

Transformation

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degree of stability. Stabilisation agreements covering all important primary products are, in fact, a settled Australian policy—a national reflex to a national anxiety.

There are other complications for the Australian farmer and discouragements for the prospective settler which react in favour of industrialisation at the cost of land development. These are the inroads on farming potential made by soil erosion, and by the growing expense of developmental irrigation. Soil erosion is no longer a long range problem in Australia. All over the inland countryside, outside the brilliantly fertile irrigation areas, the old hands are drawing the same lament: "The land is not what it was in my day". Droughts are becoming more destructive (the drought of 1944-45 killed off at least 10 per cent of total flocks and cost Australia more than £100,000,000), and soil in many marginal areas is losing productivity. To those who have seen and felt the topsoils of Victoria's Wimmera and Mallee districts come sweeping down in the red summer rains, this is not an over-gloomy picture. To settlers whose dreary weather-board homes have been half buried in sand and dust, and whose ploughed fields have gone with the wind, it is an understatement. Over-cropping, over-grazing as well as the ruthless clearing of forests are held responsible for the tragedy. Dry-farming, that originally Australian means of extracting healthy grain crops from low-rainfall areas, has not been blameless. By dry-farming—keeping the soil fallow for long periods, usually free from crop in one year out of two, and harrowing to form a mulch after every rainfall—Australia has broadened her wheatlands and pushed them back towards the inland deserts, gaining 300,000 acres of croppable land for every mile of advance along the New South Wales cultivated belt. It is deplorable that erosion should now be undermining so much of the progress won by enterprise and hard work. Regional planning is the scientist's answer. Will it come?

Water conservation is an allied problem. Australians know that little further land development is possible without expensive new irrigation projects. For Australia is still the most arid and recalcitrant of the continents. Nearly 40 per cent of the country has less than 10 inches of rain in a year; 56 per cent has less than 15 inches. Already there are 741,000 acres under irrigation, but new undertakings are a clear and accepted responsibility of Commonwealth and States alike. Victoria and New South Wales, most productive of the States, are planning the diversion of the Snowy River by tunnel through high mountains to the Murrumbidgee River. The Hume Reservoir on the Murray River, on the border of Victoria and New South Wales, will soon be enlarged nearly twofold to a capacity of 2,000,000 acre ft. There are other plans, gigantic in conception, for the development of the inland. One of these is the Bradfield plan, under which waters of some of the Queensland rivers flowing east to the Pacific would be dammed and carried through tunnels west across the coastal dividing ranges and turned into the headwaters of the inland Thompson River. As an engineering feat this might be feasible. As a financial feat—who, in 1946, can tell?

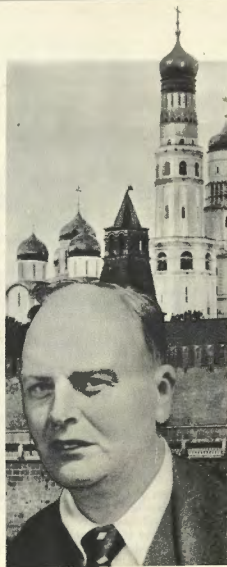
Among public works planned to pump-prime post-war

Australia. Vegetation and Water Supply

Rainfall

over 25" 10'-25" under 10'

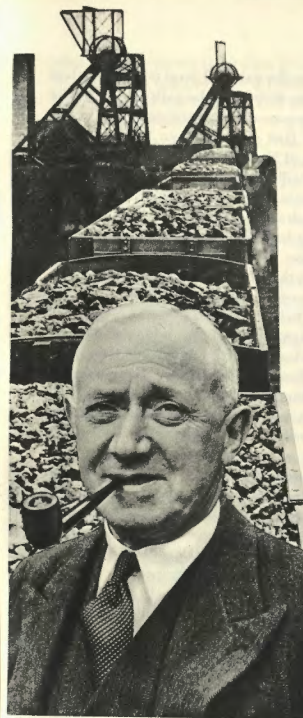




BAD BOYS. The Labour Party, though solid in its opposition to the Conservatives, has rebels in its midst. The voice of criticism and internal dissension is most frequently audible in the House of Commons where courageous Members voice minority views on a wide range of controversial matters. Above from left to right are William Warbey, who just can't take the Franco salute, K. Zilliacus, to whom the Foreign Minister has given the title "crypto-Communist", and Sidney Silverman, champion of Zionism. Labour has 21 women M.P.s—the largest number of all times. Many of them are housewives. Most forthright of these is leather-lunged Bessie Braddock (below), the terror of the platform, who makes an odd representative of Liverpool's business men, and has become the champion of the dockers.

