

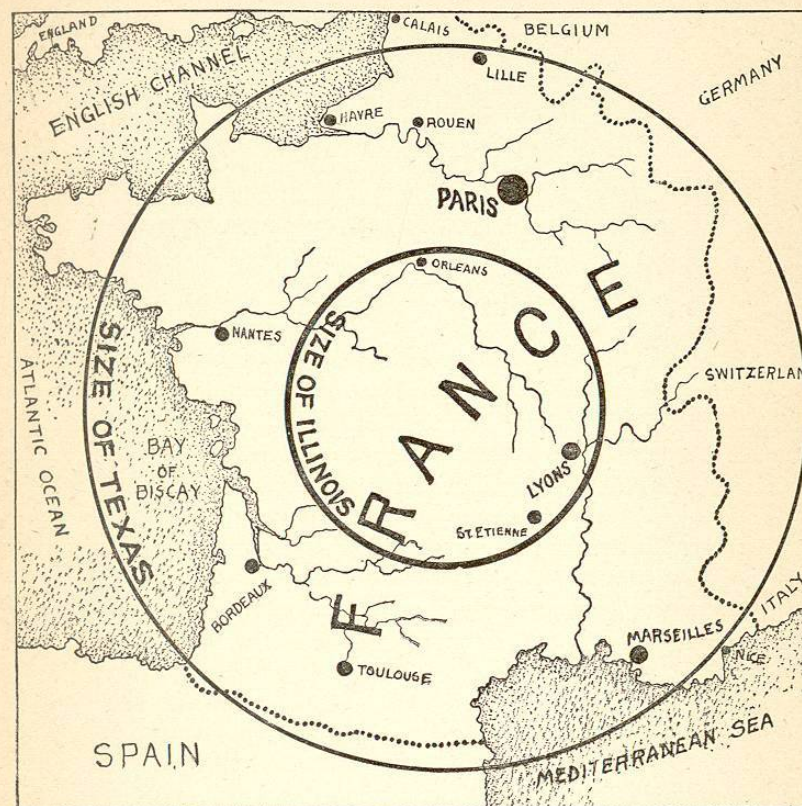
among the nations of the world. Its national debt amounts to nearly \$7,000,000,000, the largest national

THE TRADE FEATURES OF THE GREAT COMMERCIAL NATIONS

II. THE TRADE FEATURES OF FRANCE

FRANCE A RICHLY FAVOURED COUNTRY

FRANCE by nature is one of the most highly favoured countries in the world. Its climate is genial. Its temperature is so varied that almost every vegetable, grain or fruit needed for the sustenance of man may be raised within its borders. Its soil, though not surprisingly fertile, yet yields abundantly such products as are suited to it. Its mineral resources, especially in coal, iron, lead, marble, and salt, are very considerable. Its area is compact. Its facilities for foreign commerce are unsurpassed. It lies between the two bodies of water—the Atlantic and the Mediterranean—of greatest commercial importance in the world. And its people, especially those in rural parts, are exceptionally frugal and industrious. But France as a nation has not made the progress in the world that its natural advantages call for. It has been cursed with expensive and unstable governments and sanguinary wars. Its upper classes, the natural leaders of its peoples, are excessively fond of pleasure and military glory, and the energies of the nation have been much misdirected. As a consequence, despite its natural advantages, France is losing ground



France, compared in size with the States of Illinois and Texas.

debt known in history, being per head of population seventeen and one half times as great as that of Germany, six times as great as that of the United States, and much more than one and one half times as great as

that of Great Britain. But, what is of more serious consequence, the vitality of its people seems debilitated. For years the annual number of births in France has been steadily decreasing, while the annual number of deaths has been more or less increasing. Over a great part of the country the number of deaths annually exceeds the number of births. In numerous years this is so for the whole country. The birth rate is the lowest in Europe. The death rate, while not the highest, is yet higher than in many other countries. As a consequence of all this the population of France is almost stationary. During the last seventy years it has increased only 18 per cent., while that of Great Britain has increased 63 per cent., Germany 75 per cent., Russia 92 per cent., and Europe as a whole 62 per cent. And even this increase, small as it is, is largely due to immigration from other countries. Nor is the emigration of Frenchmen to their colonies or to other countries to be set down as a sufficient explanation. The French are averse to emigration. At the present time the number of Frenchmen residing abroad is only a little more than half a million, while of foreigners residing in France the number is not far short of a million and a quarter.

