

has been artificially hampered by the creation of high tariffs—*i.e.*, duties on imports, which have generally been levied with the idea of protecting home productions and industries from foreign competition, as well as thereby to obtain a revenue. Some Governments have also given bounties to certain home industries, so that they may withstand competition from without and obtain a market. This protective policy is so strong a feature in Russia that manufactured articles imported from this country are taxed on the average 131 per cent. on their value, and in a lesser degree it is adhered to by most countries. On the other hand, the United Kingdom has 'free trade,' and small countries like Holland, that are obliged to depend largely on foreign supplies, levy only very slight duties. Since goods are exported to pay for goods imported, we might expect an equality in the value of the exports and imports of any country, but as a matter of fact the imports of most European countries are in value in excess of their exports. This is due to their receiving yearly interest on capital previously lent, or payment for shipping and other services they have rendered to various nations.

On the whole the trade between European countries has increased very rapidly during the last century, mainly on account of the introduction of steam-power, the improved facilities for the transportation of goods, and the consequent cheapening of freight rates. Water-carriage is cheaper than land-carriage, but the latter is quicker, and sometimes saves 'break of bulk'—*i.e.*, the expense and risk attendant on handling goods at two ports, as well as at the places of departure and arrival. Thus, there are places in North Italy which receive coal from Germany by land and from the United Kingdom by sea at about equal cost.

For railway traffic it is a great advantage when the railway gauges in the different countries are the same, so that trains can be run right through. This is the case with all the chief European countries, which have the same gauge of 4·7 feet, save Russia, Spain, and Portugal. At present the most important international railways in Europe are: (1) The Orient Express line from Paris to Constantinople, via Strassburg, Munich, Vienna, Budapest, and Belgrade. The time occupied in going from London to Constantinople by this route is about seventy-one hours, as against ten days by sea direct. (2) The Indian mail route from Paris to Brindisi, via the Mont Cenis Tunnel, Turin, and Bologna. From London to Brindisi by this route takes about fifty-eight hours. (3) The Northern Express from Paris to St. Petersburg, via Cologne, Berlin, and