

emigrate to Overseas Dominions are a source of strength to the Empire and not a weakness. When the Empire became in danger men from every Dominion rallied to the support of the Mother Country, and in many cases brought a new found strength and initiative. The British Government is sure to encourage immigration to the Overseas Dominions and if this is done, Canada being the nearest, and offering the greatest opportunities will probably secure the largest number. In addition to that the friendly feelings felt for the Canadians by Belgium, France, Italy and other Allied European countries will probably induce emigrants from those countries to turn a favorable ear to the solicitations of this country.

Altogether it would look as if the inrush of British soldiers and those thrown out of work in the readjusting process would more than offset any loss of foreigners who are likely to return to their home lands when peace is declared. Undoubtedly for many years the world will be calling for food and raw materials for manufacturing with a most insistent cry, and so long as Canada has great untilled prairies, undeveloped mineral wealth, vast forest areas, valuable fisheries, and other natural resources those willing to work will be furnished with every incentive to come and settle within her borders.

Canada a Creditor Nation

THE success of Canada's recent Victory Loan is almost unbelievable. A few years ago if anyone had prophesied that the Dominion of Canada would have subscribed over 400 million dollars to a domestic loan they would have been almost regarded as insane. However, the war has brought about many new and startling changes, and Canada, from being a debtor has become a creditor nation. In the old pre-war days we hardly built a sewer or sidewalk without going to London to borrow the necessary funds to finance it. Nothing of an ambitious nature was ever attempted in the Dominion, with the result that the number of Canadians buying bonds, either federal, provincial or municipal was surprisingly small. With the outbreak of hostilities it was soon seen that Britain had her hands full in financing her own requirements and those of her more dependent allies, the result being that Canada was asked to provide the funds for her own munitions, food-stuffs and other war requirements. All the loans placed in this country have been oversubscribed, the last one for \$150,000,000 securing \$415,000,000. This is roughly one in every eleven of our population, and compares with one in a hundred and eighty-seven subscribing to our first loan. The result is truly a remarkable one, but it shows what can be accomplished by appeals to patriotism and thrift. The loan has brought home to us in a new sense the insatiable demands of Mars.

German East Africa

THE conquest of German East Africa calls fresh attention to the insidious way in which the Germans first obtained a footing in that country. It was only about the middle of the 19th century that German East Africa first came to the attention of European countries with the exception of Portugal. The Portuguese secured a footing there in the 15th and 16th centuries, but eventually they gave up their more or less loose protectorate over

the country and allowed the land to revert to the Arabs. By 1850 the Arabs had extended their sway over a large part of the country, but finally Sir William MacKinnon, British Consul at Zanzibar, secured a concession from the Arabs by which the whole territory was to be leased to Great Britain. The British for some reason declined the offer, and shortly afterwards Germany secretly began to acquire a sphere of influence in East Africa. To do this the German Colonization Society was formed and started out on a campaign of secret intrigue. In a few days they got the Arab chieftain to sign a treaty with them and declare his independence of the Sultan of Zanzibar, who in turn was a dependent of the British. Other treaties quickly followed until in 1885 the German Emperor granted a charter of protection to the Colonization Society. After some negotiations between Britain, France and Germany the Sultan of Zanzibar sold what was recently known as German East Africa to Germany for four million marks. Following this the Germans began to actively exploit the colony, and in 1888 there occurred the first of a series of risings against German rule. These risings were suppressed with all the cruelty and bitterness of which the Germans have lately shown themselves so capable. The blackest chapters in the German occupation of Belgium and Northern France do not compare with the horrible sufferings they inflicted upon the poor blacks and Arabs in East Africa. After thirty years of struggle Germany finally quelled last efforts of the natives and in the few years preceding the outbreak of hostilities in 1914 began to develop the resources of the country. Now it has passed from her control and it is to be sincerely hoped that after peace negotiations the British, Portuguese and Belgians, who joined forces to conquer the country, will not allow it to pass back into German hands. The area of the country is 384,000 square miles, an area much larger than Germany proper. The country is rich in resources, and if retained by Great Britain would permit of the Cape to Cairo Railway being built entirely in British territory.

Armoured Fighters

THE capture of Jerusalem a few days ago by the British means that the Cross replaces the Crescent after hundreds of years of Turkish rule. Jerusalem has been the centre of a great many conflicts in history, but possibly no two struggles differ more widely than the two great endeavors made by the British to capture the city. Away back at the time of the Crusades, Richard III Coeur de Lion, fought his way up to the walls of the Holy City but was forced, through the illness of his men and lack of supplies, to give up his attempt to take Jerusalem, although he had swept all before him, and the capture of the city seemed a foregone conclusion. In that conflict he personified in himself and his soldiers the very acme of the age of chivalry. Armored knights fought their battles actuated by a sense of chivalry, backed up by religious fervor which has never been equalled in the history of the world. When Gen. Allenby surrounded Jerusalem and effected its capture last week he too used amour, but in his case the men fought inside armored tanks and not in a coat of mail mounted on horses. It would be hard to picture a greater contrast than the mail clad knight and the knight of the armored tank, unless it were the airplanes the British used in dropping bombs and reconnoitering. In the days of the Crusades there was no

counterpart to these modern scouts. The contrast between the effort of the English in the time of Richard III and that made by the same people in the reign of George V presents a contrast never before equalled in the history of the world.

The U.S. Railroad Situation

ONE of the biggest questions disturbing commercial conditions in the United States is the unsettled railway situation. In a measure the same problem confronts the Dominion, but for the time being it is less acute here than in the United States. Across the border the railroads have been agitating for some time for permission to increase their freight rates, but up to the present their requests have been very largely refused by the Interstate Commerce Commission. The railroads point to increased costs of operation due to higher wages, more expensive materials, higher interest charges, and many other factors which add to the cost of doing business. They admit that they are doing a higher gross business than ever before, but are unable to make changes, effect needed repairs and provide new rolling stock owing to the timidity of capital.

As a result of this more or less acute deadlock railroad securities are tumbling to new low levels and the heads of the great railroad corporations are nearly distracted trying to find a solution of the many difficulties, confronting them. The case of the railroads has been well put by Mr. Samuel Rea, president of the Pennsylvania Railroad Company in a recent address he said in part: "Neither American agriculture nor industry can possibly progress beyond the capacity of the transportation facilities of the nation to handle their raw materials and their products. When you stop railroad expansion in a country of such distances, industrial and agricultural activities as ours you automatically set a dead limit to the expansion of commerce and production."

The railroad question is now up for settlement before President Wilson and his cabinet. The president himself and some of his associates are said to favor government operation of the railroads, while the remainder of the cabinet favors more generous treatment in the way of rates, holding that such treatment would enable the roads to work out their own salvation. It is interesting to note that the United States and Canada are the last strongholds of privately owned railroads. Whether these last strongholds are to fall before the world-wide demand for government ownership and operation remains to be seen. Already the thin edge of the wedge has been driven into the Canadian railroad situation.

THE COST OF THE WAR.

F. W. Hirst, former editor of the London Economist, figures cost of the war at \$145,000,000,000, assuming that it comes to an end this winter. He estimated that it will cost the various countries, including demobilization expenses and restoration of currencies as follows:

Great Britain and colonies	\$30,000,000,000
Germany	30,000,000,000
Russia	27,500,000,000
France	25,000,000,000
Austria-Hungary	12,500,000,000
United States	12,500,000,000
Italy	7,500,000,000
Total	\$145,000,000,000