

## Development Within the Empire.

(Economic and Shipping.)

Everyone who knows anything at all about the overseas trade of this country is aware that a considerable part of it is carried on with the Colonies and Colonies, but the people who realize the exact extent of which Imperial trade has developed comparatively small. Consequently it will, no doubt, come as a surprise to many to learn that in the first nine months ended December 31, 1922, the total value of the imports from the British Possessions into the United Kingdom was no less than £1,491,490, whilst the value of the exports from this country to all parts of the Empire was £285,780,649. The figures of the imports from the various Dominions were as follows:

Value of Imports	Value of Exports
Canada .....	£24,885,155
United States .....	£4,895,290
India .....	£48,821,799
West Indies .....	£47,890,693
East Indies .....	£1,106,420
South Africa .....	£16,151,734
Central Africa .....	£10,322,084
South Africa .....	£9,759,633
West Indies .....	£7,961,142
East Indies .....	£4,437,094
South Africa .....	£3,908,339
Central Africa .....	£3,816,803
South Africa .....	£2,330,637
Central Africa .....	£2,323,426
South Africa .....	£1,937,662
Central Africa .....	£1,149,415
South Africa .....	£1,149,309

The figures relative to the export from Great Britain to the Dominions in 1922 are no less encouraging than those of the imports. The following table of values indicates:

Value of Exports	
£91,621,801	India
60,457,294	China
25,271,213	Japan
24,515,392	United States
15,868,025	East Indies
15,562,145	South Africa
11,650,049	Central Africa
6,643,620	South Africa Settlements
6,259,644	Central Africa
3,716,457	South Africa
3,581,159	Central Africa
3,462,332	South Africa
2,861,754	Central Africa
2,608,860	South Africa
1,677,419	Central Africa
1,378,806	South Africa
520,123	Central Africa

An encouraging fact that the development of this country has attained a great deal of importance to the Empire is how best to develop trade with the Colonies. The Secretary of the Empire has had some interesting things to say on this subject at the last annual dinner of the London Chamber of Commerce. One of the first acts of the Bonar Law Government, he then stated, had been to call the representatives of the Dominions to a conference to see if the light of past experience they did not add to their efficiency, both for the purpose of mutual protection and for the greater and nobler task of the resources of the Empire for the preservation of peace throughout the world. He hoped to have the opportunity of discussing with the representatives of the Dominions opportunities of closer Imperial trade, for that purpose the conference had been divided into an Imperial and Economic Conference. Throughout the Empire there are large tracts of land, sparsely populated, with natural resources calling out for development. We have the capacity to turn the great natural resources to the profitable use of civilization, given sufficient time, money, and enterprise.

The Imperial Economic Conference, which is to be held in London next October, will, it is hoped, go a long way towards making the Empire self-sustaining, and the many varied problems which are discussed there have aroused widespread interest throughout the Empire ever since the idea of the conference was first mooted. Time again the subject has been a topic of debate in the House of Commons and the House of Lords in this country and in the legislative assemblies of our overseas Dominions, although, as was only to be expected in a question of this kind, which will have such far-reaching consequences, there have been, and are, differences of opinion both between the Mother Country and the Dominions and between various of the Dominions themselves, particularly in relation to tariff preferences. It is becoming increasingly apparent that Imperial trade, and with it the industrial and commercial prosperity of the entire Empire, will be promoted in many ways by this open discussion of the problems which are confronting those who are eager to see more Dominion products being imported into this country and more Dominion industries sent out to the Colonies.

Another occasion on which the question of Empire trade and development was thoroughly thrashed out in the House of Commons was on April 10 last, when the bill was set forth by Viscount Ednam, who was then in the House, whilst fully conscious of promoting the re-establishment of one relations with

European countries on the basis of mutual advantage, urged his Majesty's Government to take immediate steps to bring about the fullest possible extension of trade within the Empire and the development of the resources of the Empire in close cooperation with the authorities of the overseas portions of the Empire. The subject was of interest, he said, to many members, to the commercial and industrial community throughout the world, and to the people of the Empire as a whole. This subject of Imperial trade development is one of the utmost importance, and, in view of the Imperial Economic Conference, which is to assemble in London on October 1 this year, it is wise that the present Imperial trade position should be reviewed with the view of deciding what further steps may be taken by the Imperial Government in strengthening trading relations with the component parts of the Empire on the basis of the resolutions passed by the Imperial Conference of 1917 and 1918.

