—politely relinquishing one—hanging on to a strap—treading on toes—such a hurrying and a scurrying. Above the din the conductor's voice rises impatiently: "Move forward—move forward—ple-a-se. Dash it"—his voice takes on a sharper note—"you'll all get home."

And they do.



Native Rock Carvings, North Kimberley.

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THE YEAR—A Backward Glance.

(For *The Golden West* by G. L. BURGOYNE.)



WESTERN AUSTRALIA represents a garden too vast in extent to make "blossom like the rose" in one or two generations. Its handful of people can do little more than scratch the surface of its riches here and there; and the cost of the management of so great an estate is out of all proportion to the return. Our troubles and difficulties will be gradually overcome; and though they may increase at intervals, faith in the future of the State and courage in its administration must ultimately prove to be justified.

IMMIGRATION AND GROUP SETTLEMENT.

As our outstanding need is obviously increased population, the Government's immigration scheme transcends in importance all other questions of administrative and developmental policy. The stream of

neither the available land nor financial resources for the wholesale importation of new citizens. Under Sir James Mitchell's Group Settlement Scheme the men and women from overseas are both students and workers, and in subduing the forest and cultivating the plain they learn their new trade while accustoming themselves to new conditions of climate and industry. The project is arousing world-wide interest, and should it prove a failure then it is difficult to see how success can be achieved in the task of cultivating the rich South-Western areas of the State.

The British overseas delegation, which came to study the methods at first hand, was much impressed by the "groups." These bushland communities already number 83 and nearly 5,000 souls — men, women and children — are carving out their homes among the forest giants. Nearly all seem well content with their lot; the actual test, however, will be applied when the sustenance wage "cuts out," and the settlers are asked to make bread and butter, and something over, from their holdings.



A Stretch of the Swan River, looking North from Mosman's Bay.

new settlers is yet but little more than a trickle. To swell its volume at this stage, however, would be dangerous—an invitation to serious trouble. We have

The problem of markets is not an easy one. It is pressing heavily upon all the primary producers of Australia, situated so far from the great consuming

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centres of the older world. Still, there is the £1,000 a day we pay our Eastern State brothers for dairy products; that is something to reach out for as a beginning.

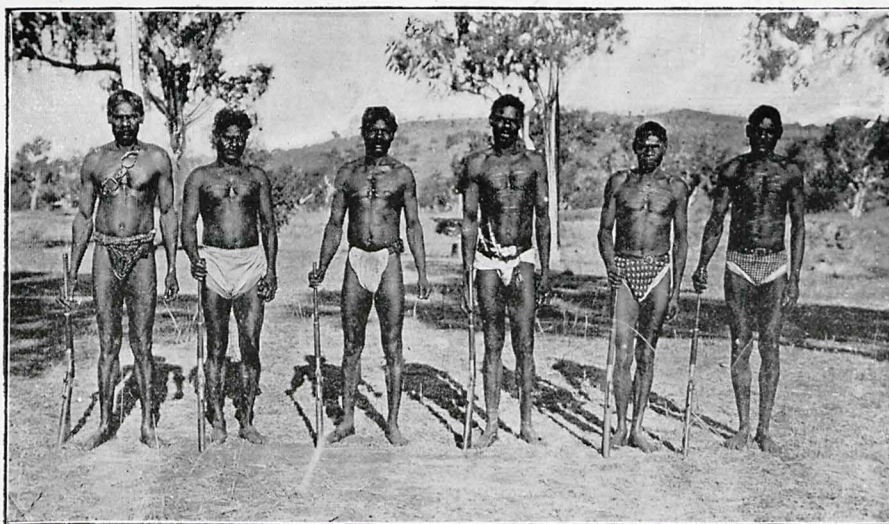
WHEATFIELD AND PASTURE.

At the time of writing, harvest prospects are excellent. A broad view of the bounteous winter rainfall has inspired some extravagant estimates of a record yield of wheat; but ours is a big country, and what is one part's meat is another's poison, and excessive rain and cold weather have had their effect in some areas North and South. With 50,000 acres more under wheat than last season, plus a generally favourable rainfall, there will certainly be a greater aggregate yield than that of 1922-23; a late official forecast of 17,000,000 bushels may not prove far over the mark. But the price? That is the all-important factor in the prospects of wheat-growing in Western Australia, as elsewhere. Authorities disclose a promise of a heavy surplus above consumer's requirements, and an average of 3s. 10d. or 4s. at the sidings seems as much as the farmers can expect. When Central Europe and Russia settle down to work again, the position of the man on the land depending on wheat alone may be a serious one. Improved farming methods, reflected in largely increased yields per acre will be imperative.

provement during the year, the export trade being very sick. The Wyndham works ran their brief season, but the frozen bullock would literally have to bring the worth of his weight in gold to make that costly white elephant of the North pay for its keep.

GOLD, OIL AND COAL.

Though shorn of the glittering glories of twenty years ago, gold mining is still one of the mainstays of the State, and the Golden Mile remains the backbone—and most of the ribs—of the industry. The total yield continues its steady downward tendency, and there is nothing in sight that promises to arrest the movement. The music of the stamps, however, is to be heard again on the Sons of Gwalia after a silence of years. There is a prospect of heavy investment of English capital at Wiluna, provided boring tests justify the Government in building a railway to the field. It is sincerely to be hoped that roseate expectations will be fulfilled and that British investors will be encouraged to turn their attention again to the Western Australian fields. They have not had much inducement during recent years; nor has the local speculator found many plums in the mining pie. A great disappointment was the collapse of a promising development in the Hancock's district, and the Mutorror Co.'s leases on the Trans-Australian railway;



Trackers Attached to North-West Mounted Police.

But this being a retrospective view, not a look ahead, that matter may be left for the future.

The wool position is most encouraging—even gratifying. Local selling is firmly established and magnificent prices have been obtained during the year—the last sales creating a record in some lines. The days have gone definitely when experts scornfully referred to the Western jumbuck's coat as hair suitable only for the manufacture of tooth brushes. Eastern pastoralists have been amazed by the giant strides made by our breeders and growers, and the reflex action of their surprise is the purchase of a number of pastoral properties in this State. There is no cheap, good land in the more settled sister States, and the younger scions of pastoral families are looking West for opportunities. The beef position has shown no im-

high hopes being based on very insecure foundations. A cynic has described a mine as "a hole in the ground, with a liar at the top," but it would be kinder to call the man on the surface an optimist. Optimism is the big suit of mining men, some of whom declare that there is another Golden Mile yet to be found in Western Australia. Less imaginative persons, however, hope and pray for means of reducing costs to bring to life the many properties whose grade of ore forbids profitable exploitation at the mining costs which obtain.

Mineral oil has yet to be discovered in Western Australia. In the distant Kimberleys the Freney and Okes - Durack companies are continuing vigorously in their quest, and a late development on the latter property seems full of hope. Late in the year a

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mild flutter of excitement was caused by an alleged find near Southern Cross. Quite a picturesque story was circulated—quite a hidden treasure romance—with the tidings; but the cold, analytical process of the Government Department burst the bubble before it had fairly taken shape, to say nothing of iridescent hues. The official report of the samples taken by an inspector mentioned soap and vaseline; had results gone further and disclosed face cream and tooth-paste, there might have been some profit in the phenomenon; as it is—! The longed for gusher may yet spurt its wealth in the State; but it is improbable that Southern Cross will be the oil city of the future.

The Collie coal field is under a cloud at the time of writing these notes. The bunkering trade has declined seriously, and a curtailment of operations has

helping with the immigration scheme; but the Home Government might well do more, in its own interests. The dole for its thousands of thousands of unemployed, brings no return whatever, while the transplantation of thousands of workless young men and women to productive fields within the Empire would serve a double purpose. The Imperial family would retain its manhood strength, and the idle spaces of the dominions would be made to yield in abundant measure.

A possible source of relief nearer to hand is the Federal institution. A budget revealing over sixty millions on both the revenue and expenditure side indicates why a State still in the throes of early development has so little money for its stupendous task. Apart from defence and the postal service, the central Government does little real service. The States have



On the Fremantle Golf Links. The Premier and Picturesque 8-hole Course of the State.

thrown a number of men into the ranks of the unemployed. A searching inquiry into the conditions of the industry might disclose why the Collie field is retrograding instead of making the steady progress as might be expected of the sole local source of coal.

FINANCE AND COMMERCE.

Miracles do not happen these days, and so our deficit is still with us and still growing. The pace of our drift to leeward, however, has slackened somewhat. The deficit for the financial year was £405,350, as compared with £732,134 for the preceding twelve months. The accumulated deficit was just under £6,000,000, and the Treasurer has estimated that it will be increased by something over £298,000 by the end of the current financial period on June 30 next. No thoughtful mind will make light of this burden of indebtedness, and, unfortunately, relief is not to be secured by administrative economy alone—desirable as that is. The State is in the position of a business man with his enterprise not half-developed. More money, and a great deal, must be expended to turn our riches to account. Our financial resources at the moment are severely restricted, and as the development of our huge territory is of all-Australian—even Imperial concern—Western Australia might fairly look for assistance in its task. Britain is, of course,

to carry on all the work of wealth production at a steadily increasing cost, and at the same time to find the gold to gild the largely ornamental Federal Crown and Sceptre. Western Australia, with a third of the Continent as its responsibilities, has an undeniable case for special consideration.

We had the pleasure of entertaining in Perth this year a large delegation of Eastern manufacturers at the Annual Congress of the Chambers of Manufacturers. Even the most cheerful optimist of us all, will hardly look for an early fillip to our minute secondary industries as a result of the words of wisdom falling from the men from the East. Beyond the advice of one Eastern captain of industry that we might build aeroplanes at Bunbury, there was no suggestion made whereby our heavy purchasing from Eastern States' factories might be diminished. Incidentally it might be mentioned that no East to West trade in 'planes has yet been established.

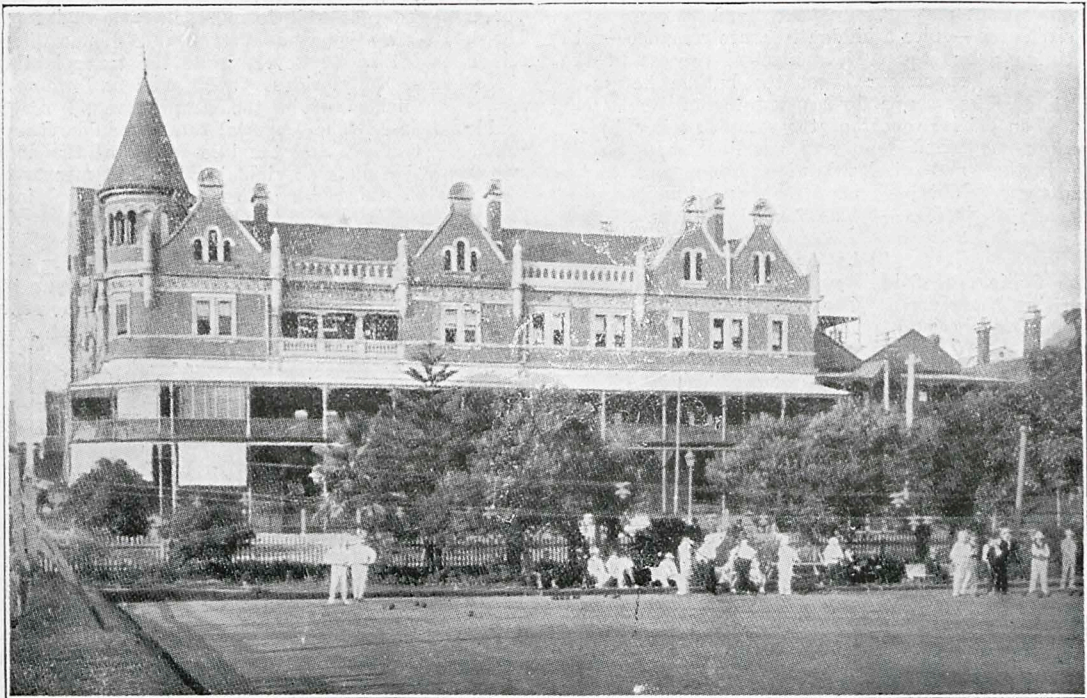
While we need not fly so high as aeroplanes, there is need of our making more and importing less. We have sadly few factories and hardly any purely local institutions. The establishments doing business here in finance or trade are mostly branches of Eastern firms. The greater part of the profit they make goes (to remain) in the East.

THE HOTEL ESPLANADE

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J. S. W. PAXTON, Proprietor.

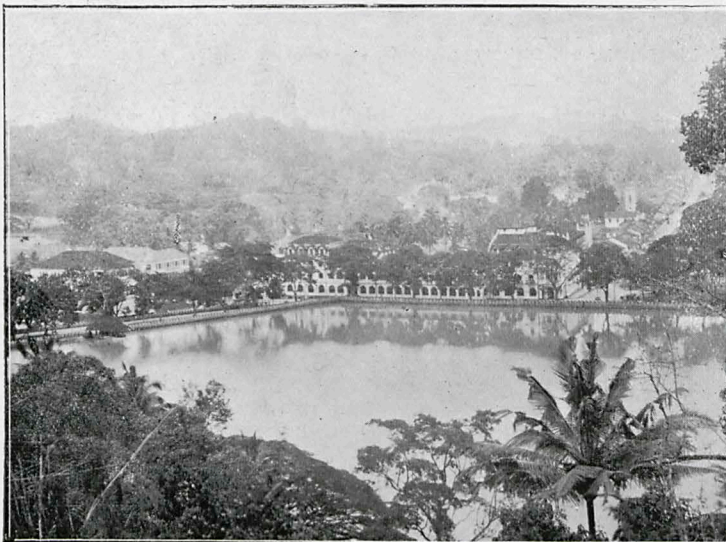


The *Esplanade* faces the Swan River with uninterrupted views on either hand. It is away from the noise and turmoil of the City (though only a few minutes' walk from the General Post Office and Government Offices, commercial centre, ferries, etc. Its location makes it the coolest Hotel in Perth in the summer months. Overseas and Trans-Australian Train Travellers' Radio and Telegraph Messages promptly attended to.

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Telephone: No. 11, Kandy.

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View of Queen's Hotel across the Lake.

Queen's Hotel Kandy, Ceylon

Entirely Reconstructed and Renovated.

By far the leading Hotel in Kandy, and second to none east of Suez. **UNRIVALLED POSITION.** Overlooking the Lovely Lake, the Hills and the Victoria Esplanade.

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Tennis, Golf, Bathing, Boating.

Magnificent Lounge.

Spacious Dining, Billiard and Reading Rooms.

Accommodation extends to 350 visitors.

The Appointments throughout are of a superior nature and have been selected to secure complete comfort.

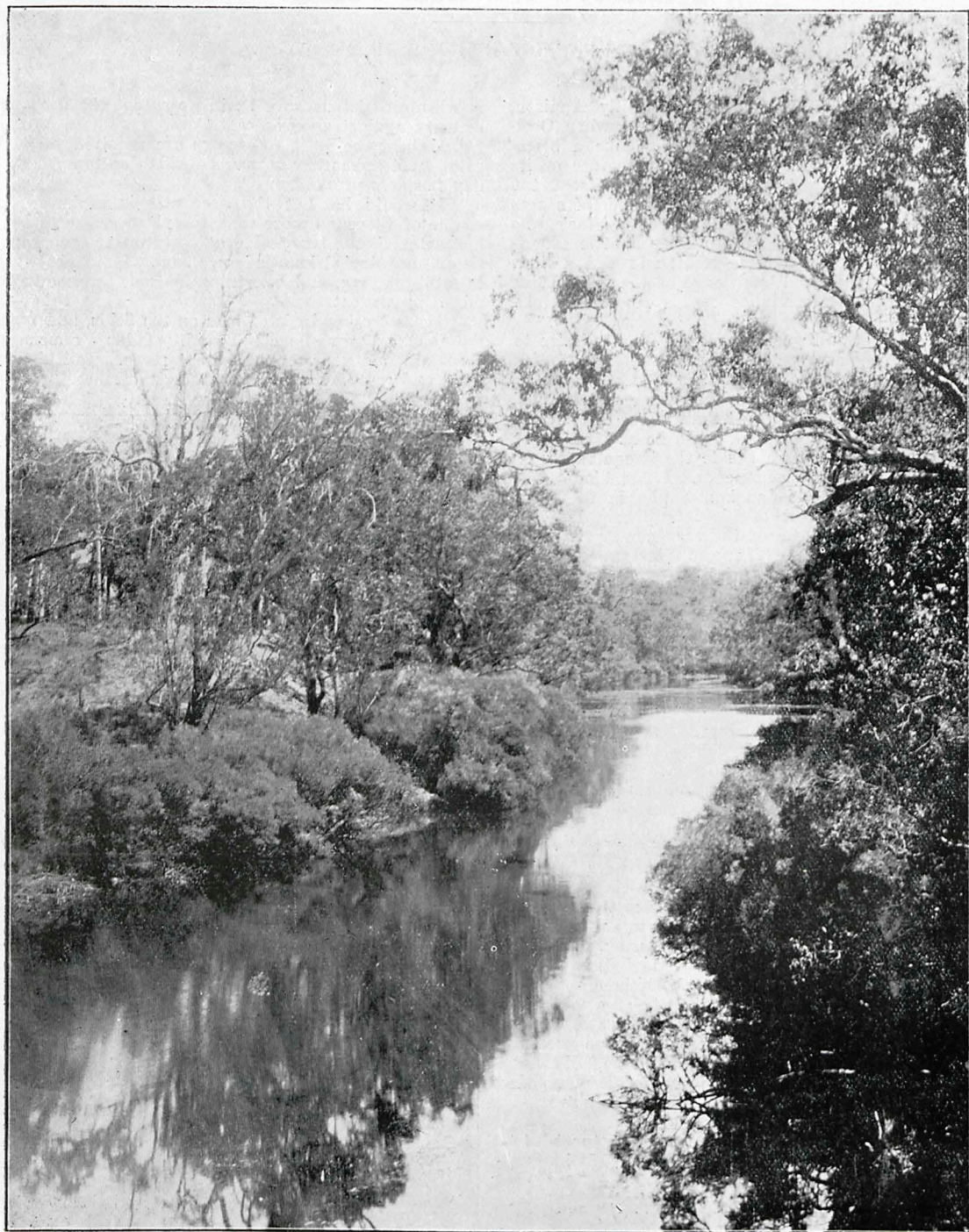
All rooms are elegantly furnished and fitted with electric fans.

The principal places to be visited are.—The famous Botanical Gardens at Peradeniya, where can be seen the agricultural wealth of

the whole Tropical World; the Venerable Temple of Buddha's Tooth, which is revered by well nigh two-thirds of the World's population, Wace's Park, Kandy Reservoir, the Three Temples at Galangolla, Lankatilleke and Galadeniya, the Art Museum, Elephants Bathing at Katugastota, the Papal Seminary for the East Indies at Ampitiya, King's Pavilion and its beautiful Gardens, Plantations of Tea, Rubber, Cozoa, Nutmegs, etc., and the Factories.

DRIVES.—In and about Kandy are some of the most beautiful drives in the World, including the following:—Lady Horton's, Lady Blake's, Lady Anderson's, Lady McCallum's, Lady Gordon's, Lady McCarthy's, Victoria and Upper Lake Drives, etc., etc.

WM. J. BYRNE, Manager.



Reflections on the Blackwood River, near Balingup.

A Crook There Was.

"Honesty's the Best Policy."

(For *The Golden West* by JOHN DRAYTON.)



YOU won't remember Billy Annison, who was in the West when Coolgardie was drawing like a brick-yard chimney, and the lure of its gold was pulling men from the corners of the earth and the spaces between. Billy was a crook who ran over to pick up a little experience, some local gold and a first-hand knowledge of the field. These he proposed to commercialise on his return—and he did.

In referring to Billy as a crook I do not desire to convey that he was a petty larcenist, who would pick your pocket, or pinch your watch if the chance to take the time presented itself. He was a super-crook, whose bent was so pronounced that, if the comparison could be effected, a corkscrew would be as straight as a knitting needle, if shown beside the irregularities of what served him for a conscience. I met him in the West largely because I had known him in the East, and he made no secret of his intentions. He was returning to attach some of the easy money that was waiting to interest itself in any Western gold. I suggested that he would require an option or two in his wallet.

"Why?" he enquired.

"Well, you'll have to show them *something*—if it's only a scrap of paper. They won't buy even a gold pig in a poke."

"We don't put any sovereigns in the purses, and yet they sell," he said. "The pea is never under the thimble, but they keep on coming at it. The card with the bit out of the corner is not the little Queen of Hearts, but they pick it every time. My boy, it's the tale that sells the goods, not the samples you have to show. I don't want any options. I'm going to float some companies."

It is a matter of history that he did, and got away with it. At a time when the wild cats were tearing the hide off investors a scratch or two more or less didn't matter, and though Billy dug deep, and hung on, and never unhooked without bringing some flesh away, he ran his crook-promotion concern for over a year and pulled out with a nice little balance. He narrowly missed a seat on the Stock Exchange, where a vacancy had been caused by the death of a member. He would have bought it, but that he was voyaging between the cities when the seat had become vacant, and could not get his bid in. This chance did not come again, and in 1896-7, when Coolgardie slumped, Billy dropped out of big finance, with a nice sized roll as the reward of his enterprise.

I did not hear of him again until I returned to Sydney in 1912. The manager of the bank in our suburb mentioned him to me one day.

"Do you know Mr. Annison?" he asked.

I had forgotten Billy and did not think of him as the subject of enquiry by a banker.

"Annison!" I repeated. "No; I can't say that I do."

