

prises during the past few years—enterprises requiring new practices and skills—gives added significance to their results.

Neither farm is as neat as a similarly successful one in Canada or the United States would likely be. But with peace, there may be more time to repair unsightly fences and cut weeds. Certainly they had neither a day's labor nor a ruble's worth of material to use on anything but the essentials.

On the marketing side, it seemed to me they had room for much improvement in order to establish uniform grades, to have the products reach consumers in the best possible condition, and to reduce the work required.

Considering the growing population of the Soviet Union, increased agricultural production is essential. And to improve their living standards animal products, fruits, and vegetables must receive great emphasis. All in all, they shall likely require somewhere near a 40 to 50 percent increase over pre-war production within the next 25 to 30 years. Much of this increase will need to be made in the high-cost products.

My impressions of the enthusiasm of the people, of their agricultural research institutes, and of their farms add up to the prediction that they will achieve this result, provided they can have the peace they want so desperately.

Air Transportation and World Understanding

By J. PARKER VAN ZANDT

I

WHAT changes are we likely to see in the immediate post-war period, as a result of the development of international air transport? Certainly within a few years, perhaps before 1950—provided always inept politics does not intervene,—the major cities of the world will be connected by a network of trunk air routes over which daily flights will be operating at speeds in the neighborhood of 300 miles an hour.

It requires no prophetic insight to foresee schedules of 300 miles an hour or more. Transport planes are already flying, or soon will fly, which approach or exceed this speed: the Boeing Strato-cruiser, for example, developed from the B-29 bomber, or the Douglas Mixmaster with the propeller in the tail, both of which have recently flown across the United States in $5\frac{1}{2}$ to $6\frac{1}{2}$ hours; the Lockheed Constellation, in which TWA flew some 35 passengers from Washing-

ton to Paris in $12\frac{1}{2}$ hours in December, 1945; Republic's new Rainbow, which is scheduled to fly next year and is expected to cruise around 400 miles an hour; the DC-6, and other types of transport planes, both American and British.

Now, consider what daily schedules criss-crossing the globe at average speeds of 300 miles an hour will do to this world of ours: It means, for example, that you will be able to leave the capital of the United States or Canada after lunch one day and have breakfast the following morning *in any capital of any country in all of Europe or Latin America*,—in Paris, France or in Rio de Janeiro, Brazil; in Moscow, or in Santiago, Chile, in Athens, Greece or in La Paz, Bolivia.

This is the measure of our world of the next ten years—between lunch and breakfast; the world you and I have got to adjust our thinking to; the world your son or your daughter, if they are starting in school about now, will grow up with during their school years.

As startling as this may seem, however, it is only a foretaste of what will

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follow: By the time those children of yours graduate from college and start in business for themselves, velocities *above the speed of sound* will have begun to come into commercial use. An even more fantastic shrinkage of the world will then take place.

Last December at the Wilbur Wright Memorial Lecture the distinguished British jet propulsion expert, Dr. Roxbee-Cox, described what scientists see in store for us two or three decades from now. There are no physical laws, he pointed out, now known that place any ultimate limit on the speed planes may eventually attain. In research wind tunnels here and abroad, supersonic speeds up to 2,000 miles an hour are already being explored. That is well over twice as fast as the earth revolves in these latitudes. Sooner or later, in a few decades at most, we will be able to travel faster than the sun travels overhead!

II

There is no escaping the hard fact that the pre-war world is obsolete, or at least highly obsolescent. That does not mean, unfortunately, that the new world will necessarily be *better*. All we can be certain of is that it will be *different*. Certainly, aviation is making the world into a neighborhood, but making people closer neighbors does not automatically make them friends. It may lead, in fact, to far more violent world quarrels than the one we have just been through.

In an increasingly suspicious and hostile international atmosphere life in the future could well become intolerable. An enemy country could have rockets carrying atomic weapons trained on Montreal, on Chicago, on every vital centre in North America, awaiting only the pressure of a button to set them off. It would be like living with a gun pointed always at our head. Sooner or later some future Hitler or Peron would find an excuse to pull the fatal trigger.

Few problems in the world are as fundamentally important to everyone of us as the problem of maintaining world peace. How this problem is to be solved will determine, directly or indirectly, the amount of taxes we have to pay, the business we do, and our chances of dying in a future atomic war. The world, for the first time in history, has been reduced to manageable size; and that means that, sooner or later, by orderly process or by violence, someone will manage it—either a world dictator or a world democracy.

Now, it seems to me that just as air transportation has helped to *create* this problem, it can also help to solve it. World organization, if it is to be effective, must be preceded by world understanding. Otherwise, at the best it can only be a roof over chaos; and at the worst, tyranny.

An indispensable preliminary to the establishment of an international legal order is the development of what Walter Lippmann has called a "common law of the world." Just as a city police force works only because the citizens are in general agreement as to the laws to be enforced, so a law-abiding *world* community will work only when there is widespread understanding and agreement among the governed. This essential preliminary to the maintenance of peace by law—to the formation of a world state—has not been sufficiently emphasized, I believe, in such otherwise admirable books as Emery Reves' *The Anatomy of Peace*, or in Clarence Streit's *Union Now*.

If people are to be prepared for world citizenship, they must visit the laboratory of the world in far greater numbers than ever before, and learn firsthand about other people's problems. This is air transport's great opportunity, as well as its responsibility, to help create the climate of peace.

