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TOKYO, THURSDAY, OCTOBER 31, 1929

TRADE IN THE BRITISH EMPIRE

A remarkable evidence of how trade within the British Empire is developed is contained in the third annual report of the Empire Marketing Board which has just been received here. The newness to many of the great exporting industries of foodstuffs and raw materials in the overseas Empire, states the report, is not, perhaps, quite adequately appreciated.

Every one of the Dominions and many of the Colonies have advanced within the last fifty years from a relatively modest position into that of important contributors to and purchasers in the great markets of the world. There has been an extraordinary development of the Empire's resources ever since the beginning of the present century.

This survey confined only to the leading exports shows that Australia's shipments of wool have risen in this period from slightly over 500 to about 800 million lbs., and her exports of wheat from 50 to 200 million tons to the million. Canada's wheat exports have grown from about a quarter of a million tons to approximately seven million tons, and her exports of newsprint from next to nothing to two million tons. New Zealand's principal exports are meat and dairy produce; the first has gone up from under 150 million to over 200 million lbs., and butter from less than a quarter million, and cheese from 100,000 cwt. to nearly one and a half million cwt. in each case. In the Union of South Africa shipments of wool have risen from 90 to 260 million lbs., Newfoundland has developed since the beginning of the century an export trade in paper to the annual value of 2½ million £s.

India, which cannot, of course, be compared with the Dominions for newness, nevertheless shows remarkable advance. Exports of nearly all her numerous products have shown progress is the present century. Raw cotton, her main export, has increased from 900 million to nearly 1,500 million lbs. last year and tea from 190 to 360 million lbs. In the Colonies the even more marked development has occurred. Cocoa exports, for instance, have risen from less than half a million to 100 million lbs. in Nigeria, and from less than one and a quarter million to 190 million lbs. in the Gold Coast. Exports of rubber from British Malaya have grown from nothing to about 370,000 tons, although some part of the rubber exported is derived from outside British territory. Tea from Ceylon has gone from 140 million to 228 million lbs., rubber from 73 cwt. to one and a quarter million cwt., and coconut oil from less than half a million to two million cwt.

The development of the natural resources of the overseas Empire is thus being carried out with steady effectiveness, and the range of Empire products available in Great Britain is year by year spreading. An article, not to be found in the land yesterday, appears as a curiosity and a luxury in a limited number of shops today, and comes down within reach of everybody tomorrow. Two generations ago, the United Kingdom derived only a very limited range of its requirements from oversea parts of the Empire. The fiftieth anniversary of the establishment of frozen meat from Australia will take place towards the end of this year, while New Zealand's meat trade only began in the eighties. Fifty years ago only small quantities of butter and cheese came from the Southern Dominions; the ten industry of Ceylon was no more than a few years old. Rubber from Malaya and cocoa from West Africa were actually unknown. A quarter of a century later, in 1904, these products had all appeared on the British market; some of them, such as frozen meat and dairy produce, had become firmly established, others were in their infancy. Year by year the gaps were filled up. In the last two or three years cigarettes made from Rhodesian tobacco have become familiar in English shops, cigarettes from Cyprus and Mauritius have been obtainable, and canned fruit from Fiji, chilled salmon from Newfoundland, and grapes from Palestine have, for the first time, been shipped to England. Nor has this steady spreading of the range of Empire supplies ceased. New experiments in production are constantly reported and experimental consignments from time to time arrive. All that the Empire give promise of an expansion in the future not less notable than in the past.

High record shipments of various Empire-grown foodstuffs have been achieved in this same brief period of two years, and the figures suggest that the marketing of Empire produce is being actively pursued in Great Britain.

The Forum

Letters from our readers are most welcome. Those exceeding 250 words in length may be shortened. Anonymous or illegible communications are not acceptable.

To the Editor, The Japan Times.
Sir:—

Kindly accept our best thanks for the complimentary copies of your paper sent to us and received here a few days ago. The articles concerning the report regarding the "Graf Zeppelin," its arrival in Japan and the honors bestowed upon the commander, the officers and crew, with friendliness extended to them as well as to the passengers, have released here some further expressions of the already sincere feelings towards the Japanese which have hitherto prevailed and which, we trust, will show beneficial results to all concerned. This great achievement has, indeed, ushered in a new epoch in the history of mankind.

Once more thanking you for the courtesy,

We remain, Dear Sir,
Yours very truly,
DEUTSCHE BANK.

Berlin W 8, Oct. 4, 1929.

WHAT GIRLS CAN AFFORD

NEW YORK—A girl earning from $15 to $25 a week in New York city can afford an average of eight or nine dresses a year, two or three coats, four or five hats, ten pairs of shoes and 18 pairs of stockings.