"He says you know him well," said the manager. "As a matter of fact he has referred me to you. He owns a property the bank wants for a local office, and

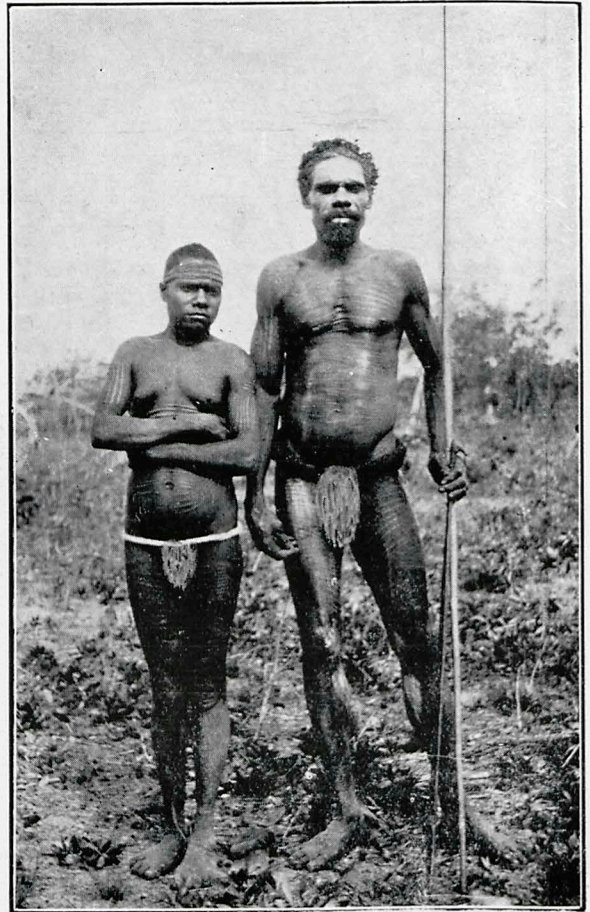
is willing to let us have it, if we accept the deeds as security against an overdraft."

"I don't see what references are required for," I said. "It seems to me that's just an ordinary everyday business proposition."

"It would be, but the overdraft is to be for a couple of thousand more than the place is worth."

I detected the hairy hide of Billy under the proposition, and denied knowledge of him. I did not want to spoil his play, and I certainly did not propose to be mixed up with it.

"There are hundreds of men on the fields, and from the fields, who know me," I said. "I don't remember them all, and your man I cannot place. Tell him to come and see me and renew my acquaintance."



Leopold Range Natives.

Billy was on the job, all right. Next day he called at my office—and I knew him. Older by sixteen years or so, well-upholstered, clean-shaven and mannered like a bishop, he exuded respectability and prosperity.

"What's the game, Billy?" I enquired, after the preliminaries.

"I've got the biggest thing I ever had," he said, "I'm going to put 'em over the fence for six this time."

"Why not sit on the heap of honest ducats? You look as if you held them. Enough's plenty, you know."

Billy looked sorrowful. "I heard you'd got religion," he said. "But I thought that might be an exaggeration. 'Enough's plenty,' I know. But I haven't got enough. I want to make £10,000 in one fell punch."

I whistled the opening bars of "There is a gate that stands ajar."

Billy took the point. "Darlinghurst is a Technical College," he said, "and there's no gate ajar for me, for me' at Long Bay. I've worked this down fine. There isn't a chance of it going wrong."

"What is it this time?"

"Coal!"

"What the —; that is, what do you know about coal?"

"You remember Teddy Hughes?"

wall of an ancient city.

"Still, what's *your* game?"

"I'm going to put it off."

"Not in N.S.W., Billy. They know coal?"

"Yes; and I'll give 'em that in. I've got money enough to swing this myself, but it would take all I can raise. I'm not going to stake that much. All I want you to do is to say you knew me on the fields, and before that and since, and believe me to be a man of integrity"—

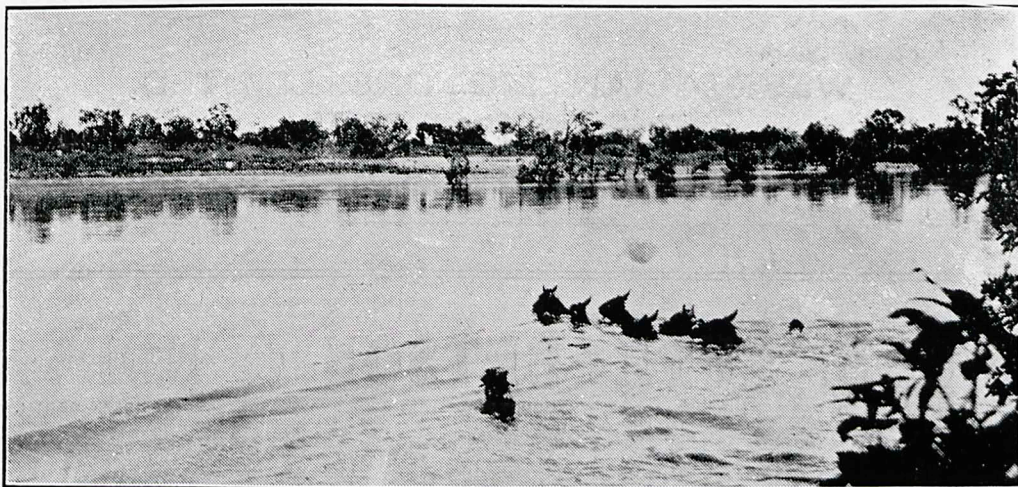
"But that'll be the difficulty. I don't."

"What do you know against me?"

"Well, nothing that would put you inside, but I know a heap—"

"And you can't produce a line of evidence. I put over a few little floats, and there was not a man who staked in them but believes he had a fair run, in bad luck. And not one of the original investors with me dropped a cent. I unloaded, at top of the market, in the boom for every one of them. The public carried the remains of the babies, and the public doesn't know me from Balaam's boot. I'm O.K. Do what I ask you, and you won't regret it."

"Can I have a yarn with Teddy Hughes?"



North-West Mounted Police Fording a Kimberley Stream.

"Yes."

"Well, Teddy knows all about coal from the grass roots down. He's found a seam in the mountains that makes the Aberdare look like a wood-yard supply. We've got it on a lease and the title is as sound as anything under Torrens. It's worth a million if it's worth fourpence."

"Billy," I said, "come clean. What is the strong of the scheme. You could put that off on the level. If it's what you say Teddy says it is—and I admit he knows coal—I'll take you to a man who'll have it on the market by the end of next week. You can take your £10,000 as vendor's money, and there you are?"

"I could do that myself if the coal was there," he barked.

"But you say it is there."

"So it is, *but the d— seam's on its edge*. It's a big fault, and not a coal measure at all. Something happened in the volcanic trouble that flung the hills about, and this big shoot of coal was vomited out of its bed—wherever that was—and piled up like the

"I'd like you to."

Teddy was perfectly straight about it.

"I wouldn't put two bob of mine in it," he said.

"There's thousands of tons of coal in sight—in a big spew. I don't think it goes twenty feet into the hill, and it's quite likely it doesn't go down at all."

"What's your idea?"

"I would strip right across the outcrop and uncover a chain of the surface—for exhibition purposes. Then I'd tunnel in from the level of the valley, cut the seam at about 100ft. in, and leave it at that. Then I'd get a city newspaper man out—one only—and give him the story of the discovery as a scoop for his paper, and next day I'd write a long letter protesting against the publicity, and saying we were prospecting for an English company, and would get into serious trouble for permitting anything to appear in the local papers before we had made our report to the Board. Next day all the papers would be after us, and I would hold them off till I got a reply from London. In a few days they would be given the full story of the find,

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with the necessary romance of the lost prospector who scratched his name on the lid of his billy in 1864 and died somewhere in the scrub."

"Then?"

"Well, then, we'd float her. £100,000 capital; £30,000 for the vendors."

"Smells awfully like dead shark."

"Well, £30,000 is the kind of perfume that will kill the odor, as far as we are concerned."

"What'll development cost?"

"£1,000."

"Billy's getting £2,000 from the bank—if he gets it."

"That's right; there'll be some 'incidentals.'"

I told Billy what I thought of the proposition, and outlined what I would tell the banker.

"If you tell him that you knew me on the fields that'll do," he said. "I'll tell him the rest. There's one thing Teddy didn't tell you, because he doesn't know it. I've had the opinion of one of the best geologists in the State, and he tells me that there is a coal seam there, a big one—somewhere. I'd go after it, on the level, but I don't know anything about coal, and mining isn't my game, anyway. You do what I tell you."

I did. What I told the bank manager did Billy no harm for, getting down to hard pan, I could not put my finger on any specifically crooked bit of play in any of his games, though I knew he was a crook, and he knew I knew it.

He got the overdraft and told the manager what he wanted the money for—prospecting a likely area in the mountains for coal.

Three months afterwards the chief of the paper on which I was then employed sent for me. "I have a remarkable letter here," he said. "A man signing himself 'Annison,' says he has discovered a big seam of coal in the mountains, and offers us an exclusive story, on condition that you go there and write it up. Read the letter."

It was as he had said. Billy had played with his usual cleverness. Ours was the big newspaper authority on mining, and if we boomed the show it would be given status. The ——— ungrateful bounder!

"You know him?" enquired the chief.

"Just as I know hundreds of mining men, but that doesn't cut any ice. Either he has a show or he hasn't. I'll look it over."

I telephoned Billy: "What the ———?"

"Don't yell it over the 'phone. Come and see me. I'll be at the bank at 2 o'clock—head-office. Tell the enquiry man you have an appointment with me."

I was there on time. The bank commissioner was glad to see me—when he got my name. "Mr. Annison's with the directors," he said, "but if you wait, he'll see you."

He'd see me! By gosh! he would, and he'd hear me, too. This was just a shade over the odds. I was game to bet, with myself, that he'd used our paper with these people, and was bragging about the boom notice he would get in the course of the week. I'd show him about *that*, anyway.

"Mr. Annison will see you at once," the commissioner said, and I followed him into the room of the General Manager. Billy, upholstered like a bank director, and beaming like an archbishop, extended the long, slender hand of a pickpocket and greeted me effusively.

"This is my friend, of Old Coolgardie," he said. "He was good enough to mention me to your branch manager in connection with my application for a small overdraft, and in that way is entitled to a discoverer's credit." He turned to another gentleman in the room. "Prof. Solomon, you know my friend. He

has written much of you. Mr. Nelson is the General Manager of the Associated Eastern Collieries and is to act as consulting-manager for us. Mr. Hughes you know." He pushed the box of Monopoles across.

"On the advice of Prof. Solomon," he said, "we went back half a mile and put down a bore. Struck it at 400 ft., fourteen feet thick of clean black coal."

The professor waved a deprecatory hand. "I don't know that I advised sinking," he said. "In my opinion the 'outerop' was a throw-over from the main body which was not far away. Your practical knowledge supported my theory. That, I am afraid, is all the credit I can hope to attach."

I looked at the bank manager. "Mr. Annison is a very shrewd man," he said. "A—very—shrewd man. That coal was there for anyone to develop. He is the only man who visioned the value of it."

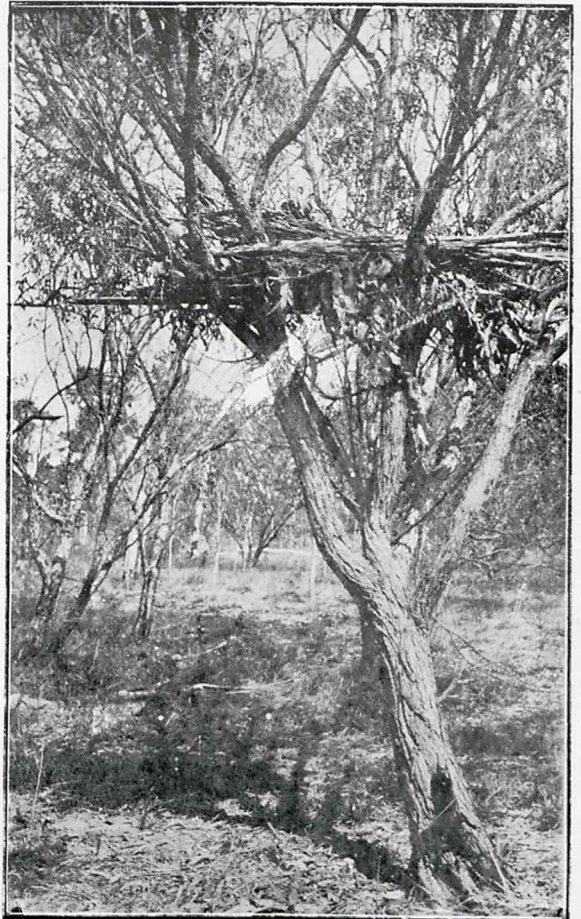
"I list him with the best coal men in Australia," said Nelson, general manager of the Eastern Associated. "It is an honour to be associated with him."

"We sent for you that your friend might be appreciated in your hearing," said the General Manager of the bank. "I have arranged for a glass of wine in the Board Room. Come."

"Well," I said, as we stepped into Billy's car at the door of the bank.

"Well," he echoed. "Well, nothing. The Eastern Associated's absorbed us—vendors cut £100,000 and 100,000 paid-ups."

"My boy, 'Honesty's the best policy'—and I ought to know." He said it like a benediction.



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"To Know Them is to Love Them."



Waterfall on the Calder River, West Kimberley.

Imperial Preference.

Some Phases of It.

(For *The Golden West* by EDWARD J. SPEAR, Sydney, New South Wales.)

"We ought to elevate our minds to the greatness of that trust to which the order of Providence has called us. By adverting to the dignity of this high calling our ancestors have turned a savage wilderness into a glorious Empire, and have made the most extensive and only honorable conquests, not by destroying but by promoting the wealth, the happiness and the numbers of the human race." —EDMUND BURKE.



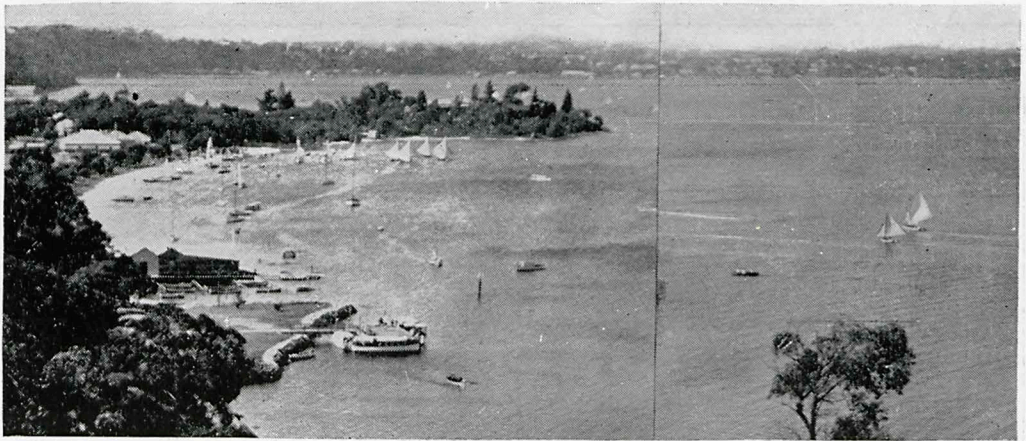
THE problem of Australian Land Settlement in the extent and grandeur of its ultimate issues for Australia, for the Empire and, ultimately, for the world at large, is by far the greatest that has yet confronted us; in fact, the master problem embracing all the rest. For ourselves it means the relief of our own, as well as the terribly congested communities of Great Britain, by opening up our vast interiors, hitherto left waste, and by locking and devoting to purposes of widespread irrigation and electric power mighty rivers that have been running for

upon this question of Dominion Land Settlement, that is to say upon the more equalised distribution of imperial populations, and the transference of the overplus of Britain's congested centres (now bordering on industrial revolution) to her outlying Dominions for their development and defence.

But in proportion to the immensity of range of the problem, national and international, are the perils and perplexities of its practical solution, especially under the conditions of urgency which now exist. What is the position? Britain finds her customary European markets gone to nothing, and, in consequence, near two millions of her people are out of work. Seismic shocks of the great war—profoundly disordered currencies and exchanges in Europe, fraudulent finance in Germany, revolution, famine and pestilence in Russia, the war's terrible toll of 15,000,000 of Europe's best workmen, have brought about this terrible shrinkage of European markets and calamitous conditions of Britain's unemployed. Their splendid energies and skill are wasting, their spirits corroding and turning to industrial revolution for relief, and if they were not being maintained at an expenditure by the nation of something in the vicinity of a hundred million per annum, they would starve.

generations either to disastrous floods or in utter wastefulness to the sea.

Kean's
Point and
Mosman's
Bay.



Beyond this our very being as a nation depends upon the numbers of men of British breed, pluck and tenacity we can attract to hold this continent against the imminent "exhaustless East"—the Mongol race, the Hindoo, the Russian, Malay, Tartar, Turk, whose incessant eruptions throughout the ages have scourged with fire and sword both East and West, and whose existent, ill-governed populations of 900,000,000, urged on by desperate necessity—by intestine convulsions, by slaughter, famine, plague and living conditions, overcrowded almost to suffocation point, may at any time in the near future break bounds, pouring down in countless hordes upon our northern coasts, and entirely open territories. Finally, the preservation of the Empire itself will come one day to depend

The problem is to bring these workless millions to the limitless fields of primary industry waiting them here. But before we bring them here we must be in a state of preparedness for them. And what a number of detailed tasks and preparations have to be completed before we will be ready for the reception of even ten or twenty thousand of Empire migrants, without dreaming of draining the vast unsounded morasses of Britain's unemployed.

We have not yet by Imperial Preference (vast and high-sounding as may be the proposals about it), ensured Empire markets for our goods, some, if not many, of which are even now at a glut in our own. And we have not so far done much more than bungled our own chances in the great points of organised marketing of our products, organised transport

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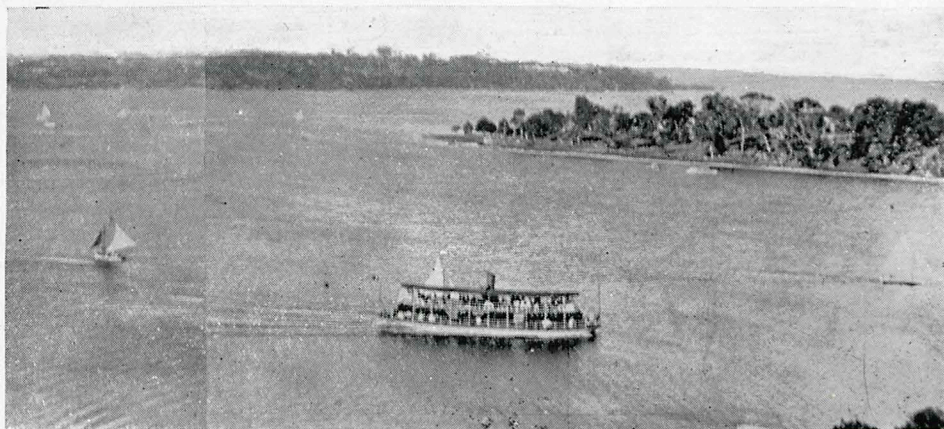
Phone A4205.

and organised production generally. Preferences extended to products of the Dominions necessarily imply Protection in Britain as against the outside world for those products. But Protection generally for her own as well as her Dominions' advantage is the ultimate end, though the Protection may be only limited at first, extending itself gradually until it embraces the whole content of primary industry. Thus will the wheel have come full circle, and Britain, the chosen home of Freetrade, return to her old discredited policy of Protection which prevailed up to about the middle of last century.

"The development of transport has upset half the premises on which Freetrade arguments are founded," says Britain's Premier, and they are "entirely unprotected against free, unrestricted imports produced by labour with which they cannot compete." And again, "By approximating the fiscal system of Britain to that of every other country it will be possible to drive bargains, and get fairer trade than before." No one could say when the economic conditions of Europe would be stable, and in the time to come Britain would have to rely on herself." And lastly they proposed "the taxing of those imported manufactures which were causing most unemployment in Britain, and to

The Prime Minister declares that "the only way to fight unemployment was by protecting the home-market," and that "the illimitable resources of the Empire must be utilised to the utmost." In other words history will repeat itself, and as Britain in other days became the workshop of the world, she is now going to become the workshop of the Empire. But the British Dominions will not be content with the cultivation of primary industries always. History will be repeated once more and they too will, in their turn, become great manufacturing and commercial nations. Britain will then have to transfer her workers—her artisans and craftsmen—in greater and greater numbers to these shores, thus raising up in time "The Greater Britain of another world."

But Preference to be of any value at all must be extended ultimately to our great primary products—wheat, meat, cotton, tobacco, wool, where necessary, etc., etc., the ideal policy being that Britain should still furnish her Dominions with manufactures generally and the machinery implements and means of developing the primary industries of the land, in return for the food and raw materials of those industries. The preferences so far arranged on dried fruits, raisins and the like, will not be of much use



The Swan River at Point Walter.

give substantial preference to the Dominions without taxing wheat and meat."

But Preference that does not include the great primaries of wheat, meat, dairy produce, sugar, tobacco and the like—Preference that is limited to commodities already to a certain extent preferred, such as fruit and wine, dried and canned fruits, including chiefly raisins and currants—such Preference will be, as Mr. Asquith has declared, a "hollow sham." *But beginnings must be made somewhere*, avoiding as far as possible anything in the way of sudden revolutionary fiscal change, and will, in due time, spread and extend as changing conditions of growth and expansion under the new economic order of things require.

The truth is that Imperial Preference has become no longer a matter of choice, but of necessity for the British Empire to sustain her own ill-provided populations, and open up ever-extending fields of industry throughout her Dominions, and nothing stands in the way of this consummation, but the prospect of the increased living expenses that Preference will mean for the already hard-pressed British workers.

to encourage these industries for the present, seeing that in our local markets there is considerable over-production of these already. But they are beginnings in the right direction and at first we must proceed only by gradual steps. The efforts to secure for our products the exclusive custom of the Army and Navy are a still further extension of the principle of Preference for our products. The saving that can be effected by storage of our meat in British Government stores, and by the better organisation of our storage and marketing methods will enable us to compete with the Argentine (with its splendid transport arrangements and shorter distance from Europe) in the meat trade without any drastic and provocative state interference with present trading relations between Britain and the Argentine.

In fact organisation not only of production but of transport, storage and marketing of our products, will be as effectual almost as Preferential duties to secure their acceptance by British and other world markets.

In the first place organisation will get rid of, or reduce to minimum, the swarms of parasites—agents,

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Egyptian:

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Heavy Weight
20 for 2/-

middlemen, speculators and speculating combines who, in many instances, prey upon and devour the heart and substance of our producers' hard-won harvests. It will extend our range of buyers by advertising thoroughly our products and their qualities and merits, and it will, by arranging efficient means of storage, both here and on the other side, enable our products to be held over from glutted markets, and to wait their time for the best; and it will also provide effective means of coping with buyers on the other side who combine to bring down prices to the lowest, and with wholesale firms who are in such competition with each other that they have to cut prices to the limit.

