

VICIOUS TRADE METHODS IN GERMANY.

In February last an English contemporary had the following explanation of the success of Germans.

It is most interesting to note how such a trade policy worked out.

A revelation as to one of the methods whereby the Germans are successful in competing with English firms in the United Kingdom is contained in the report which has just been issued by the German Wire Rod Syndicate in reference to its operations during the six months ended on the 31st December, 1900. It appears that the syndicate, which comprises no less than eighty-two works, sold 41,831 tons of wire rods in the second half of last year. Of this quantity, 22,307 tons were disposed of in Germany, whilst the remaining 19,524 tons were sold abroad. The profit realized from the inland sales amounted to £58,856, whereas in the case of the exports, which were only 2,783 tons less than the quantity consumed in Germany, there was a loss of £42,972. The explanation of the difference is afforded by the fact that German consumers are compelled to pay for the privilege of enabling the syndicate to conduct an export trade, they being charged £12 10s. a ton, as against £7 per ton for the exported goods. As if the German consumers were not sufficiently ill-treated at present, a proposal is now being made in favour of duty on wire and wire rods being increased from 3c. to 10s. per cwt. If carried, this would render the Germans more completely at the mercy of the syndicate, and strengthen the competitive powers of the latter in other countries."

Such vicious methods of stimulating production could have but one result, which is seen in the present depressed condition of German industries.

THE LATE MR. S. H. HOWLAND.

Mr. Henry S. Howland, Toronto, died in that city on the 28th inst. after a very short illness. He was a member of a family which has made a distinguished record in Canadian annals. He is a younger brother of the Hon. Sir W. P. Howland, president of the Confederation Life, and uncle of Mr. Oliver Howland, Mayor of Toronto, a position which was held in past years by another of his nephews. Mr. Howland was elected vice-president of the Bank of Commerce on its organization. In 1875 he aided in organizing the Imperial Bank, of which he became president, and held the office up to his death. As a business man he was very highly respected for his probity, ability and public spirit. He split off from his party some years ago by becoming convinced that for Canada the protectionist policy was necessary. Toronto loses a bright exemplar of business energy and honour by the death of Mr. H. S. Howland.

PROMINENT TOPICS.

The Mayoralty election is a topic of absorbing interest which will culminate to-morrow. The affair will take rank as probably the most complicated of the kind and having a greater variety of phases than any on record. Two of the candidates have been placed in a most unexpected, embarrassing and unpleasant position by circumstances beyond their control. Issues have arisen that will be debated with more or less acrimony for a length of time. On the eve of the election we can only express a hope that the result will prove promotive of the more economic administration of the city's affairs, more effective in promoting its health and sanitary safety, as well as its commercial welfare, and greater protection from devastating fires.

The declaration by Mr. Balfour, leader of the British House of Commons, that some informal communications had been received from Holland, prove that the argument presented in this column last week was sound. THE CHRONICLE said that, the Premier of Holland was not likely to be in London seeing influential persons for mere amusement, although he denied having any diplomatic mission as representing the Boers. That was easy to say without meaning anything. Mr. Kuyper, it turns out, wished to act informally as *amicus curiae*, or "mutual friend." He was told that when the Boers surrendered they would be treated with, but, that no negotiations would be initiated while they were in arms.

The address of Mr. Henry Miles, retiring president of the Board of Trade in this city, treated a number of topics with marked intelligence. He gave a rapid sketch of the progress and condition of transportation, from which the conclusion was drawn that,

"Canadian transportation facilities are unequal to the requirements of to-day. Our lethargy and neglect will but serve to build up the Atlantic ports of the United States. What is lacking is union among the business interests on this question. It is, indeed, a time for us to be united, and to take advantage of a developing public feeling, favouring an aggressive policy of progress. We can strengthen the hands of the public men who are willing to deal with this great question, and our duty is plainly to agitate for improvements, and justify, by our opinion and advice, the necessary expenditures of the public funds to secure the fullest capacity of our channels of commerce and safety to navigation between our national port and the sea. In regard to the equipment of our harbour, the position is unsatisfactory. The attitude prevailing in the direction of these affairs is such that I fear the alienation of the sympathies of Parliament from our national port. Nothing has actually been accomplished towards this equipment, and the idea of a 'free port' is submerged for the time being."

The danger of delay was further emphasized by warnings based on the possible consolidation of ocean lines with land carriage in the United States, and on the injurious effects of delaying the improvements required to make this port more attractive to shipping.