on the Committee, the most capable are usually among the busiest. Although they may have high hopes of doing well when they take office, it soon becomes almost impossible for them to guide the work of their committees as they would wish. This fact was particularly true during the war years. Before the "notorious" Harold Laski became Chairman of the Party, there was a succession of busy Chairmen, some of them M.P.s, who found it difficult to sustain the continuous activity and thought which the job really requires. Laski was much more fortunate.

His professional duties left him sufficient time to keep in regular touch with Transport House and to represent the Party at many important gatherings both at home and overseas. In fact, it was largely because he was so active that so much publicity attended his year of office. Despite indiscretion in public speeches which cost him a good deal of adverse Press criticism, he was definitely successful. His abounding energy and willingness to help endeared him to the officers at Transport House. His genial personality and schoolboyish sense of humour made him extremely popular among the rank and file of the Party. He was unable to break down much of the traditional trade-union suspicion of "intellectuals". That task is too much for one man and Laski, unlike Sidney Webb, is not the right man to attempt it. But he has been able to infuse Transport House with a liveliness and enthusiasm which scarcely existed before. Luck has been with him. George Ridley, who was Chairman in 1943-4, died during his term of office, and Ellen Wilkinson, his successor, was unable to bear the whole burden of the job because of illness and ministerial duties. The energetic Professor was therefore in and out of the cockpit for two and a half years. Moreover he had the advantage of collaborating with the warm-hearted and shrewd Miss Wilkinson. It was during their respective régimes that the Party machine, deadened by wartime inactivity, began to revive. Together they de-



BAD BOYS MAKE GOOD. During the Coalition Government and before, many abuses were hurled by Labour back-benchers and publicists at their leaders in Parliament. Some people wondered whether the critics could do anything but criticize. But when Labour went into office, Mr. Attlee gave them a chance to prove their worth in tough administrative jobs. Here are some of the more famous rebels. Top right, Aneurin Bevan, Minister of Health, whose housing and national health headaches leave him no time for naughtiness; centre, George Strauss, Parliamentary Secretary for Transport; left, Emanuel Shinwell, Minister of Fuel and Power under whose direction the coal industry has been nationalised; and below, ex-fellow-traveller John Strachey, Minister of Food.

serve a large share of the credit for this revival.

Another instance of how a change in outlook can follow swiftly upon a change in leadership concerns the Policy sub-committee. Until shortly before the end of the war its achievements were not exciting. The policy reports which it prepared were, with few exceptions, dull, cautious and studiously vague. Despite the momentous change in social and economic life that had been wrought by the war, Transport House had done little to modernise and adjust its policy. It was lacking in initiative and in new ideas. It made a poor response to repeated requests from the D.L.P.s for a clearer lead on policy. It failed even to co-ordinate the policy statements that existed. And in 1944 it was suitably chastised by the Conference for issuing a general declaration of objectives which omitted any mention of socialisation.