Then, with regard to the objection of increased cost to the British workers of necessities of clothing, etc., the composition of these articles is wool or cotton. With regard to wool no Preference is suggested or has ever been required. The superiority of the Australian wool in general finds its own market level. With regard to cotton the superior length and strength of certain types of Australian cotton more than make up for their increased prices due to long-distance freights. And with regard to cotton generally there is, or shortly will be no choice for Britain but to rely upon the cotton of her Dominions or other countries, because the American supplies of cotton to Britain are yearly diminishing and will probably soon run out entirely—a state of things due to a variety of causes, chief among which are (1) the boll weevil, which may soon reduce the American cotton harvests by half (2) the limitation of acreages under cotton for purposes of keeping up prices; and (3) the greater and greater demands every year of American factories for their own raw cotton for manufactures.

There can be no doubt in any case that with skilful selection of cotton growing soil, the best variety of seed, the best implements and processes of intense culture and complete and thorough organisation of transport, storage and skilled marketing that, in spite of freight-distance, Australian cotton will eventually be landed at home at prices to compete with American

or any other country's cottons, without any Preference at all.

Then the proposals before the Economic Conference for extensive loans in tens and twenties of millions for five years at one-third interest rates for Dominion railways, roads, irrigation works and, it is presumed, for all latest and greatest machinery implements and means of production would, if carried out and co-operated with on the Dominions parts by skilful selection of the very best and most suitable lands available, the best and most appropriate seed, stock, etc., and last but not least the best-organised marketing of the products, lead to development and expansion on a gigantic scale of Australian primary industries during the next 10 to 20 years, with the results of the lower and lower prices that always attend well-organised industry on a vast and wholesale scale.

The transference out here, though gradually, and with the indispensable assistance of extensive British loans of the millions of out-of-works and intermittent out-of-works in Britain to open up our lands for extensive primary production (1) will by so much lessen the numbers competing for work at home and proportionately raise their wages to buy our higher-priced Preference products *when* they are substantially preferred, and (2) the ever-extending development of our land settlement will require ever larger and larger supplies of materials for railways, roads, irrigation works, machinery, implements and general means of production and exchange, and ever and ever larger supplies of British skilled workmen, as well as our own, to carry out these works, and of manufactures for the support of them, and will lead to an ever and ever extending area of employment and demand for workers at home.

Thus, the incubus of the British unemployed will gradually vanish, the Dominions will increase and multiply in industries and healthy workers, and Britain with them, and the Empire itself shine more and more unto the perfect day of its mission of peace and goodwill to men.

ONLY ELEVEN!

*His eyes are blue, his hair is fair,
He minds me o' my lost "Adair,"
And he looks so sweet when'er we meet,
But he is only eleven!*

*He caught me with his winsome face,
And pleased me with his boyish grace.
For he is so sweet when'er we meet
I would he were more than eleven!*

*He plays with cricket ball, or kite,
Runs three leg race, or plays sham fight.
Yet, when'er we meet he looks so sweet,
Alas! he is only eleven!*

*Now, I am thirty-one to-day,
And more, I fear I'm very grey,
But he looks so sweet when'er we meet
I would I were only seven!*

*Were I a little maid as fair,
With hazel eyes and nut-brown hair,
Were I as childlike, sweet and seven
Our love might point the road to heaven.*

—A. UVEDALE, Perth, W.A.

THIS ISSUE.

The printing of this year's issue of *The Golden West* is the handiwork of the well known establishment

of E. S. Wigg & Son Ltd., Hay Street, Perth. The cover and tint blocks are the work of Mr. T. Mills, of the Perth Engraving Works, 550 Hay Street, Perth.

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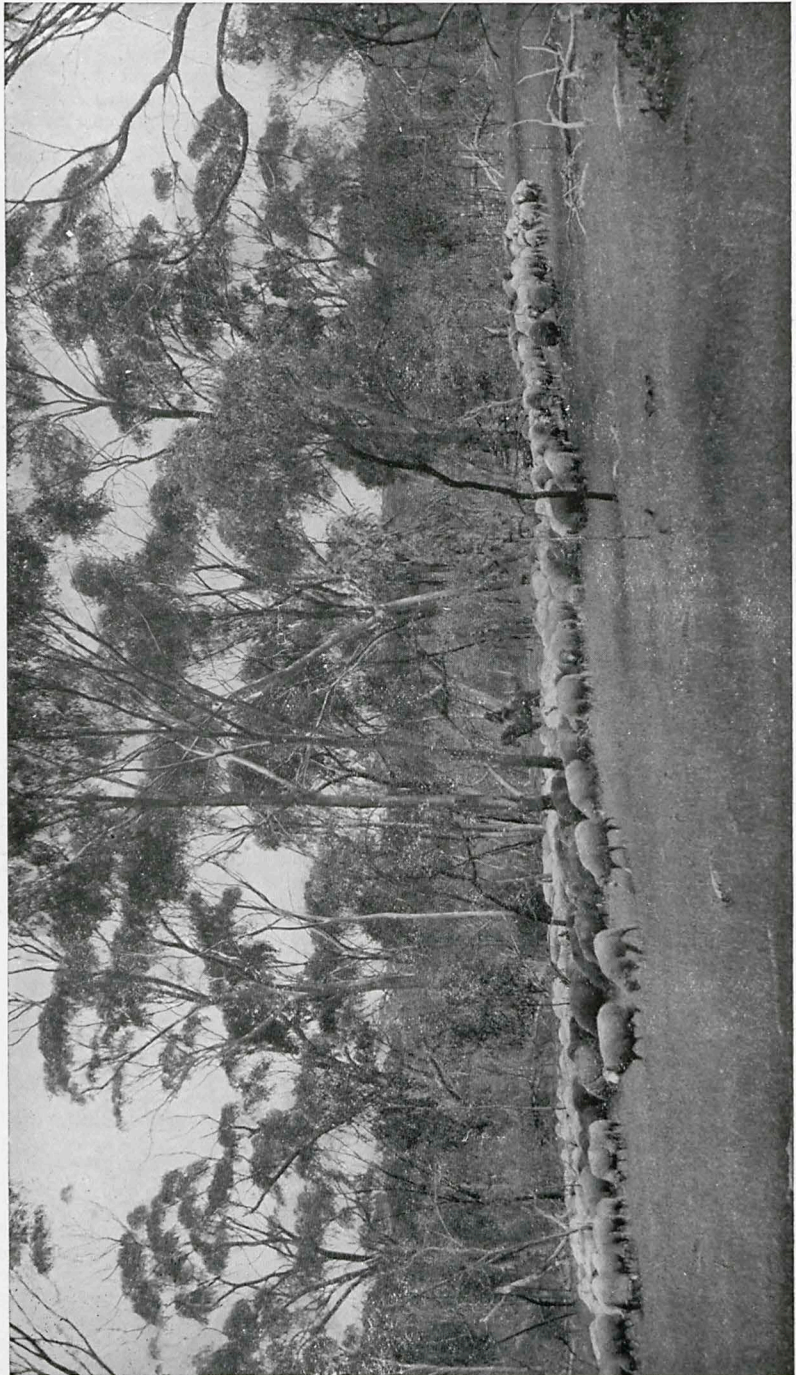
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The Gold Mining Industry.

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Developments and Prospects.

(For *The Golden West* by "CROESUS.")



AN addition of gold of the value of over one hundred and fifty-two million pounds sterling to the world's supplies is the recorded achievement of Western Australian mines. Most of this has been extracted from a small area, aptly named the Golden Mile, but this, it must be kept in mind, figures, not as an oasis in a desert, but as a principal centre in a well-defined auriferous belt, stretching across the State for some hundreds of miles. How far concentration of attention on the Golden Mile has served to slacken efforts in other directions time will tell, but it is certain that wide areas remain to be prospected and developed. Abnormal conditions alone have restricted a golden harvest to replenish the Empire's gold reserves. As it is Western Australia remains easily the leading gold producer of Australia and second only to the Rand in the Southern Hemisphere.

With the advantage of extensive plants and development work it is natural the great mines of Kalgoorlie and Boulder retain their lead and secure chief attention. Their resources would seem almost unlimited. Thirty years have passed, and this year has seen one of the most modern treatment plants brought to completion on one mine—the Lake View and Star—while another—the Boulder Perseverance—after a long and golden career, and being voted into liquidation when mining costs were much lower than now, has been voted by shareholders back to life again with every assurance of a most profitable future.

Despite heavy increases in costs and many other disabilities, minor mines of years since have become major propositions, while the leaders of a decade still hold their position. The Golden Horseshoe notes reserves of over half-a-million tons, the Ivanhoe over six hundred thousand tons. The Great Boulder, despite the loss of its main lode by dipping into the Horseshoe, has over two hundred thousand tons blocked out, with the Lake View and Star showing to a slight advantage and the South Kalgoorli a good runner up on good payable values. With actualities such as these, the potentialities can be gauged. Prospects are the brightest for many years, for costs are on the down grade, enabling larger lower grade reserves to be brought into production. The reduction in the price of water recently made by the Government, the lower prices of many of the principal stores, the better supplies of labour, all help to widen the scope of mining and make it more profitable.

In the northern fields the Sons of Gwalia, after the destruction of the battery by fire, is again entering the production list, and serving as a centre for a wide area of prospecting. The scope of mining activity has widened materially. Better still it has widened on a basis of quickened local interest in prospecting and realisation of the value of mineral resources. The discovery of promising areas eastward of Laverton has been followed by prompt provision of water supplies making a new starting point for prospecting in unknown country eastwards. Insufficient work has been done to allow of judgment on the new

areas found by the State prospecting party, but competent judges have advised expenditure of money and effort as justified. Practical development work is in progress in quite a number of directions with every promise of rich result.

In the northern fields careful investigation of former rich but hastily abandoned mines and areas is proceeding in the light of later experiences and knowledge. Over the Murchison field a score of promising propositions are being opened up with results that may lead to valuable developments. Old Coolgardie has had attention and yielded several promising returns. The Ives field, south-east of the Golden Mile, and the Mt. Monger area in the same direction are engaging a large amount of practical and profitable attention.

In the background awaiting only the merest fractional advance in metallurgical science, the huge deposits of Wiluna remain a veritable golden prize. The very nature of Western Australian conditions make rich gold discoveries the possibility of any moment. No other auriferous area presents such attractive possibilities of great discoveries.

A feature of recent interest in mineral resources is the attention being paid to metals and minerals outside gold. The manganese deposits of Peak Hill, valued at many millions sterling, have had world-wide attention during the year. The Yampi iron deposits in the far north-west only await favourable transportation conditions to be utilised. In this quarter the attention of powerful interests has been engaged for the examination of a reported coal find. If this be confirmed the whole aspect of the vast northern areas will be changed. To this possibility has to be added that of the discovery of payable oil deposits, the search for which is proceeding under favourable geological conditions. Progress in boring has been hampered by machinery difficulties, but the most modern appliances are now at work to expedite prospecting. Shipments of asbestos have shown Western Australian deposits to yield the finest qualities.

Prospecting over the vast, almost rainless, areas has been determined greatly in the past by the character of the seasons. The most notable mineral discoveries in the history of West Australia have been associated with abnormal rainfalls. The winter just passed has recorded one of the wettest seasons for many years, and the condition of the back country—the prospectors' "just beyond"—gives the brightest hopes for rich results during the incoming year.

GOLDEN WEST CIGARETTES.

Michelides Ltd. have shown to the public that they can produce cigarettes which can compare with the best imported from the Eastern States and abroad. A visit to their factory demonstrates the enterprise and foresight shown by the firm, in that the latest machinery and process of manufacture is employed to turn out a pure Virginian cigarette, with the appropriate name of "Golden West." The tobacco used is imported direct from the growers in Virginia, and, during the manufacture, no artificial preparation or adulterative material is used. The public can thus be assured that a pure wholesome article is provided.

Tourist traffic with Java and Singapore.

“The Garden of the World” and “A Glimpse of the Orient.”

INDICATIONS point to the fact that residents of Western Australia are gradually realising that holidays spent in the Eastern States involve a cost out of proportion to the benefits enjoyed. Of recent years a tour of Java has been substituted by many for the annual pilgrimage to the East, and judging from the accounts given by those who have made this trip they have been agreeably surprised and delighted with what Java has to offer in the way of sightseeing and comfortable travel. Some of them have termed it “the garden of the world”—a complete change from anything they have ever known.

The steamers of the Ocean and West Australian Steam Navigation Cos., Ltd., offer special inducements to travellers, their itinerary also including Singapore, a fortnightly service being maintained between Fremantle and the latter port, the ports

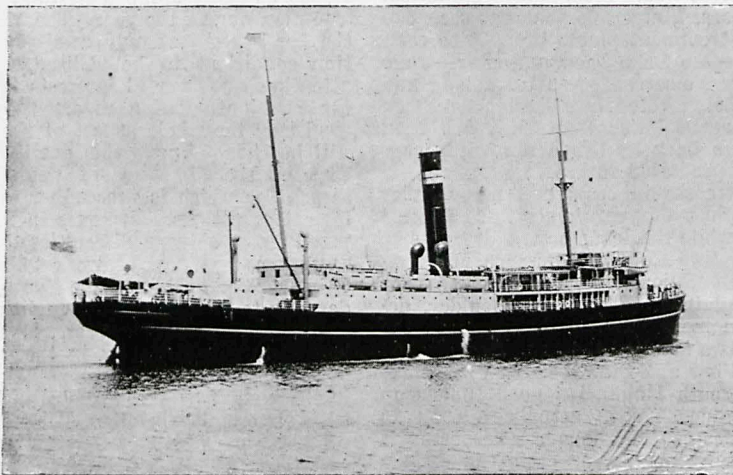
trip being invariably made through seas of tropical calm. Should the traveller desire to travel throughout Java he or she can disembark at either of the Javanese ports mentioned and proceed, in stages, if desired, right through the island from north to south or *vice versa*, picking the boat up in about a fortnight from the time of disembarkation, the whole trip (from Fremantle to Fremantle) including the fortnight's stop over at Java, occupying about six weeks. The fare to Java for the round trip of three months duration is £42.

Should the traveller desire to proceed to Singapore another fortnight would need to be allowed for the excursion. The fare to Singapore for the round trip, with a maximum currency of three months, is £45.

The steamers, of which there are four on the run, offer every modern accommodation and comfort for the tropics. The trip is an entire change from any-



Geraldton,
Sharks Bay,
Carnarvon,
Onslow,
Point Sampson.



Port Hedland,
Broome,
Derby,
Batavia (Java),
Singapore (F.M.S.)



S.S. “GASCOYNE,” One of the Fleet, 3,850 Tons.

of the North-West coast of Western Australia being called at *en route*; these in themselves providing travel of a nature different to the usual sea-going voyage with its rough seas and distances between ports.

Departing from Fremantle, the first port called at is Geraldton, a journey of 218 miles, Geraldton being succeeded by Sharks Bay, 446 miles; Carnarvon, 494 miles; Onslow, 771 miles; Point Sampson, 940 miles; Port Hedland, 1,034 miles; Broome, 1,299 miles; and Derby, 1,526 miles. From the latter it is about four days steam to Batavia or Sourabaya in Java, and about the same journey to Singapore, the whole of the

thing else in Australia and for a complete rest is a boon to the jaded business man, as it is also a diversified excursion to those on pleasure bent.

To those contemplating a trip to the Old Country the company also offer inducement to travel by this route to or from London, their steamers connecting with those of the Peninsular and Oriental Co. at Singapore.

The Western Australian agents for the Ocean and West Australian Steam Navigation Co. are Dalgety and Co., Ltd., from any of whose offices full particulars as to sailings and fares may be obtained.



Along the King River, Albany.

"Bulls" and "Bears."

Of Boom Days on
the Stock Exchange

(For the *Golden West* by JAS. C. IRVINE.)



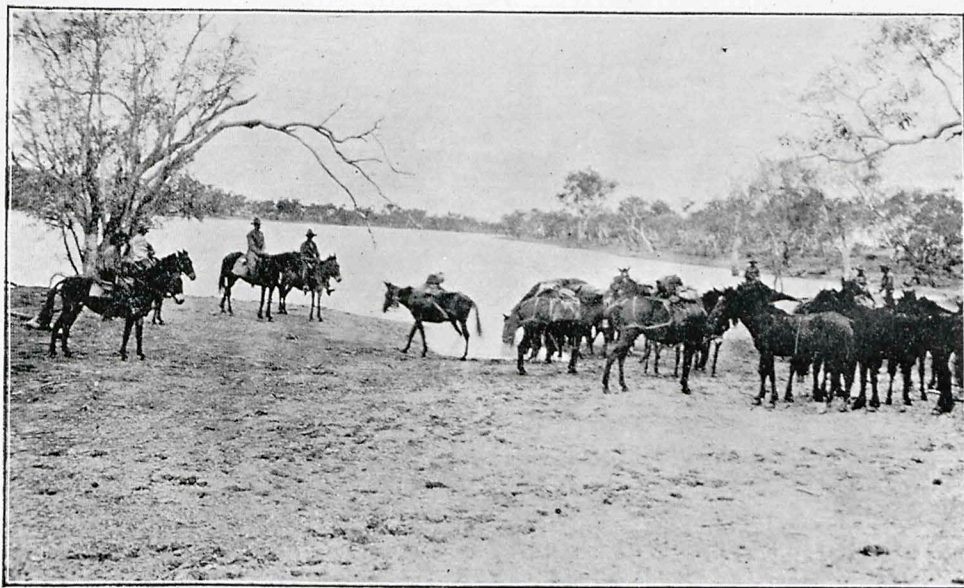
AN outstanding feature of Australian history is the discoveries of new mining fields, and the Stock Exchange booms that usually followed in their wake. There is little wonder that the average Australian is addicted to scripping for the virus is in the blood, no doubt inherited from parents who were inoculated with the germ at Ballarat,

Bendigo, Gympie, Broken Hill, Coolgardie or Kalgoorlie. The family traditions of many are rich with stories of the "early days." Many of us have listened and greedily absorbed the narratives of parents, or relatives, of their several experiences on mining fields. Their exploits and fluctuations of fortune have filled our youthful minds with wonder and often with sympathy for the elderly narrator who reminiscently gazed back through the veil of years at what seemed to him the "Golden Age."

The goldfields of Victoria in the fifties and sixties of last century attracted in tens of thousands the finest types of British people. It was a venturesome voyage in those days, and it was mostly the offspring of these intrepid people, with the spirit of adventure clamouring in their blood, that rushed to other mining fields subsequently discovered. So it was environment

At Ballarat and Bendigo the companies were usually small or in syndicate form. The rich yields which continued for some time caused the wildest speculation, in which the new colonists plunged with zest. They were the most persistent bulls in the history of Australian mining speculation, and prince among them all was that picturesque personality, Geo. Lansell. From humble circumstances he became the leading mining magnate in Victoria. With great prescience—or good luck—he bought large parcels of forfeited shares in mines which yielded immense profits, but a great deal of his gains returned to the earth. He was only one of a group of courageous speculators who had their prototypes in other centres of Victorian mining.

The next big mining din was Broken Hill. The discovery of this field was of as great importance industrially to Australia, as the finding of this continent by Capt. Cook, was beneficial to civilisation. The wildest dreams of the most optimistic visionary never pictured the wealth that lay buried beneath the sterile looking hills. They were great days on the Adelaide and Melbourne exchanges. Crowded hours, brimful of excitement, with visions of wealth luring more and more into the vortex of frenzied speculation. Many forsook other professions and embarked on a Stock Exchange career. A seat on the Melbourne and Adelaide exchange was worth £2,000 then. The Melbourne exchange was then in the old building facing



Outfit of the North-West Mounted Police in Pursuit of Outlawed Blacks in the Sturt Creek Country, East Kimberley.

and destiny that made us gamblers. The early Australian colonist obtained his first knowledge and taste for mining speculation at Ballarat and Bendigo, and the many discoveries of gold in nearly every quarter of our continent has kept the spirit alive.

the present exchange. Its daily sittings lasted for hours.

The scene in the congested vestibule, packed to suffocation, and the air filled with the roar of many voices, and with prices soaring or fluctuating sharply,

WESTERN AUSTRALIAN FARMS AND STATIONS FOR SALE.

Sales effected through my Agency since 1st January, 1921, to 1st June, 1923.

376,590 acres in all Districts for an aggregate price of £332,229.

AMONGST these sales may be mentioned some of the best properties in this State. On account of C. K. Davidson, Esq., "Glentromie Station," comprising 13,000 acres, was sold to A. W. Edgar, Esq., for about £48,000. On account of the late G. J. Gooch, Esq., the well-known sheep breeder, "Bacton Estate" was sold to the Western Australian Government for closer settlement purposes, and has been practically all selected. The price paid was £33,000. On account of Mr. A. Vincent Murray, "Martinup Estate" was sold to the Western Australian Government for soldier settlement. Portion of "Nangetty Station" was sold to Ben Copley, Esq., on account of C. G. Law Smith, Esq.

My Illustrated Catalogue, comprising some 63 pages of FARMS AND STATIONS FOR SALE in all Districts in Western Australia, will be posted on application.