This is the consensus of five prize winners in the Business Girls' Clothing Budget contest, sponsored jointly by the Bowery Savings Bank and the Exposition of Women's Arts and Industries. Qualities, colors, sources and styles available to the business girl running from $15 to $25 a week year have been worked out from the winning budgets by four department stores and are on display at the exposition.

Repairs Require $28.75

The winner of the grand prize of $5,000, Sadie Bartlett Prescott, provided for an annual expenditure of about $200 on dress. With the exception of a $65 "best" dress at $12, a crepe de chine at $16.75 and a georgette "for better wear" at $18.50, the dresser range in price from $5 to $10; coats range in price from $8 for a raincoat, to $80 for a winter coat; hats are listed at $5 and $8.50; shoes from $6.95 to $7.75. The budget provides for four pairs of lisle stockings at 49 cents a pair, and eight pairs of silk stockings ranging from $2.15 to $1.35. Rayon underwear makes the annual budget allowance for these items $23.94. Repairs and cleaning require $28.75 and accessories $30.76.

First prizes of $25 each went to Rose Cohen of Brooklyn, in Group A; Helen Harriet Prescott of Manhattan, in Group B; Margaret F. Thrall of Manhattan, in Group C, and Lillian V. Warman of Manhattan, in Group D. Second prize winners, of $10 each were Eileen M. O'Donnell of Manhattan, Helen Hayman of Brooklyn, Alice Zinn of the Bronx and Pauline Hawkins of Astoria.

In totals for the year it was found that for Group A, with an annual salary of $913.08, the girls spent $249.15 a year for clothes, or 27.28 per cent of their salary; in Group B, with an annual salary of $1135, they spent $378.11, or 24.5 percent of their annual salary, for clothes; in Group C, with an annual total salary of $1305.80, the girls spent $342.28, or 26.2 percent of their salary, for clothing; in Group D, with an average annual salary of $1707.56, the girls spent $381.00, or 22.31 percent, for clothing.

Awards Based on Completeness

The last, or highest salaried group, showed the smallest percentage of salaries spent on clothing in any group.

The judges' decisions were based on the completeness with which the contestants had provided for the financial needs of the business girl and the good taste shown in the selection of articles. Miss Adeline Brown Lemon, chairman of the competition, said. The grand prize was awarded to the budget which was found to have been drawn up with careful thought with fewest omissions.

Ten winners included a department store information clerk, a clerical worker, a typist, a sales clerk and a switchboard operator. Of the 154 girls submitting eligible budgets in the competition, 4 were stenographers, 26 secretaries, 24 clerical workers, 7 typists, 6 bookkeepers, 6 sales clerks, 4 file clerks, 5 receptionists, 3 statisticians, 3 social workers, 2 teachers, 2 library assistants, 2 switchboard operators. One museum curator, 1 research worker, 1 librarian, 1 nursemaid, 1 dressmaker, 1 assistant buyer and 1 manager of a bakery were among the contestants.

The judges in the competition were Mrs. Harry Brooks Picken, an authority on home dressmaking; Miss Marjorie Kinney, of Pratt Institute, and Miss Lillian C. Locke, of Teachers College, Columbia University.

SNOWDEN TO START BANKING INQUIRY

BRIGHTON, Eng.—Philip Snowden, Chancellor of the Exchequer, delivered a notable speech on the subject of banking, finance and credit in relation to industry at the Labor Party conference here. He announced a decision to constitute a committee, which would command the confidence of all concerned, to conduct a wide inquiry into all aspects of banking, finance and trade policy, and particularly to try to discover how the relation between these and industry could be improved.

This did not reflect in any way on British banking and finance institutions, which were pre-eminent for soundness and probity, but something was obviously wrong when the orgy of speculation in the United States could coincide with the set-backing of British and inflict grave suffering on workers in nearly every country. He feared little effective action could be taken about international co-operation, and hoped that the new international bank under the Young plan might show some way of economizing in the use of, and limiting the necessity for transhipping gold.

It was not practicable to wait for this, however, and the possibility of doing something within British control must be explored in an effort to discover whether human wisdom could devise a means of making finance the servant, not the master, of industry.

To Amend Company Law

He also announced that as soon as the Government is in possession of all the facts and ,revelations concerning the collapse of the Hatry group of companies, a measure would be submitted to Parliament to amend the company law to strengthen public control for safeguarding the interests of genuine investors. The announcement was greeted with enthusiastic cheers, which reflected the widespread concern manifest recently in these matters among all classes.

