

the products of the interior. By constructing a railway from Dar-es-Salam, through Tabora, to Kigoma (near Ujiji) on Lake Tanganyika—a railway built at remarkable speed and only recently completed—Germany hoped to tap the rich interior districts and to divert to the eastern coasts much of the agricultural and mineral produce from Katanga, the southern portion of the Belgian Congo. Another railway from Tanga to Moschi is opening out the great agricultural country around the slopes of Mount Kilimanjaro. The mineral wealth of the country is as yet almost entirely undeveloped, although gold, mica, and soda have been found in considerable quantities; whilst the forest and agricultural products are capable of enormous development.

These four colonies, whatever may be their ultimate destiny, are a rich prize of ever-increasing value, and will ultimately form vast economic reserves for the production of the materials needed to feed the European industrial machine. When they and some of our African possessions were acquired, it needed the eye of faith to foresee their economic importance; but no one acquainted with the industrial system of to-day, and able to realize the vast extension of commerce that must occur as the world advances in material civilization, can now fail to understand the importance of Central Africa to the future of mankind. Central Africa, with the western and eastern coasts, will be the prize of the strongest and most fully equipped European nations.