

elevators in the warehouses, and thirty-six cranes on the canal, including the necessary reserves. Most of the windlasses have a maximum raising power of 1,420 lbs., while some few raise as many as 1,908 to 2,860 lb. at a time. On an average the elevators can raise a weight of 2,640 lbs."

These were only a part of the plant in 1896.

"Hamburg has become the great door through which German export is finding its way to the world's markets. There is no important manufacturer in Germany who has not a representative in Hamburg. The same may be said of Bohemia and other industrial Provinces of Austria, and to some extent of Russia. These representatives are called export agents, and are the middlemen between the producer and the exporter. They have, in their large and comfortable establishments, continuous expositions of goods and samples of goods likely to be popular with buyers beyond the seas."

Copenhagen, though not one of these German free towns, has a free port, instituted at great cost, within its environs.

The kingdom of Denmark saw its trade in the Baltic threatened by the building of the German canal at Kiel and the rising German competition, and to ward off the danger, instituted the free port, which it is believed has proved a great success.

The object of instituting a free port at a place like St. John, N.B., is to provide a place where dutiable goods of all descriptions could be brought in large quantities, stored, assorted, blended, and perhaps manufactured to a certain extent, and exported again or shipped to any part of the country on the shortest notice, in any quantities required, free from interference from customs officers, till so shipped.

Thus English goods, for instance, could be held there under warrant or otherwise, and the store could be drawn on in large or small and assorted quantities without the uncertainty and long delay that now attend their importation over seas. Advances from the banks or trust companies could be arranged for at low rates on goods stored, and thus larger quantities could be carried in stock. Shipbuilding might be carried on, as is done in some of the free ports.

None but caretakers and Government officials are usually allowed to reside within the limits of the free port. Meals are supplied at licensed restaurants from stores that have paid duty on all dutiable importations, and the boundaries are strictly guarded, and perhaps walled.

To emphasize the advantages of a customs free port I quote from a pamphlet published by the Customs Reform Association of Copenhagen before a free port was instituted there:—"Of all the hindrances to business transactions there is none equal to customs