In his general comments on the international finance situation, Mr. Snowden stressed the necessity of avoiding the expression of dogmatic views having regard to the complexity and sensitivity of many factors affecting industry and trade. He defended the action of the Bank of England in raising its rate as the only means of avoiding still more serious consequences of the drain on the British gold reserve, attributable to the recent high rate of interest on call money in the United States, to large borrowings at high rates for German industrial and national reconstruction, and to events in France which were still obscure.

No State Control of Banks

These circumstances had effected a menacing situation in Britain owing to the approach of the period in which heavy payments for imported food and raw materials had to be met. The action of the Bank of England had not been criticized in any quarter in which opinion was informed. The responsibility belonged entirely to the bank, and the British Treasury had no influence in the matter. He saw no reason why the assumption of control of the British banking system by the state, he repeated, which in all countries bank-efforts alone took decisions whether the banks were state controlled or not.

He also suggested that the constitution of the American Federal Reserve Board had not enabled it to maintain complete control of the market, as was one of the wave of speculation. He could not express a dogmatic opinion whether the rise in the bank rate would succeed in its object, or have disastrous effects on trade and employment, but he noted the latter 5 percent, indicating a check to speculation. Effect on British funds had been negligible.

The British Government credit stood as high as before the rate was raised, and long-term loans and investments were proceeding unchecked. Even in the last rise to 5½ percent in February, unemployment had decreased by 300,000, and exports had risen. "That must be faced," he said, "even if they do not harmonize with our theories."

FRENCH TRADE MAPS BOON TO BUSINESS

PARIS—"Industrielography" is a new trade in France.

It implies the making of industrial maps which show the position of factories and trade groupings in relation to streets or towns. That a need is being met is proved by the fact that the demand for the first maps has proved so great that the company having the work in hand has undertaken to map the whole of France in this way.

The Société d_6 Documentation Industrielle was commissioned to survey a district in Alsace in connection with a coal mining enterprise. In going ahead with this work, it produced a chart showing the possible customers and industries in the territory.

Seeing the possibilities of such a map for new firms that are one interested in coal mining, the company prepared a chart of the industries of Alsace, and published as well an index and directory of the companies whose whereabouts figured on the map. The result was instantly successful, and the whole story told about these charts by André Libault in a recent issue of Industrielography, the monthly technical put out by the American Chamber of Commerce in Paris.

Now comes the same thing with Paris, and with the whole of France, it is asked. The undertaking for Paris is finished, as well as nothern France, the Lyons region, Marseilles and a few others. Work is proceeding on the rest of the country. The industrial mapping of Paris required more than a year, with three engineers busy; aerial photographs were used.

The Paris chart takes in the whole Seine department of more than 100,-000 acres. The position of 2000 factories is shown and the principal districts and centers of certain industries are indicated. The chemical industry has largest number of significant "signs" and names, there being about 160. The automobile industry ranks second with 80, not counting the 30 factories making automobile accessories. Tanneries number 45.

The map shows the tendency of factories of a certain type to cluster together in Paris suburbs. The automobile dealers gather about the Étoile, and the furniture makers have set up shops west of the Bastile. Toys have their region and perfumes have theirs. In addition to the chart, there is the accompanied classified directory, and the two combined proving highly useful to business firms. Potentialities for doing business in any district are disclosed at a glance.

The Anglo-American Naval Controversy: 1812-1929

By PHILIP KERR

Christian Science Monitor

The naval conference which seems now to be on the high road to a final settlement goes back, almost, to the origin of the United States. It first flared up during the Napoleonic wars over the question of whether the British Navy should have the right to "visit and search" American vessels and to "impress" sailors in enlisting the blockade of the ports of Europe. Great Britain believed that in fighting Napoleon it was fighting the battle of world freedom, and claimed the right under international law to interrupt all neutral trade with France which he controlled. The United States, on the other hand, declared that Great Britain had arbitrary violated the rights of neutrals as established under international law, and stood for the principle that free ships should have precedence over belligerent rights. The controversy ended in the War of 1812.

During the Civil War the position was reversed. The United States imposed a rigorous blockade upon the Confederacy, and justified it on the ground that she was only blockading a part of her own territory. Great Britain declared that the American Civil War was a war, and proceeded against the introduction of the idea of "continuous voyage." The controversy, however, never passed into a state of acute embitterment.

When the World War broke out the situation of the Napoleonic wars reappeared. Great Britain once more was convinced that she was fighting for the liberty of the world and used her navy to the utmost to help not only the Conederacy, and justified it on the ground that she was only blockading a part of her own territory. Great Britain declared that the American Civil War was a war, and proceeded against the introduction of the idea of "continuous voyage." The controversy, however, never passed into a state of acute embitterment.