THE FRENCH A THRIFTY, FRUGAL PEOPLE

When France is compared with other countries in respect of commercial development and progress, the results will in almost every particular turn out unfavourable to France. For example, since the close of the Napoleonic wars eighty-three years ago the national trade of Great Britain has quadrupled, while that of France has only trebled. At the close of the Franco-German war France was eighteen per cent. ahead of Germany in the carrying power of her shipping. Now Germany is seventy

per cent. ahead of France in that respect. But it must be remembered that the Franco-German war cost France in army expenses and in indemnity no less a sum than \$3,250,000,000. The effect of that tremendous ex-



Street scene in Paris, showing the Bourse.

penditure upon the prosperity of the nation can be estimated by one comparison. Since that war the annual average savings per inhabitant in France have been \$17. For the same period the annual average savings per inhabitant in Great Britain have been \$19.50. Had that war not occurred the average annual savings per inhabitant in France would have been \$21.50. In short, no people in Europe are comparable with the working classes of the French people in frugality and thrift, and because of this characteristic, if France were well governed, its prosperity would be equal to that of any coun-

try in the world, and this would be so in spite of the fact that France's interest bill imposes a tax of \$6.50 a year on every inhabitant of the country.

THE IMPORTANCE OF AGRICULTURE IN FRANCE

France has one element of stability, one characteristic inducive of thriftiness, that most other countries of Europe lack. In most other European countries the land is held by few proprietors. In France it is held by many. In Great Britain and Ireland, for example, the land that is devoted to agriculture is held by only 19,000 proprietors. In France it is held by 3,500,000 proprietors. There are also 3,500,000 district farms in France, though only sixty per cent. of the farm land of the country is cultivated by the owners. It follows from this that agriculture has in France a hold upon the affections and self-interest of the people that it has in no other country in the world. About forty-two per cent. of the total population of the country able to work are employed in agricultural pursuits. Agriculture, therefore, is one of the most important industries of France. One fifth of the total earnings of her people are made in agriculture. It cannot be said, however, that agriculture in France is pursued as successfully as it is in some other countries — in Great Britain, for example. France, with sometimes the exception of Russia, is the largest wheat-grower of all the nations of Europe, but its production of grain per acre is not more than four sevenths that of Great Britain, while its production of grain per farming hand is only two thirds that of Great Britain. But so much of the agricultural effort of France is devoted to such industries as can be carried on in small farms or holdings — potato-raising, for example, and fruit-raising and poultry-raising — that the total money product per acre in France

is not far short of what it is in Great Britain. That is to say, while agriculture is more profitably carried on in Great Britain than in France, it proportionately supports a larger number of people in France than in Great Britain.

FRANCE'S WATERWAYS AND RAILWAYS

France, like Germany, is well supplied with navigable rivers, and these, with its canals, constitute a complete network of navigable waterways that cover all the country and greatly promote the internal commerce of the nation. These navigable rivers aggregate 5500 miles, and the navigable canals over 3100 miles. The tonnage of goods carried on these waterways compares quite favourably with that carried by the railways. The railways aggregate 25,000 miles.

THE DISTINCTIVE AND IMPORTANT MANUFACTURES OF FRANCE

The most distinctive manufacture of France, the one in which she surpasses all other countries of the world, is the SILK MANUFACTURE. France's total production of silk is not far short of one third of the total production of the world. LYONS (466,000), on the Rhone, is the chief seat of the industry, having had this pre-eminence ever since the Jacquard loom was invented there at the beginning of this century. Its production is not far short of three fourths of the total production of the country. The most important manufacture of France, however, is her manufacture of WOOLENS. In this manufacture she comes next after Great Britain, her total production being a little ahead of that of both Germany and the United States. Her woollen mills number over 2000. Her consumption of wool for this industry is about three

fourths that of Great Britain, but the value of her production is only two thirds that of Britain. LILLE (216,000) and RHEIMS (108,000) are the chief seats of the woollen industry. Of about equal value with the woollen manufacture of France is its HARDWARE manufacture, but the importance of France's hardware manufacture is national rather than international. Of next importance is the manufacture of COTTONS and LINENS. The chief seats of these industries are, for cottons, ROUEN (113,000), the "Manchester of France," and for linens, LILLE. Near Lille is CAMBRAI, the chief place of manufacture for that finer class of linens known as cambries. A second distinctive manufacture of France is that of GLASS and PORCELAIN. In this manufacture France quite equals Great Britain in respect of value, and surpasses her in respect of the artistic character of the wares. LIMOGES (77,000) and ST. CLOUD (near Paris) are the chief seats of the French porcelain manufacture. It is at St. Cloud that the celebrated "Sèvres" porcelain is made.

