

establish an Employment and Development Board, which would have at its disposal each year a Treasury grant to be drawn upon as required. It would be the duty of the Board to bring development schemes to the point of execution in readiness for the time when they should be pushed ahead in the interests of employment and trade.

There is no lack of sound schemes the urgent need for which is generally admitted. The loss of life and property from floods, and the injury to agriculture and the nation caused by the existence of a million and three-quarter acres of waterlogged land in England and Wales, call urgently for consideration. A national drainage scheme, designed to prevent the recurrence of floods, would be a protection to life, health and property, and would improve the value of large tracts of land. Much still remains to be done in protecting the nation against coast erosion, in making good the denudation of British forests by more extensive afforestation, in extending the provision and use of electricity, in the clearance of slums and the erection of new houses, and in the building of new "satellite towns" with their own public buildings, schools, theatres and business premises.

The enormous growth of road transport demands a network of arterial and subsidiary roads, such as were not dreamt of before the days of motor transport. A vast programme lies ahead of us in the building of new roads, the widening and straightening of existing roads and their adaptation to modern needs, and the erection and reconstruction of bridges. Such measures must be carried out in conjunction with the regional planning schemes of the Ministry of Health and with an eye to future economic developments. The Chancellor of the Exchequer's raids upon the Road Fund, and his transference of part of the proceeds of the Excise Duties on Motor Vehicle Licences to the general purposes of the Exchequer, have deprived the road system of much needed resources. The requirements of to-day can only be met by liberating greater resources, and by a recognition of the fact that the main roads are national rather than local in character.

A Government which itself takes a lead in developing national resources, and in re-equipping and modernising the services which it owns or controls, would not fail to impress upon industry at large the need for bracing itself to meet the needs of our time by a bold policy on similar lines.

The policy of a Labour Government through the National Economic Committee and the Employment and Development Board would aim, in short, at a progressive improvement in the economic efficiency of the whole nation by every means in their power.

THE DEMOCRATIC CONTROL OF INDUSTRY

The Labour Party will not be contented, however, merely to abolish the grosser scandals of underpayment, conditions of labour injurious to health, excessive hours, and unemployment. It proposes, not simply to patch the house, but methodically and patiently to rebuild it. It is unable to believe that mankind will be satisfied forever to resign the