THE ECONOMICS OF INVESTMENT.

Perhaps there is no better description of the work of the great Victory Loan organization, which did so much successfully to float the loans necessary for the support of the Government in the prosecution of the war, than to say that it was educating investors.

It was because they succeeded in producing a large number o fsuch wise investors that a proper market for the bonds was created, and the loans floated. The results of this work, undoubtedly, will be lasting, even though the war is over. It will prove invaluable, as a convincing answer to the cheap and unpatriotic arguments of the demagogue, and socialist, internationalists of various stripes, who have made themselves so notoriously prominent during the past three or four years.

Professor Thomas N. Carver, of Harvard, in a clever and illuminating essay upon the general subject of the foundations of national prosperity, recently has clarified the economic necessity of investors in a few pregnant sentences which are worthy of wide circulation. In fact, he holds that perhaps the most needed men at the present time in our industrial system are wise investors, for an investor is one who, after all, is "automatically charged with the responsibility of preventing the productive energy of the community from going to waste."

An investor is merely a person who buys producers' goods rather than consumers' goods, producers' goods being those which may be rendered more usable and useful and hence are not destroyed in value but are reused for other and often more socially valuable purposes. Professor Carver rightly observes that for this reason nothing can be more important than that there should be a large number of wise investors. "The more such men there are and the wiser they are, the more rapidly will our industries expand, the more employment there will be for labor and the higher the laborer's wages will be."

Furthermore, Professor Carver rightly maintains that the work of investment is one of the most delicate, as well as one of the most important, of all economic functions. He says that "on the choice of the investor depends the whole question of the direction in which the productive power of the community is to be turned. A mistake on his part occasions greater economic loss than a mistake on the part of anyone else." Now if this be true, then that community in which investors are not unfairly interfered with, but "are encouraged to exercise their skill, to profit by it, and to reinvest their increasing incomes, is the community where production increases most rapidly, where the opportunities for other people expand most rapidly and to which other people as well as investors flock in the greatest number." It hardly should be necessary to point out that the community mentioned above must be the people of the entire nation, for until this social and business as well as political unity is realized by our citizens there will be a continuation of class warfare, class legislation and narrow or sectional objects as the main interest of life.

URGES NECESSITY OF STABILIZATION OF INTERNATIONAL EXCHANGE.

Marshall Stevens, Member of Parliament, and one of the British commercial delegates to the International Trade Congress to be held in Atlantic City this month, is out in a statement in which he urges the necessity of stabilization of international exchange. "In the eyes of the world," he says, "the gambling element of exchange rates looms larger than legitimate trade profits. It is, of course, possible for those who in pre-war times had their trade connections in other countries firmly established to hitch along more or less satisfactorily. But all other international trading that is now attempted is purely speculative and must continue to be so until more stable conditions of exchange prevail."

TRAFFIC RETURNS.

Canadian Pacific Railway

Year to date	1917	1918	1919	Increase
Aug. 31......	$94,523,000	$94,846,000	$103,958,000	$9,112,000
Week ending	1917	1918	1919	Increase
Sept. 7	2,666,000	3,053,000	3,599,000	546,000
" 14......	2,691,000	2,915,000	3,763,000	848,000
" 21......	2,964,000	3,114,000	3,893,000	779,000
" 30......	3,631,000	4,210,000	5,963,000	1,753,000
Oct. 7......	2,842,000	3,458,000	3,965,000	507,000

Grand Trunk Railway.

Year to date	1917	1918	1919	Increase
Aug. 31.....	$41,082,168	$34,408,155	$41,322,909	$6,914,754
Week ending	1917	1918	1919	Increase
Sep. 7......	922,615	1,346,536	1,422,955	76,414
14.....	977,154	1,415,000	1,647,304	232,309
" 21.....	1,336,312	....	....	....
" 30.....	1,455,133	2,126,177	2,304,676	178,499
Oct. 7.....	1,014,812	....	....	....

Canadian National Railways.

Year to date	1917	1918	1919	Increasa
Aug. 31	....	$49,434,472	$55,941,869	$6,507,397
Week ending	1917	1918	1919	Increasa
Sep. 7	....	1,504,832	1.737,454	232,627
" 14....	....	1,593,343	2,017,960	424,614
" 21....	....	1,607,019	2,033,374	526,355
" 30....	....	2,353,187	2,838,480	485,293
Oct. 7....	....	1,789,180	2,102,281	313,101