

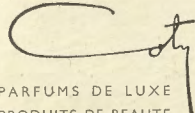
*Overture*

FUTURE BOOKS








*"A flower that knows no season, nor steals its radiance  
from the sun; enduring in its loveliness"*

PARFUMS DE LUXE  
 PRODUITS DE BEAUTE  
 LONDON PARIS NEW YORK

# FUTURE BOOKS

INDUSTRY GOVERNMENT SCIENCE ARTS

## VOLUME I OVERTURE

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PRODUCED BY ADPRINT

Printed in photogravure by  
 HARRISON & SONS LTD LONDON W.C.2

Cover, binding and offset printing by  
 JARROLD & SONS LTD NORWICH

Advertisements in four-colour letterpress by  
 W. S. COWELL LTD IPSWICH  
 BEN JOHNSON & CO LTD YORK  
 ALABASTER PASSMORE & SONS LTD MAIDSTONE

LEATHLEY PUBLICATIONS LTD 162A STRAND W.C.2 TELEPHONE: TEMPLE BAR 2953

SPECIAL DA10, P88 v.1

11.13.20



## VICTORIOUS RUSSIA

*badly mauled, set upon speedy reconstruction and development of her vast natural wealth, wishes to buy . . .*

MACHINE TOOLS, ELECTRICAL EQUIPMENT, POWER STATIONS, TELEPHONE AND RADIO INSTALLATIONS, PRECISION INSTRUMENTS, RAILWAY LOCOMOTIVES, TRUCKS AND MAINTENANCE EQUIPMENT, ROLLING MILLS, FORGING PRESSES, CRUSHERS, MINING MACHINERY, OIL DRILLING AND REFINING EQUIPMENT, MOTOR PRODUCTION AND FURNITURE MANUFACTURING PLANT, TEXTILE AND FOOD PROCESSING MACHINERY, COLONIAL PRODUCE, FOODSTUFFS, ETC. ETC.

*After completion of urgent reconstruction tasks payment can be made in raw materials such as :*

TIMBER, PULPWOOD, PULP, FLAX, CHROME ORE, PLATINUM, MANGANESE, TUNGSTEN, COPPER, OIL, FURS, GOLD.

*Long-term commercial credits will be needed to bridge the intervening period. Discussions have been taking place with the United States for a loan of \$6,000 million and for commercial credits of \$2,500 million.*

Many of Russia's requirements could be satisfied by Britain's traditional export industries. Russian raw materials which will become available for export in repayment match British more closely than American needs.

How far Britain can help prime up Anglo-Soviet trade on a sizable scale will depend on finding funds to the tune of £500-£750 million for a period of some 20 years, or developing the multilateral trading scheme envisaged in the Bretton Woods proposals.

Pending a solution of the financial problems involved, FUTURE has examined the mechanism, past history, and general potentialities of Anglo-Soviet trade, and submits this survey as a contribution to the discussion on