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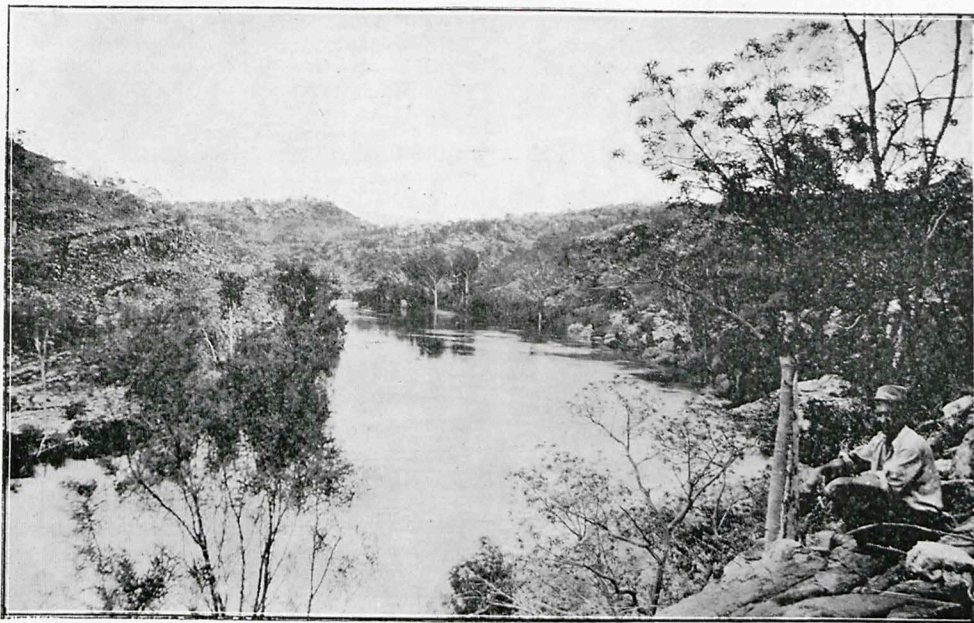
generated there hysteria, which penetrated through many avenues and infected all kinds and conditions of men. They were nearly all bulls in those days, although the "speck-seller"—as the bear of that day was called—was not unknown, but the somewhat old-fashioned brokers of the period looked askance at the practice. To sell what you did not possess was a breach of business ethics. Of the many actors in that great drama they are now—

*"Faint as a figure seen at early dawn
Down at the far end of an avenue."*

The Westralian boom over a decade after ushered in a new era in Stock Exchange practices. The share market was then dominated by London, as most of the companies were controlled from that centre. Speculators were initiated in Bull and Bear accounts, contagoes, backwardations and cover accounts. At first the W.A. market was purely a bull one—all booms are caused by frantic bulling—and for a time the

ately afterwards the bulky returns and large dividends diminished. This was a scoop for the bears, and excited a taste in many speculators for similar adventures. Golden Horseshoes rose to about £45, and a group of operators were caught short. Imagine the feelings of the unfortunate bear. Stepping from a balloon in mid air would be a joyous sensation to it. As the unhappy victim looked with ill-concealed agitation at the ever mounting quotes he must have felt as if the earth had dropped from its orbit. Would they ever stop! What with importunate brokers demanding more cover and the conflicting advice of friends, added to his own chaotic mental condition, he would willingly have changed places with any of the denizens of Dante's "Inferno." Of the meteoric rise of "shypoo" stocks and their ultimate crash it would take volumes to chronicle.

The late Lionel G. Robinson, with his partner, William Clark, ultimately became the leading spirits of the Australian market in London. Nearly every



Hann River, Phillips Range Gorge, West Kimberley.

Stock Exchanges were aflame with optimism, which was fed and sustained with fabulous yields and continued rich discoveries. Whittaker Wright was the leading actor in one of the many great bull movements of those stirring times. Lake Views were forced up to about £28. Phenomenal monthly yields and big dividends were the propulsive force. But it was known in certain quarters that a huge gold reserve had been accumulating for some time, and when the stage was set, the gold was taken from this reserve to swell the monthly returns. The bulls stampeded and bought wildly.

A coterie of cute Yankee speculators was closely watching events—which resembled a scene from a moving picture drama of to-day—and when the moment arrived for action they opened fire on the market and unloaded a big bear account. Prices fell, and immedi-

ately afterwards the bulky returns and large dividends diminished. So great was their influence that when the former visited Australia some years ago, he was accompanied by a London broker, who on being asked the state of the Westralian market in London replied, "There is no Westralian market at present. It is on tour," and pointed to Robinson.

Mark Twain said "A mine is a hole in the ground and the owner of the hole is a liar." Many unfortunate speculators will agree with this epigrammatic dictum, for how often has he, when searching through his papers, come across a parcel of worthless scrip. He could remember when it was worth hundreds, perhaps thousands. Yes, he had been greedy, he will now admit, but he dreamed of fortune, listened to and believed mining experts, and the unearthed pretentious documents seem to mock him for his credulity.

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HENRY WRIGHT, Manager for Western Australia.

Pearling in the North-West.

A Languishing Industry that calls
for Federal concern.

(For *The Golden West* by R. CLARKE SPEAR.)

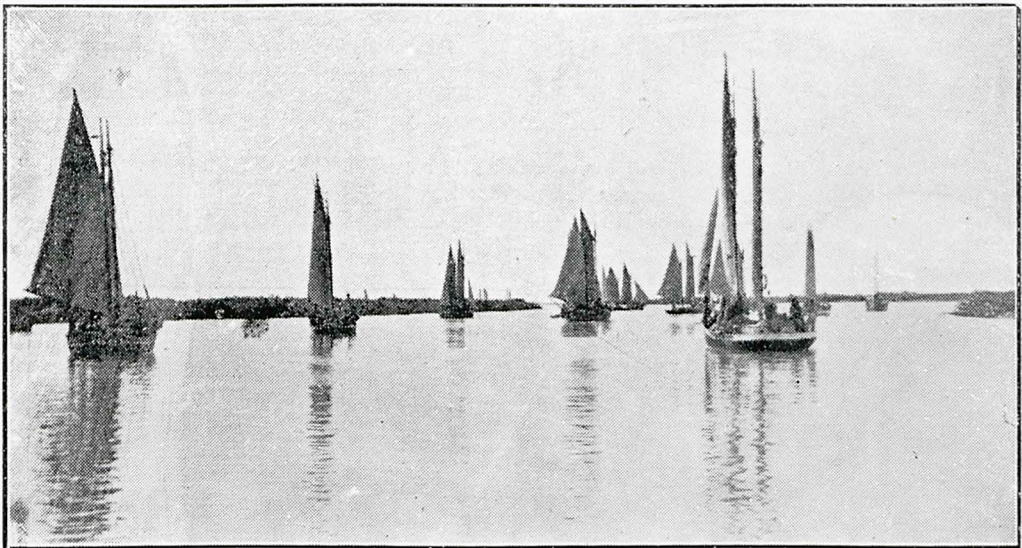


TO ask the pearlers of Broome, as I did a few months back, what sort of a time they were experiencing, would be to elicit the response that they were having "a rough spin;" in fact have been having it ever since the war. Many of them went to the war and some of them bear every evidence of it. There were others who went whom the

Ninety Mile Beach and the Lacipedes Islands and the Buccaneer Archipelago will know no more. They are sleeping in France, or on Gallipoli, and their memory is emphasised by the stone obelisk overlooking the waters of the Roebuck deeps they knew so well. Yes, the pearlers have been having a bad time for a long while and the Broome I saw the other day was only a shadow of the pre-war period.

valley of the Ruhr than Broome, for the simple reason that the countries, Germany, Austria and France, most vitally concerned in the mid-European situation were, prior to the war, numbered among Broome's biggest customers for mother-of-pearl shell. America was another big buyer, but America is taking very little of the product of the waters of the North-West coast just now. With the adjustment of the position in the Ruhr, however, and the reorganisation of the factories of Germany and Austria, which were more than generous in their use of M.O.P. for an endless variety of articles of daily use, Broome should come into its heritage again; meantime she has to sponsor an industry that is barely paying expenses, and, in many instances, not doing that.

The pearlers, therefore, are in the position of a man who has been working a gold show and has lost his values, but has to go on in the hope of picking them up again. And it is a pretty discouraging process, albeit the Broome pearler is nothing if not philo-



Pearling Luggers, Roebuck Bay, Broome.

In those times shell went as high as £340 per ton, and there were over three hundred luggers working. To-day shell is down to £145 per ton (with very little saleable at that) and there are not more than two hundred boats in commission. The blight or the aftermath of war is mainly responsible for that.

Possibly there is no place in the world, the trade of which is more affected by the present trouble in the

sophical and patient. The vicissitudes of his calling taught him patience long ago.

The seed of that quality was set as far back as 1886, when the pioneers of the industry, who sailed their fleets round from the pearling grounds of Torres Straits, made Broome their home and began the development of a coast line of pearl fisheries of more than a thousand miles in extent—beginning at

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Exmouth Gulf (Onslow) and finishing in or about King Sound (Derby), though shell has been proven to exist as far on as Port Darwin.

Excepting at certain periods of the year the waters north of Broome are not diligently "fished," for

succumbed to the happening or became obsolete in his calling—a crippled, shambling wreck whose sphere of usefulness below water was a departed quality, and whose future habitat was limited to the foreshore or the coloured man's area of Broome township.

When the diver becomes paralysed to-day he is simply "decompressed" either at sea by his being lowered into the depths again until such time as the air bubbles which have assembled in the region of his spine, heart or brain, and thus promoted his condition, are dissolved or forced from his system; or on shore by being placed in an ingeniously constructed chamber of regulated air pressure that "does him to a turn," or otherwise casts out the devils of paralysis that had invaded his system.

Yes, they have got pearling down to a fine art in North-West waters to-day, and the only "fly in the amber" is that the industry is playing to empty benches, which, all things considered, is a commercial tragedy. But it only needs the European centres of



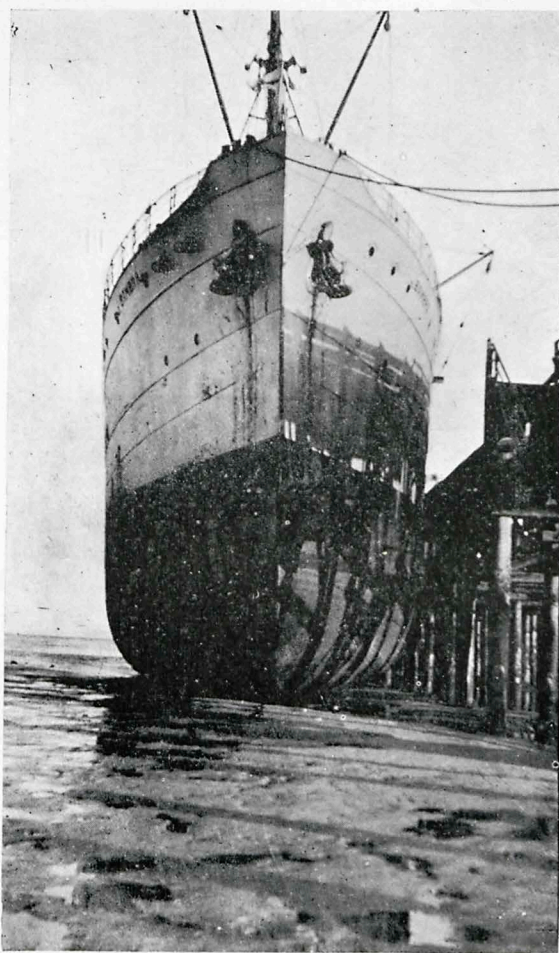
(1) Pearl Diver Preparing to descend.

(2) Diver descending.

mother-of-pearl. Port facilities do not favour systematic pearling in these parts, which only boast, in the way of settlement, the isolated mission stations at Beagle Bay, Port George IV., and that of the Drysdale River. Outside of these there are only two known white men resident hereabout, viz., Hughie O'Grady and John Young, who are mostly garnerers of beech-mer and trochus; and their address is anywhere between Cape Leveque and Napier Broome Bay, an extent of coast line of more than a thousand miles. Young has been a denizen of these parts for thirty years, but is reported to have closed his record reign somewhere among the wilds of this far northern clime.

South of Broome the Ninety-Mile Beach, bounded on the north by Cape Bossut and on the south by Mount Blaze (north of Condon, which was the port for this section of the North-West prior to the creation of Port Hedland as a harbour), is the happy hunting ground of the pearl diver, whilst after "the beach" the waters of the innumerable islands between Bedout and Mary Ann Passage, are year in and year out diligently worked for their marine treasure.

Where the capacity of the air-supply of the old hand-pump boat only made it practicable in bygone days for the employment of one diver to each lugger, improved methods, that is the introduction of the engine boat and the air compressor make it possible for two and three divers to work simultaneously from one boat, thus tripling the season's output. Other phases of modern methods have also reduced the mortality of divers to a minimum, and the dread of divers' paralysis is practically a thing of the past. When a diver became paralysed in old times through working under too heavy a pressure of water, or through other misadventures of the deeps, he mostly



When the tide was out. A North-West Steamer high and dry at Broome Jetty. There is a rise and fall of tide here of about 30ft.

industry to recommence the manufacture of the hundred and one lines to which mother-of-pearl shell is so essentially adapted, for the shell deposits of the

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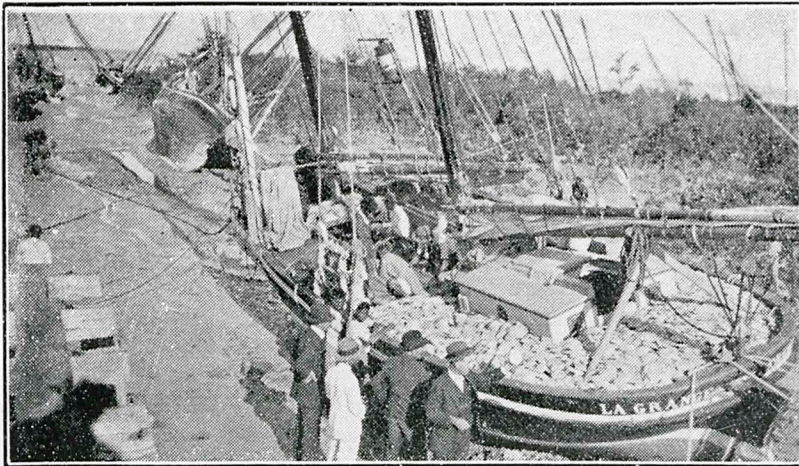
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north, to become the staple product in its own particular sphere of usefulness. Tell us: "Do you ever see any pearl handled pocket knives or table cutlery for sale nowadays, or pearl-shell buttons or work baskets or cabinets or fruit dishes or ash trays or card counters?" No, of course you don't. The counterfeit article has taken their place, and is holding it and will continue to hold it until the mills of middle Europe are put into fierce and wholesome competition with the junk factories of some of our estimable allies.

the previous season at £281,110; that of 1920-21 at £280,525 and that of 1919-20 at £431,825. A war-time accumulation of shell and a somewhat buoyant market, largely accounted for this latter total. Then the failure to straighten out affairs in Middle Europe became a death's head at the feast of what looked like a dawning prosperity and the market started to go down the toboggan. Meantime, the pearl-shell industry of North-Western Australia is languishing, and the philosophy and patience of those who constitute it are being sorely tried.



Mother-of-Pearl Shell
on a
Broome
Lugger.



Gems.

Incidentally, pearls themselves are also at something of a discount in the world's market places, and are likely to remain so until the world once more becomes normal in its commercial and social programme.

Last season's North-West output of pearl shell and pearls—the value of the latter is only conservatively guessed at—was officially estimated at £214,534 (the present price of shell is about £145 per ton); that of

If Prime Minister Bruce's regard for the welfare of all Australia is as whole-hearted as he proclaims it to be, he has every opportunity of evidencing it in the interests of what should be a big and important industry. His concern in this matter would serve two purposes, the one just mentioned and the other the expansion of settlement in a part of our coast that may call for more than domestic safeguarding some day.

Kismet.

*Why take thought, oh fellow sinner, of the
morrow and its chances?
Wrinkles come and grey hairs gather through
these all too forward glances.
Life is short, the preacher tells us—long
enough for some, however;
And the life beyond this living terminates, he
tells us, never.
Deep into the future peering, what is seen and
what forecasted?
Doubts are scarce dispelled by thinking—
hopes oft ruthlessly are blasted.
Time will not his wheels turn backward; what
is done is done, my brother;
What you must be that you shall be. Fate
decrees, "be this—no other!"
Be thou blest, or be thou smitten,
It is Kismet! it is written.*

*Life is short! enjoy its present; take no
thought of dull to-morrows.
Drink the rich, red juice of pleasure—drown
your cares and drown your sorrows;
Pull the fruit and pluck the blossom, leave the
ass his meal of thistles;
Laugh through life—death lasts for ever; pru-
dence weeps while pleasure whistles.
Seek no sight of what is hidden—what the
fates are closely veiling.
Take the goods the gods may give you; for-
tune comes not for the hailing.
Fret not, care not, be not thoughtful, what is
life? 'tis but existence.
Why look through the life before you at the
darkness in the distance?
Fortune blest or trouble smitten,
It is Kismet! it is written.*

—JOHN DRAYTON

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BRANCHES:—Fremantle, Geraldton, Albany and Bunbury.

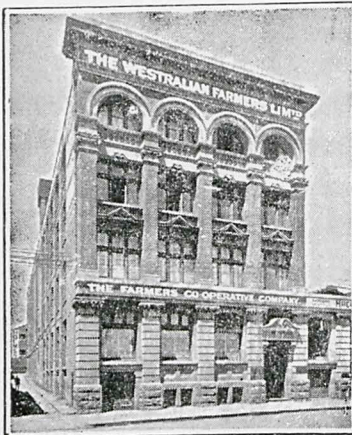
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THE CO-OPERATIVE WHEAT POOL OF WESTERN AUSTRALIA HAS ALSO APPOINTED
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REFERENCES:

Agent-General for Western Australia, London.

Western Australian Bank, Perth, W.A.

Bank of Adelaide, London.

THE AGRICULTURAL YEAR

(For *The Golden West* by MELA LEUCA.)

THE statistical crop year ends in February, but the figures for last year were not issued until July 26. The results indicate that the season was not as favourable by several bushels per acre as the Minister for Agriculture anticipated. The figures show that the area under wheat for grain for 1922-23 was 1,552,868 acres. The total production was 13,857,432 bushels, which was a little less than the previous season, although the area was 220,000 acres more. The average per acre was 8.9 bushels as against 10.4 bushels for the previous season. The returns were somewhat disappointing, because up to August the crops gave promise of a largely increased yield. The falling off was due to the fact that the end of August and September were unusually dry, so that the late crops did not finish well.

The figures for hay show that the area cut was 307,142 acres, for a yield of 340,102 tons, or an average of 1.1 tons per acre. The acreage was nearly 20,000 greater than the previous year, but the total return was less, and the average per acre was 2 cwt. less than the previous year.

The area under oats for grain was 214,269 acres for a production of 2,661,863 bushels, or an average of 10.6 bushels to the acre. The acreage reaped was greater, but the average per acre was nearly 2 bushels less than the previous year. For oaten hay the area was 123,232 acres, which yielded 116,026 tons.

small percentage of the wheat was placed in the pool, under the control of four trustees. The handling was done by the Westralian Farmers Ltd., as in previous years under the State Compulsory Pool. The voluntary pool system worked satisfactorily, and practically no complaints have been heard in regard to its operations. The Trustees in organising the pool made a promise that they would retain sufficient wheat in the State to fully supply the mills working at their maximum capacity throughout the season.

Owing largely to unfair competition in the Eastern States, the millers were not able to export as much flour as they anticipated, and this left a surplus in the hands of the pool. Had the shortage been known in March, the wheat could have been sold at highly satisfactory prices, and the net price realised for all the wheat would have averaged over 5s. per bushel. Unfortunately, this will not be quite realised. Although the actual figures are not yet known, it is expected that the farmers will get a penny or so short of five shillings.

The reason for the failure of the mills may be thus explained. In Victoria the proportion of wheat used for home consumption is more than half of the total production. In Western Australia it is nearer a quarter. In Victoria the voluntary pool allowed a rebate on wheat gristed for export, and this enabled the millers to undersell Western Australia, where



Clydesdale Yearlings at a Midland ("Koojan") Pool.

the average per acre being only 18 cwt. as against a ton for the previous year.

VOLUNTARY WHEAT POOL.

For marketing the crop last season the wheat growers organised a voluntary pool, and growers were so widely in favour of the pool system that all but a

such was not done. Giving a rebate for export means charging higher prices for home consumption. In Victoria this did not make so much difference to the consumer, as it would have done in this State, and apparently he did not realise what was taking place.

For the coming harvest a voluntary pool is being organised, but the conditions are being modified.

State Implement & Engineering Works

BROUGHT into existence a few years ago to supply farmers with agricultural machinery manufactured in the State, and also to stabilise the market, the State Implement and Engineering Works at Rocky Bay have gone from success to success, ever-expanding, until to-day they stand on ten acres of land.

The Works have a river frontage to Rocky Bay.

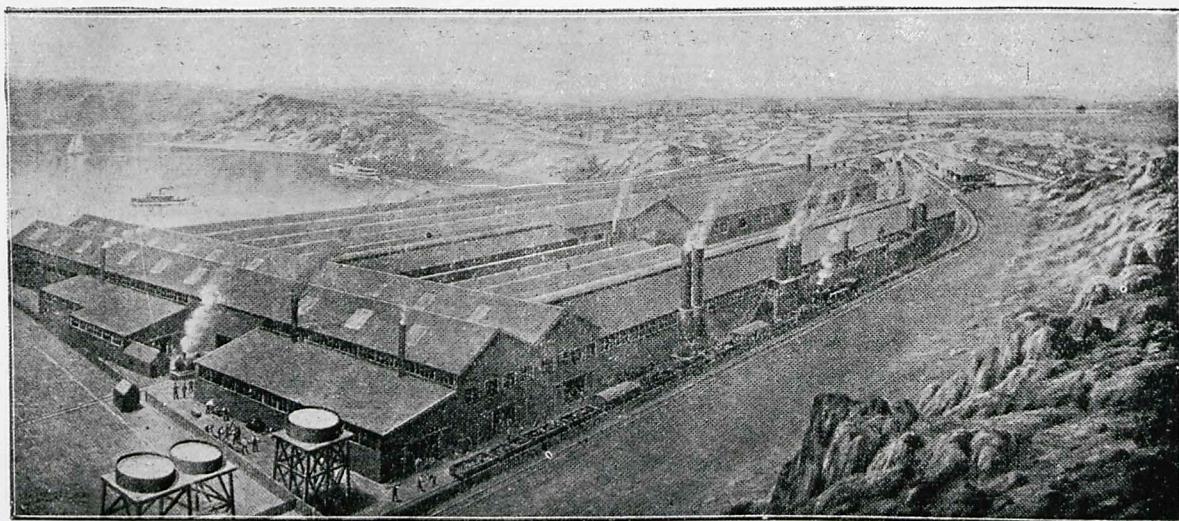
As showing the value to the State as an industrial centre, it may be mentioned that on an average 275 men are employed there the year round. Following closely the purpose for which they were created, the Works manufacture all classes of agricultural implements, and in addition about half the present volume of business is of a general character. The amount of wages disbursed annually amounts to about £55,000, and the whole turnover is within the vicinity of £140,000.

