

Germany's Last Colony

German East Africa now conquered by the British is 180,000 miles larger than the German Empire.

With the surrender last week or dispersal of the few surviving forces in East Africa the German Empire lost the last, largest, and most valuable of its overseas possessions. Of these possessions, having a total area of 1,027,820 square miles, German East Africa accounts for 384,180 square miles; of their total population of 25,000 whites and 15,000,000 natives, German East Africa accounts for 15,000 white and 8,000,000 natives.

The last of Germany's foreign dependencies to fall to the Allies is 180,000 square miles larger than the empire in Europe. Its revenues in 1914 were \$4,127,500, and its expenditures were \$5,942,500; its imports amounted to \$15,000,000, and its exports to \$9,750,000. Rich mineral mines, the exact nature of which is not yet known, exist in the territory, whose partly developed wealth consists so far of rubber, copra, ivory, coffee, and wax. Its potential wealth is estimated in billions. In 1912, 1,034 vessels, totalling 1,913,743 tons, entered the various ports, whose chief connections before the war were only with Zanzibar and Germany.

Two months before the beginning of the war a railroad more than 700 miles long, was completed through the centre of the possession from the Indian Ocean to Lake Tanganyika, where it was destined to tap the limitless resources of the Belgian Congo and Central Africa generally, which it brings weeks nearer to the European markets. This road now will certainly connect with the All-British Cape-to-Cairo Railroad, in course of rapid construction, and which Germany had refused to permit to pass through her colony.

OTHER COLONIES GERMANY LOST.

How and when Germany lost her other dependencies in this war, together with some data concerning their characteristics, is told as follows:

Togoland, captured by a Franco-British force August 26, 1914; area, 33,700 square miles. In 1914, estimated revenue \$875,000 and expenditures \$1,045,000. In 1913 imports were valued at 10,600,000 marks and exports at 9,100,000 marks.

German Samoa, captured by a New Zealand expedition, August 30, 1914; area, 1,000 (Savaii and Upolu). In 1914 estimated revenue \$2,975,000 and expenditures \$3,450,000. In 1913 imports valued at 5,700,000 marks and exports at 5,300,000 marks.

German New Guinea, consisting of Kaiser Wilhelm's Land (70,000 square miles); Bismark Archipelago (20,000 square miles), captured by an Australian expedition September 11, 1914. Imports 5,872,000 marks and exports 5,041,000.

Caroline, Solomon, Marshall Islands, captured by the Japanese, October 7, 1914; area 10,500 square miles. Revenue estimated at \$525,000 and expenditures at \$975,500.

Kiao-Chau, surrendered to a Japanese and British force, former taking precedence, November 7, 1914; area 200 square miles. Revenue for 1914 estimated at 8,060,000 marks and expenditures at 18,410,000. In 1912 imports valued at 121,254,000 marks, and exports at 79,640,000.

German Southwest Africa was captured by General Botha with the Union of South Africa troops, July 9, 1915; area, 322,450 square miles. In 1914, estimated revenue, \$5,875,000, and expenditure, \$10,085,000. In 1913, imports valued at 43,400,000 marks, and exports at 70,300,000 marks.

The Kamerun was completely occupied by a Franco-British force February 18, 1916; area, 300,000 square miles. In 1914, estimated revenue, \$2,827,500, and expenditure, \$4,315,000. In 1913, imports valued at 34,600,000 marks, and exports at 29,100,000 marks.

No German foreign dependency, not even German Southwest Africa, has revealed such a thorough preparation for the great war as German East Africa. Although the white forces consisted of only three regiments, there had been organized, armed, and drilled a native Arab and negro force of 50,000 under white officers. Over 100 Krupp 77 millimeter field pieces had been imported, together with several hundred machine guns and quantities of barbed wire, engineering implements, and munitions of all sorts. Finally, a great wireless station had been erected in the Kilimanjaro, which, via the station at Togoland, on the other side of the continent, could communicate with Berlin.

So elaborate had been the German preparations that the Allies could do little during the first year of the war. With the conquest of German Southwest Africa completed, however, the army of the Union

of South Africa was released and preparations were made to reduce the vast territory by investing its most populous and civilized regions.

To Generals Botha and Smuts, assisted by British, Belgian, and Portuguese staff officers, is due the comprehensive plan of offense which has finally been crowned with victory. The army of the Union of South Africa was sent by water from Cape Town to Mombasa, on the British East African coast, the terminus of the railway which runs southeast almost parallel with the frontier, from Port Florence on Victoria Nyanza. These troops, who numbered 25,000 white veterans, were under the command of General Jan Christian Smuts.

In the middle of December, 1916, General Sir Horace Smith-Dorrien, relieved in the previous July by his own request from the command of one of the six British armies under Sir John French in Flanders, was sent out to take supreme command. Ill-health, however, soon compelled him to give up, and the chief command was again offered to General Smuts, who accepted it, with the rank of Temporary Lieutenant-General.

General Smuts, born in 1870, was educated at Stellenbosch and Christ's Church College, Cambridge. By profession he is a lawyer; as one of the Boer leaders against the British in 1890 he revealed great military talent, which was later shown in the manner he helped to put down the Boer rebellion in the Transvaal and in the victorious campaign under General Botha in German Southwest Africa. He was then Minister of Defense in the Union and Colonial Secretary to the Transvaal.

Sir Horace had done little beyond consolidating his forces along the northern frontier and attempting to drive the Germans from positions they had actually secured in British territory near the Port Florence-Mombasa Railway, in the vicinity of Moshi.