All this ended when, early in 1945, a general election became imminent and the necessity for a clear lead to candidates and campaigners acquired urgency. Herbert Morrison became Chairman of the Policy Committee. As such, he ran the election campaigning just as he runs the House of Commons today, and he brought to the job both vigour and imagination. Unlike Ralph Ascheton, who acted similarly for the Conservatives, he did not feel it necessary to resign his job in the Coalition Government. With his extraordinary ability to show up in several places

on the same day, he carried on both jobs at once. The office of Research Secretary had fallen vacant at that time, because of Morgan Phillips' promotion to the post of Secretary of the Party, and Michael Young, of P.E.P. (Political and Economic Planning) filled it. The teamwork of Morrison and Young was responsible not merely for the famous election programme, *Let us Face the Future*, but the intelligent and sober conduct of the election campaign itself. The high level of Labour's appeal to the nation surprised the electors and rapidly won the sym-



Commodities Exported

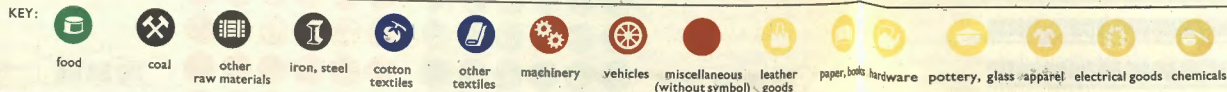
before the war

during the last year
of the war

Exports of food, coal and other raw materials, textiles, and iron and steel are not likely to show much increase over pre-war. This means that the deficiency in these will have to be made up from other goods such as those shown on the right. The reduced wartime exports emphasise the vastness of the post-war target.



after the war ?



Each circle represents £20,000,000 worth of goods (at 1938 prices)

kinds. To the United States, Germany supplied some 170,000 tons of chemicals during the same year.

Before the war, Argentina was the main Latin American market for British goods, taking 3.8 per cent of total British exports. Evaluating post-war market possibilities (mainly for American goods, of course), the U.S. Co-ordination Department of Inter-American Affairs put Brazil and Mexico before Argentina. Total export possibilities to Latin America over the next ten years were reckoned at \$5,800,000,000 or about £1,450,000,000, reaching a peak in 1952 and 1953. The main items listed were transport material, industrial plant, electrical and communication equipment. In all of these fields British exporters should be able to compete.

Altogether, only 22.5 per cent of British exports were

dispatched to countries outside the Empire and Europe, and it is there that a high proportion of additional markets must be found. Before the war, for instance, the U.S.A. took British goods of considerably smaller value than Australia, though the populations are nearly 20 to 1. This is of particular interest because of the prospective shortage of dollars. The question here is: will it be possible to market more of the goods exported pre-war, e.g. high-class cotton and linen goods, cars, apparel, glass and pottery, leather goods and books?

The problem of the U.S.S.R. which took only 0.9 per cent of British exports before the war, and of China, is essentially different. Both areas require large quantities of capital goods for setting up their own industries. Their manifest inability to effect immediate payment, however,

clashes with the equally manifest inability on the part of Britain to export on long-term credit on a large scale. For exports on credit do nothing to reduce the present gap between Britain's import needs and the proceeds from exports to pay for them. The acuteness of this problem also affects reconstruction in Europe, where industries have to be re-established before goods can be exported and imports be paid for. Competition with American exporters will be made more difficult by this financial disability, especially if, as has been suggested, the U.S.A. is preparing for international lending on the scale of \$3,000,000,000 a year. In fact this target is quite unrealistic unless the U.S.A. is prepared to accept interest and capital repayment in the form of increasingly large imports of goods. Failing this, American export policy

may defeat its own end by diverting potential customers, who want to pay for their imports by return exports, to exporters in countries prepared to accept them. This is generally realised in the U.S.A., but the issue is shirked because it clashes fundamentally with what is regarded as the function of exports in the American economy, namely that exports are desirable in themselves since they provide employment. The importation of goods thus provides a real difficulty. Hence the balance of \$3,000,000,000 per year for investment, arising out of the intention to export \$10,000,000,000 worth of goods per year against imports of only \$7,000,000,000. On the basis of the pre-war distribution of American exports, about \$4,000,000,000 worth of U.S. exports would go to the British Empire. Further, American exports are to consist mainly of metal



The London news room houses many specialist writers—commercial, diplomatic, etc. On the left is part of the sports section

Reuters was in grave danger of losing its rank as a world news agency. In those years, 1934 to 1941, many felt that it had entered upon a fatal decline. Yet since 1941 it has been entirely reorganised, and it has now more than doubled the number of its correspondents, its revenue and its expenditure upon the collection and distribution of news. What are the factors which have enabled Reuters to hold its own in what is today one of the world's most competitive trades?