All classes of cultivating implements, including mould-board plows, up to 8 furrows, and larger when specially ordered, cultivating plows up to 10 discs, paring and

able chaff-cutting plants, and many specimens of this first-class work can be seen throughout the State to-day.

A big engineering feat was asked of the State Works when an order for three electric gantry cranes was lodged by the Bunbury Harbour Board. The value of this contract to the works was in the region of £15,000, and, naturally, its execution was keenly watched by engineering experts throughout Australia. However, the work was executed well within contract time, and the cranes were passed as "1st class," being adjudged in every way as equal to imported cranes. The State benefited on this single contract alone to the extent of nearly £10,000. And yet this is only one of many large works pioneered and undertaken by the State Implement and Engineering Works.

Western Australia has thus been a gainer considerably, not only in having an engineering concern within its confines which could save considerable delays in sending away for machinery, but also through what money



Works at Rocky Bay.

other implements are also constantly being manufactured. The works produce harvesters with 5, 6 and 8 ft. comb which contain a number of improvements on the older machines, and are coming into universal use. Seed drills in wide range—from 7 discs to 20—are produced, whilst windmills, wagons, spring carts, drays, etc., are specialities.

What adds to the value of the activities of the Works is that these have been produced throughout from timber grown in this State.

Proceeding to the moulding shops, all classes of works up to very heavy castings are continually being made.

The foundry is splendidly equipped, and can produce a single casting up to 12 tons in weight if needs be. The annual output in castings alone is over a thousand tons. The Works also make a speciality in the boiler-making section, and have lately entered upon the building of portable boilers to replace condemned boilers on port-

was spent circulating in the State and having a double value. Necessarily, being situated adjacent to the chief shipping port, the State Implement Works are in almost constant requisition for shipping repairs and work, and are equipped to deal with all classes of marine work. The Works are very often requisitioned to supply parts of machinery which have hitherto been obtained from overseas. They have also frequently undertaken to construct new machinery for the purpose of assisting the establishment of new industries.

Quite recently they completed a briquette plant which will be used for dealing with Collie coal. They also turned out a complete paper pulping plant for the Forestry Research Department which was shipped to the East straightway, and has been in constant use at Geelong, Victoria, without any change in construction.

The best way to appreciate the Works, however, is by personal inspection, which is always welcomed.

Showrooms & Offices: 327-331 MURRAY ST., PERTH. Works: Rocky Bay, N. Fremantle

Farmers are asked to put their wheat in the pool and thus, by their co-operation, save handling charges at all the sidings; but up to a given time they will have the right to sell their certificates privately to the highest bidder, and this will facilitate general trading and overcome the criticisms of those who object to being under obligation to sell through one agency.

THE COMING HARVEST.

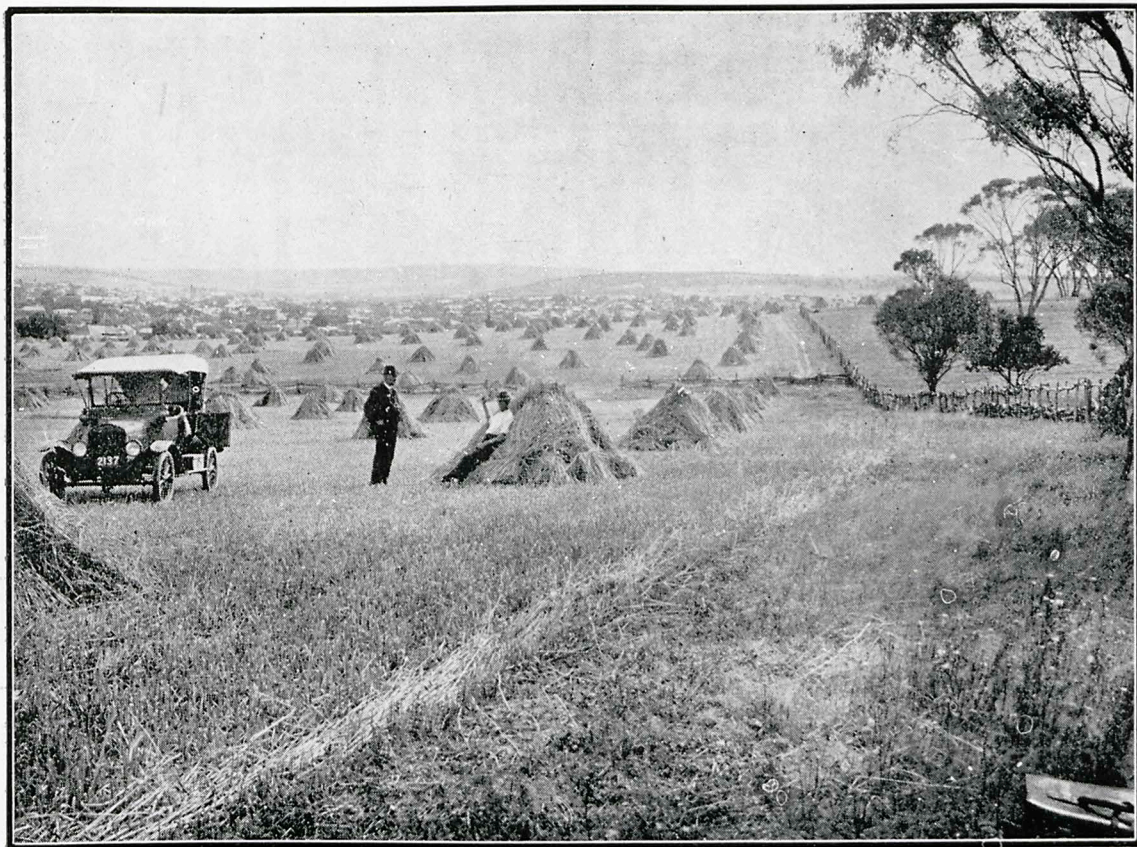
It is yet too early to speak with any degree of certainty in regard to what the coming harvest will be, but there is every reason to expect that the average yield will be good. The Statistical Department has collected figures which show a considerable increase in the estimated area under crop for the coming season. Unfortunately, owing to June being one of the wettest on record, the area seeded was a good deal less than would otherwise have been the case. Neverthe-

table contrasts the areas for this season with the previous one:—

		Estimated area, 1923-24. acres.	Actual area, 1922-23. acres.
Wheat	.. ..	1,907,835	1,860,010
Oats	.. ..	384,080	337,501
Barley	.. ..	10,393	9,275

THE SEASON.

The season in some respects has been a remarkable one. In the early part of the year there were splendid monsoonal rains throughout the North and North-West, and the country from the DeGrey southwards to Carnarvon has seldom had so good a season since records were started. Onslow had 750 pts. of rain on the 23rd and 450 on the 24th March, and these falls with smaller ones, made a total of nearly 13½



Cutting for Hay on an Eastern Districts Farm.

less, the area under wheat shows an increase of 47,825 acres, and oats an increase of 46,579 acres, while there are 1,118 additional acres under barley. The number of wheat-growers has increased from 7,382 in 1922 to 7,576 in 1923. The following are the estimated figures under the respective crops; but how much will be cut for hay is not known. The price of hay is low, and there is a good deal on hand so that it is probable that the area for grain will be over 1,650,000 acres, which, at 10 bushels to the acre, will yield 16½ million bushels, while an 11 bushel average will mean over 18 millions. The following

inches for the month, which constitutes a record. Taking the whole of the North and North-West country, the season was simply magnificent; good early rains also fell in the South-West, but there was a patch of country in the Lower Murchison and eastward which fared badly until well on in the season, when it too received its share. When the Eastern States were complaining of drought, Western Australia was visited by glorious rains. In June, rain reached South Australia and our complaint was that we were having too much. In June the rainfall was practically continuous over the southern area of

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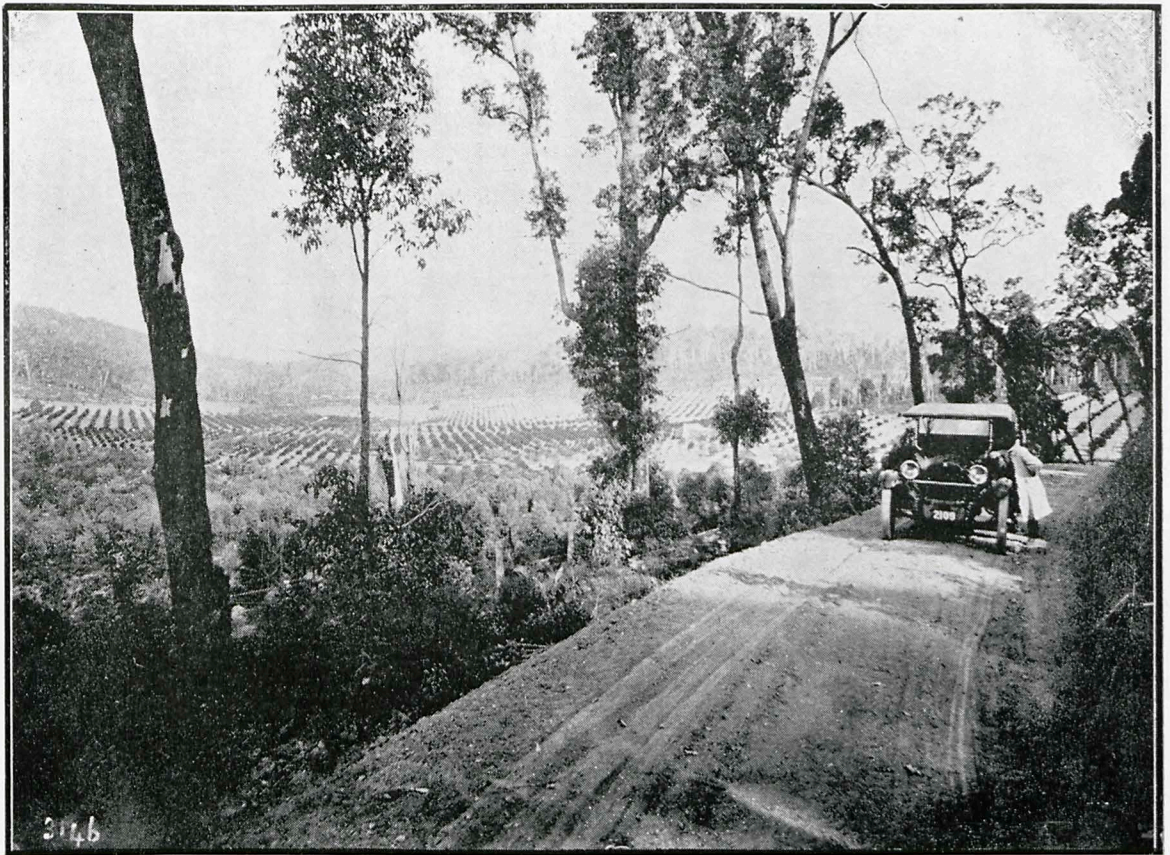
Correspondence Invited.



the State, many stations experiencing 24 to 26 wet days out of the 30, while many of the gaugings on the coastal fringe between Geraldton and the Leeuwin exceeded 10 inches. At Dandaragan the maximum of 14.69 inches was registered. The rainfall throughout the southern wheat belt was excessive, and the northern received as much as was needed. The Government Meteorologist stated that while the falls had been exceeded on the coastal towns, the general registrations for some of the wheat districts exceeded previous records. The fall in July was fortunately not excessive, and August was, on the whole, somewhat drier than is frequently the case. This was fortunate on account of the heavy soaking in June, and it was fortunate also because September has proved to be

number of years and have become dirty and consolidated, it becomes absolutely necessary to attend to all the means known to good farmers for securing clean crops. The Director of Agriculture has travelled round the country advocating Wimmera methods as a means to securing better crops.

Very little development has taken place in the fruit industry during the past season, and a good deal of complaint is heard in regard to unprofitable prices. These periods of depression always occur in industries, and those who are wise and far-seeing will probably feel that the time has come for planting fruit trees, although fruit at the present time brings a low price. It is an unfailing rule in an industry that a period of glut is followed by a period of scarcity, and the period



Orchard at Piesse's Brook in the South-West Area.

unusually wet. Portions of the Great Southern are too wet, and this may result in reducing the yield; but in the drier wheat belt the September rains should result in a high average. This year it will not be the lack of rain which will reduce the average so much as the abundance of weeds. This season again emphasises the necessity of farmers paying more attention to better cultivation in order to reduce the quantity of weeds. While the land is new weeds are not a trouble, and good returns can be obtained with the minimum of work. But when the fields have been cropped a

of glut is, therefore, the time to make provision for going into the business in anticipation of better times.

These notes should not close without mention of the efforts which the Premier, Sir James Mitchell, is making in introducing immigrants and forming group settlements in the South-West. A lot of money is being invested, and of course there are plenty of croakers, who forecast failure; but there is plenty of room for population, and the only serious question is whether the work is being done in the most economical manner.

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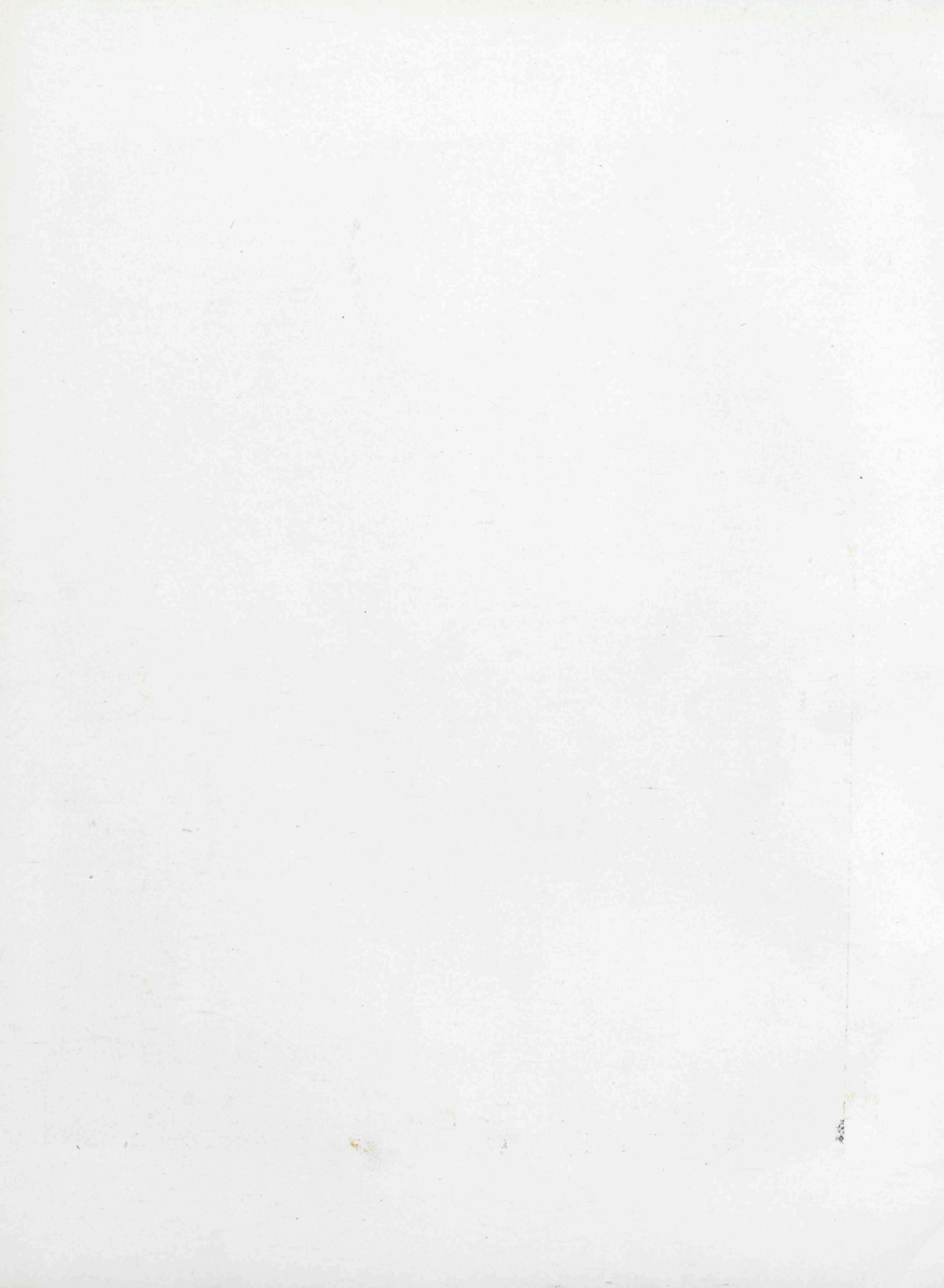
Be it mining settlement, timber hewers' camp, farm, or far-distant cattle station, Boans can serve you there, just as satisfactorily as if you visited their Emporium and personally selected your requirements.

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In Reminiscent Vein.

Perth's Earliest Post Offices and Postmasters.

(For *The Golden West* by HORACE STIRLING.)

SUBJECTS of photographs in the present number of "*The Golden West*," depicting that portion of St. George's Terrace which circumvents Government House, Perth's first block of Public Offices and the Cathedral, are, to our city, what the most picturesque portion of Adelaide is to the capital of South Australia, viz., the area between King William Street, the principal thoroughfare of the City of Churches—and the Botanical Gardens.

The most ancient of the trio of edifices in the photographs under notice represents the Old Public Offices, as they are familiarly known, which, during the 'fifties and the 'sixties, housed the whole of Perth's Government officials, including those of the General Post Office, when the late Mr. Helmich was Postmaster-General and William Henry Knight was his chief clerk; the other members of the staff comprising Richard Adolphus Sholl and Edward Ashton, with James Moore (afterwards of Greenough), William Henry Kennedy and Stephen Howlett, the trio of messengers.

The General Post Office occupied the main portion of the basement of the building, the offices fronting the Terrace being used by Colonial Secretary

Major Crampton, and the Prisons, under Comptroller General Henry Wakeford.

The officer in charge of the Old Public Offices was Henry Powell Hillas, whose quarters were in the centre of Stirling Square (the Government Gardens), and who was subsequently appointed Sergeant-at-Arms in the first Legislative Assembly, of which Sir Luke Samuel Leake was the first Speaker and Julian George Charles Carr the first Chairman of Committees.

Perth's first Post Office was erected upon the Terrace site that is now occupied by the palatial home known as "Elderslie," which was for many years the residence of Sir James and Lady Steere, who named their home to commemorate that of the steamer which conveyed the remains of Lady Steere's brother (Sir Luke Leake) from London to Fremantle, under the care of his old friend, Richard Adolphus Sholl, who was the second Western Australian to fill the position of Postmaster-General.

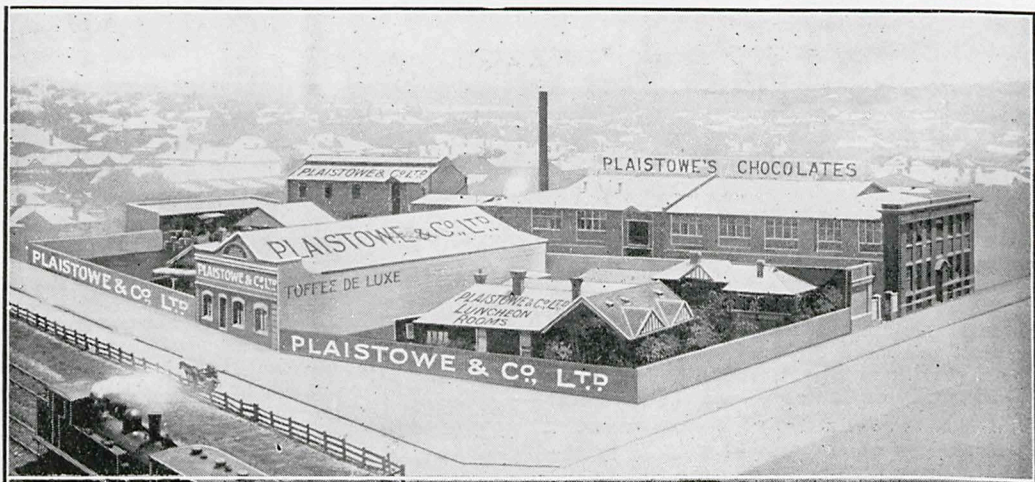
Perth's first Postmaster was Mr. Charles McFaul, who was, also, the founder of the colony's first newspaper—"The Western Australian Journal," in the publication of which he was assisted by Messrs. W. K. Shenton and Edmund Stirling.



An Early Day Photo. of Perth and Swan River, showing Old Baths Jetty.

Frederick Palgrave Barlee, Auditor-General William Knight (father of William Henry, who succeeded Mr. Helmich as Postmaster-General), the Education Department (presided over by Secretary Edward Lane Courthope); as well as some minor departments of the Service, such as the Police, under

Our Postal Department has proved a useful stepping stone for the advancement of several members of old Western Australian families—four of whom have attained to the position of Postmaster-General. The first to achieve that distinction was, as above-mentioned, the late William Henry Knight, the sec-



For nearly 30 years

the name

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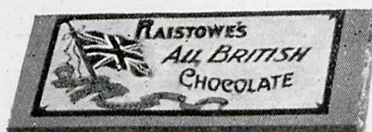
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and the late Richard Adolphus Sholl, the third Mr. Richard Hardman, who is now living in well-earned retirement at 18 Olive Street, Subiaco, and who is the only man in the Commonwealth who has ascended the postal ladder from the position of mail driver; while the present chief of our postal service—Mr. John Lloyd—entered the department as telegraph messenger at Toodyay, as far back as the middle 'seventies.

