



INDIAN SHIPPING SERIES.

PAMPHLET NO. 1.

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**STATE AID  
TO  
NATIONAL SHIPPING.**

BY

**S. N. HAJI, B.A. (Oxon), Barrister-at-Law.**

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# INDIAN SHIPPING SERIES.

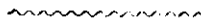
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# CONTENTS.

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|                                                                                               | PAGE. |
|-----------------------------------------------------------------------------------------------|-------|
| I. An Indian Merchant Marine ... ..                                                           | 1     |
| II. State Aid in Great Britain ... ..                                                         | 9     |
| III. State Aid in France ... ..                                                               | 19    |
| IV. State Aid in Japan ... ..                                                                 | 24    |
| V. State Aid in The United States of<br>America ... ..                                        | 29    |
| VI. A Summary ... ..                                                                          | 36    |
| VII. Draft of <i>The Indian Merchant<br/>Marine Bill</i> ... ..                               | 39    |
| Appendix A. Annual Public Expenditure in<br>Aid of National Shipping ...                      | 50    |
| Appendix B. Summary of fourteen years'<br>working of Shipping Com-<br>panies' in Japan ... .. | 52    |

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The following pages summarise, from official publications, the achievements of several representative countries—and indicate, in the Draft Bill, the *present* requirements of India—in respect of an adequate national merchant marine.

Suggestions from readers interested in the development of Indian National Shipping will be gratefully received.

HIRJI MANSION,  
SANDHURST ROAD,  
BOMBAY.  
25TH DECEMBER 1922. }

S. N. HAJI.

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# APPENDICES.

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## APPENDIX A.

Annual public expenditure in aid of  
National Shipping by the different  
countries of the world.

The figures are taken from the Report of the United States Bureau of Navigation to the Secretary of Commerce and Labour and refer mostly to the year 1908-1909.

|                                 | \$                |     | Rs.                | a.        | p.       |
|---------------------------------|-------------------|-----|--------------------|-----------|----------|
| France ...                      | 13,423,737        | ... | 41,949,178         | 0         | 0        |
| Great Britain &<br>Colonies ... | 9,689,384         | ... | 30,279,325         | 0         | 0        |
| Japan ..                        | 5,413,700         | ... | 16,917,812         | 8         | 0        |
| Italy ...                       | 3,872,917         | ... | 12,102,865         | 10        | 0        |
| Spain ...                       | 3,150,012         | ... | 9,843,787          | 8         | 0        |
| Austria Hun-<br>gary ...        | 2,984,530         | ... | 9,326,656          | 4         | 0        |
| United States ...               | 2,695,287         | ... | 8,422,771          | 14        | 0        |
| Germany ...                     | 2,301,029         | ... | 7,190,715          | 10        | 0        |
| Russia ...                      | 1,878,328         | ... | 5,869,775          | 0         | 0        |
| Brazil ...                      | 1,300,000         | ... | 4,062,500          | 0         | 0        |
| Norway ...                      | 1,102,143         | ... | 3,444,196          | 14        | 0        |
| Netherlands ...                 | 880,011           | ... | 2,750,034          | 6         | 0        |
| Sweden ...                      | 277,752           | ... | 867,975            | 0         | 0        |
| Chile ...                       | 253,195           | ... | 791,234            | 6         | 0        |
| Denmark ...                     | 1,45,000          | ... | 453,125            | 0         | 0        |
| Mexico ...                      | 75,000            | ... | 234,375            | 0         | 0        |
| Belgium ...                     | 55,870            | ... | 174,593            | 12        | 0        |
| Egypt ...                       | 54,512            | ... | 170,350            | 0         | 0        |
| Portugal ...                    | 50,000            | ... | 156,250            | 0         | 0        |
|                                 | <u>49,602,407</u> |     | <u>155,007,521</u> | <u>12</u> | <u>0</u> |

Exchange at Rs. 3-2-0 to \$ 1.

The table opposite indicates the volume of the assistance rendered by various Governments to the development of their respective merchant fleets. It has been necessary, for purposes of comparison, to give the figures of over a decade ago, but it may be mentioned that even to-day the relative volume of Government aid remains the same, the amount in most cases having increased during and after the great war. It would probably come as a surprise to most readers that Great Britain with her Dominions is spending every year from the public treasury about one-fifth of the total amount spent on the merchant marine by all the other countries of the world put together.



## APPENDIX B.

SUMMARY OF FOURTEEN YEARS' WORKING  
OF SHIPPING COMPANIES IN JAPAN.

