

German cruisers and converted merchantmen, the danger was of so restricted a character and had been so admirably covered by the Government's insurance scheme that they could "carry on" in calm courage and thus contribute to the success of British arms. Navies and armies must accept defeat if they have not behind them a civil population freed from fear of starvation.

Even more remarkable, perhaps, than either of these victories of British sea power was the safe transportation to the Continent of the Expeditionary Force as detailed for foreign service. Within a fortnight of the declaration of war, while we had suffered from no threat of invasion or even of such raids on the coast as had been considered probable incidents in the early stage of war, the spearhead of the British Army had been thrust into the Continent of Europe.

It is often the obvious which passes without recognition. The official intelligence that the Expeditionary Force had reached the Continent fired the imagination of Englishmen, and they felt no little pride that at so early a stage in the war the British Army—the only long-service army in the world—should have been able to take its stand beside the devoted defenders of France and Belgium.

It is, of course, obvious that the army of an island kingdom cannot leave its base except it receive a guarantee of safe transport from the Navy. The British Army, whether it fights in India, in Egypt, or in South Africa, must always be carried on the back of the British Navy