

The native craft entered and cleared and should be looked up. And, of course, anything worth doing for the country should be done as quickly as possible in order that Secretary Redfield's hard work may not finally fail to "register."

The native craft entered and cleared at the four ports of the Straits Settlements, Singapore, Penang, Malacca and Labuan, numbered 45,739 with a tonnage of 1,951,044. The aggregate trade returns of Singapore for 1914 amounted to \$526,212,065, including an export of tin valued at \$40,904,846.

Aden and St. Helena are also called free ports although a few duties are levied which are really octroi (or town dues) rather than customs duties.

#### THE FREE PORT MOVEMENT IN THE UNITED STATES

The "New York Sun" has a valuable hint for Canada. In discussing Congressman Murray Hulbert's resolution in favor of Free Ports in the United States, it says: "Secretary Redfield probably feels that Congress should not let the grass grow under its feet if any actual beginning is to be made of this matter before November. This subject is important,

In the race for the first Free Port on this continent, the South Shore got away first, but it is still more important to reach the winning-post first. Not that the establishment of half-a-dozen free ports in the United States could prevent the success of the South Shore Free Port because we have the advantage of "the long haul" by water. Geography and canalization already accomplished are in our favor; but there would be an enormous advertising from being the first in the field. This could be secured by the Federal Government publicly committing itself to the principle. Canada's example would arouse great interest in Europe and would serve to emphasize our suggestion that Great Britain itself should adopt the Free Port system in the day of economic readjustment.