

## West Europe Hopes Discrimination Against Their Shipping Stops

### Maritime Services More Important Than Ordinary Exports to Dollar-Belt

By WILLIAM H. STONEMAN, Times Foreign Correspondent  
LONDON, June 22—Abolition of the United States Maritime Commission has led the governments of Western Europe to hope for an end to what they describe as "wild-eyed discrimination" against their shipping interests.

Unless American regulations and American subsidies in favor of American shipping are altered, they protest, it is futile for the American administration to urge American citizens to "buy Euro-pean goods."

Shipbuilding and shipping services, they point out, are a major source of revenue to Western Europe and are far more important from the dollar-earning point of view than any ordinary exports to the dollar belt.

Up until now, they say, this means of earning dollars has been hamstrung by "unbeatable subsidies and impossible regulations" in keeping with the Maritime Commission's free spending policy.

#### Hope for Policy Change

It is the hope of the Norwegians, the British and other important shipping nations that the Department of Commerce, which has assumed the functions of the Maritime Commission, will at least investigate the possibility of modifying American shipping policy to make it conform with American political and commercial policy toward Western Europe.

At present the U. S. government pays 50 per cent of the cost of new American ships constructed in the United States.

It also subsidizes the operation of American shipping lines up to the full amount of the difference between operating a ship under the American flag and a foreign flag.

**American Hulls Favored**  
Special laws provide that 50 per cent of all Marshall Plan goods and 50 per cent of all goods shipped under the military aid program shall be shipped in American hulls.

The obvious purpose, which is fully appreciated by Europeans, is to maintain in being a large fleet with personnel to man it, which would be ready in case of war.

They complain, however, that there is a happy medium between anticipating American defense needs and entirely preventing European shipping interests from earning the dollars that their countries need.

They point out that the United States already has 14 million deadweight tons of merchant shipping in use and 22 million tons more—or 2200 individual ships—laid up.

A country such as the United

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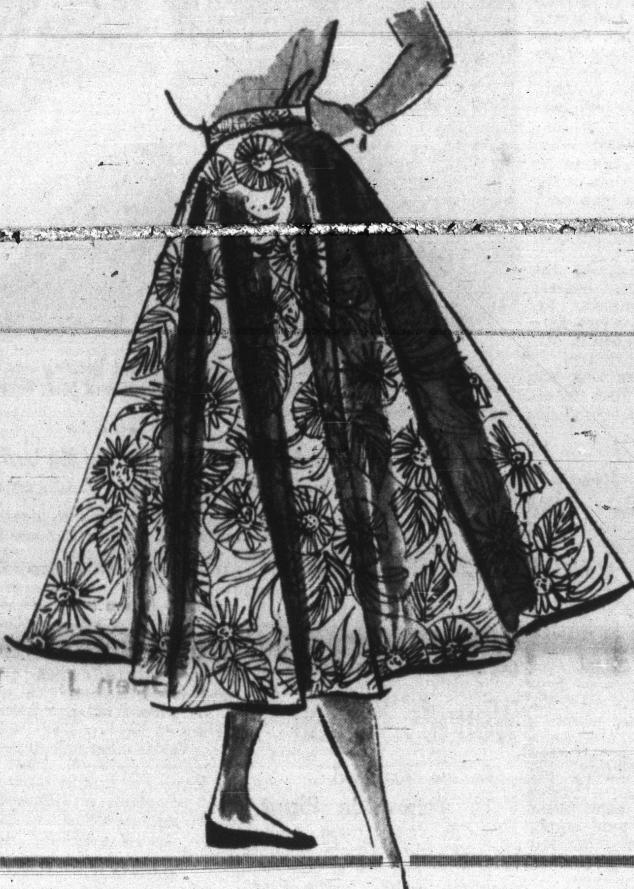
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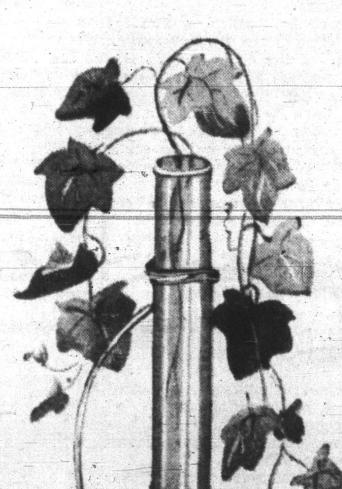
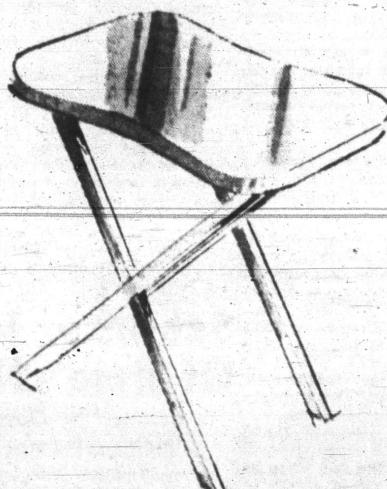
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With carrying stand. Ideal for parties, picnics, chairside snacks. Canary, flame, lime, turquoise.



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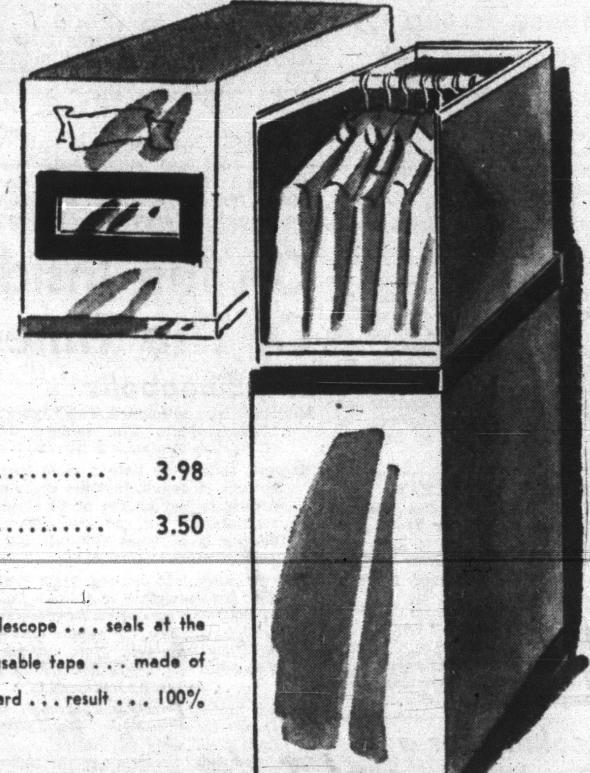
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