Comparable figures in this country are not easily ascertained, but it may be assumed that for similar work the rates in this country for the respective grades of labour would, on a fair estimation, be about £6, £4, £2 10s., and £3 10s.

Here, at least, is one clear reason why these foreign countries can, and do, produce iron and steel more cheaply than Britain and why, accordingly, their engineering trades can produce machinery cheaper and thus throw men in the British trade out of employment.

The *results* are equally clear. The statistics of unemployment in British metal manufacture are as follows :—

NUMBERS AND PERCENTAGES UNEMPLOYED.

METAL MANUFACTURE.

(Ministry of Labour Statistics).

Monthly Average	Total Unemployed.	Percentage.
1927	56,573	17·1
1928	59,247	18·4
1929	54,532	16·8
1930 :—		
January	64,413	19·9
February	63,470	19·6
March	76,306	23·6
April	83,028	25·6
May...	81,623	25·2
June	83,296	25·5
July	89,848	27·5
August	102,377	31·3
September	109,794	33·6
October	119,466	36·6

TRANSPORT INDUSTRY.

Transport is by land, water or air.

Air-carrying is not yet of great importance as regards bulk, though it gives employment to engineering by the machinery and other material used.

Transport can therefore be divided for present purposes into land and water, and land transport in turn into road and rail.

Road transport for heavy material is probably not as yet a grave competitor of the railways except in general merchandise, but no figures are available to show how far this is the case.