PARIS AND THE GREAT SEAPORTS OF FRANCE

Paris (2,536,834) is, of course, the chief trade centre of all France, but the trade interests of Paris are general rather than special. The manufactures that are most localised in Paris are those of articles of luxury, such as jewellery, perfumery, gloves, fancy wares, novelties, and fashionable boots and shoes. Paris is also a great financial centre. MARSEILLES (442,000), one of the oldest cities in Europe, is the great seaport of France. Its trade amounts to over \$350,000,000 annually, and it ranks next after Hamburg among the great seaports of central Europe. Its specialty is its great trade with the Mediterranean and the East. The opening of the Suez Canal has been of incalculable advantage to Marseilles. Next

Dr. A. Carrillo.

Calle del *Libre* 49.

MONTERREY, N. L. MEX.

as shipping port comes HAVRE (119,000), at the mouth of the Seine, with a total trade not far short of that of Marseilles. Havre is in reality the port or "haven" of Paris. It is the great depot for French imports from North and South America. These comprise principally cotton, tobacco, wheat, animal produce, and wool. Its import of South American wool is enormous, for three fourths of the wool used in France now comes from the region of the La Plata. Recently the Seine has been deepened and now both Rouen and Paris may be considered seaports. By this means Paris has direct water communication with London, and is, indeed, the third seaport in the country. Next comes BORDEAUX (257,000), the chief place of export for French wines and brandies. About twenty years ago the wine industry of France suffered tremendous loss from the ravages of the insect phylloxera. Over 4,000,000 acres of vineyard, representing a value of \$1,000,000,000, were wholly or partially ruined by this terrible pest. The plague, however, has now been stamped out, but nearly 2,000,000 acres of vineyards have been permanently destroyed and have been devoted to potatoes and the sugar-beet root. The result is that the production of wine in France is now less than what is needed for home consumption, and over fifty per cent. more wine is imported than is exported. The remaining great shipping ports are DUNKERQUE (40,000) and BOULOGNE (37,500). CALAIS (57,000) has a great passenger trade with England.

THE TRADE FEATURES OF THE GREAT COMMERCIAL NATIONS

III. THE TRADE FEATURES OF GERMANY

GERMANY THE MOST PROSPEROUS NATION IN CONTINENTAL EUROPE

THE greatest and most prosperous commercial nation in the old world after Great Britain is Germany. Its population is 52,000,000, as against France's 38,500,000; and while France's population is scarcely increasing at all, Germany's population is increasing the most rapidly of any in Europe. Since the Franco-Prussian war France has gained in population only a little over 2,000,000, while Germany in the same time has gained 12,000,000. In the middle of the present century the populations of Germany and France were equal, being each about 35,000,000. Since that date Germany's population has increased by about fifty per cent. and France's by only about ten per cent. Similarly, the commerce of Germany not only greatly exceeds that of France, but is growing much faster than that of France. The total exports and imports of Germany, exclusive of bullion, now foot up to nearly \$2,000,000,000 a year. The total exports and imports of France, exclusive of bullion, foot up to only \$1,500,000,000 a year. The total commerce of Germany is