The first essential, as Christopher Chancellor, General Manager of Reuters, never ceases to point out, is complete freedom from any suspicion that the news is influenced by national or political interests. Once or twice in its past Reuters' independence had been threatened. Even when the new Reuters was formed in 1941, there were doubters who thought the British Government in some way still influenced the Reuter service.

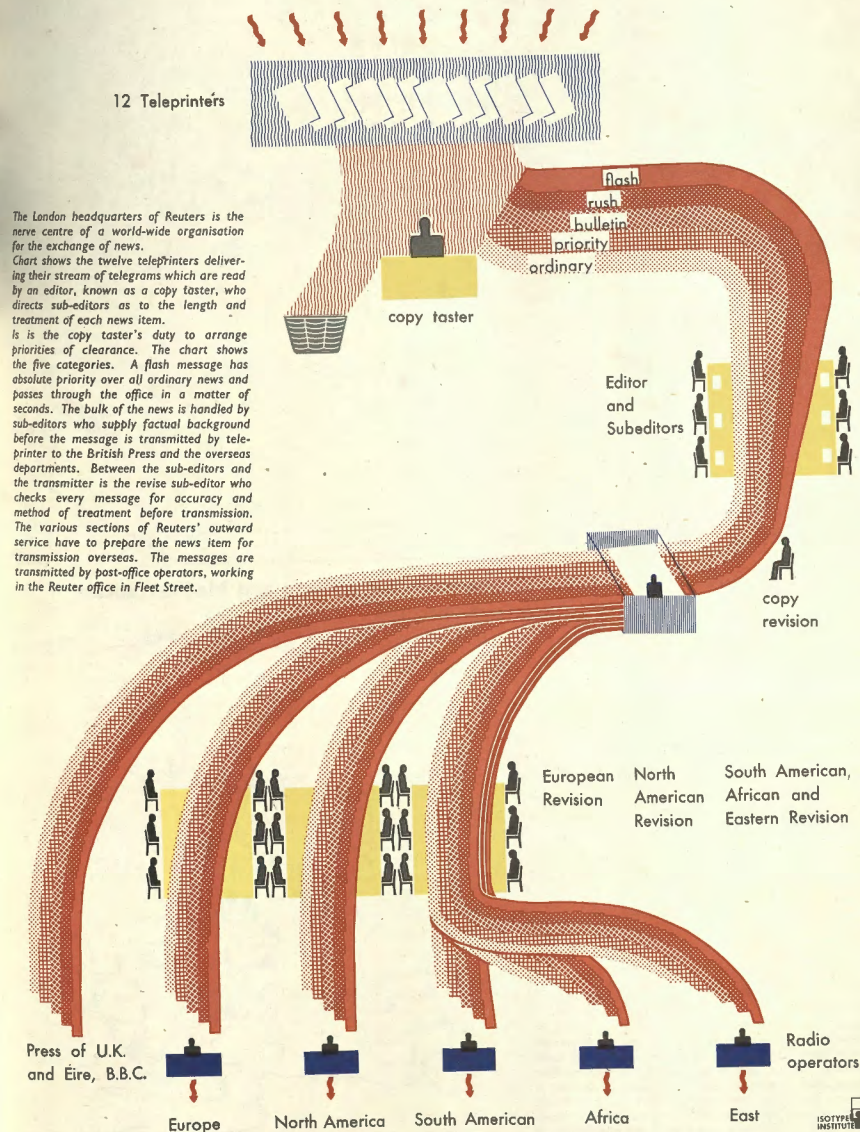
Chancellor had to travel round the world preaching the integrity of Reuters. There is no better proof of his success than the fact that the Chicago Tribune, owned by the reputedly Anglophobe Colonel Robert R. McCormick, is today a satisfied subscriber to the Reuter service.