The plans finally put into execution by General Smuts consisted of three columns operated by himself from the Port Florence-Mombasa Railway (1) against Kondoa Irangi, a highway junction 85 miles north of the Central Railway; (2) against Wilhelmsdal and the Moshi-Tanga Railway, and (3) against Nguru Hills section, between Kondoa Krangi and the coast.

The ultimate objective of these columns was to be the Central Railway. Meanwhile, a Belgian column under General Tombeur was to operate southeast from the Belgian Congo and gain possession of the western end of the Central Railway, and later form a junction with a column under General Northey, which would advance from Rhodesia northward, recovering the northern shores of Lake Nyasa and covering the eastern shores of Lake Tanganyika and the territory between them. The Portuguese were to hold the line of the Rovuma River in the southeast. The fleet was to assist the land forces in capturing the coast towns.

These plans have been carried out, integrally, though their execution took far longer than was ever dreamed of and involved heavy losses in men from fever and dysentery. Smuts himself, a few months ago, when the campaign had been virtually won and the Germans split up into guerilla bands, was stricken down with fever and had to return to the Cape. He is now a member of the War Council in London.—The Montreal Gazette.

THE CHRISTMAS HOLIDAYS.

For those contemplating a visit out of town this month the Grand Trunk Service offers every advantage. The well known and popular International Limited, leaving Montreal every day in the year at 10.15 in the morning, is a train of superior service and appreciated by all experienced travellers. The route of this famous flyer is via Brockville, Kingston, Belleville, Toronto, Hamilton, Brantford, Woodstock, London, Detroit and Chicago. Double track all the way. Full information as to train service, rates, etc., to all other points on application at Grand Trunk City Ticket Office, 122 St. James Street, corner St. Francois Xavier.

New York Shipbuilding Corporation, by end of 1917 will have completed 21 ships, averaging 6000 tons each, worth approximately \$715,000, per ship or \$15,000,000, for total. The Company will carry over into 1918 contracts aggregating 154,000 tons.

Milling and Baking Tests of the Different Grades of this Year's Crop

Milling and baking tests upon average samples of the different grades of wheat of this year's crop as supplied by the Chief Inspector have now been completed by the Dominion Grain Research Laboratory, Winnipeg, and the relative values can be judged from the following tables. It will be noticed that comparatively small differences only are to be observed in the quality of the flour from No. 1 Hard, 1 Northern, 2 Northern, and 3 Northern. The color of the flour from No. 4 is practically the only point of difference as compared with the higher grades. The volume, texture and general appearance of the loaf is good, but the color has a slightly greyish cast. The loaf from grades No. 5 is a little smaller than that from No. 4, and the greyish color of the flour is more pronounced. While it must be admitted that the flour from No. 4 and No. 5 is of a distinctly lower baking quality than that produced from the higher grades it should also be remembered that there is no evidence that any real differences exist in the nutritive value of the flour from the different grades when milled in the proportions shown in the table. Every endeavor was made to mill the flour to approximately the same degree, and that this has been accomplished is evidenced by the ash content which is very nearly the same for each grade. It is not to be supposed that these figures represent the actual yields which would be obtained by a commercial mill since undoubtedly these could be increased two or three per cent. They do indicate, however, the relative amount of flour obtainable from each grade. As to their accuracy, it may be said that they are the average results of a large number of millings, all in close agreement. The yield of flour is reckoned on the commercially cleaned wheat and re-calculated to a basis of 13.5 per cent moisture for both the wheat and the flour.

Milling Results on Average Samples of Grades 1917-18 Crop.

Grade.	Wheat per bush.	Cleaning and Scouring loss.	Offal.	Feed flour.	Flour.	Milling loss.	Ash.
No. 1 Hard	63½	0.3	27.5	2.0	72.2	0.0	.51
No. 1 North.	63	1.1	27.4	2.2	71.0	0.5	.54
No. 2 North.	62	1.0	28.3	2.4	70.0	0.7	.54
No. 3 North.	63	1.5	26.4	2.4	70.9	1.2	.54
No. 4 Wheat	63	2.0	28.8	1.9	68.2	1.0	.56
No. 5 Wheat	62	2.5	30.4	3.0	66.1	1.0	.56

Baking Results on Straight Grade Flour, 1917-18 Crop.

Grade.	Absorp- tion ¹	Loaf volume	Gen. ap- pear- ance ³
No. 1 Hard	65.0	1620	.50 90 89
No. 1 North.	68.0	1650	.50 88 90
No. 2 North.	67.0	1590	.49 86 86
No. 3 North.	65.5	1550	.47 89 88
No. 4 Wheat	68	1590	.45 82* 88
No. 5 Wheat	69	1550	.45 78x 84 84

¹Absorption denotes the amount of water, cubic centimetres, necessary to add to 100 grams of flour to make dough of normal consistency.

²Shape measurement is a ratio of extreme width of the loaf above the edge of the pan to the extreme height above the edge.

³The difference in Color, Texture and General Appearance are expressed by an arbitrary scale in which 100 would denote normal color, texture and general appearance.

*Grey. xVery Grey.

It is of interest to note that the baking quality of the bread from this year's crop as compared with last year's is very high, and the differences found between the values of the higher and the lower grades is much less marked.

GOING AND WENT.

Some years ago there was a Mr. Going in the fire insurance business. He was pushing the Shawnee Fire of Topeka. After Going got through, the Shawnee was gone. Now we observe there is a Mr. Went working as special agent of the Firemans of Newark in the mountain field. He used to be with the Newark Fire, but as is apparent, went away from it. Can you think of anything more indicative of a couple of hustlers, say for life insurance, than a firm of the name of Going and Went Insurance Register.

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