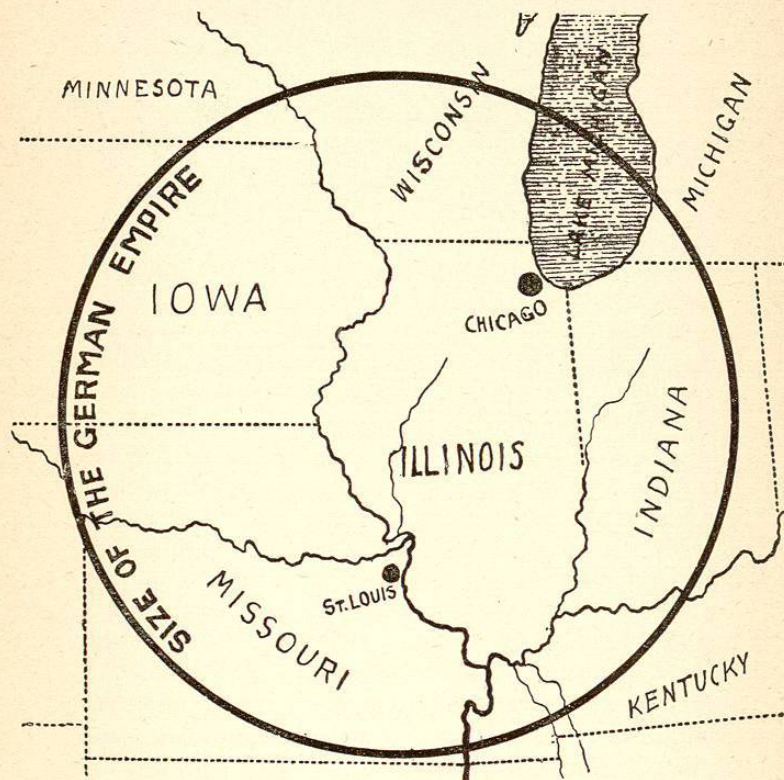
therefore about one third more than that of France. At the close of the Franco-Prussian war the total commerce of France considerably exceeded that of Germany.

THE CHARACTER OF GERMANY'S INDUSTRIES CHANGING

Germany, like England, is rapidly changing the character of her industries and becoming a manufacturing and commercial nation instead of an agricultural nation. This is the cause of her well-known anxiety to secure control of territories in Africa, Asia, etc., as exclusive markets for her manufactures, for, unlike England, Germany is at present a believer in exclusion in trade, both at home and in her colonies. Fifty years ago about four sevenths of the people of Germany were engaged in agriculture; now only about one third of the people are so employed. The growth of the great cities of Germany is eight times faster than that of the rural districts, and in fifty years the aggregate population of the six largest cities of the empire — Berlin, Hamburg, Leipzig, Munich, Breslau, and Dresden — has grown sixfold, namely, from 600,000 to 3,600,000. In fifty years, too, the manufactures of Germany have nearly doubled, the commerce nearly trebled, the shipping increased more than fivefold, and the mining output more than sixfold. While all this is true, it nevertheless is also true that the area of cultivated soil in Germany is double what it was fifty years ago. But this is because much land, formerly waste or in pasture, has been brought under cultivation. Yet even now only one half of the land of Germany is cultivated, and thirty-three per cent. of the total food consumption of the people has to be imported. Fifty years ago only five per cent. of the total food consumption was imported, and this small fraction consisted almost wholly of luxuries.

GERMANY'S SUCCESS IN TECHNICAL EDUCATION

Germany's prosperity and progress cannot wholly be measured by statistics. No one can predict what it will



Approximate size of the German Empire.

NOTE.— The population of that part of the United States included within the circle is about 10,000,000. The population of the German Empire is about 32,000,000.

be, for it is partly based upon elements that unfortunately other countries have not taken much account of.

Germany pays greater attention to the PRACTICAL EDUCATION of her people than any other nation in the world. Her system of technical education extends over the whole empire, and provides technical instruction for every class of the people and for every occupation of the people—night schools for those already engaged in life's work, agricultural schools, forestry schools, commercial schools, mining schools, naval schools, and schools in every branch of manufacturing industry, besides, of course, schools for the education of those intending to follow the learned professions. As a consequence of this very general provision of technical education, there is engaged in German manufacturing pursuits a class of workmen not found in the workshops of any other country—men of industrial skill and experience, and at the same time of the highest scientific technical attainments in the branches of science that bear particularly upon their work. These men work at salaries that in other countries would be considered absurdly low. In almost all other countries the possession of a sound scientific education is a passport to social distinction, and every profession is open to him who is deserving to enter it. In Germany, however, the learned professions, and especially the official positions of the army and navy, are almost the exclusive preserves of those who are born to social rank. The educated commoner, therefore, has to betake himself to manufacture, trade, or commerce. It follows that scientific skill and intelligence are more generally diffused in German commercial industries than in those of all other nations. So far, however, the German artisan has not been the equal in special technical skill of his more rigidly specialised English competitor, and as a consequence of this more than one sixth of Germany's total imports consist of goods brought from England—principally the finer sort of textile fabrics

and articles of iron and steel. This inferiority in specialisation in the German workmen cannot continue long, and the successful rivalry of Germany with the manufacturing pre-eminence of Great Britain may soon be a startling fact.