But this position has only been achieved after much public and private controversy, and some heartburnings on the part of those whose views were set aside. Although by 1926 the Press Association (the news agency handling internal news, owned by the provincial press of Great Britain) had acquired the majority of the Reuter shares, Sir Roderick Jones remained as Managing Director. Rivalry between metropolitan and provincial newspapers maintained this situation until early in World War II. This old feud was then dissolved, largely by personal contacts made through joint consultations on the question—vital to both—of newsprint supply. As a result the British Press as a whole came to realise their mutual interest in the only British world news agency. Sir Roderick Jones resigned in February 1941, and made over his minority shares to the Press Association. The Newspaper Proprietors' Association, representing the London newspapers, then agreed to take over half the shares from the Press

Association and thus make Reuters the property of the whole British Press. Shortly afterwards a new Board, representing the entire British Press, took a drastic step which in the opinion of some people was calculated seriously to endanger Reuters' power to compete as a world news agency. From the start of World War II Reuters had accepted special transmission facilities from the Government which made it possible without extra cost to expand the news service, in particular to those countries which could not afford to buy news about Great Britain and the Allies on a commercial basis, and whose small-time papers were therefore tempted to take Axis items provided cheaply by a subsidised service, in order to fill their columns. From the national point of view this aid to Reuters could easily be justified, but the new Board realised that acceptance of this concealed subsidy compromised Reuters' integrity, and in 1941 they cancelled all special facilities. At the time there was strong pressure behind the scenes against this policy and open opposition in Parliament to the new constitution of Reuters. However, all attempts to nationalise Reuters failed. The then Minister of Information, Mr. Brendan Bracken, said in the House of Commons: "If a news agency were regarded throughout the world as being the property of the British Government its news value would be very small."

The independence of Reuters is now guaranteed by a Trust, and the Board must consist of representatives in equal numbers of the London and Provincial newspapers. There is no Chairman. The chair is taken in rotation at the monthly meetings by the six directors. At present these are Mr. H. G. Bartholomew, O.B.E., Chairman of Daily Mirror Newspapers Ltd., Sir Walter Layton, C.H., C.B.E., Chairman of the News Chronicle Ltd., Viscount Rothermere, Chairman of the Associated Newspapers Ltd., Mr. Malcolm Graham, Managing Director of the *Express and Star*, Wolverhampton, Mr. Harold Grime, Governing Director and Editor of the *West Lancashire Evening Gazette*, and Mr. J. R. Scott, Chairman of the *Manchester Guardian*. These men represent the whole of the British Press with the exception of the Beaverbrook group, which

Reuters' Transmission of News





Meet the Pilots

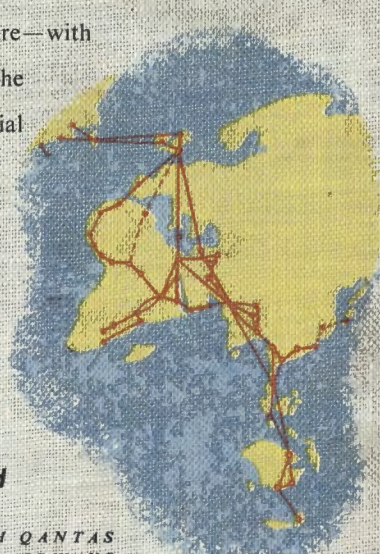
Soon, on your travels, you will be meeting our Pilots. But since you are never likely to meet them all, let us introduce them en bloc—all six hundred and forty. Does it surprise you that there are so many? It need not. Already, in the short time since civil air travel re-started, they are flying 450,000 miles a week on the B.O.A.C. Speedbird Routes. And a year from now, this figure may look quite small in retrospect.

What manner of men are the Pilots? First and foremost, experienced men. Of our pre-war Pilots, none has flown less than the equivalent of sixteen

times round the equator; over fifty have topped a million miles—and four have doubled that. All the Pilots the R.A.F. has lent us since 1942 have added long civil records to the concentrated experience of war. B.O.A.C.'s future—with

something, too, of the country's commercial future—lies in these men's hands.

And no hands could be safer.



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