

armed, but whenever they cease to be armed they become simply men, and one has no longer any right over their lives. The Red Cross ideal was to give practical effect to this doctrine and make it binding on belligerents by conferring neutrality on the wounded and on those who succored them. '*La Convention de Genève, qu'est-ce en effet, sinon la première application rigoureuse des principes du "Contrat Social"?*' It was an impractical conception, and the revised Convention of 1906 abolished 'neutrality' and replaced it by 'protection.' But belligerents had not to wait till then or till the appearance of Dunant on the scene with his belated *Souvenir de Solferino* to provide protection of this kind. Many conventions similar to that of

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Geneva had been made between belligerent commanders during the wars of the eighteenth and earlier part of the nineteenth centuries. Indeed, the terms of a convention submitted at the instigation of Baron Percy in 1800 by General Moreau to the Austrian general, Kray, are almost word for word the same as the articles of the Geneva Convention of 1864.

In concluding this review, we must congratulate Professor François on having produced a work of great interest not only to those who are directly engaged in Red Cross work, but also to the general public. It is written with sustained literary charm, and the candor of its historical criticism makes it a most valuable addition to the bibliography of the Red Cross.

## IF BEAUTY CAME TO YOU

BY WILLIAM KEAN SEYMOUR

If Beauty came to you,  
 Ah, would you know her grace,  
 And could you in your shadowed prison view  
 Unscathed her face?

Stepping as noiselessly  
 As moving moth-wings, so  
 Might she come suddenly to you or me  
 And we not know.

Tumult of clangs and cries —  
 Alas, how should we hear  
 The shy, dim-woven music of her sighs  
 As she draws near,

Threading through monstrous, black,  
 Uncharitable hours,  
 Where the soul shapes its own abhorred rack  
 Of wasted powers?

The New Witness

## ECONOMICS, TRADE, AND FINANCE

### OCEAN TRANSPORT IN THE NEW ERA

BY ARCHIBALD HURD

WE have a convenient habit of forgetting things we do not want to remember, and of keeping alive other recollections which, for various reasons, we do not desire to slip from us. The war is an illustration of these tendencies. We are proud of the manner in which we mobilized our strength, naval, military, industrial, and financial, and brought it to bear upon a single issue — living for four and a half years for one purpose only, the overwhelming of Germany and her partners. And we also recall the fine heroism that the war developed, and all the wonderful acts of bravery which men of our race performed by sea and by land. But there is a marked tendency to forget the effects produced by the war on this country. As this was no ordinary war, so the disturbances which it caused are no ordinary disturbances; it dwarfed into insignificance every other war recorded in history, and we in this island bore the main burden in achieving victory. Is it reasonable, therefore, to expect that, because the peace treaty has been drawn up, we should be able to pick up the thread of our peaceful existence at the point where it was cut on that brilliant August Bank Holiday of 1914? Have you ever watched baffling efforts to unravel a skein of wool with which a mischievous kitten has been playing? The wool is full of knots, and is tangled beyond apparent hope of being brought back to order. That is very much what has happened to us.

Those inveterate optimists, for in-

stance, who imagine that they are going to travel by sea, now that the war is over, as swiftly, as cheaply, and as comfortably as they traveled five years ago will be sadly disappointed.

The progress of everything maritime has been delayed, and we have suffered losses which it will take a good many years to make good. The Cunard Company, for instance, emerged from the war having had half its entire fleet sunk, and other companies suffered in somewhat similar proportions. In the meantime, the whole basis upon which sea transport was conducted has changed; wages of officers and men have about doubled, the price of coal has soared upward, and stores of all kinds are far more expensive than they were, as well as overhead charges of one kind and another. At the same time, the world is poorer, in spite of all appearances to the contrary, sadly poorer. As soon as the present post-war career of luxurious living on borrowed money has come to an end there will be fewer people to pay high prices for speed or comfort. No doubt this depression will be only temporary.

On the eve of the war some sort of competition in floating palaces was in progress. The Hamburg-America Company had recently launched the *Imperator*, with a tonnage of 52,000, the *Vaterland* of 56,000 tons had recently been completed, and a third, even greater ship, was being designed; the Cunard had recently launched the *Aquitania* of 48,000 tons, and the White Star Company was building a sister to the *Olympic*. For all trades, the tendency was toward greater size, if not higher speed, and more luxury.

And then the Great War came.