In a little book on *Civil Aviation and Peace*, published by the Brookings Institution, I have suggested that "a 3-cent fare to anywhere should be air transport's

goal." At such a rate the *round* trip from New York to London and return, for example, would cost about \$200. Recent careful surveys have shown that with rates at approximately this level, and *no place on earth over two days away*, an enormous overseas travel would develop. Such a travel would foster trade, create jobs, and contribute to domestic prosperity in every participating country. From this new channel of commerce undreamed-of streams of development would flow.

Mass air travel would help, for instance, to offset the dollar shortage abroad. Money spent abroad in effect never leaves home. To buy a meal or pay a hotel bill in Paris or Peru you need francs or pesos in normal times, not dollars. Dollars used to purchase local currency are returned when other countries pay interest on the billions of dollars the United States is being asked to lend abroad. A good way to make sure that debtor countries have dollars on hand to pay the interest on these loans when it falls due is to make it easy for millions of Americans to fly down to Rio, see the Aropolis, visit Victoria Falls, the Taj Mahal, Peiping, Baghdad, and all the other fascinating places in the world.

Mass air travel of this character would stimulate the development of backward areas. It would help to stabilize international economic relations, and thus put a floor under peace. It would create a climate conducive to international understanding. In time it would transform the world.

How soon we can hope to have an average fare of 3 cents a passenger mile on a self-supporting basis is difficult to say. So many factors are involved. It depends in part, for example, on the economies which may prove to be possible with operations on such a mass scale; on technological improvements already on the way; and on future intensive research. That a 3-cent level of fares on a self-supporting basis can be reached in due time by progressive stages, appears incontestable, provided only that all

nations recognize their self-interest in an expanding world economy and do not for shortsighted and mistaken reasons interpose obstacles to the rapid development of international air transport.

III

While waiting for air fares to reach the level of the average pocketbook, a plan which might go far toward stimulating international understanding is a program of *Air Travel Fellowships*. Suppose committees of educators and other leading citizens were set up in each state or province to select a certain quota annually of "Air Travel Fellows."

This selection ought to be based on character and other qualifications, somewhat as Rhodes Scholars have been chosen in the past; and also on competitive examinations covering the background, culture, and languages of the countries which the applicant desires to visit. Such a program should be directed particularly toward teachers and others of relatively modest incomes, who are in a position to influence large numbers of people. Similarly, teachers in Europe, Asia, or South America would be chosen as Air Travel Fellows so that they might visit North America and learn firsthand the American point of view.

How could such a program of Air Travel Fellows be financed? Well, here is one way that might be considered: In normal times an airline rarely operates with 100 per cent full loads. When a plane takes off, three or four seats out of every 10 still remain unsold on the average. This may be hard to believe right now with travel at the present all-time peak; nevertheless it is a normal condition which every traffic man will understand and which will doubtless return before the year is over. The number of unsold seats varies greatly, of course, from flight to flight and from season to season. In rush periods it will be less, and in slack hours or seasons, more. *On the average*, however, throughout the year, we can normally expect some 15 seats unsold in a 50-passenger plane.

Now, suppose arrangements could be made for the winners of Air Travel Fellowships to occupy a portion of these unsold accommodation—on a when-and-as-available basis, to be sure—at some purely nominal rate. On this basis a teacher from Halifax, or Montreal, or Winnipeg, winning an Air Travel Fellowship could hitch-hike his way abroad and spend 6 to 8 weeks of purposeful study and travel in a number of foreign lands, at a total cost of a few hundred dollars. What teacher worth his or her salt could not beg, borrow, or wangle a few hundred dollars for such a privilege!

The cumulative effect of several thousand of these Fellows returning each year to their schools and classrooms in different countries throughout the world would be tremendous. In a relatively few years they would reach and influence millions of youth. In the aggregate, they would

do much to weed out the intolerance, prejudice and ignorance that constitute such an obstacle to world understanding today.

Many of us have been greatly disappointed since V-J Day with the way events have gone. We expected too much of victory. We forgot that all victory did was to remove certain specific dangers. Peace is more than the absence of fighting; it is a manner of living together. Restrictive, negative measures are not enough.

To retard by arbitrary restrictions the achievement at the earliest possible date of mass international air travel, and thus improved international understanding, is to work against world peace. If we sincerely want a better world we shall not fail to promote the freest possible development of world air transport.

Britain's New Colonial System

By D. J. MORGAN

I

“**U**NDER the Providence of God, after centuries of laborious cultivation, the sacrifice of much heroic blood and the expenditure of a vast amount of treasure, the British Empire, as it stands to-day, has been got together, and the question . . . is: What is to be done with it?” Thus enquired a Nova Scotian statesman, Joseph Howe, some eighty years ago. Let us re-echo his query in a slightly modified way in relation to the British Colonial Empire in 1946: What is to be done for it? Perhaps the answer can best be appraised if it is preceded by a brief sketch of the evolution of colonial theories in Great Britain.

Everyone has heard of the “Old Colonial System,” that branch of Mer-

cantilism which applied until the American War of Independence to the relations between the mother country and her colonies. Under that system the ultimate purpose behind the acquisition of and migration to colonial territories was the increase of trade and trading. It was expected that the dependent territories would supply the deficiencies of the mother country and obtain their imported requirements in exchange. They were thus destined to complement the production of the mother country and, should their interests conflict at any time, to give way to the mother country by whose abstinence, expense and energy they had so largely attained their existing wealth. This latter argument was regarded as justifying, for example, the Navigation Acts which confined all colonial transportation to English ships and the “Enumerated Articles” which might be shipped only to the mother country. In a word, colonial areas were generally

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