

this great war, where hundreds of thousands of men are hurried from one front to the other, among the Allies on sea and among the Central Powers by the railways, are not the means of communication inside Germany as integral a part of the country's warlike system as are the transports and liners of the Allies?

And how is this great system of transport worked? It calls for the devoted service of thousands of men, and not only of men but of women, for it is women who now do three-quarters of the work which in happier days was done by the men who have been taken away for the line of battle. But then the Chancellor would tell us that these labourers at home are not taking any part in the struggle; this he would tell us when it is convenient to him for the purposes of his argument against England. They, we are to suppose, are a peaceful nation at home, and England is to look on impassive while food and clothing and the ammunitions of war are poured into the country without stint and without hindrance in order that the whole nation may devote itself with one mind to the furtherance of military objects and not be distracted by the course of production at home. What hypocrisy it all is!

He tells us in another place that one of the reasons for German starvation arises from the difficulties of transport:

“The difficulties of railroad traffic have increased the difficulties in supplying victuals and fuel.”

Why are there difficulties of railroad traffic? For the same reason that our difficulties at home arise, because so many men have been taken away from the service of the railroad for the service of the army; secondly, because the material is used for the transport of armies from one front to the other, and in order to keep the armies themselves constantly supplied with food and ammunition. And therefore it is difficult to bring the food, which is in fact within the country to the places where it may be required. There may be corn in Hungary, there may be petrol in Galicia, large stocks