During the late 'sixties the postal department was removed from the old Public Offices to its recent site, upon which stood the soldiers' barracks (hence the nomenclature of Barrack Street); and in the early 'seventies the Government purchased the Perth-

ing and Edward Snook, of the Perth office (then in a portion of the Town Hall), with the writer and Joseph Griffin, of the Fremantle Office, then housed in Duffield's buildings, near Manning's Folly, in Pakenham Street. The Government thereupon appointed James Coats Fleming (a near relative of the Coats' family, the thread magnates), the first Superintendent of Telegraphs, and, within six years, his activities were such that the whole of our settled districts, between Eucla, in the south-east, and Roebourne, in the north-west, were connected by the magic wire, which wonderful achievement gave Western Australia instantaneous communication with the outside world.



One of the Entrances to Government House, St. George's Terrace, Perth.

Fremantle telegraph line from its owners—Edmund Stirling and Alexander Cumming and took over the members of the staff, which consisted of J. C. Flem-

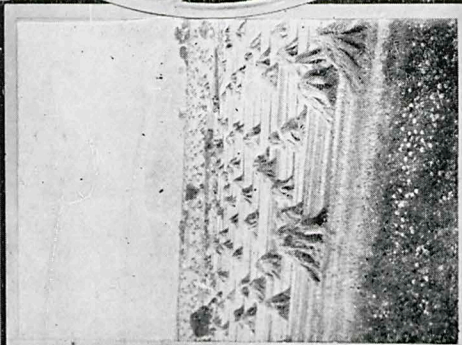
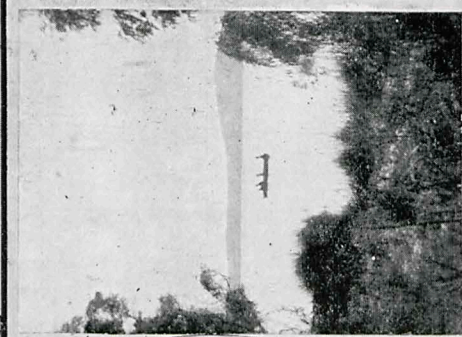
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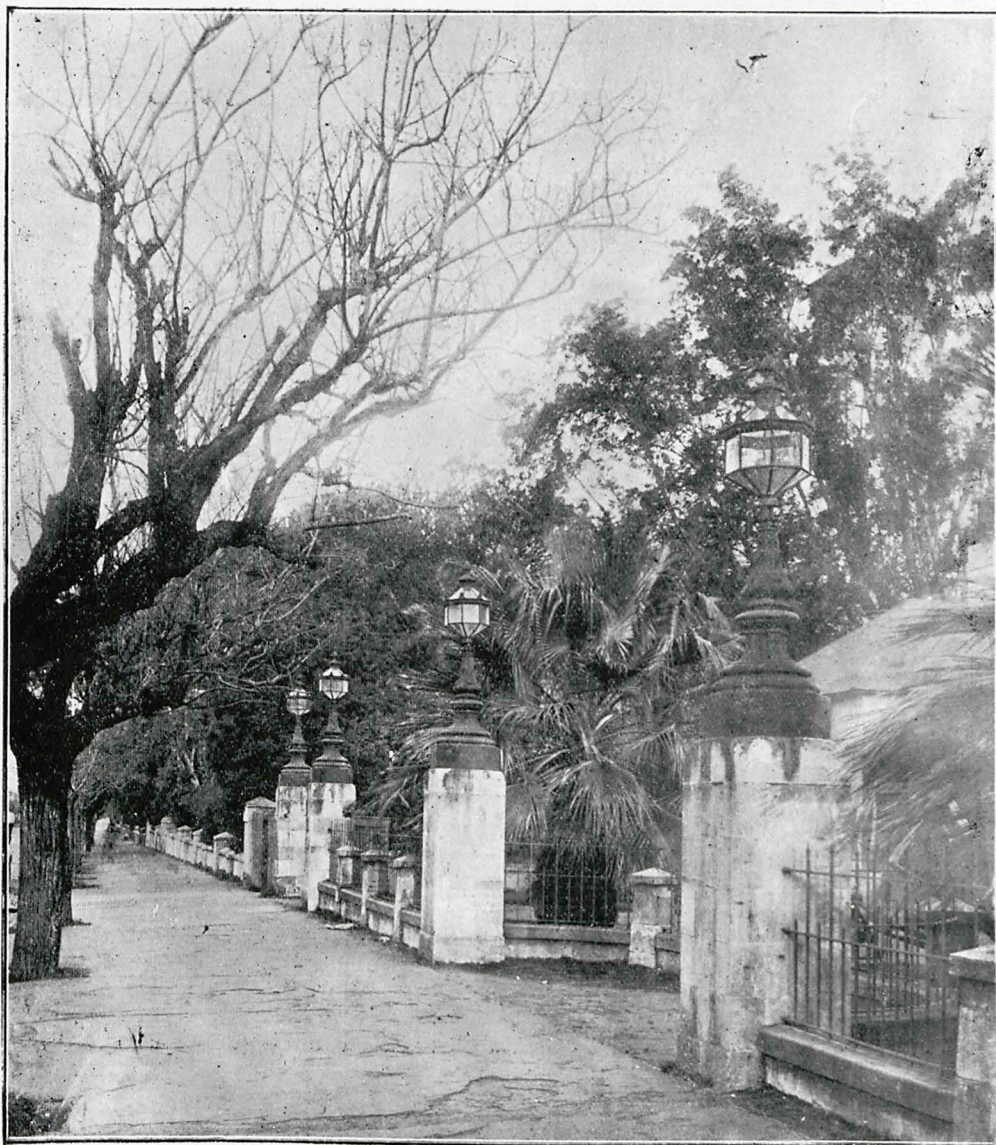
CABLE & TELEGRAPHIC ADDRESS "TOURIST" PERTH

Govt. Print.

palatial offices overlooking the Fitzroy Gardens. For a number of years that office has been filled by Edward Woodrow, who hails from the Birthplace,

bourne's new General Post Office, on the corner of Spencer and Bourke Streets.

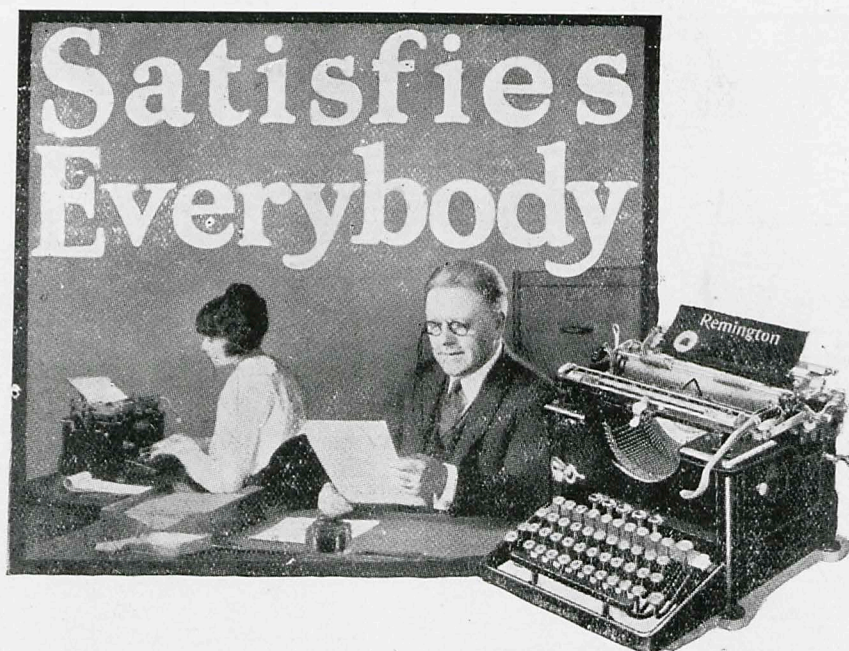
Among other Western Australians who have at-



St. George's Terrace, looking East from the Department of Agriculture, originally the Site of the old Public Offices.

where he played marbles in the Bunbury State School grounds with Premier James Mitchell and Newton Moore, who now occupies a seat in the House of Commons as the representative for Hanover Square. Mr. Woodrow entered the service as a telegraph cadet under Superintendent Fleming during the middle seventies; and after filling the position of Bunbury Postmaster for several years, he was appointed Inspector of the Goldfields' offices with jurisdiction as far East as Eucla. As Chief Inspector for the Commonwealth, Mr. Woodrow has performed signal service, especially in the work of organising Mel-

tained to the rank of Inspector is Augustus Piesse, who recently retired from the position of Chief Inspector for the State. The inspector with the largest record of service is Edward Hume Innes, who was placed on the retired list with a record of fifty-two years' service, first as cadet, then as telegraph operator and postmaster, and, ultimately, as Inspector for the Great Southern and South-Western offices. Mr. Innes is now residing at Elsternwick, near Melbourne. His father—the late Rev. James Malcolm Innes, was pastor of Trinity Congregational Church, during the middle 'sixties.



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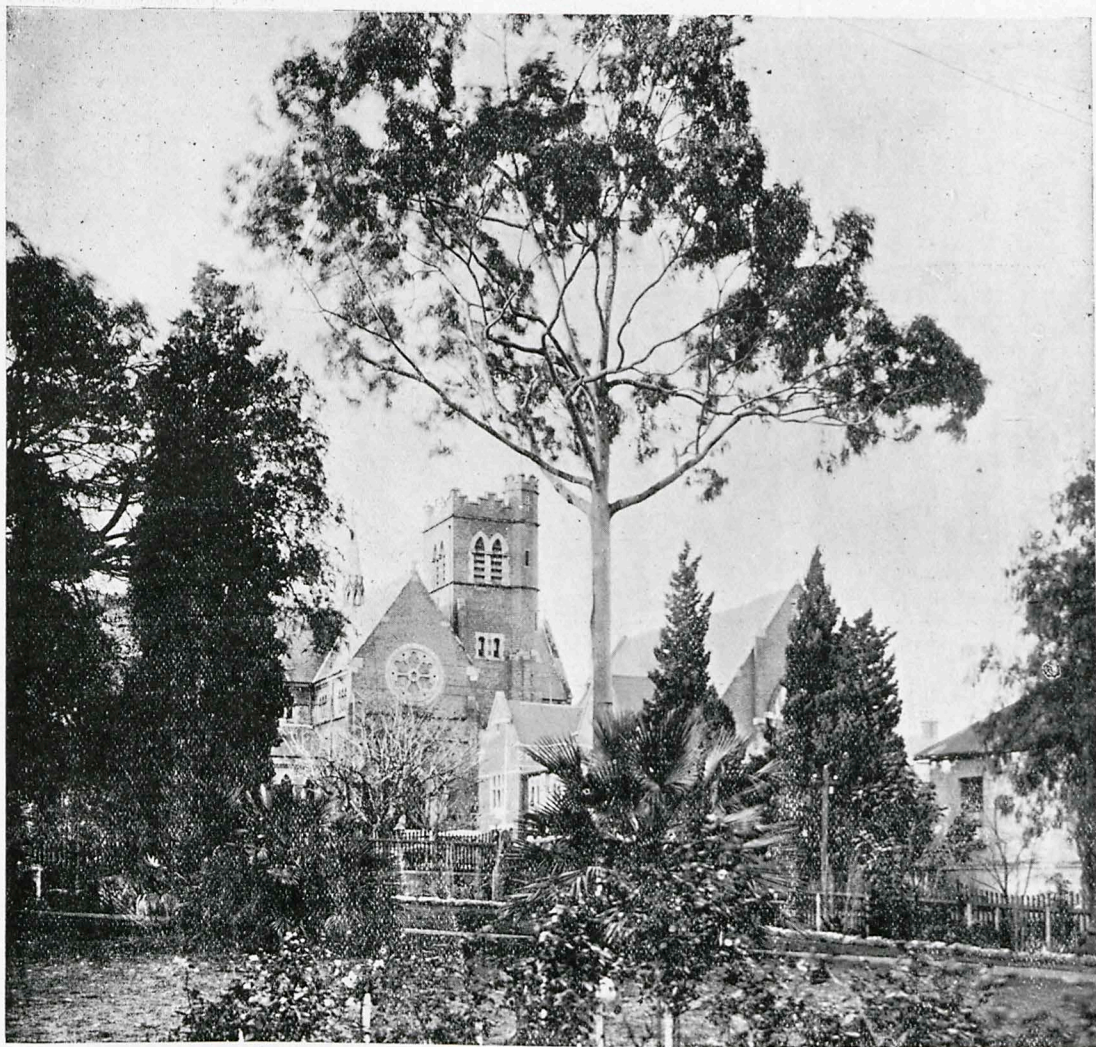
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The Fourth Angle.

A Lilt of the Turf.



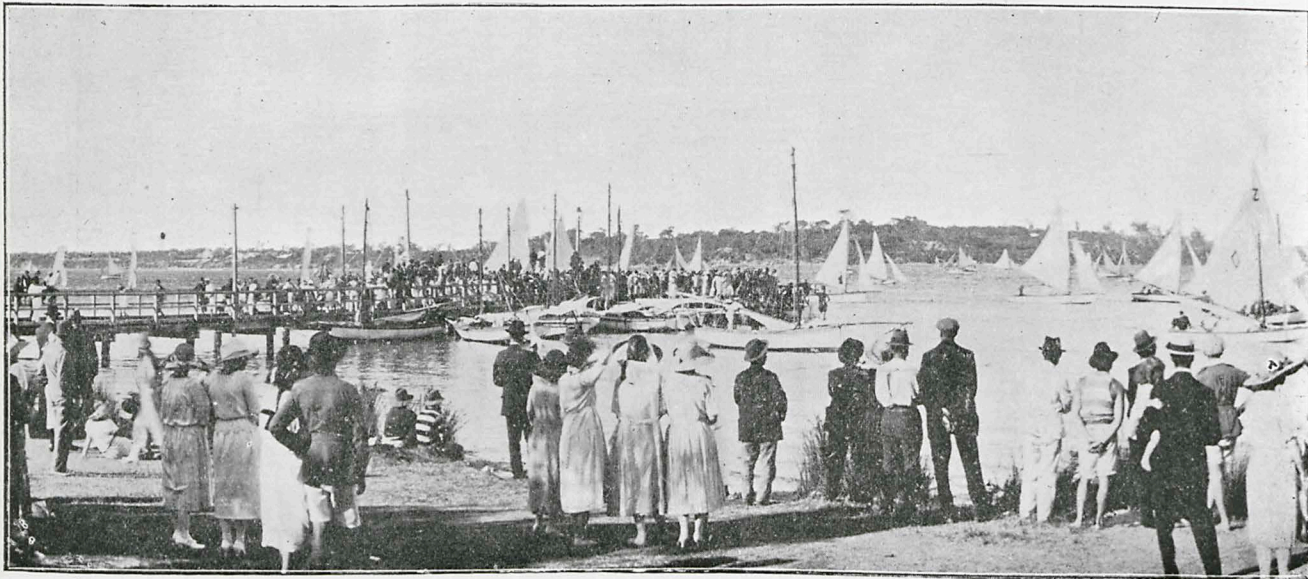
For the *Golden West* by JEAN DELL.

*This is the tale of the horse Romance,
A speed machine with a Carbine's chance;
The owner in love with the heiress swell,
And the wonderful jockey who rode so well.*

* * * *

*'Twas understood that the owner would
Be married to her when Romance made good;
And they threatened to shift the tote from place
By rushing Romance in the Bracelet race.
In helping the course of love run smooth*

*And the roar went up "Romance! Romance!"
If he heard them calling, he didn't shift
His posy by inches, for ope so swift.
(For all their stamina, speed and breed,
How many are called, how few take heed!)
They noticed the jock had a wrist superb,
And their anger had less than the horse's curb.
They heaved their curses long and loud
At the owner-lover and heiress proud;
With what little breath they had to spare
They cursed the wonderful jockey there—*



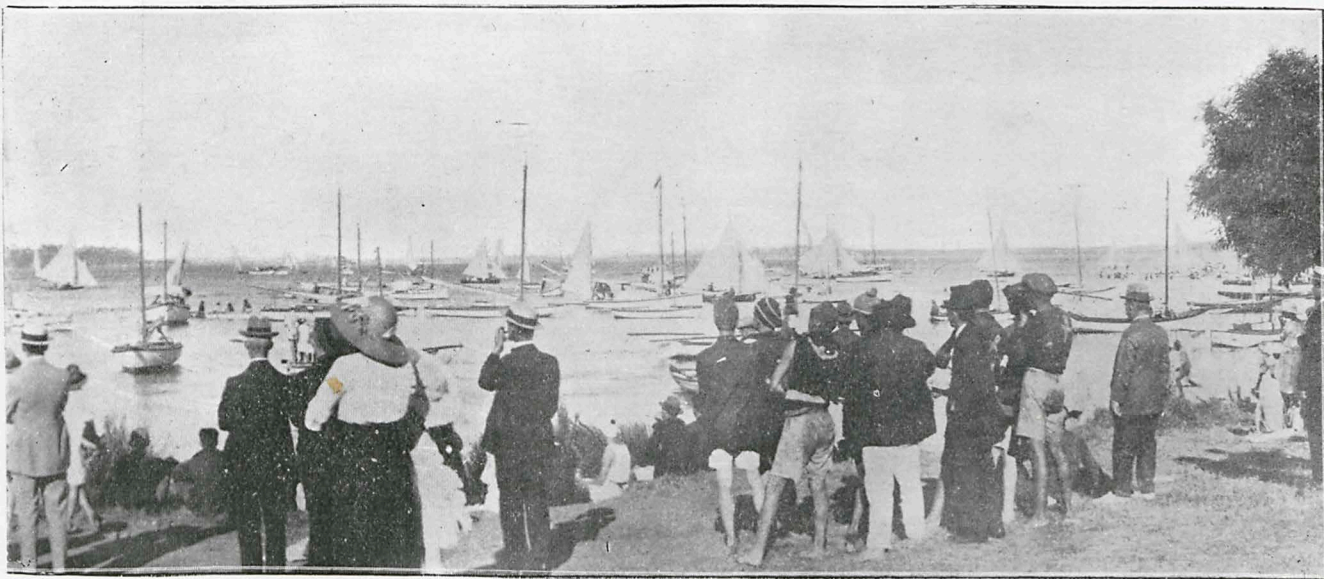
Viewing a Swan River

*They bashed and battered the betting booth.
Careless of crushings and painful prods,
Hercic, they snapped up the shortened odds;
For they deemed it wisdom, on lawn and flat,
To break the books in a cause like that.
Then they preened themselves on the grass and stairs,
As if owner and heiress and horse were theirs.
It only required their cheers and yells
To make a cert of the wedding bells.
Engaged they soon in a Dervish dance,*

*A strange, strange way, at a betting booth,
Of making the course of love run smooth.
But the jockey grinned, and the owner smiled,
And the heiress proud seemed far from riled.
She said to her love, as she kissed him twice,
"He will win next time—at a longer price."
And she bought his horse that he'd have more dough
To flatten the fortress of Ikey Mo.
But by the stall, as the vulgar tell,
She kissed the jockey who rode so well.*

So, light of heart, and with heavy purse,
 The lover retired his plans to nurse,
 Determined no drop of the dinkum oil
 Be spilt where 'twas likely the price to spoil.
 He argued love's mission, his joyous job,
 Was one that shouldn't be shared with a mob.
 The secret kept till the girl at a dance
 Remarked that her lover was backing Romance.
 She didn't say much, but her manner of speech
 Conveyed quite a lot to the mind of each.
 A lover must have pretty much of a cert,
 If willing to wager his ultimate shirt.
 What more did they want—with the owner in,
 A fortune at stake and a bride to win,
 And a niddy fit to race for a queen
 (He was, as I've mentioned, a speed machine)?
 They backed Romance till the books saw red—
 "A shame to take it!" the punters said.

He carried her colours next time he sped,
 But Romance was a horse discredited;
 And this was a race of a higher class
 Where champions flew o'er the fast-time grass;
 While as for his odds, you could write your own—
 The horse that lately had raced for a throne!
 And no one gave him the slightest chance
 Till the heiress gurgled "Romance! Romance!"
 Then everyone on that crowded course
 Knew that the jockey was on a HORSE.
 He left the champions standing still
 As he raced along at his own sweet will.
 And you who've been in the game for years
 Can explain the lack of ten thousand cheers
 (The reasons for cheering are many—the chief
 Is the winner's name on your bookie's brief).
 The dazed throng tottered to car and train
 With no bright thought in the clouded brain.



Regatta from Point Walter.

Oh, never was such a finish seen,
 The three placed horses a nose between,
 A difficult task the first to spot,
 But, whichever had got there, Romance had not,
 For someone else had a different plan,
 And he finished up as an also ran.
 The lover had missed his only chance—
 And that was the end of his Romance.
 But by her gate, as the vulgar tell,
 She kissed the jockey who rode so well.

One thing was clear, though—the heiress swell
 Would marry the jockey who rode so well.

* * * *

A stranger invaded the lawn at the death,
 And spoke some words in an underbreath,
 And having spoken, he calmly took
 A thousand to thirty from every book.
 And there in the church, as the papers tell,
 She married the stranger who'd schemed so well.

