

SHIPPING BOARD SCRAP WATCHED

Egyptians Interested in the Controversy Between U. S. Shipping Board and Britain.

ALEXANDRIA, Egypt, Oct. 27.—The controversy between the United States Shipping Board and British shipping interests resulting from the shipping board's demand that American vessels shall have a fair share of the cotton cargoes carried from Alexandria to the United States has been watched with intense interest here.

American shipping interests in Egypt have grown rapidly within the last few years. This is shown by the fact that 95 American vessels entered this port in 1920, as compared to only 29 vessels entering here in the previous year. In 1913 there were no American vessels calling here. In 1914 there was one and in 1915, three.

A similar increase is shown in the number of American ships passing through the Suez Canal. In years 1913 and 1914 no such passages were recorded but in 1920 the number had reached 152 American vessels.

In consequence of this increase, the United States Shipping Board has opened offices at Alexandria and Port Said and the State Department at Washington has established a consulate at Port Said. Americans have organized firms as agents and contractors for American ships.

The increase in the trade between America and Egypt has led to the creation of a regular steamship service between these two countries. It is beginning to be understood here that American exporters have learned that without this steamship service their business is at the mercy of foreign shipping interests and that it is essential to the American exporter to favor, without coddling, the ship flying the American flag.

Americans here say that the American steamship service cannot be maintained unless American ships can obtain a fair share of the only important return cargo from Egypt, namely cotton.

It is felt here that American shipping circles do not properly appreciate the significance of the Suez canal as a convergence point in the world's traffic. The British, on the other hand, have not failed to note its importance. They have consolidated their interests in shipping in the hands of a few powerful English firms so that English ships loading at any eastern or western port can safely accept cargo for any destination and use Port Said to their great advantage as a point of transshipment.

Complaint has been made that heretofore American shipping interests have been handled by foreign and rival concerns which have other interests to consider before those of American vessels. It has been urged

that until American ships at the Suez Canal are in American hands which have the incentive and feel the necessity of building up a transshipment business, American cannot secure a grip on the huge freight traffic through the Suez Canal.

Importers and exporters here who have been endeavoring to build up American foreign trade say there are three services of fundamental importance which must be developed before this can be accomplished. These services have been called the "3 R's" of foreign commercial success and they are set forth as follows:

"(A) American banking institutions in every important port aiding the local importers and exporters to finance their trade with America and to finance American ships in foreign ports.

"(B) American insurance companies to insure all goods shipped to America and to prevent discrimination against goods shipped to America and to prevent discrimination against American vessels.

"(C) Americans to organize and handle American shipping in foreign ports; to reduce expenses and to procure cargo which now goes to foreign ships through intentional and unintentional neglect."

Shanghai Has High Rent Problem Too

SHANGHAI, Sept. 8.—(By Mail)—Hopes of effecting any reduction of inordinately high rents in Shanghai through legislative action have been dashed by an announcement of the Municipal Council holding that the council has no power to act on the question. This announcement was made in response to various proposals that have been made in recent months urging compulsory limitation of rental charges.

"It would appear," says the announcement, "that the remedy, sooner or later lies in the operation of the law of supply and demand, since if rents are so high as to make building operations unduly profitable, the building of more houses will be speedily included until the supply is equal to or overtakes the demand."

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After that it was only part of a pitcher, and they didn't need to talk to it about risks—it knew.

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When it does disturb them, then they know.

Often the disturbance which they then recognize is the result of irritations to nerves and digestion which have been going on for a long time.

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