

**ECONOMIC CAUSES OF WAR**

(Continued from page 2)

... fice a statement of their claims in respect to their losses which might amount to five million dollars. Lord Rathmore had written to the Foreign Office and had said: "The frequent intrigue of the German companies against all similar enterprises, and the wholesale corruption of the Turkish officials, must make their continuing influence a constant menace to the peaceful and prosperous workings of other railways in Asia Minor." . . . "If the control of the Anatolian and the Baghdad railways be taken out of German hands my council would most respectfully suggest that our company be entrusted with their management." The Foreign Office had acknowledged the letter assuring the company that their claims and contentions would be most carefully borne in mind. This German railway was controlled by Herr A. Von Gwinner, of the Deutsche Bank. They operated 641 miles of railroad, the net profit of which in 1912 was 4½ million francs. They began operations in 1888 and induced the Turkish government to guarantee them an annual revenue of from £658 to £885 per mile. There is also a French concession railway in Turkish territory, the Smyre Cassaba et Prolongement.

H. N. Brailsford in his "War of Steel and Gold," tells us that foreign contractors paid by the mile, built railways zig-zag across the plains of Turkey, and when the railways could not pay dividends seized the customs receipts of the country for security. Germany used Austria for the purpose of expanding to the East with railways. Turkey was so heavily indebted to foreign capitalists that her revenue was placed many years ago under the supervision of an international commission representing the great European powers. The duties Turkey imposes on imports are prescribed for her by the same powers, and she could not increase her revenue by increasing her custom duties without their consent. As an increase of duties was practically the only source by which Turkey could pay a subsidy to the Baghdad Railway, the financing of that railway became a matter of international politics. England being one of the great exporters to Turkey, the duty on her goods would be really paying the profits which would be reaped by the Germans owning the railway. England vetoed the plan of paying the subsidy out of the increased import duties and therefore endangered the enterprise. Russia's objections were mostly of military and strategic nature. Britain had other objections besides the purely financial one mentioned. She was at first rather favorable to the project, and even helped the German concessionaries in the initial stages with her influence. This was the time that England was pacifist and making Germany gifts of Heligoland, etc. But by the time the project began to be realized Britain herself was in the era of modern Imperialism, and assumed a hostile attitude, which led to the "Kowiet Incident." The Baghdad Railway was not to stop at Baghdad but to extend to the Persian Gulf, the only logical terminus for such a railway. For it to end at the Persian Gulf was the chief British objection, and Britain therefore resolved to stop it, and she did so when it became apparent that Germany was reaping great diplomatic victories at Stamboul and that the Sultan was irrevocably committed to German plans. Britain discovered that Turkey's sovereignty of Kowiet was of a doubtful nature, and her interests demanded that she take an interest in the quarrels of some native chieftains with a view to eliminating the Sultan from the situation. One fine morning a British man-of-war appeared in Kowiet harbor and Kowiet was declared an independent principality, care being taken that the independent ruler looked upon the Baghdad railway scheme from the British point of view. Although the work continued on various sections of the railway, the original idea was defeated and Germany gave up the idea of reaching the Persian Gulf, being thwarted by France and Britain coming together. This made the railway futile and robbed it of its importance in an ocean to ocean Empire scheme.

(Continued in next issue).

**THESE DAYS OF PLOTS.**

(Continued from page 1)

of the workings of an economic law in respect to the falling price of sugar is today a striking example of the effect to scheme or plot some way out of the difficulty by those directly concerned. Even though the price be maintained the demand will regulate itself so that stocks pile up, and, the cost of storing and, if necessary, destroying, will eventually bring about the same result as an immediate loss by the fall in prices at the present moment. However, it will be noticed that it is the immediate situation that brings into force the activities of those who wish to avoid a loss. It was the activities of these same individuals who recently advocated public economy that has brought about the trouble they have now to face. A falling price is looked upon by other sections of society as a boon, and any attempt to prevent such a development takes on the appearance of a dastardly plot on the part of those who want to run out from under the threatened calamity. These viewpoints only show that the individuals involved only react to conditions brought about by a mechanism they do not understand. By all outward signs, the activities of the individuals concerned are motivated by evil or good intentions according to which group in which they happen to be involved. So we can expect to see all moves by interested groups shrouded with the mysteriousness of plotters in the shadows cast by coming events, that must look sinister to those who feel that things do not move the way they would like.

From now on we can confidently expect to get an answer to our prayer to the agents of government and the press of the world: "Give us this day our daily plot." The only thing we would like however, is that they give us a variation on the Moscow scenario. We are Anglo-Saxon and phlegmatic, but we have no objection to a little attempt to use our imagination once in a while.

H. W.

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