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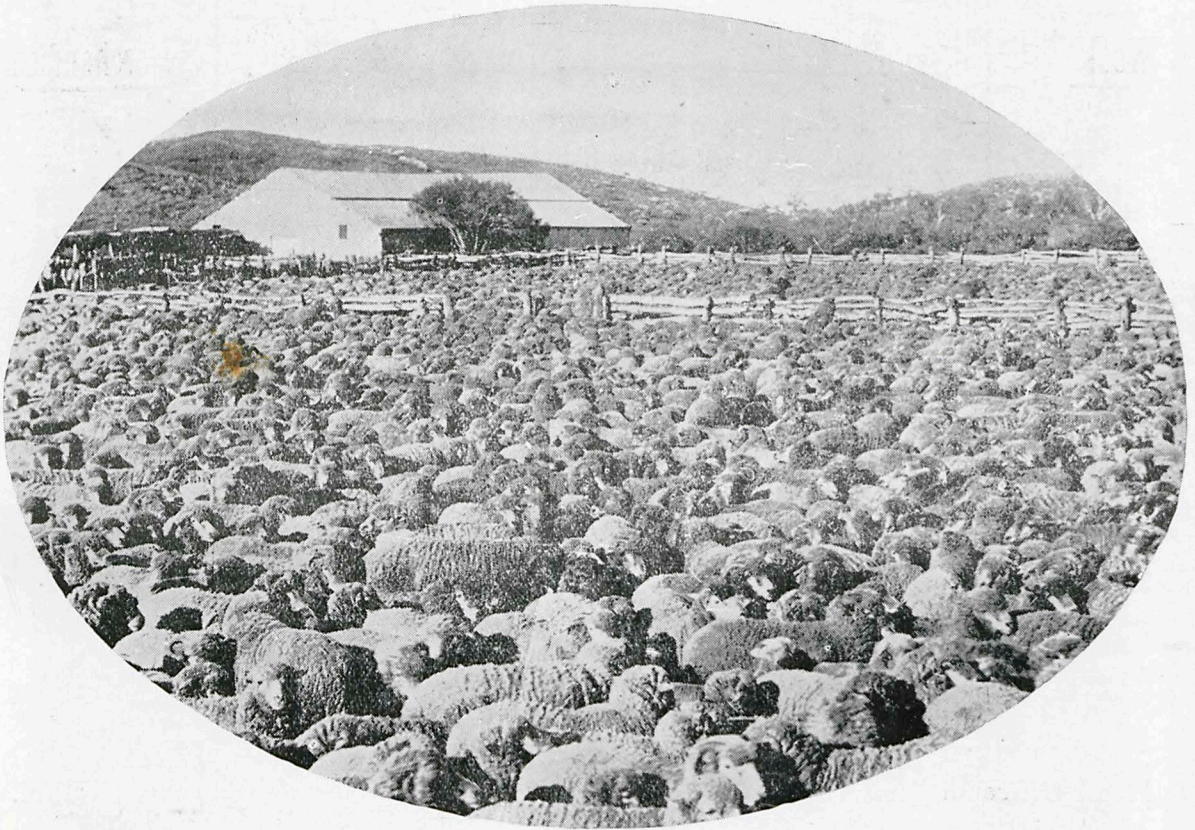
The Pastoral Industry.

Review of the Year — A Record Season.

(For *The Golden West* by "N.M.")

THE rains during the winter of 1922 were exceptionally patchy throughout the greater portion of the pastoral country, and practically nothing fell in the Murchison districts. In fact drought conditions were experienced on the Murchison stations until early in June of the present year, which was the

last occasion that the lambs had to be destroyed to save the lives of the ewes. However, good rains fell in June, and since that period the Murchison has never looked better. From the winter of "'22" until January of this year the season in the Mid-North and Nor'-West was only a moderate one. Then torrential



Shearing Time.

first set back after a long series of highly successful seasons. The bulk of the lambs were lost from the last two drops, and the position was so bad on the

rains fell, more particularly in the coastal districts of the Gascoyne, the average fall in this area during January being about 9 inches, but up to the end of

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Wool

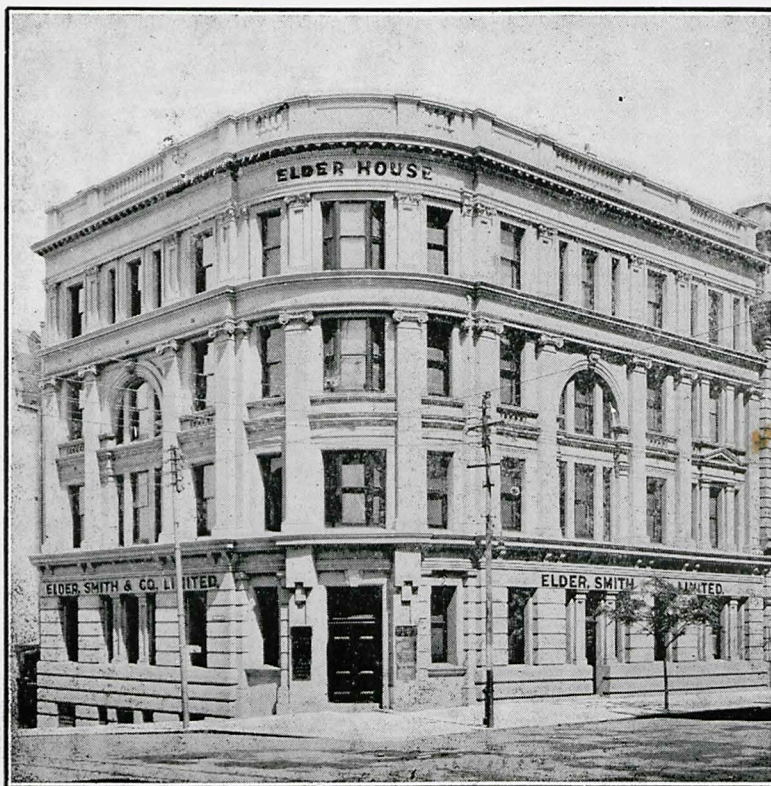
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Pioneer Settlers of the Nornalup (South-West) Country.

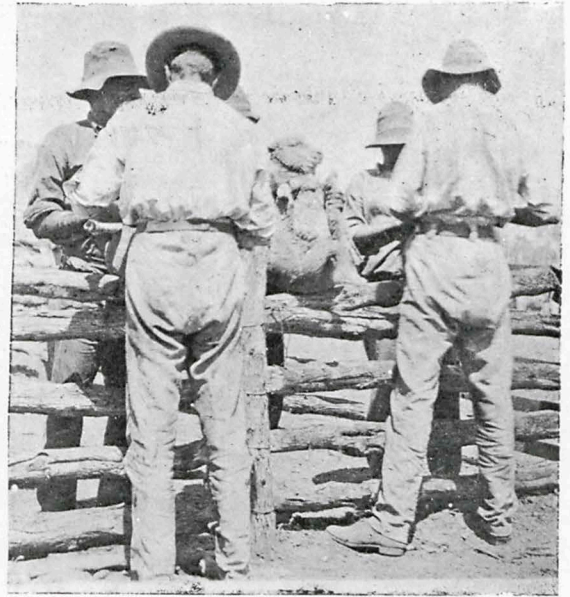
July some stations had registered up to 38 and 39 inches, and 15 to 16 inches of this fell in January and February. These early downpours brought up an exceptional growth of feed, and it is questionable whether such a season has ever been experienced within the knowledge of white settlement. In the Nor'-West and the Kimberleys seasonable and useful rains fell. In the Eastern Goldfields areas, where increased attention is being directed to pastoral pursuits, the conditions have been very favourable, and in the South there should be a plentiful supply of fat lambs this year for the export trade.

STOCK STATISTICS.

Despite the drought in the Murchison last year the latest official statistics showed a net increase for the State of 157,918 sheep, and 45,522 cattle. The most extraordinary feature in connection with these figures, which showed the position as on August 31, 1922, is the fact that the North, Nor'-West and Central Districts provided an increase of 397,692 sheep, and the South-Western portions of the State decreased their returns by 239,774. The usual number of Kimberley cattle were shipped to the metropolitan markets during the year, and the prices obtained for first-class cattle were excellent, but plain cattle were only in moderate demand. Since early in the year very high prices have been realised for sheep throughout the State, the demand being far in excess of the supply.

As a consequence of more land being called into use for pastoral purposes in the southern parts of the State there has been a solid inquiry for breeding sheep, but not only has the supply been short, but farmers and graziers have been unable to pay the prices ruling during the winter. This general shortage will probably continue until the winter or spring of 1924. Another feature which undoubtedly contributed in a large measure to the improvement of

year will be increased during the coming season. It was intended to commence killing for the export trade during the third week of September, but towards the end of the month prices paid for suitable lambs by

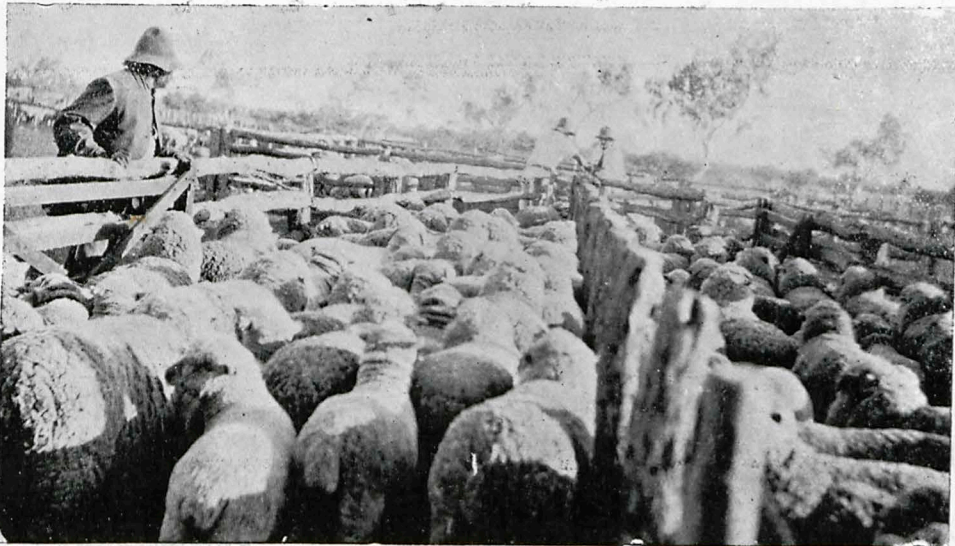


Lamb Marking.

buyers for the local trade were still too hot for the shipper to commence operations.

BIG INQUIRIES FOR STATION PROPERTIES.

Undoubtedly the most important feature in connec-



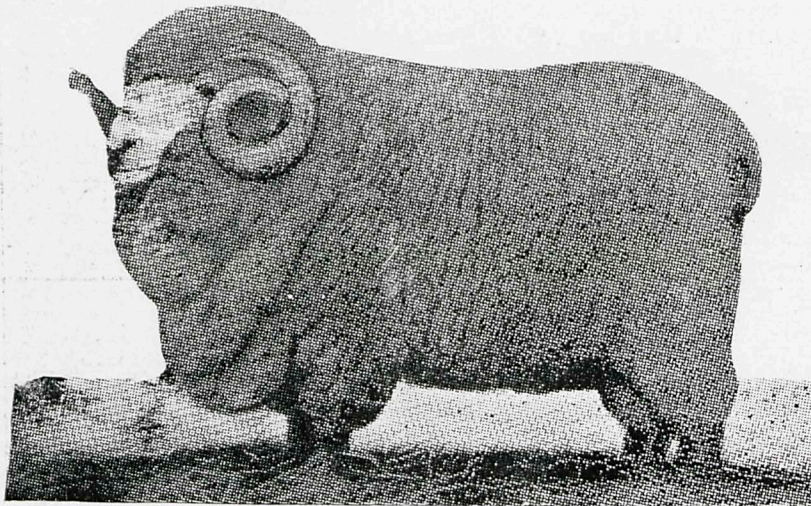
The Drafting Yards.

prices received by the growers during the past season was the fact that a start was made last season with the export of lambs through the Fremantle Meat Works, and it is expected that the 30,000 shipped last

year with the pastoral industry experienced during the past year has been the active demand for station properties. The high prices received for Western Australian wool, the fine soft-handling qualities of

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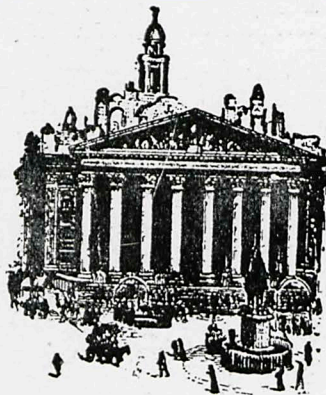
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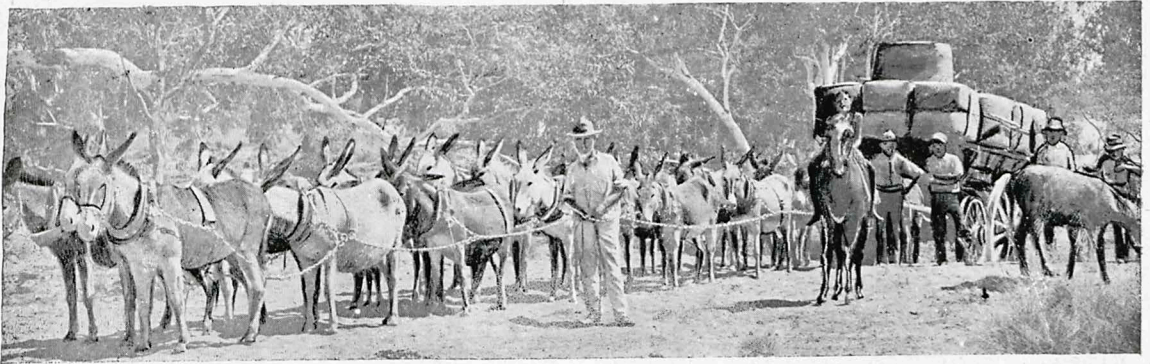
L. O. HARWOOD, Acting Manager.

which are only regarded as a close second to the world-famous wools of the Western Districts of Victoria, has had the effect of attracting a lot of attention from Eastern States investors, and many important properties have changed hands during the past twelve months. Experienced local pastoralists, however, have not been slow to appreciate the position, and they have been the greatest operators. Among the stations sold were Noonkanbah, Doorawarra, Artesian, Mardee, Daisy Creek, Meka, Hill Springs, Carey Downs, Gerialia, Cheritta, Yaringa, Mangaroon, Woolramel, Manberry, Mt. Augustus, Sherlock, Croydon,

of country within easy reach of all the mineral railway terminals awaiting development as sheep propositions, and when the dingo question has been coped with the State will be carrying nearer twenty million sheep than seven.

THE WOOL CLIP.

Last year we sold approximately £3,000,000 worth of wool from this State, and the quality and weight of fleece is always on the side of improvement. In addition to this our hide and skin exports amount to over half a million sterling per annum, and £78,000



Donkey Team Carting Wool in the Far North.

Ninghan and the Sandstone Pastoral Company's holding on the Eastern fringe of settlement. I have purposely named Ninghan and Dandarraga last as these were purchased respectively by Messrs. T. Barr Smith and Edmund Brooks, of South Australia, at prices each bordering on £50,000. These are both experienced and capable investors in pastoral properties, and they are evidently satisfied to put their money into country away from the coast line. But this confidence in the eastern districts did not end here, and when a recognised authority such as Mr. A. J. Withnell, who recently sold Mardie Station at a big figure, is prepared to take over Edgadina, near Kookynie, from Messrs. Wilkie Bros, and is going to develop it for sheep, it may confidently be expected that there will be a big movement in this direction in the immediate future. There are millions of acres

worth of leather was turned out from the local tanneries. This year it is expected there will be a shortage of 200,000 bales in the total Australian clip owing to the severe drought conditions experienced in the Eastern States. Where these conditions have been experienced the wool may be expected to be tender and wasty, but this will not be the case in Western Australia, as the wool coming to stores is well-grown, bulky, and a high yielding clip. Another great improvement in connection with the pastoral industry is the recognition now being given to local ram-breeders by local station owners. A few years ago approximately four rams were imported to every local ram used, and now the position is almost the reverse. In fact during the last year something in the neighbourhood of £40,000 was paid to local ram breeders by the pastoralists.

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**Garden Hill (Guildford); Koojan (M.R.);
Clunedale Park (Mooliabeenie);
Wannamel (M.R.)**

THE Prize List of the Annual Show of the Royal Agricultural Society again evidences the fact that the premier breeders of Stud Cattle in Western Australia are Messrs. William and A. W. Padbury, of Guildford and Koojan.

For many years Mr. Wm. Padbury had a remarkable run of successes in the coveted Governor's Cup of the R.A.S. Last year he scored a total of 281 points, his son coming second with a total of 256.

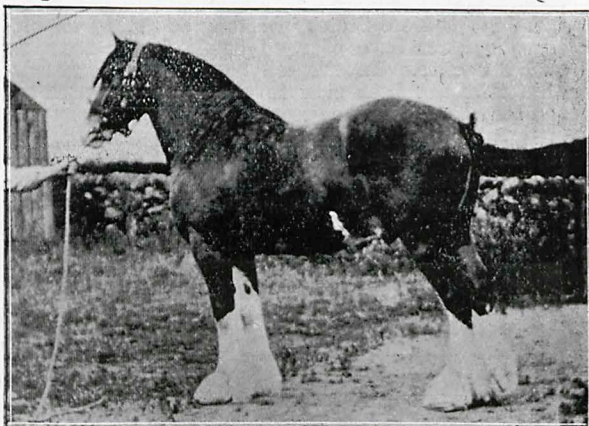
This year, however, Mr. A. W. Padbury topped the score with 331 points, last year's victor coming second with a total of 301 points. Some magnificent stock represented the Garden Hill (Guildford), Koojan (Midland line), Wannamel (Midland line) and Clunedale Park (Mooliabeenie) establishments.

At Garden Hill where Jerseys are the principal line the herd was originated by the importation from the Isle of Jersey of Campanile's Noble, by Noble of Oaklands, dam Campanile III., and six heifers. Since then importations have been made from time to time from the Eastern States. Of these Cream Socks annexed the first and reserve champion prizes at the recently concluded show, whilst Cupbearer of Garden Hill and Banker of Garden Hill were also first prize takers among the bulls. Among cows of the Jersey breed, Silvermine the 13th and Daisy III. of Garden Hill were also returned at the head of their class. Ayrshires from Garden Hill also secured first and champion with Noel of Ellisford and Buckland's Nancy.

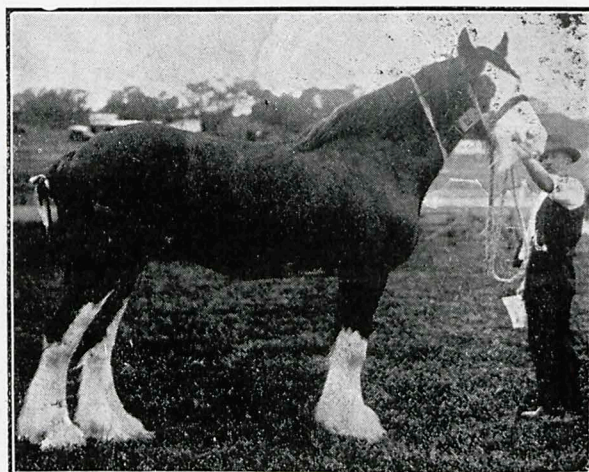
At Koojan, on the Midland Line, which is directed by Mr. A. W. Padbury, Guernsey, Hereford and Shorthorn cattle, Clydesdale horses, Welsh and Timor ponies, Berkshire pigs, Border Leicester, Lincoln, Oxford Downs, Shropshire and Merino sheep are the principal products. The Merinos are from the famous Koonoona stud of South Australia, whilst the other lines are all of prize strains. Notable among the Clydesdale horses are Dunure Norval, by Dunure Norman from Dunure Bright, who was imported from Scotland prior to the Royal Show of 1922. Dunure Norval was bred at Louth Hall, Ardee, County Louth. This Clydesdale annexed the first and champion prizes at the late show as did Sunray, a Clydesdale mare by Dunure Footprint. Baron Hillside (Baron Bold—Sal) was runner up to Dunure Norval in the stallion class. Among the yearling division of the Clydesdales Koojan secured first, second and third honours with Koojan Abbot, Koojan Gold Mine and Koojan Peter respectively, whilst Koojan Queen headed the list for three years old and under.

In the Pony Class under 12.2, Koojan secured the first and champion honours with Milton's Greylight, and Milton's Grey Spark the second and reserve champion; Wandy securing first honours in the 11.2 and under class.

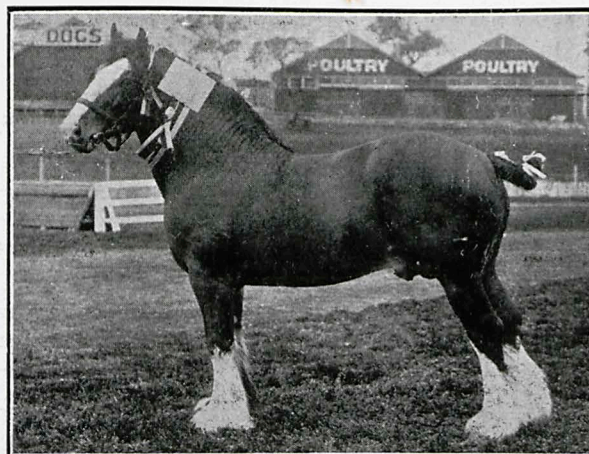
In the cattle section at the show, Mr. A. W. Padbury secured the first and champion with Gaylads



"Dunure Norval." 1st and Champion, 1923.



"Sunray." 1st and Champion, 1923.

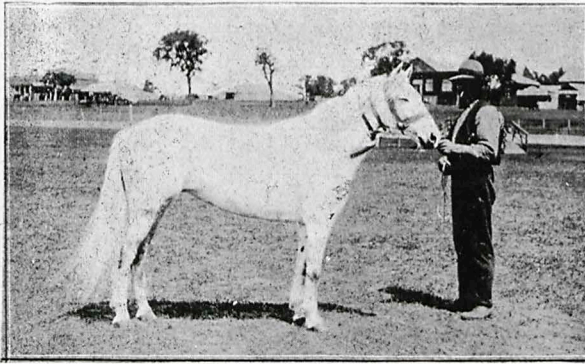


"Baron Hillside." 2nd and Reserve Champion, 1923.

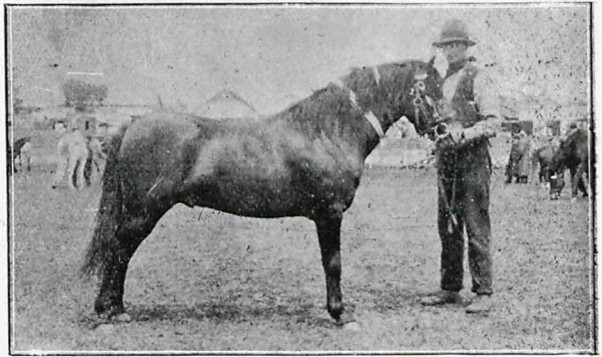
Golden Rule among Guernsey Bulls, also first and reserve champion with Robin of Numdolah. Other prize takers in this class being Pilot of Koojan (1st), Sheriff of Koojan (1st), Golden King of Koojan (1st), and among the cows, Zanaview Bonnie Annie (1st and champion), Milton's Syringa (1st and reserve cham-

pion). Other first prize takers were Picton's Trequan Flirt, Colleen of Rosewood, Bonnie Margaret of Koojan and Mordern Lady of Koojan.

