

France, Germany, Italy, Japan, the United States, and other Maritime Nations, have dealt very generously with the shipping companies in advancing construction loans at a very low rate of interest, in liberal payments for the carriage of mails and otherwise. In addition, the scale of wage on ships of German, French, Japanese, Italian and Scandinavian register, is lower than that paid the crews of British and Canadian ships.

England.—The assistance given by the British Government in respect of the *Queen Mary* was a loan of 3,000,000 pounds secured by debenture stock of the company, 2,000,000 pounds of which was at a rate of interest equivalent to the interest on loans guaranteed by the British Government; the third million was at a rate of 3 per cent until December, 1939, and 5 per cent thereafter. The agreement also provided for an advance up to 1,500,000 pounds for working capital.

Under the Government Insurance Facilities Act 1935 the *Queen Mary* was covered on a value basis of 4,500,000 pounds of which 2,720,000 pounds was taken by Lloyd's and other Underwriters, and the balance, 1,780,000 pounds by the Government.

Under the British Shipping Assistance Act of 1935, provision is made for subsidies in respect of tramp voyages to an aggregate amount of 2,000,000 pounds, and further for advances to assist in the modernization of merchant vessels to an aggregate amount of 10,000,000 pounds at a rate of interest of not more than 3 per cent. In addition, of course, the British Government pays for the transportation of mails, which, for the year 1935, amounted to \$6,852,000.

France.—The French Line operating the ss. *Normandie* is nominally a commercial interest, but virtually owned by the French Government, the Government taking over all "A" class shares, and there is an annual subsidy authorized by the French Parliament ranging from fifty to one hundred and fifty million francs, according to the yearly deficit.

United States.—It has been the policy of the United States to make loans to assist persons, citizens of the United States, in the construction of ships in private yards or Navy Yards of the United States, for operation on lines deemed necessary or desirable, up to three-quarters of the cost of construction. Money has been loaned at a rate as low as one-quarter of the cost of construction.

In addition, ten-year mail contracts were given ranging from \$1.50 a nautical mile for vessels of ten knots speed at sea and gross tonnage of not less than 2,500, to \$12 a nautical mile for vessels of 24 knot speed and gross tonnage of not less than 20,000.

In 1925 the Dollar Steamship Company operating from San Francisco, purchased from the United States Government for \$5,625,000 five ships for use in its Oriental service, the original cost of which was \$32,478,000. In 1926 the Admiral Oriental Line operated by the Dollars, from Seattle, acquired from the same source for \$4,500,000 five ships for use in its service, the original cost of which was \$31,929,000.

The following subsidies were granted by the United States to its trans-Pacific ships for the fiscal year ended June 30, 1935,—

Name of Line	For Services	Amount
DollarLine	From San Francisco to Honolulu, Yokohama, Kobe, Shanghai and Manila	\$1,867,288
DollarLine	From San Francisco to Honolulu, Kobe, Shanghai, Hong King, Manila, Singapore and Colombo	1,127,538