We are certainly up against a grave economic situation, unparalleled in the history of the world, resulting in trade depression and serious want and unemployment. The measures which have been adopted so far, sound though they may be, are inadequate to cope successfully with this immediate crisis. Something wider and more definite is required. Moreover, we have not the time to delay in coming to a decision of policy. Immediate action is necessary, or it will be too late. It is of vital importance, for this reason, that the Government should adopt a concrete policy on a scale sufficient to lead to the rapid development of the Empire and the resultant solution of many of the acute problems with which we are faced; that the Imperial Government should decide what can be immediately done, and that at this year's Conference, the Government and the representatives of the overseas portions of the Empire should mutually agree upon further schemes of organization which can be put in hand later.

Statistics show the immense value of these undeveloped resources and how, with proper organization, the Empire could be made entirely self-sufficient, both in foodstuffs and in raw material, and yet have enough of both these commodities left over to supply a large portion of the rest of the world. Viscount Ednam, to whose broad-minded views we have alluded, maintains that the reason of modern history is self-sufficiency. The war found the Empire unprepared in that respect, and we suffered in consequence, and it would be criminal if we did not ensure for future safety by taking every advantage of that lesson. Self-sufficiency as far as certain existing commodities produced within the Empire are concerned, is not so much a matter of stimulating the production of those commodities as of directing a portion of those commodities to British markets which at present are sent to foreign markets, and of ourselves importing from within the Empire those same commodities which at present we import from abroad. Another argument in favor of developing the resources and particularly the resources in raw materials of the Empire is that the more raw material we buy from the peoples of the overseas portions of the Empire, the more we shall increase the volume of our

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import trade from within the Empire, the more credits they will pile up in this country, and the more manufactured goods they will buy from us. With regard to Imperial Preference, effect has already been given to the principle of preferential tariffs in each succeeding Budget since 1913. The effect of this may be seen in the increased volume of Empire trade since that year. This principle might well be extended on the basis of existing tariffs, as additional commodities are normally made subject to Customs duty, with beneficial results both to ourselves and to the overseas portion of the Empire. It would seem that the general feeling in the Dominions and the Colonies is that we do not reciprocate sufficiently from this country. For instance, Australia gives us preferences, which in the year 1921 were valued at £9,000,000. The total value of British preferences to Australia in the same year was only £257,000, of which £239,000 was on wines and only £18,000 on other products. Before the war it used to be argued that the protective benefit of the British Navy was an adequate compensating advantage for the lack of reciprocity in preferential tariffs. But in consideration of the magnificent part which the Dominions and Colonies played in finding assistance during the war, this argument is perhaps no longer as strong as formerly. With regard to administrative preferences, the Conference of 1918 reaffirmed the resolution of the Conference of 1902, that in all Government contracts, whether in the case of the Colonial or the Imperial Government, it is desirable that, as far as practicable, the products of the Empire should be preferred to those of foreign countries. The future success of inter-Empire trade will depend, in the main, upon the energy and enterprise of the private individuals and private concerns engaged in it, and also on the toughness and grit of future settlers. No one wishes that the autonomous powers of any portion of the Empire should be decreased. But it is for the Imperial Government, in the closest possible co-operation and agreement with the authorities of all portions of the Empire, to make a start, and point out the way in regard to trade development. It is their duty to organize and to frame schemes and give the widest possible scope to private enterprise.

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## Reconstructed River ADDS 6 MILES TO DETROIT DOCKS.

DETROIT. — (A.P.) — The River Rouge, site of the great blast furnaces of the Ford Motor Company, has been initiated to deep draft vessels. For years a lay twisting stream, the river has been developed as an artery of the Detroit River at the behest of the Ford interests.

To permit the great ore carriers of the lakes to bring their cargoes direct to the blast furnaces, the river has been reconstructed. Instead of the twisting stream of former years a new River Rouge has been created. From the mouth of the Detroit River to the Ford turning basin the stream is three miles long, almost two miles shorter than the old course. Its width at the mouth is 400 feet, and the average width along the dock lines is 300 feet, with a bottom width of 200 feet. The depth at low water is 21 feet. A new canal, 3,000 feet long, was cut through the entire subdivision of property, avoiding the "S" turn where the river joins the basin.

