

“(iv) The Conference places on record the great importance of establishing regular air services throughout the Empire, particularly for the carriage of mails, which will have the result of bringing the several parts of the Commonwealth into quicker communication with each other than is possible by any other means of transport.

“(v) The Conference recommends that preference should be given to Empire air routes for the carriage of air mails when the facilities which exist offer equal advantages to air routes by foreign services.

“B. The Imperial Conference is of opinion that civil aviation should be represented on the Imperial Shipping Committee, and with this object hereby amends the terms of reference to the Imperial Shipping Committee by the addition of the following words: ‘ . . . (ii) . . . ; and in doing so to take into account facilities for air transport on the routes in question.’

“C. (i) The Conference takes sympathetic note of the desire of the Society of British Aircraft Constructors for reductions in the existing shipping-freight rates for aircraft and aero engines, and recommends that this subject should be referred to the Imperial Shipping Committee for consideration.

“(ii) The Conference recommends the following proposals to the favourable consideration of the several Governments of the British Commonwealth:—

“(a) That the personnel of the existing liaison system should be appointed on a more permanent basis:

“(b) That the interchange of selected administrative and technical officers for periods of service within the Empire is desirable:

“(c) That the technical officers of the various parts of the Empire should confer with a view to evolving a common standard of airworthiness for the Empire.”

XVII. OVERSEA SETTLEMENT.

The subject of oversea settlement was examined by a committee presided over by the Hon. Parker J. Moloney, M.P., Minister for Markets and Transport, Commonwealth of Australia.

The committee in their report stated that they realized that conditions overseas were at the moment unfavourable to any large movement of population under Government-assisted passage schemes. They recommended, however, that the existing arrangements should be kept in being in the case of Canada, New Zealand, and Southern Rhodesia, subject to such limitations as may from time to time be found necessary or desirable. The Australian representatives, whilst unable to concur in any general recommendation on the lines contemplated, were prepared to recommend the maintenance of the existing arrangements for the reunion of families.

As regards the future, the committee stated emphatically that in their opinion the primary consideration in dealing with the question of inter-Imperial migration should be not the conditions in the country which the settler is leaving, but the absorptive capacity of the country to which he is proceeding. Any increase in the absorptive capacity of the Dominions must depend, in the first place, on the existence of adequate markets for their products, and, secondly, upon the inflow of capital for fresh development. It was felt that anything which will increase the absorption of the products of the Dominions must be of benefit to the Dominions and to the United Kingdom, in that it will stimulate development, encourage the investment of fresh capital, and attract settlers from the United Kingdom.

The committee welcomed the introduction of the general reduced rate of £10 for *bona fide* British migrants from the United Kingdom to Canada, and were of opinion that it has had satisfactory results, but it was felt that it would be inopportune at the present time to make any recommendation on the subject of a general reduced rate to Australia and New Zealand.

The committee considered that voluntary organizations were capable of performing valuable work in connection with migration, but that it was essential that the operations of these organizations should be conducted under the supervision of, and in close co-ordination with, the various Government migration authorities, and that only those organizations should be recognized which were possessed of a full sense of responsibility and had efficient and adequate machinery in this country and overseas.