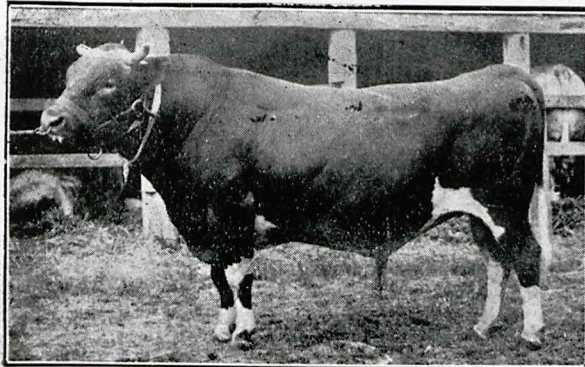
In Beef Shorthorns Milton's Earl (1st and champion), Duchess of Koojan (1st and champion), Royal Jessamine (1st and reserve champion) were



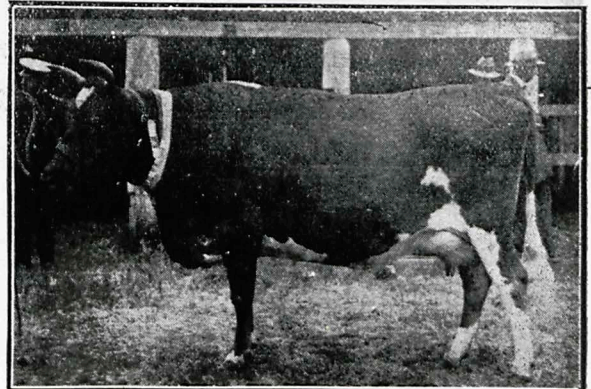
Pony Mare, "Clunedale Beauty." 1st and Champion, 1922.



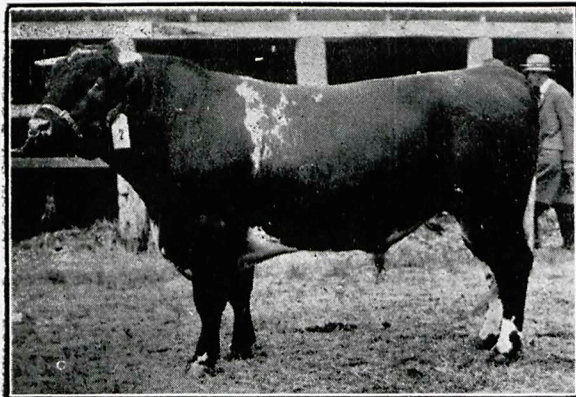
Pony Stallion, "Milton's Greylight." 1st and Champion, 1922 and 1923.



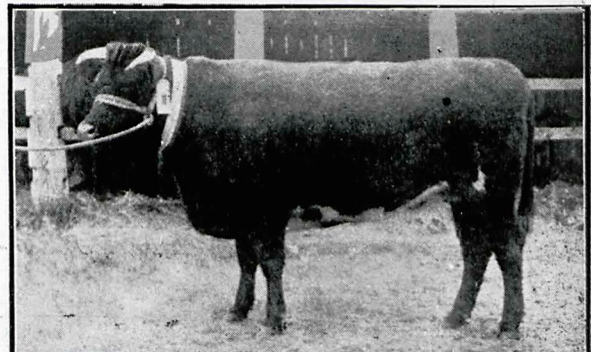
Guernsey Bull, "Gaylad's Golden Rule." 1st and Champion, 1923.



Guernsey Cow, "Zanaview Bonnie Annie." 1st and Champion, 1923.



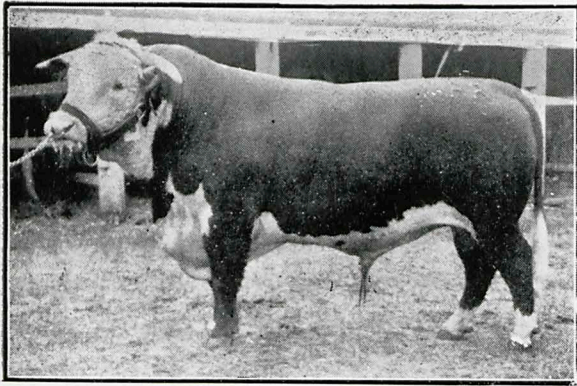
Shorthorn Bull, "Milton's Earl." 1st and Champion, 1922 and 1923.



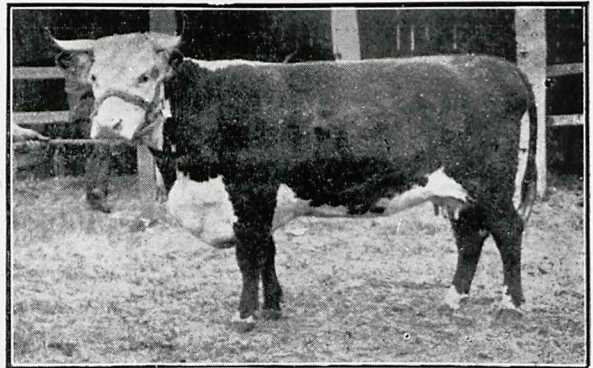
Shorthorn Cow, "Duchess of Koojan," 1st & Champion, 1923.

the principal among Koojan's successes, whilst in the Hereford section Koojan obtained first and champion with Royalty and first and reserve champion with Koojan Banner, whilst Victoria's Pet II. gained first and champion and Koojan Chloe first and reserve champion.

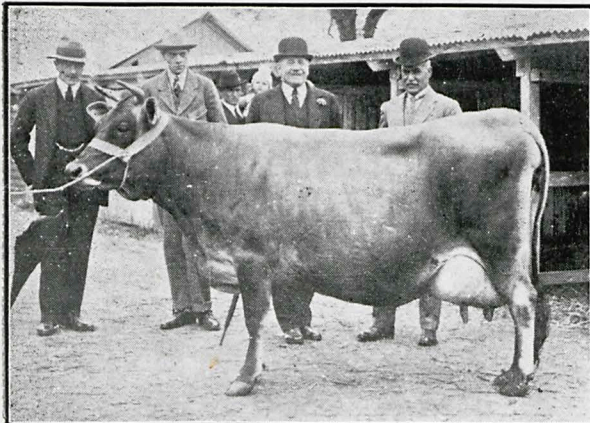
It will be seen from the foregoing that the stock bred at each of the studs mentioned is the best produced in the State. Intending purchasers of pedigree stock are, therefore, invited to communicate with any of the breeding establishments mentioned when all necessary information will be supplied.



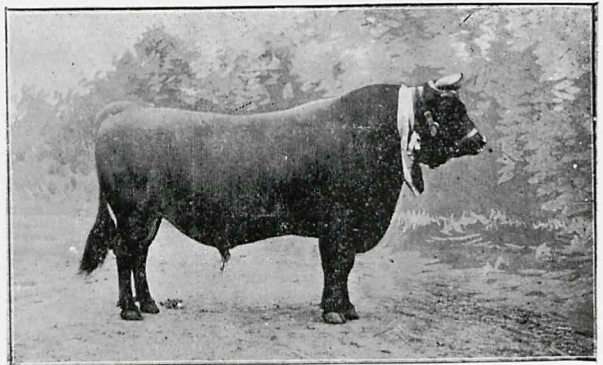
Hereford Bull, "Royalty." 1st and Champion, 1922 & 1923.



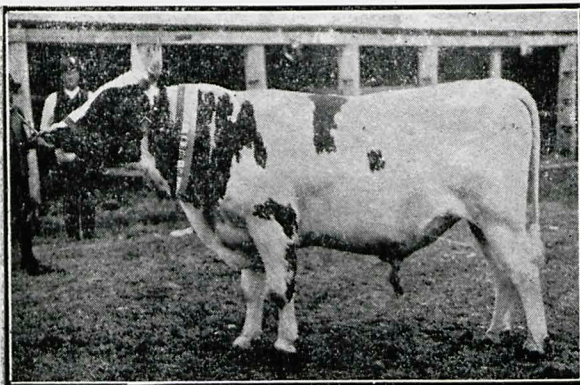
Hereford Cow, "Victoria's Pet II." 1st and Champion, 1923.



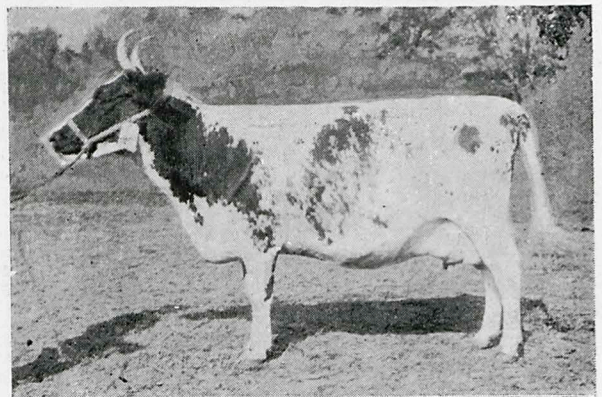
Jersey Cow, "Silvermine 13th." 1st and Champion, 1923.



Jersey Bull, "Cream Socks." 1st and Champion, 1922.
1st and Reserve Champion, 1923.



Ayrshire Bull, "Noel of Ellisford." 1st and Champion,
1922 and 1923.



Ayrshire Cow, "Buckland Nanny." 1st and Champion, 1922
and 1923.

MELVILLE PARK ESTATE, *Brunswick Junction*, S.W.R.

THIS estate, which is situated at Brunswick Junction on the South-Western line, is now the property of Mr. William C. Hill, who formerly was associated with Hill's Murrin Proprietary and other mining interests, also with pastoral pursuits in the North Coolgardie country, where he had a holding of 600,000 acres, stretching from Murrin to Laverton on the one hand and from Yun-



Mr. William C. Hill.

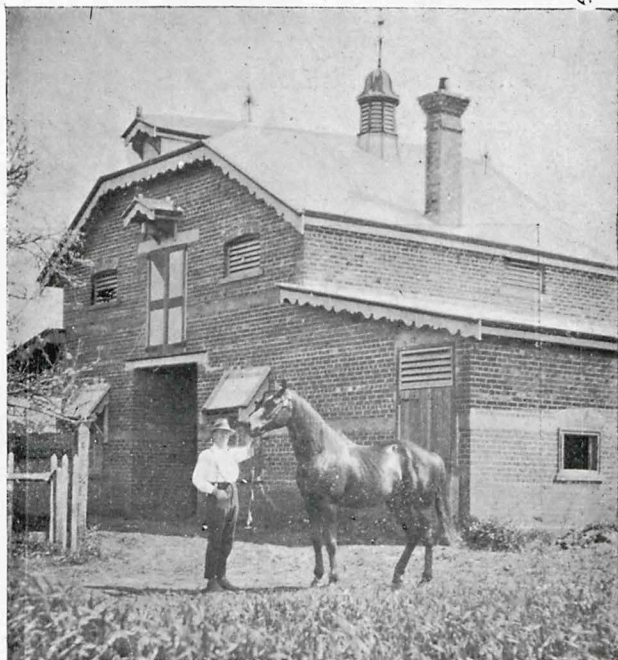
damindera (the Granites) to Cardinia Creek on the other. Here at first Mr. Hill went in for cattle raising, which he later on replaced with sheep, to the production of which the country was so suitably adapted, seeing that wool from these parts brought as much as thirty-one pence per pound, while other sorts realised twenty and twenty-five pence per pound respectively.



The Homestead.

His present holding of 335 acres adjoins the Brunswick State Farm, and prior to his acquiring it

was conducted as a stud farm by the late S. P. McKay, who bred such well-known performers as Loch Shiel, Betsy Burke and Brunswick at Melville Park.



The Stables, Thoroughbred Sire, Sir Thomas, in foreground.

At the present time Mr. Hill is going in for mixed farming, running about seventy head of pedigree stock, (Ayrshires and Jerseys), recruited from the Brunswick State Farm, but as soon as he decides what class of stock the estate is best suited to producing it is his intention to equip it as a stud farm. The land is of a high quality, growing subterranean clover and other grasses, and is intersected by the Brunswick river.

Twenty-one thoroughbred mares, the property of several owners, are at present on the estate, where the English thoroughbred, Sir Thomas (Picton (by Orvieto) from the Diamond Jubilee mare, Peepshow II.), who took first and champion honours at the recent Royal Show, is lord of the harem.

Mr. Hill has a high estimate of the Brunswick Junction country, the value of which, he says, could be enhanced many fold by systematic draining, the rainfall in this portion of the State being more than the country can cope with in its natural condition. He points to the Brunswick State Farm, which has been subdivided into twelve holdings for returned soldier settlers, in evidence of this, his contention being that the present holders are being set too big a task on their capitalisation.

With an amendment of some of the disabilities under which they are at present labouring, however, Mr. Hill is of the opinion that the settlement will produce all that is expected of it, and that this portion of Western Australia's agrarian territory will figure as an important contributor to its productive wealth.

Perth Motor Show, October, 1923.

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The 1923 12/14 H.P. MODEL and the 19/6 H.P. MODEL were both shown in this Exhibit, and the "Crossley" was freely described as easily the best Car in the Show. The sterling English quality of the machinery and body-work caused very favourable comment, and the four attendants were kept exceedingly busy demonstrating both models to numerous visitors during every session of the week's Motor Show.

A large supply of "CROSSLEY" SPARE PARTS is OPEN FOR INSPECTION.

SOLE AGENTS FOR W.A.—

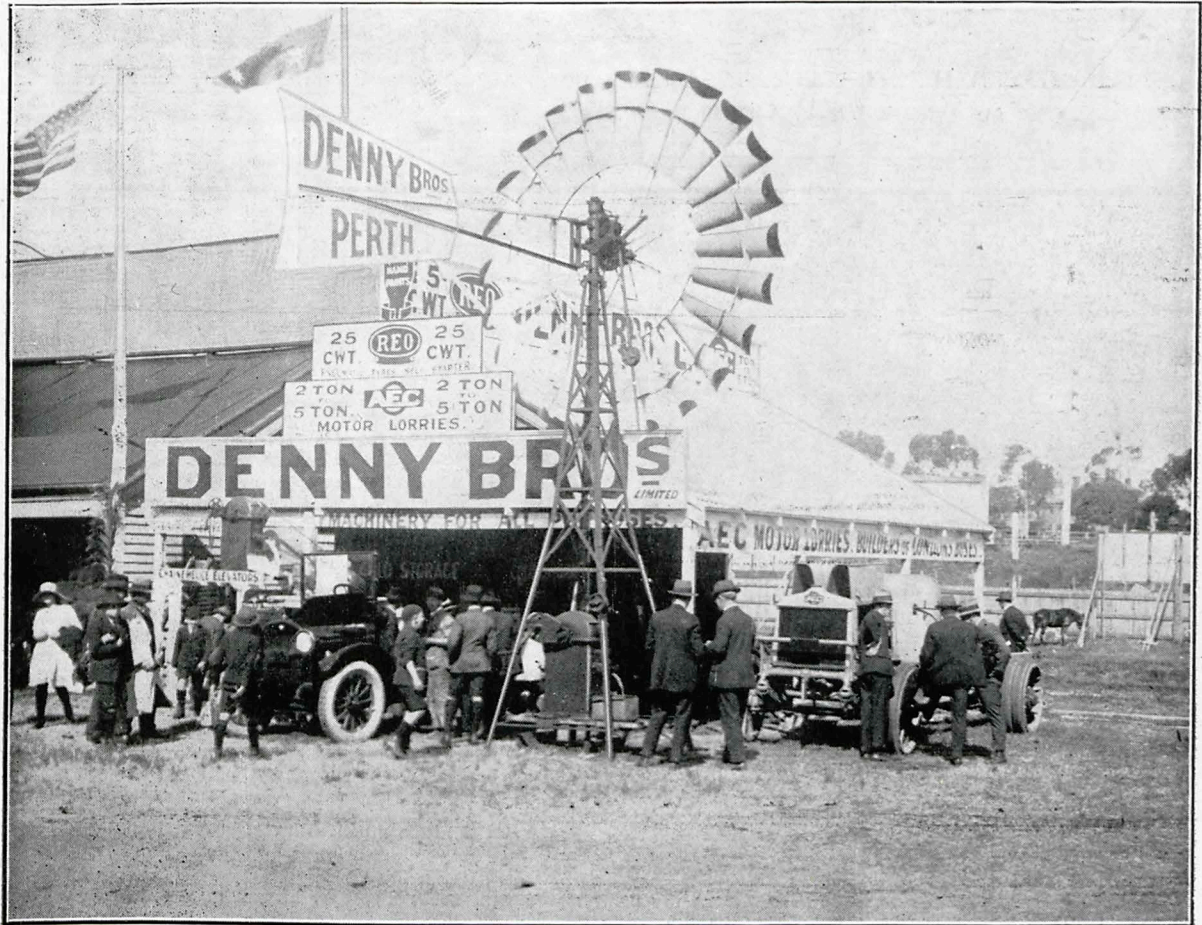
DENNY BROS. LIMITED,

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Telegrams: "DENNY BROS., PFETH"

Royal Show at Claremont, October, 1923.

The Exhibit by DENNY BROS. LIMITED.



THE ABOVE PICTURE SHOWS—

A 5-TON "A.E.C." MOTOR LORRY. "A.E.C.'s" are obtainable in capacities ranging from 2 tons to 10 tons, and are built by The Associated Equipment Co., Ltd., of Walthamstow, England.

A 25-CWT. "REO" SPEED WAGGON is also in the foreground. Large Supplies of Spare Parts for both these lines are OPEN FOR INSPECTION.

Our "CROSSLEY" MOTOR CARS were exhibited at the Perth Motor Show held at the same date.

The "AERO" and "CHAINE-HELICE" WATER ELEVATORS, and the "ELECTOLITE" ELECTRIC LIGHTING PLANT, made by Messrs. Boulton and Paul Ltd., England, are both shown in working operation.

A complete Refrigerating Plant, by Messrs. J. and E. Hall Ltd., England; J. Sagar & Co.'s Wood-working Machinery; Siemens Electrical Lines; "Foamite Firefoam" Fire Extinguishers; "Imperial" Acetylene Lamps; "Westgate" Electric Cooker; "Edwards" Kerosene Engine, convertible to any power between $1\frac{1}{2}$ and 6 H.P. as may be required at any time; "Melotte" Separators; "Criton" Hand Ice Machines; "Ky-ko" Kerosene Fans; "American" Split Steel Pulleys; Pyle Train Lighting Equipments; "Marelli" Electric Fans; Caldwell Shovels; Steel Wire Ropes; Dry and Wet Cells, Valves, Beltings, Anti-Friction Metals, "Red Hand" Paints. These were all on view at the Show.

In addition to these Lines, we represent Manufacturers of Electric Lighting Plants for any sized Town or House; Diesel, Semi-Diesel, Gas, Oil and High Speed Engines; Motors to 500 B.H.P., Generators to 500 K.W., Transformers to 1,000 K.V.A., Switchgear, etc.

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THE INCOMPARABLE 25-CWT.



CHASSIS £475 PERTH. Body £25 Upwards according to type.
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One of the many "REOS" operating in W.A. This one is the property of the Pastoral Labour Bureau, Perth, who describe it as their "trusty Reo, with its load of 20 shearers and their luggage starting from Yinnitharra to Mount Phillip, near Bangemall, in the North-West." This truck, by the work it accomplished, completely paid for itself in three months.

The "Reo" people make no other trucks than the 25cwt. model, which, no doubt, accounts for its world-wide popularity. The "Reo" has easily proved itself to be the most economical vehicle for loads of anything from 11lb. weight up to 25cwt., and it is common knowledge that many of them in this State are being loaded with about 2½ tons instead of 25cwt., notwithstanding which our sales of "Reo" spare parts are practically nil.

We have an exceptionally large range of "Reo" Spare Parts OPEN FOR INSPECTION. We desire to stress the importance of this point, which is frequently overlooked by intending truck buyers.

The "Reo" has extra high clearance and more engine power than any vehicle in its class; its pulling capacity in sand being truly wonderful. It has the four wheels all the same size, which makes the tyres and tubes all interchangeable. We confidently refer potential buyers to any of the many "Reo" owners, as the local performances put up by "Reos" in this State have put this truck in a class by itself, but that is only what has happened in every other country where the "Reo" has been introduced.

There are 80,000 "REOS" in use to-day, and we have evidence of some of them having so far done up to 600,000 miles with no sign of being withdrawn from service, and the total life of a "Reo" is, therefore, not yet known.

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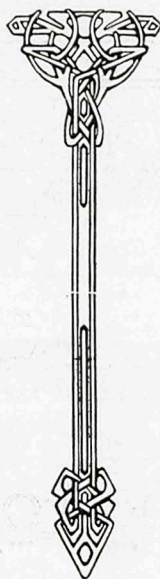
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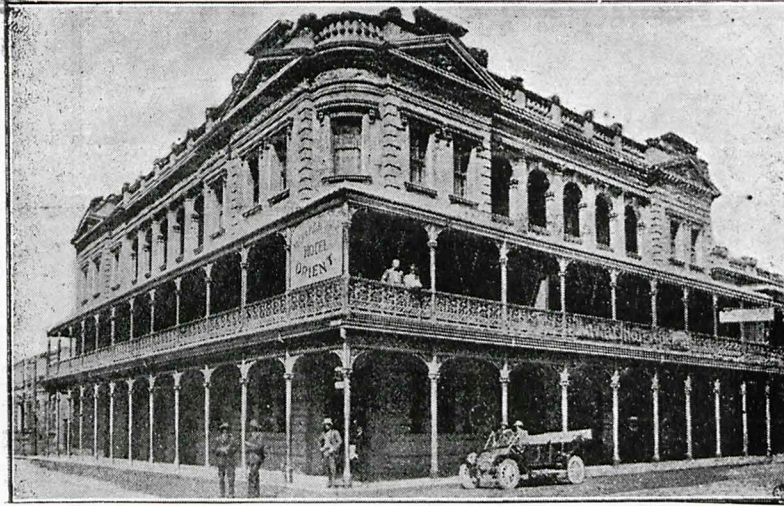
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All these articles could and should be produced locally. For this purpose, the primary need is additional settlers.

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