

Appendices

Appendix A

Aids to Shipbuilding and Navigation

An exhaustive study of the means taken by the various countries of the world to encourage their mercantile marine is to be found in the annual report of the United States Commissioner of Navigation for 1909. The particulars which follow are abstracted from it. After speaking of the failure of the American Congress to pass the measure generally known as the "Frye-Hanna-Payne" bill the Commissioner, Mr. E. T. Chamberlain, states that between that date and 1909 "Great Britain has executed the new Cunard contract and put an 'all British' clause into her other principal mail contracts, Germany has increased her North German Lloyd subsidy, Japan has passed the law of April, 1909, Spain the law of June 1909, Austria the law of February 1907, and Italy is now revising her laws and mail subsidy contracts. Holland, in 1907, subsidised for fifteen years a line to South America, and Norway is contemplating a subsidised line to the United States. In France revision of subsidies, bounties, laws and contracts is almost incessant."

Japan, according to Mr. Chamberlain, passed her Navigation and Construction Bounty Acts in October, 1896. When these Acts went into operation she had fifty-three ocean steamships, aggregating 106,383 gross tons, and almost wholly British-built. The Japanese list of merchant vessels for 1909 gave the names of 206 ocean steamships of over 2,000 gross tons aggregating 725,010 gross tons, while since 1895 the entire commercial fleet of Japan had increased from 360,695 tons to 1,288,853 tons. Practically all of Japan's large and fast ocean mail steamships by 1909 were being built at home; she had on her list 18 steel steamships each over 6,000 tons which came from Japanese shipyards, and two of the ships on her list were vessels of 13,450 gross tons, 8,000 tons cargo capacity, and 21 knots speed. The Japanese shipbuilding bounty is \$10 per gross ton for steel steamships over 1,000 gross tons and also \$2.50 for each indicated horse power developed by Japanese-built machinery.

As is well known, Japanese merchant-vessels are driving those of other nations out of the carrying-trade of the Pacific.

The increase in German shipbuilding and navigation is well known. In 1885 Bremen and Hamburg had 299 ships of 228,437 net tons and crews numbering 9,518. Twenty five years later, in 1908 these two ports had 1,162 ships with a net tonnage of 1,924,004 and crews numbering 47,953. This growth had been fostered by the application to shipbuilding