

industrial side of German enterprise is developed. Canada is on a different footing. She has granted a preferential tariff for all British products. How has this action of Canada been met? By the withdrawal on the part of Germany of the most-favored-nation treatment. Thus Canadian products are placed at a disadvantage in competing with those of the United States, France, Russia and other countries, and although Canadian exports to Germany have not decreased, there can be no question that the unfair treatment to which they are subjected is a source of serious loss to Canadian producers.

Downing Street will make a grievous mistake if it believes that the position is one with which it need not trouble itself. The people of Australia and New Zealand are asking themselves what the Home Government is doing to check the action of the German Government in its opposition to importations of their products, and they will not be put off with the answer that nothing can be done because the United Kingdom is wedded irrevocably to a policy of free imports. They argue very cogently that if the United Kingdom chooses to adopt such a policy, that is no reason why Australia should suffer. They would be far better off if their international tariff relations could be adjusted from Sydney instead of from London. Downing Street has no weapons with which to negotiate. Sydney has a potential factor, in its tariff, and if Australasia and Canada are to obtain better terms from continental governments than they now obtain via Downing Street they must negotiate directly with foreign governments, and bring their tariff weapons to bear. Their first step would probably be the imposition of very much higher rates on German manufactures than on those from this country, and such a policy would before long attain the desired end. It cannot be expected that our colonies will tamely submit to be impotent sufferers from the parochial policy and the want of initiative which characterizes the British Foreign Office in its dealings with tariff questions.

When the Dominion Government was giving a tariff preference to British goods it was not known that in so doing Germany would exclude us from the most-favored-nation tariff treatment accorded to Great Britain; but that exclusion, now in force, compels Canadian products to pay higher duties than are imposed upon products from the United States, and that is one of the penalties Canada is suffering because of our preferential tariff.

According to the Trade and Navigation Returns the value of Canada's trade with Germany in the last five years was as under:—

	Exports.	Imports.	Duty collected.
1897	\$1,045,432	\$6,493,368	\$1,489,755
1898	1,837,448	5,584,014	1,364,159
1899	2,219,569	7,393,456	1,903,223
1900	1,715,903	8,383,498	2,189,798
1901	2,141,552	7,021,405	1,811,974

The average value of our exports for the years indicated was \$1,791,981, and of our imports, \$6,975,148, upon which \$1,751,782, or about 25 per cent. duty was paid; and it is noticeable that the average value of exports was almost identical with the average duty collected on imports—or in other words the average value of our imports was four times the value of our exports.

ABUNDANT SCOPE FOR ALL SYSTEMS.

While taking a very hopeful view of the successful outcome of Marconi's latest and greatest attempt at long distance wireless telegraphy, Mr. H. P. Dwight, general manager of the Great North-Western Telegraph Company, believes that even when available for commercial purposes there will be plenty of business left for the regular cable and telegraph companies.

Asked what he thought of the possibility of a practical, valuable outcome of Marconi's effort, Mr. Dwight said:—

"I learned a long time ago to believe that there was no limit to electrical development. I used to think there might be, but the older I get the more I am inclined to believe that this business of ours is in its infancy. The first Atlantic cable that was laid, 45 or more years ago, gave a little, feeble sign of life and expired. It was hardly more successful than this experiment of Marconi's in bringing a signal 1,700 miles across the Atlantic. It is well-known, however, that the successful laying of that cable and the fact that it showed even a feeble sign of life gave confidence to enthusiastic promoters of cable telegraphy, and that in due time the capital was forthcoming for other cables, until there are to-day 14 Atlantic cables working regularly and successfully between America and the Old World.

"It can hardly be considered impossible or even unlikely that a similar development may take place in wireless telegraphy. It will take time, however, to do this. There are many difficulties to be overcome, but the best electrical experts in the world are alive to the situation, and it will not be their fault if wireless telegraphy does not become successful. When the telephone was first invented it was looked upon as simply a curious toy, and nobody ever dreamed of such a wonderful development of its use as we see to-day. I look upon the telephone as the most marvellous invention of the age. The wonder of it is overlooked in its familiar, everyday use. If it had been said twenty-five or thirty years ago that a time was coming, in the near future, when a man seated in his office in Toronto could, by means of a slender wire and an electrical current, hear his friend in New York and recognize his voice as clearly as if he were on the other side of the table; or could, by like means, see him as plainly as if he sat before his eyes, such statements would have been looked upon as equally absurd and impossible. Yet one of these is to-day a familiar thing, and the other is known to be theoretically possible, and not at all unlikely may become a common occurrence.

"Wireless telegraphy cannot be said to be a new discovery. Electricians long ago discovered the sympathy between wires, say, on opposite sides of the street; and they have been experimenting to see how this could be increased. Sir William H. Preece, the electrician of the British Post-office Department, has been experimenting for many years, and has greatly increased the distance over which messages could be sent without wires. Marconi and others have simply expanded this idea, increasing distances, until now it would seem that a signal, at least, has been successfully sent over the Atlantic, a distance of about 1,700 miles. These experiments are not going to cease, and it is incredible to suppose that there will not be great advances in this direction.

"Meantime it is but right to say that cable companies and telegraph interests are not greatly alarmed as to any immediate injury to business from wireless telegraphy. Whatever may be the success of the latter, there will always be abundant scope and use for all existing systems."

THE CANADIAN NORTHERN RAILWAY.

In his speech at the banquet at Port Arthur on December 30, in celebration of the completion of the Canadian Northern Railway, Mr. D. D. Mann paid a high tribute to the engineers for securing a stretch of road eight hundred miles long which from west to east did not present a grade of over twenty-six feet to the mile or one-half of one per cent., and from east to west had no grades greater than fifty-two feet per mile, or one per cent. The significance of this is seen when it is