## BRITISH EXPORTS

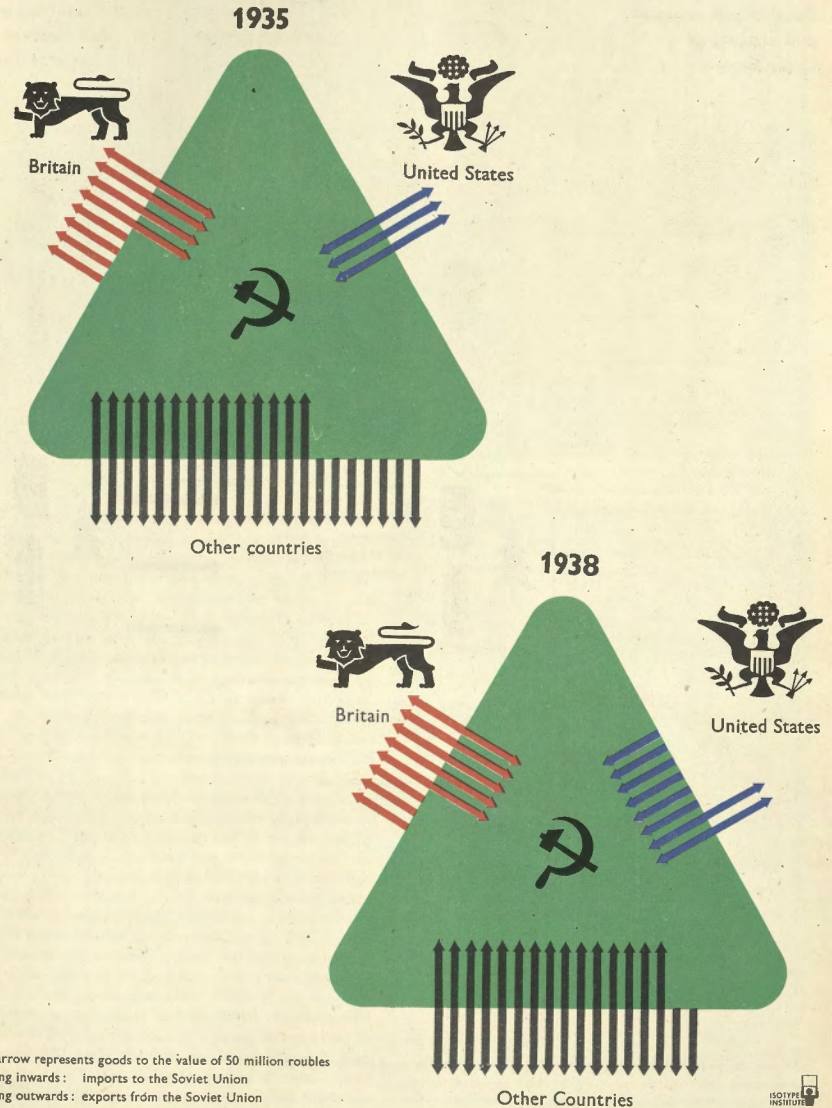
# TRADING WITH

# USSR

THE war against Germany revealed to the full the military—that is, the industrial strength of the U.S.S.R. One of the most backward countries of the world before the last war and utterly defeated by Kaiser-Germany then, she has in this conflict proved herself capable of holding, expelling, and helping to defeat the much more highly organised war machine of the Third Reich. British, American and Canadian Lend-Lease supplies made an important contribution; though Russia does not grant that they amounted to more than 10 or 15 per cent of her own total effort.

The price of victory to Russia was, however, colossal. Her industrialisation in the 13 years (1928-1941) preceding Germany's attack was carried out without the aid of foreign loans or long-term credits. She could only purchase machinery from Britain, Germany and the U.S.A. on comparatively small short-term credit at very high interest rates. (Britain advanced £15 million between 1929 and 1932 at 8 to 9 per cent. for 12-18 months at a time, and granted £10 million in 1936 for five years at 5½ per cent.) Russia had in fact to rely almost exclusively on internal capital created through organised effort and enforced saving. She did the job at break-neck speed: a tempo dictated, as Stalin declared in the early thirties, by the "danger of foreign attack within ten years." The result of all this planned under-consumption was visible to anyone who visited the Soviet Union; up-to-date industrial plant and military equipment contrasted with a dearth of consumer goods which western nations could hardly imagine.

## The Soviet Union's Foreign Trade with Britain and U.S.A.





# FORTY YEARS OF AIRCRAFT HISTORY

TO Walt Disney we make acknowledgement for this unique pictorial record of the development of the aeroplane. That the landmarks in the history of aviation are presented with an American bias is natural. If the drawings had been made in this country the focus would, no doubt, have been on the achievements of British pioneers. We would have been told how, after the last war, the R.A.F. carried out extensive survey flights throughout Africa and across Mesopotamia, thus laying the foundations of most of the Empire routes, and the captions of our pictures might have read:

"In November, 1918, Captain Ross Smith made a pioneering three-weeks flight from Cairo to India."

"On June 14, 1919, Captain John Alcock and Lieut. Arthur Whitten Brown made the first non-stop Atlantic crossing. In a Vickers Vimy biplane, with a 350 h.p. Rolls Royce engine, the flight was accomplished in under 16 hours."

"In November, 1919, Capt. Ross Smith and Lieut. Keith Smith won the £10,000 prize offered by the Australian Government, flying from London to Port Darwin."

