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**INTERNATIONAL SHIPPING CARTELS. By Daniel Marx, Jr.  
Princeton: Princeton University Press, 1953.**

John M. Dyer

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It is to be expected that, as courses in political and civil rights gain greater favor in the law schools, this casebook will preempt the field. The following comment expressed by Chancellor Robert M. Hutchins in the foreword conveys this reviewer's own conclusion:

These cases and materials will force the reader to rethink the most fundamental questions: the purpose of human life and of organized society; the relation of man to the state; the conflict between freedom and security; and even, as in the opinion of Chief Justice Vinson in *U. S. v. Dennis*, the nature of truth itself.<sup>3</sup>

RICHARD STRICHARTZ

MEMBER OF THE FLORIDA BAR

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INTERNATIONAL SHIPPING CARTELS. By Daniel Marx, Jr. Princeton: Princeton University Press, 1953. Pp. 323. \$6.00.

American shipping has been a very controversial subject for many years, and one of the most debatable aspects has been government aid and regulations. This book is a lucid and cogent study of whether shipping conferences are necessary and involves such related questions as: Should they be abolished; let alone; or regulated? The author, in his approach to this subject, has avoided the usual emotional pitfall that besets many studies of ocean transportation, *i.e.*, national pride in building and maintaining a merchant marine whether economically justifiable or not. In describing and analyzing the functioning of one of the earliest cartels in international trade, the shipping conference, the author maintains an objectivity rarely found in this field. Prejudice and preconceived opinions are missing from this study which adds greatly to the directness and clarity of the book. This reviewer was impressed by the logical collection and presentation of the facts of shipping cartels and the fact that the author's conclusions flow logically from this skillful accumulation of evidence.

The organization and mechanics of the book follow a logical pattern which adds much to its readability. Chapter I raises the questions set out in the above paragraph, and the following chapters present the author's observations and conclusions. Chapter II considers the nature of both demand and cost in the shipping industry; the consequences of which were found to be declining costs, discriminatory pricing, and other monopolistic arrangements. The relation of ocean transport to international trade, to the location of industry, and to the international balance of payments is depicted in Chapter III. In Chapters IV, V, and VI governmental investigations by the United States, the United Kingdom, and other countries are set out showing that, although the recommendations of these investigations varied with the countries, there appears to be agree-

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ment that the shipping industry requires some form of regulation. Consequently, Chapter VII is a study of United States' regulation with its limitations and successes.

The organization, procedures, and geographical distribution of conferences in the United States foreign trade are considered in Chapters VIII and IX. Various tying arrangements employed by shipping lines and conferences to secure the loyal patronage of shippers are examined in Chapter X. The affect of tramp-liner competition on steamship conferences is analyzed in Chapter XI. The broad subject of the economics of shipping conferences is attacked in Chapter XII and in the author's own words "suffers from the lack of precise data on profits and freight rates." Nevertheless, Mr. Marx is able to demonstrate that liner trades are governed by two conflicting tendencies; they tend either to develop a monopolistic position or to suffer from the wastes of competition. Chapter XII reviews the nature of prewar international shipping agencies and then evaluates the proposed Intergovernmental Maritime Consultative Organization.

Chapter XIV presents the author's summary and conclusions in which he gives explicit replies to the questions he has propounded and examined in the preceding chapters. The author's conclusions are three: (1) self-regulation is necessary and advisable among the steamship companies; (2) unilateral regulation, aided by an international investigative and consultative body, is needed to prevent undue discrimination and other monopolistic abuses; and (3) competition is required to provide incentives for efficient operation and to prevent excessive profits from being earned for an overly long period.

This reviewer is particularly happy to have "International Shipping Cartels" at his disposal, since current books in the field of ocean transportation are sadly lacking. Mr. Marx's admirable book helps to fill this vacuum in an objective and careful analysis of a segment of our national economy which is too often swayed by emotional critiques rather than by common sense.

JOHN M. DYER

INSTRUCTOR IN MARKETING  
UNIVERSITY OF MIAMI

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HEBREW CRIMINAL LAW AND PROCEDURE. By Hymen E. Goldin. New York: Twayne Publishers, Inc. 1952. Pp. 308. \$4.75.

This new work by Hymen E. Goldin presents a well written and skillfully arranged treatise designed to give the reader "an insight into the social life of the ancient Hebrews through an understanding of their criminal law and procedure . . . and to disabuse those who have totally misunderstood the nature of Jewish criminal law and procedure." Although the work is entitled