Some fifteen industries in addition to the Ford blast furnaces are operating along the banks of the Rouge, and with the improvement just completed six miles of docking facilities have been added to Detroit's waterfront. Heretofore the industries located at the Rouge have attracted an annual cargo tonnage of 3,000,000. The Ford plant alone expects to bring in 2,000,000 tons during 1923. The total cost of the new Rouge, including bridges, dredging, and right of way, is estimated at \$10,000,000.

## To Photograph Sun Eclipse.

ENSENADA, Lower California, Aug. 6. — (A.P.) — Astronomers from the University of California will make photographs and gather observation records of the total eclipse of the sun here September 10, according to word received from university officials at Berkeley, Calif. Dr. William F. Meyer will head the expedition.

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## Run Over by Street Car.

AGED MAN'S NARROW ESCAPE FROM DEATH.

Run over by a street car, Mr. John Hipditch, a 65-year-old resident of Williams Lane had a narrow escape from being killed Saturday evening last. The accident occurred at 3.30 p.m. near the foot of Theatre Hill. Mr. Hipditch, it appears, crossing the street in front of No. 3 car as it was proceeding west was hit by the fender and thrown across the rails. The car driven by motorman Leary, fortunately going slowly was brought to a standstill in an instant. Eyewitnesses thought that the man had been killed as he was well in under the trucks with one of his legs across the rail. The street car had to be backed up several feet to get his coat from under the wheels. When extricated by Mr. Lawrence Tucker, the unfortunate man was in a bad state having received several nasty lacerations and bruises. With the assistance of Constable Rideout, Mr. Hipditch was placed in Mr. Harry Worley's motor car and driven to hospital. He will be around again in a few days.

## Motor Gliders

FORESHADOW NEW ERA IN AVIATION.

LONDON.—A new era in air flying, that of cheap, safe, popular airplaning, is foreshadowed by the remarkable success attained by tiny British airplanes called motor gliders. One of these, a small monoplane fitted with a three horsepower engine, recently reached a speed of fifty-three miles an hour during tests near London. It climbed to 2,550 feet, and although in the air for an hour and twenty minutes, consumed less than a gallon of petrol.

French aviation experts also are perfecting similar "pocket-planes" intended for use by amateur aviators and sporting enthusiasts. At a contest soon to be held near Paris thirty of these diminutive planes will take part. In England a small "car with wings," capable of carrying its own engine through the air at the speed of an express train with no more power than is required by a motorcycle, has reached such a practical stage that orders are being booked for it by the public.

Rising out of small fields and being wonderfully controllable in the air, these cheaply-run winged cars are to be made to alight so slowly that the risk of a crash on landing, even under adverse circumstances, will be practically eliminated. Furthermore, such machines will be so handy on the ground, and their wings will fold so neatly, that it will be possible to house them in ordinary motor garages.

It is expected that the owner of one of these machines will be able to make the trip from London to Paris and back, sweeping high over the Channel and escaping all the irritations and delays of earth transport, for about \$5. A movement is now on foot to get motor-garage proprietors to set aside smooth-surfaced fields, marked clearly so that they can be seen from above. In this way the drivers of little "air cars," when off work and aerial rambles, can have points all over the country where they can descend and replenish their gasoline tanks, or make any necessary repairs or adjustments.

## Design Aerial Rams to Demolish Enemy Planes.

LONDON. (A.P.)—Heavily-armed, steel-proved battering rams, for use in the aviation airships now being designed, are being constructed secretly by British aircraft experts, says the Daily Chronicle's aeronautical correspondent. These new rams of the air will be launched at an immense height from the mother airships and will rush down, guided by a solitary man sitting protected within their hulls, ready to strike hostile airships or bombing planes.

"Without guns or any weapon save a knife-like, cutting bow," says the writer, "the pilot of the 'ram' will seek as his quarry the big, slow-moving troop-planes or transports, or he will swoop in deadly attack toward a hostile battleship of the air. Before he strikes his blow he will have the power, by operating interior mechanism, of drawing in his telescopic, metal wings. Then, with a fearful final plunge, like a great projectile, he will steer, not at the hull of the craft he seeks to cripple, but at vulnerable wings or control surfaces. Through these he will cut and rip his way, and the great craft he has rammed, stricken and put out of control, will reel earthward to destruction."

The writer then says the "air ram" will extend its wings again and check its pell-mell descent. The pilot will be able, after starting a powerful interior engine, to bring into action previously-shielded air-screws, and by aid of these he will steal upward, regaining his mother airship and then prepare for another devastating dive.

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