"In 1925 Sir Alan Cobham flew from London to Cape Town and back"—and so on—and, of course, the Flying Fortress would have had to give place to the Lancaster, the Stirling, the Typhoon and the Spitfire, whose performances in their particular classes are unsurpassed. And then the Americans would have said "Hey, what about us!"

And how right they would have been!



1 On the 17th December 1903 the Wright brothers made the first aeroplane flight at . . .



7 On 2nd June 1910 an Englishman, the Hon. C. S. Rolls, flew across the English Channel . . .



2 . . . Kittyhawk, California. The plane had 4 cylinders, a 12 h.p. motor and chain-driven propellers but—it flew.



8 . . . made a wide circle inland and headed again for the Channel in the direction of Dover . . .



3 There followed a succession of unorthodox designs—triplanes, biplanes and monoplanes—



9 . . . thus accomplishing the first double crossing of the Channel.



13 During the 1914-1918 war formation flying was introduced.



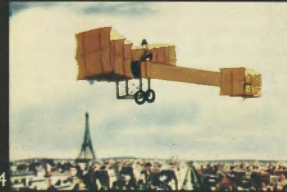
17 Civil flying made rapid progress during the next few years. Converted war models were used for pleasure flights.



21 When war broke out in 1939 and the Maginot defences crumbled . . .



25 A year later the high speed Lockheed Constellation was flying at approximately 300 miles per hour . . .



4 In Europe the first successful public flight was made over Paris by a Brazilian, Santos Dumont, in 1906.



10 On 18th January 1911 Eugene Ely landed a Curtiss plane on the deck of a warship—the birth of the aircraft-carrier.



14 Aerial combat became a reality. Here we see a French Nieuport firing at a German Albatross.



18 In 1918 came the first U.S. air mail service. (A Curtiss war model converted for civil use.)



22 . . . the aircraft designers had to adjust themselves to the requirements of modern warfare.



26 . . . with a range of 4,000 miles.



5 Dumont again in 1908 flew for 8 minutes in the Demoiselle—the small plane above. (The other is a Disney fantasy).



11 In February 1911 the U.S. Navy flew its first seaplane—the Curtiss Hydro.



15 The planes were not equipped for warfare in 1914 and 1915.



19 And in May 1919 a flight of Curtiss NC-4's made the first Atlantic crossing—by stages.



23 Fast seaplane bombers were soon in the service of the U.S. Navy.



27 The future will bring us a still faster 6-engine transport plane . . .



6 In the same year the Wright brothers built the first military aeroplane for the U.S. Army—the Flying Swan.



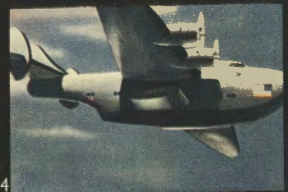
12 That year Galbraith P. Rodgers with a trainload of spars made the first trans-continental flight—from New York to Pasadena.



16 But by 1917 the British Handley-Page bomber was flying 2,000-mile stretches, carrying a bombload of about six tons.



20 By 1921 planes had taken on more modern curves and long distance flying had come to stay. Wiley Post made the first round the world flight in a Lockheed Vega.



24 By 1942 the big trans-ocean clippers had been adapted for troop transport at a speed of 190 miles per hour.



28 . . . and day excursion trips from London to New York.



The Kittyhawk on the wing of the Flying Fortress.



