

to the competition of Polish Silesian mines, but that competition is assisted not only by low wages but also by the low freights charged by the Polish railways for export coal.

There is no doubt that the basis of freights on continental railways is more favourable to users than in this country.

The accompanying table shows how unemployment has risen and is rising in land transport :—

**NUMBERS AND PERCENTAGES UNEMPLOYED.
TRANSPORT AND COMMUNICATION INDUSTRIES.**

(Ministry of Labour Statistics).

| Monthly Average. | Total Unemployed. | Percentage. |
|------------------|-------------------|-------------|
| 1927 | 100,805 | 13·1 |
| 1928 | 110,621 | 14·1 |
| 1929 | 114,107 | 14·1 |
| 1930 :— | | |
| January | 129,913 | 16·1 |
| February | 133,718 | 16·6 |
| March | 142,040 | 17·6 |
| April | 141,725 | 17·6 |
| May | 142,450 | 17·7 |
| June | 133,543 | 16·3 |
| July | 139,043 | 16·9 |
| August | 145,123 | 17·7 |
| September | 149,558 | 18·2 |
| October | 166,105 | 20·2 |

Shipping and Shipbuilding.

The relation between transport by sea and the British exporting industries cannot be too strongly emphasised. It is hardly necessary to elaborate the fact that if shipping companies cannot obtain profitable employment for their ships, and much merchant shipping is laid up idle, the companies have not the incentive or the money to build new ships.

And the Shipping Industry is more directly and acutely affected by foreign competition than almost any other. If its costs