When the World War broke out the situation of the Napoleonic wars reappeared. Great Britain once more was convinced that she was fighting for the liberty of the world and used her navy to the utmost to help not only under a liberal interpretation of international law, to interrupt all neutral trade with the Central Powers, but the United States once more took up the defense of neutral rights and protested against the introduction of the idea of "continuous voyage."

There was one difference, however, from the position of a century before. Then Great Britain was the more powerful state than the young United States. Now the United States was the more powerful and more powerful state of the two, though owing to her isolation from the rest of the world her navy was far inferior to that which Great Britain possessed. Though the naval controversy never led to an open breach, the interference by Great Britain with American trade caused great resentment in the United States and in 1916 President Wilson asked and obtained from Congress authority to construct a new navy of sixteen battleships and six battle-cruisers, which was declared should be free except when they were closed by international action for the enforcement of peaceful settlements. At the British Government stated that public opinion in Great Britain was not in favor of the principle, but proposed a proposal and refused to have it placed upon the agenda of the peace conference. Accordingly, President Wilson, after returning from Europe, recommended the completion of the new battleship programme which had been authorized in 1915 and suspended in 1917.

By 1920 it had become clear that naval competition had set in between powers which had been allies in the late war. In order to prevent Japan from being outbuilt, Great Britain in that year authorized the construction of two battleships, which, however, Japan laid down its eight-eight programme, namely eight superdreadnoughts and eight battle-cruisers. This was the competition and the necessity for declaring with the threatening situation which was arising in the Pacific and Far East which led to summoning of the Washington conference of 1921-22.

That conference reached agreement about outstanding questions except one, the basis that the British and American battleship fleets were in future to be equal. No progress was made during the Washington conference in the construction of submarines. The only limitation which was placed upon cruisers was that they should not exceed 10,000 tons, nor be armed with guns of more than eight inches in caliber.

After the Washington conference every naval power began to consider its needs in terms of these new "treaty cruisers," and an armament race of unprecedented magnitude rapidly appeared. Great Britain, having the oldest cruisers, began to "replace" them rapidly by cruisers of the treaty type. The United States voted almost no money for additions to her navy. Other powers began building in varying degrees. In 1927, President Coolidge called another naval conference at Geneva to stop the incipient competition and to apply the principle of equality to cruisers, destroyers and submarines. France and Italy declined to attend, so that only the United States, Great Britain and Japan were represented.

After a month of somewhat heated discussion the conference broke up without reaching an agreement. Briefly, the United States proposed a total tonnage of 300,000 for her cruisers, with the right of each side to use the whole of that tonnage for "treaty cruisers." Great Britain proposed a reduction of tonnage in other categories, and that the number of treaty cruisers should not exceed twelve or fifteen, but an increase in total cruiser tonnage (over 300,000 tons), on the ground that it could not protect the British Empire with less than 70 cruisers, mostly of modern size. To American public opinion the British standard looked like an attempt to secure for the Government for naval parity which had been accepted in 1921. To British public opinion, American insistence on being allowed to put all its tonnage into the maximum-power ships looked like an attempt to get battle supremacy in the name of parity.

It is now generally recognized that the principal cause of the failing of the Geneva conference was that there had been insufficient political preparation, with the result that neither side really understood the needs and difficulties of the other. The international atmosphere became charged with suspicion, which interested persons did much to inflame. A year later a well-intentioned but clumsy effort on the part of the British to make some advance toward settlement by eliminating certain differences between Great Britain and France still further exacerbated feeling.

In the meanwhile, however, the Briand-Kellogg pact for the renunciation of war had been proposed and had been accepted by almost all nations. This created a real basis upon which a movement for general disarmament could be based, namely, the total renunciation of war, for which war was lawful, disarmament was absurd. A few months later President Hoover came into power in the United States and Ramsay MacDonald came into office in Great Britain, both pledged to a policy of naval limitation and disarmament. This provided the opportunity for a fresh start.

Once the problem was approached with careful political preparation, and in the spirit of the peace pact, the difficulties began to melt away. The final details are not yet published and, indeed, are dependent on the results of the London conference which is to be called in January next and which will include Japan, France and Italy as well as the United States and Great Britain. But the outlines are clear. There is to be an unreserved acceptance of the "parity" by both sides. The British are to bring down their cruiser requirements from seventy ships, totalling over 500,000 tons, to fifty ships of about 340,000 tons, and not more than fifteen treaty cruisers. The exact American figures have not yet been settled. The rival difficulty has been to find a formula which will satisfy the British