# MOUNTAIN CHAINS AND MAIN WATER COMMUNICATIONS OF SOUTH-EAST EUROPE

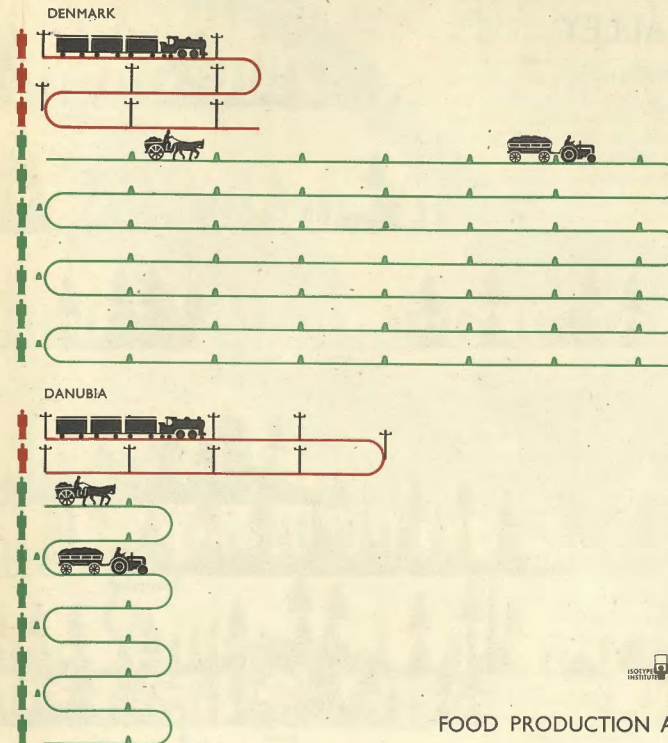


This map is presented from an unusual aspect. North is to the right instead of at the top. The idea is to show the Danube Valley as the centre of the chart. The reader is looking up stream from the mouth of the river. The Danubian basin appears to be cut in two parts, connected only by the Iron Gate. It will be seen that the more important outlet to the Hungarian plain is southward to Salonika. The distribution of black symbols along the course of the Danube indicates the relative density of river traffic.

insidious political factors to give the technical factor its proper scope, on some such lines as those discussed above. All the parts of such a programme would dovetail into each other, not because the scheme is neat but because it is natural. And being natural, it would make

relatively the least call upon foreign capital and resources and on every side it, would play its part in raising the region's standard of living. This in turn would create a growing market for the industrial countries of the West and in time should bring a generous return for intelligent

## RAILWAYS AND SECONDARY ROADS



Each man represents one-tenth of the total population  
Red: urban.  
Green: rural.  
Each unit of length represents 1 metre of transport route for every 10 people.  
Red: railways.  
Green: secondary roads.

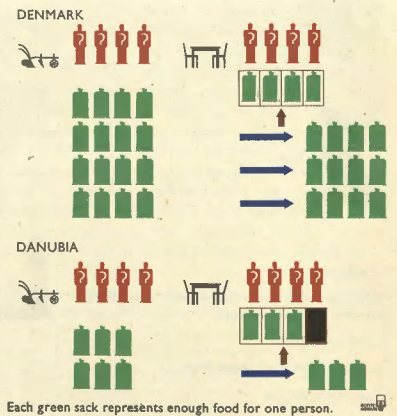
Below

### FOOD PRODUCTION AND CONSUMPTION

IN DENMARK—  
—modern farming methods enable one agricultural worker to produce enough food for 4 people. Three-fourths of the total produced can therefore be exported.

IN DANUBIA—  
—one agricultural worker produces food for only 1½ people. But 50 per cent of the food produced is exported, leaving a 25 per cent deficiency for the home population.

### FOOD PRODUCTION AND CONSUMPTION





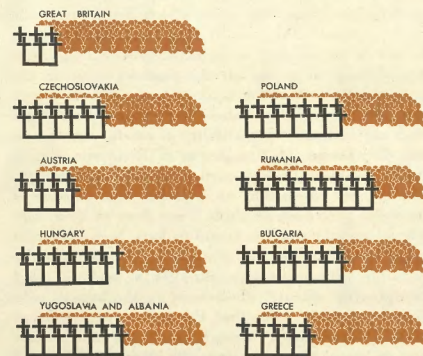
## INFANT MORTALITY



### KEY TO MAP:

Light grey—9 per cent and under.  
 Medium grey—9-13 per cent.  
 Dark grey—13-17 per cent.  
 Black—over 17 per cent.

## DEATHS OF INFANTS UNDER ONE YEAR 1938



Each cross represents 1 death per 100 live births.

After the last war the land reforms turned out in the end to be no more than measures of land distribution, to appease the peasants. Very little was done to turn the redistribution of land into a radical reform of agricultural method. For the time being the new land division, with its multiplication of very small estates, will aggravate rather than cure this technical backwardness, especially as for some time to come there will be less opportunity to provide the peasants with implements and live stock than after the last war. But a change seems to be in prospect. The present authorities have allowed the peasants to take over the live stock from the estates which have been broken up, but agricultural machines, etc., are to remain communal property so that they may be used jointly according to needs. The shortage of machines, implements and animals makes a measure of co-operation inevitable in any case, but there have been indications that something more than that is contemplated, at least in some parts. In Bulgaria, which seems to be under closer Soviet influence, it appears that individual ownership is to be combined with co-operative farming of a systematic nature. These ideas have not yet been worked out but they suggest something like collectivisation of farming without collectivisation of ownership.

