

Only in engineering is the outlook dark enough to stimulate mobility, and here large numbers are leaving the town, the trade and the country. The proprietor of a bleach works said that he had a man labouring in the yard who was a skilled engineer, a skilled engineer was among the applicants for the night watchman's job mentioned above, and the collieries find numbers of men from engineering (and other trades) applying for work in the pit. Numbers of discharged engineers from the textile section have found work on the tramways, on relief work and labouring.

There have been several storms between the manager of the Labour Exchange and Trade Union officials on the subject of mobility. The manager, doing his duty, continually presses unemployed people to accept work in other places, and frequently benefit is lost on account of refusal. It is a serious matter for a young girl weaver to leave home and go to work, for example, in Derbyshire, and it may be argued that benefit should not be stopped for refusal. One case, a vacancy for an engineer in Bristol, was used, it was suggested, to push men off the benefit.

As regards willingness to undertake temporary jobs, the answer was always the same, "We can get all the workers we want for any jobs." Two directors of mills living on the outskirts of the town spoke of the numbers of men seeking odd jobs in the garden, and there are so many women on the register that there is an ample supply of charwomen.

Standard rates of wages are not as good an indicator as those arrived at by individual bargain; that being the case, the rate paid to mill labourers, 34/- per week, may be quoted. This seems to indicate that unemployment, not benefit, is the determining factor.

Except among the married women, there is practically no evidence of abuse of the scheme in Bolton. Health is good, thanks largely to the benefit, but Bolton seems to be an exceptionally good sample.

CARDIFF.

The port of Cardiff, which includes Barry and Penarth, has a population of about 265,000, of whom 33,000 are residents at Barry and Barry Dock, and 15,000 at Penarth. It is primarily a distributive centre, and only to a subordinate degree manufacturing and productive. It is the centre of the head offices of most of the mining undertakings in the valleys, and is the market for coal, but the nearest pit is ten miles away.

None of the works situated within the area of the port are of great size. There is no shipbuilding, but the repair of ships provides work in normal times for a considerable number of men. Tinplates, cement, patent fuel, wagons, ship chains, steel rails and flour are the most important manufactures. There is also a small number of foundries, but in the opinion of many of its most enterprising citizens, Cardiff is still too much of a "one horse