GERMANY'S MINES AND HARDWARE MANUFACTURES

It is in the development of her MINES and of manufactures in which MINERALS are employed that Germany has made most noticeable progress. She produces four times as much coal as France, and she has over 1000 separate iron-mines. Her production of iron has increased tenfold in fifty years. She employs over 400,000 men in her mines, and by the use of labour-saving machinery one man can now produce as much as three men could produce fifty years ago. Her HARDWARE manufactures are one sixth of her total manufactures, and in the past half century they have increased sixfold. They are now double those of France, and are only one fourth less than those of Great Britain. She has 750 factories devoted to the making of machinery alone. Two of these — Krupp's at Essen, and Borsig's at Berlin — are among the largest in the world. Krupp's employs 20,000 men, has 310 steam-engines, and covers an area of 1000 acres. Borsig's employs 10,000 men, and in fifty years, starting from nothing, has turned out nearly 4000 locomotives. One of Krupp's hammers (a fifty-ton hammer) cost \$500,000.

GERMANY'S INTERNAL TRADE

Germany's commercial energies up to the present have been mainly concentrated on her INTERNAL TRADE. The total amount of this trade foots up to \$7,000,000,000, against France's \$6,000,000,000, and in fifty years it has

trebled, while that of France has scarcely doubled. Germany has more miles of railway than any other country in the world except the United States, her mileage being nearly 30,000, against France's 25,000 and Great Britain's 21,000. Her natural and artificial waterways are also the best in Europe, and her vast production of mineral wealth is transported from mine to foundry and factory, and her vast production of lumber and grain is transported from forest and field to seaport, largely by means of water carriage. The Rhine, the Elbe, the Oder, and the Vistula are all navigable throughout their whole courses through German territory, while the Weser and the Danube are also navigable throughout great parts of their courses. All these navigable rivers are interconnected by canals. The total length of possible river navigation is nearly 6000 miles, while the total length of canals and canalised rivers is 2700 miles. Besides, in 1895 there was completed the Kaiser Wilhelm Canal, a lockless sea-going vessel canal, twenty-nine feet six inches deep and sixty-one miles long, connecting the North Sea and the Baltic, and constructed at a cost of nearly \$40,000,000. This canal effects a saving of almost one whole day for commercial steamers, and of three days for all sailing-vessels, engaged in the Baltic and North Sea trade.

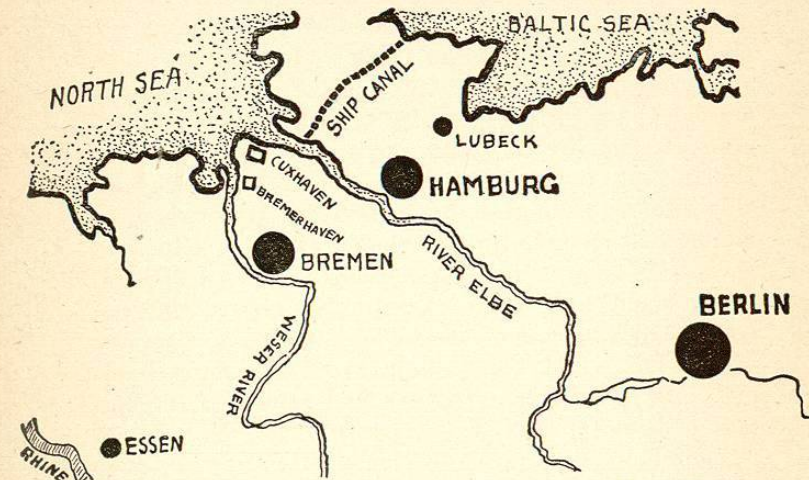
GERMANY'S FOREIGN TRADE

But while it is true that Germany's internal trade is her most important trade, it is also true that her FOREIGN TRADE has during the last half century made more progress than that of any other European country, and during the last three or four decades more progress than even that of the United States. Since 1840 it has increased six and two third times, while that of Great Britain has increased six times, and France only four and