## WATER POWER—USED AND UNUSED



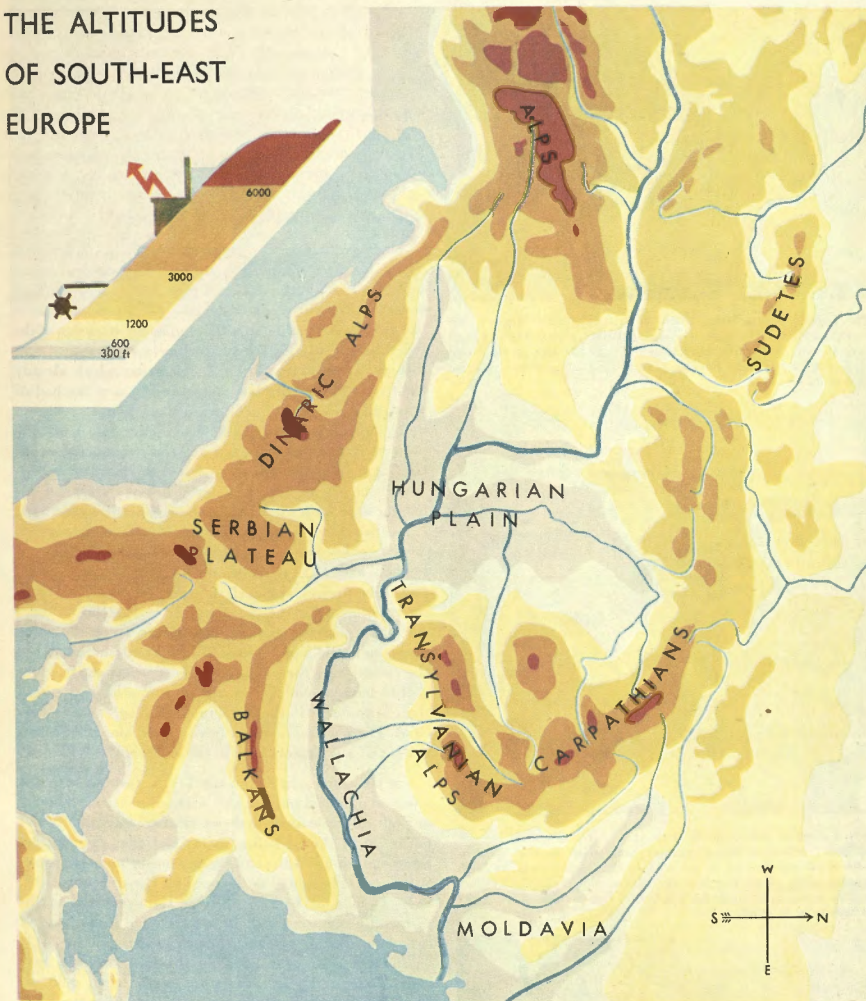
### WATER POWER:

Each blue waterfall represents 100,000 h.p. potential hydraulic power at minimum flow.

Red arrows show power in actual use.

Source: P.E.P. broadsheet, July 1944

## THE ALTITUDES OF SOUTH-EAST EUROPE



Altitudes are an important factor in the development of water power. Rivers running down mountain slopes can feed electric power stations and drive water mills and other devices which help man in his work. The steeper the gradient, the more forceful the fall of water; the greater the bulk of water, the more power available.

(Readers interested in the technique of map-making will see that the strong impression of relief is produced by the so-called physiological scale of colours proposed by Carl Peucker: a vague bluish grey-green seems more distant than a bright red, and a certain shade of yellow seems to lie between the two. This physiological colour scale avoids the commonly used bright green for indicating low altitudes, which gives the impression that low altitudes are always connected with intense vegetation, whereas in fact there are several low altitude desert plains.)



*Gestetner*

