

The Colonial Office also set up a Committee in the autumn of that year to consider what steps were necessary in order to place the College on a sound financial basis. Mr. Howarth, a member of the Executive Committee of the Corporation, was appointed to this Committee, which reported that a capital sum of £42,000 was required. The Corporation felt that, quite apart from the facilities given to their students, their efforts to extend cotton-growing could succeed only if there were an improvement in the standard of tropical agriculture, and that in such work, both by the training it provided and through the research there carried out on tropical products, the College was playing a most important part, of which the effect would be felt more and more each year. They therefore offered to make a grant at the rate of £1 to every £1 contributed by the Empire Marketing Board up to a maximum of £21,000. This offer was accepted by the Board, and the grant was made during 1926 and 1927.

In 1926 Dr. Martin Leake resigned his appointment, and Mr. Geoffrey Evans, who had been the Corporation's senior representative in Australia, was appointed his successor. In 1927 Mr. R. C. Wood, the Corporation's officer in Swaziland, was released from his engagement in order that he might accept the offer of the professorship of tropical agriculture at the College.

On the lamented death of Sir Arthur Shipley, Sir James Currie, Director of the Corporation, was elected Chairman of the governing body.

The Corporation, therefore, have not only taken an important share in putting the College on a sound financial basis, but in the persons of Sir James Currie and Sir William Himbury are represented on the governing body.

TRANSPORT.

The past five or six years have seen great developments both in road and rail transport. Successive Secretaries of State for the Colonies have appreciated the importance of such developments, and have assisted and encouraged the improvement of transport facilities in practically every Crown Colony. Since the War the gradual mechanization of the Army has greatly stimulated research in mechanical transport, and there has been remarkable progress in the efficiency and production of tracked and multi-wheeled vehicles, many of which are as suitable for commercial as for military use.

If any one individual can be said to have done more than any other to draw general attention to the importance of transport and par-