FROM "THE FINANCIAL AND ECONOMIC ANNUAL OF JAPAN 1920."

| Year. | No. of<br>Cos. | Paid up<br>Capital. | Vessels. |             |
|-------|----------------|---------------------|----------|-------------|
|       |                |                     | No.      | Tons gross. |
|       |                | £                   |          |             |
| 1906  | 13             | 4,316,700           | 344      | 491,258     |
| 1907  | 16             | 5,713,517           | 537      | 527,766     |
| 1908  | 18             | 5,927,150           | 543      | 564,179     |
| 1909  | 20             | 6,005,018           | 538      | 575,872     |
| 1910  | 20             | 6,144,257           | 535      | 600,042     |
| 1911  | 20             | 6,163,630           | 454      | 648,866     |
| 1912  | 18             | 6,065,101           | 419      | 702,738     |
| 1913  | 23             | 6,248,400           | 582      | 785,190     |
| 1914  | 24             | 6,525,800           | 578      | 841,931     |
| 1915  | 24             | 6,579,650           | 608      | 895,615     |
| 1916  | 28             | 8,047,500           | 603      | 980,793     |
| 1917  | 52             | 17,420,000          | 803      | 1,127,483   |
| 1918  | 65             | 26,988,250          | 1496     | 1,386,642   |
| 1919  | 56             | 26,932,827          | 1542     | 1,397,813   |

## APPENDIX B—(contd.)

| Receipts.  |                         |                                | Net earnings. | Amount brought over from the preceding year. |
|------------|-------------------------|--------------------------------|---------------|----------------------------------------------|
| Earnings.  | Miscellaneous receipts. | Shipping subsidies & bounties. |               |                                              |
| £          | £                       | £                              | £             | £                                            |
| 3,269,965  | 398,394                 | 492,728                        | 401,517       | 162,055                                      |
| 3,883,272  | 387,199                 | 835,503                        | 441,415       | 85,428                                       |
| 3,877,347  | 209,695                 | 862,339                        | 384,713       | 50,860                                       |
| 3,748,770  | 187,796                 | 1,106,430                      | 428,075       | 48,064                                       |
| 4,089,140  | 203,809                 | 1,161,066                      | 771,009       | 44,217                                       |
| 4,489,431  | 222,272                 | 1,221,594                      | 864,944       | 123,390                                      |
| 5,190,030  | 263,978                 | 1,185,160                      | 1,033,977     | 214,252                                      |
| 5,963,042  | 324,213                 | 1,152,195                      | 1,570,382     | 141,282                                      |
| 5,796,573  | 336,269                 | 1,123,057                      | 1,259,082     | 212,757                                      |
| 7,584,541  | 588,763                 | 840,645                        | 2,145,085     | 178,048                                      |
| 15,190,436 | 567,480                 | 724,849                        | 6,311,017     | 217,732                                      |
| 29,513,179 | 2,392,110               | 681,933                        | 14,314,307    | 2,498,728                                    |
| 63,845,195 | 2,631,408               | 607,283                        | 21,844,380    | 1,084,407                                    |
| 56,457,500 | 3,308,671               | 555,825                        | 10,129,098    | 1,868,778                                    |

## APPENDIX B.—(Contd.)

| Year. | Distribution. |          |                      | Rate of dividend % |
|-------|---------------|----------|----------------------|--------------------|
|       | Reserve.      | Bonuses. | Amount of dividends. |                    |
|       | £             | £        | £                    |                    |
| 1906  | 33,315        | 67,870   | 398,741              | 9·23               |
| 1907  | 41,789        | 21,944   | 435,455              | 7·37               |
| 1908  | 40,804        | 23,498   | 421,030              | 7·10               |
| 1909  | 37,615        | 21,525   | 377,364              | 6·28               |
| 1910  | 179,901       | 23,680   | 395,338              | 6·43               |
| 1911  | 286,885       | 29,138   | 485,444              | 7·87               |
| 1912  | 515,096       | 38,294   | 552,697              | 9·11               |
| 1913  | 866,516       | 42,566   | 588,473              | 9·41               |
| 1914  | 698,669       | 45,477   | 529,652              | 8·11               |
| 1915  | 1,186,954     | 88,905   | 862,159              | 13·10              |
| 1916  | 1,580,321     | 206,285  | 2,336,035            | 26·11              |
| 1917  | 7,908,031     | 594,094  | 7,200,464            | 41·33              |
| 1918  | 9,803,265     | 533,116  | 9,717,456            | 36·00              |
| 1919  | 4,765,187     | 325,932  | 7,530,932            | 27·96              |