one fifth times. It is now second in the world, being more than half of that of Great Britain, ahead of that of the United States,¹ and very considerably ahead of that of France, while in 1860 it was much less than half of that of Great Britain, less than that of the United States, and considerably less than that of France. Germany, however, is not well favoured with respect to seaports, for in its transmarine trade it is largely dependent on foreign seaports—namely, ports in Belgium, Holland, France, Italy, and Austria. Rotterdam in Holland and Antwerp in Belgium are much more favourably situated with respect to the commerce of its chief mining and manufacturing regions than any of its own ports. There are only two German seaports with water of depth sufficient to accommodate the deep-drawing vessels in which foreign commerce is now mainly carried on—namely, CUXHAVEN, the outport of Hamburg, sixty-five miles from Hamburg, and BREMERHAVEN, the outport of Bremen, thirty-five miles from Bremen, though recent improvements in the navigation of the Elbe allow vessels of even twenty-six feet draught to ascend the Elbe wholly to Hamburg. But HAMBURG (625,000), for the reason that for centuries it was a free port of entry, has built up a very large foreign trade, being the fifth in the world in this respect, London, New York, Liverpool, and Rotterdam, alone being ahead of it. Hamburg's foreign trade is almost one half greater than the whole foreign trade of all other German ports put together, while the foreign trade of Bremen is about one fourth that of Hamburg. BREMEN, like Hamburg, was

¹ During the last two or three years the foreign trade of the United States has greatly expanded and has exceeded that of Germany, and is making a close push upon that of Great Britain. The above statement was intended to represent the situation as existing during a period of some years.

for centuries a free port of entry, but in 1888 both Hamburg and Bremen gave up in great part their free port privileges and entered the general customs union of the empire. Both cities were extremely loath to give up their



North central Germany, showing the ship canal and the leading commercial arteries.

ancient unique commercial privileges, for they feared an immense loss of trade in doing so, but it was hoped that what they lost in foreign commerce would be made up to them in increased commerce with other parts of the empire. One reason for the great development of Germany's foreign trade in late years is found in the facilities that it possesses for rapid transit to and from Italy by means of tunnels through the Alps.

THE SPECIAL TRADE CENTRES OF GERMANY

BERLIN (1,700,000), the capital of the empire, is a chief seat of machinery manufacture. For many years FRANK-

FORT-ON-THE-MAIN enjoyed the pre-eminence of being next to London the greatest money market in the world; but since the establishment of the German Empire Frankfurt's financial business has been absorbed by Berlin. LEIPZIG (400,000) has the distinction of being the seat of a book-publishing trade that turns out over 60,000,000 volumes in a year, amounting in value to \$30,000,000. Leipzig has also the honour of being the greatest fur market in the world. DANTZIG (120,000) is Germany's chief port on the Baltic, and the chief seat of its great export trade in timber, grain, flax, hemp, and potatoes. Its harbour, however, is closed in winter because of ice. DRESDEN (330,000) is noted for its porcelain manufacture, but the porcelain is not manufactured chiefly in Dresden, but in MEISSEN, fifteen miles from Dresden. MUNICH (407,000) manufactures largely the national beverage, beer. Finally, NUREMBERG (162,000), in southern Germany, is remarkable for its continuance into modern days of manufactures for centuries carried on domestically. Of these the most noted are watches, clocks, pencils, and toys.

THE TRADE FEATURES OF THE GREAT COMMERCIAL NATIONS

IV. TRADE FEATURES OF SPAIN AND ITALY

ITALY, TURKEY, AND SPAIN, THE THREE DECADENT NATIONS OF EUROPE

THE Mediterranean from the very earliest epochs of civilisation has been a chief highway of trade, and along its shores every sort of commercial activity has been prosecuted. For centuries and centuries the nations upon the borders, especially those upon its northern borders, were the leading nations of the world, and their empire, indeed, comprised the empire of the world. But during the last two or three centuries, and especially during the nineteenth century, commercial pre-eminence and pre-eminence in empire have departed from the Mediterranean. Italy, the ruler of the whole ancient world, and even in modern times a ruler of almost equal potency; Turkey, during the middle ages a chief power both in Europe and in Asia; Spain, for two centuries at the beginning of our modern epoch a chief power in Europe and the mistress of almost the whole Western world as well, — these countries have all sunk to positions of comparative insignificance, and Italy alone shows signs of effectual regeneration. And yet on the whole earth's surface there are no lands more richly endowed by nature as abodes for man than Italy, Turkey, and Spain.