

In Rhodesia, railroad building is progressing rapidly, although the Boer war interfered with the transportation of construction and equipment material from the south. Meanwhile, the Beira-Salisbury line has been extended southward and a junction formed with the main line at Bulawayo. It was originally intended that the line from Bulawayo via Gwelo to Salisbury should constitute the first section of the main line northward, toward Lake Tanganyika, and that the Zambesi should be crossed in the vicinity of Kariba Gorge. Later explorations, and particularly the discovery of the Wankie coal beds, have led to the adoption of a route farther to the west, including the crossing of the Zambesi at Victoria Falls. The railway is due to reach the coal fields during the coming autumn and Victoria Falls before the end of 1903.

On April 14, 1902, an agreement was signed in Brussels which would seem to constitute an important step toward the realization of the late Cecil Rhodes' "dream." Under the Belgian contract, the German route is abandoned, and the Cape to Cairo Railway will be carried through the Kougo Free State to the upper waters of the Nile. Instead of heading for Lake Tanganyika and German East Africa, the line will continue due north of Victoria Falls to the Kongo border, and thence via Katanga to Lake Kasali, which is the most southerly navigable point on the Lualaba, (one of the principal reaches of the Kongo). Approximately, the distances to be covered are: Bulawayo to Victoria Falls, 300 miles; Victoria Falls to Lake Kasali, 700 miles. From Stanley Falls on the Upper Kougo, a railroad will be built to Mahagi on Lake Albert Nyanza (480 miles), thus supplying the missing link between the Cape and the Egyptian railway nets. Such is the scope of the concession which Mr. Robert Williams recently obtained from the King of the Belgians. This project does not, however, necessarily replace the original central line through German territory, as planned by Mr. Rhodes and the German Government. In fact, it is quite likely, if the proposed railroad be built from the coast of Dar-es-Salaam, the capital of German East Africa (either through subsidy granted by the Reichstag or by private capital under State guaranty), that the original Cape to Cairo scheme via Tabora will be realized. Both lines may astonish the world before many years as full-fledged realities. All maps of Africa more than six months old are now obsolete, because history is being made so rapidly in those regions.

By joining at Lake Kasali the Kongo Free State River and railroad system, the Cape to Cairo Railway would secure a western feeder, via Leopoldville and Mitadi, of the highest importance. On the eastern side, there are already two feeders in waiting, viz., the Beira-Mashonaland Railway (350 miles) and the Mombasa-Uganda Railway (660 miles). For the latter, rails had been laid last Christmas as far as Lake Victoria Nyanza. Another prospective eastern feeder is the proposed Suakin-Khartoum line, the construction of which via Berber (350 miles) during the next two years seems to have been recently decided upon by the Sudan Government. This will make Suakin on the Red Sea, instead of Alexandria, the chief port of the Sudan. To these eventual feeders may also be added the French line from Djibouti through Abyssinia via Harrar to Addis Abeba, the capital of King Menelik's dominions (430 miles), and perhaps to Fashoda, an enterprise which, by act of the Chambers, was recently granted financial support from the Government of France.

In the development of the Dark Continent, as Africa is yet called, according to the United States consul at Beirut, that country is not at present playing a conspicuous part. Stanley's momentous work in the seventies has not been followed

up by his quondam countrymen; nor is United States trade with Africa, except Cape Colony, of relative consequence.

Cape Colony, with its imports of \$84,000,000, and Egypt, with its imports of \$70,000,000, bought, in 1900, \$8,600,000 and \$1,400,000 worth, respectively, from the United States. Even at that rate, there is ample room for improvement; but the American showing, says the consul, is much less satisfactory when the markets of Abyssinia, the Sudan, the Kongo Free State, Rhodesia, and other growing nations and protectorates in the interior are considered. Rhodesia alone imported during the year ended March 31, 1901, goods to the amount of \$10,267,518. These figures indicate only faintly what may be expected in five or ten years. Rhodesia is eight and one-half times the size of Great Britain, and its natural resources include rich deposits of gold and of coal, besides fertile lands and forests. The closing of hostilities in South Africa gives a tremendous impetus to agricultural, industrial, and commercial activity throughout the country.

#### EDITORIAL NOTES.

The all-British Pacific cable, which many have regarded as a dream of Imperialists, is within three months of completion. Beyond doubt Canada and Australia will be able to exchange Christmas greetings over their own private wire. Mr. James Kent, General Manager of the Canadian Pacific Railway Co's telegraph, was in Toronto this week, and made the statement that a month ago he met Mr. Reynolds, General Manager of the Pacific Cable Board, in Victoria, B.C., and accompanied him to the Pacific cable station at Bamfield Creek, on the west shore of Vancouver Island, to which point the Canadian Pacific is constructing a telegraph line 109 miles long, so as to give an all-British land connection between the Pacific cable and the transcontinental line of the railway. The cable has been completed, and is now in operation between Australia and the Fiji Islands, a distance of 2,500 miles. The balance of the cable has been sent from London and is expected to reach Victoria about the end of August. From thence the cable ship will proceed immediately to lay the cable to Fanning Island, thus completing the last link in the all-British chain.

Mr. George Anderson, of Toronto, who a few years ago visited Japan in the interests of trade between Canada and that country, has been appointed by the Dominion Government as commissioner to the Yukon to make special inquiry into the trade of that district, with a view if possible of diverting the business now so largely in the hands of the Americans into Canadian channels. Mr. Anderson will be absent two months. This matter should be well looked after, seeing that Dr. Wickett has recently been appointed a commissioner to the Yukon by the Canadian Manufacturers' Association for investigating the possibilities of Canadian trade there. They are both good men, and the results of their investigations should be of much service to our manufacturers.

The Marine Review, of Cleveland, Ohio, has sent us a copy of the introduction which it will use in the 1902 edition of the Blue Book of American Shipping, the seventh annual edition of which is now about going to press. The Blue Book is a marine directory of the United States, but deals also with statistics of shipping, naval affairs, etc. The introduction is a resume of merchant ship construction during the past year, and also of the progress of the shipbuilding industry throughout that country.