

SUMMARIZING

Sailing ships are inexpensive ships.

Inexpensive ships can give low freight rates.

Lumber is a low grade commodity.

Low grade cargoes demand cheap transportation.

Inexpensive transportation increases the volume of trade.

Material for building wooden ships means employment to lumbermen.

Wooden shipbuilding affords the maximum of employment.

PRINCIPLES OF OCEAN TRANSPORTATION

The size and character of a ship should be determined by the requirements of the trade in which it is to be engaged.

The problem of return cargoes is solved ordinarily by providing ships to bring them. "Trade follows the flag."

The ocean is a highway free to all persons. Not only may every vessel sail the sea without purchasing a right-of-way, it may also enter the ports of every country to load and unload cargoes. A small charge may be made for the privilege of entering the port and using its facilities, but the rate of charges is the same for everybody. Even at ports where the commercial facilities have been provided by the capital of a private company, the rights of shippers and carriers generally to use those facilities is frequently maintained by public regulation.

Mobility is a valuable factor in the operation of ships. At all times the most profitable voyage or route may be selected.

One may realize upon ship property with relative ease. As a ship is an independent unit of transportation, a buyer may under ordinary conditions readily be found. A freight vessel is more easily sold or chartered than a passenger steamer.

MARINE RISKS ARE NOW NORMAL AND CAN BE INSURED AT REASONABLE RATES

Owing to this, the net return is even better for the shipowner than it was during the war. The high cost of war risk insurance then consumed much of the gross profit.

FULL FREIGHT EARNINGS ARE COLLECTIBLE IN ADVANCE

Not only are freights high but freight is now paid in full as soon as cargo is loaded and bills of lading signed. Moreover, this