

tomers no longer call us by our first name. They do not say, "Waiter" any longer, but "Sir."

On the other hand, a number of the waiters, especially those who have come back from Russia with some savings, have organized coöperative groups and taken over a number of the larger restaurants. These coöperative societies are professional unions and have nothing to do with Socialism or Bolshevism. Customers are served with as much attention and politeness as if they gave royal tips. The dairies are mostly in charge of Polish ladies of title who have been driven from their former homes by Ukrainian insurgents. Having abandoned their estates, they took refuge in the Ukraine and earned their living keeping these little shops. We encounter young women, evidently of gentle birth and breeding, performing domestic service in hotels and private homes.

About five o'clock, when the people leave the restaurants, the streets are again crowded. Throngs of civilians mingle with Polish army officers and members of the numerous military missions in their varied uniforms. Here passes a detachment of recruits on their way to the barracks, there speed horsemen carrying orders. Here you meet a party of female soldiers with daggers at their sides. Scattered among them are students in their caps and Jews in their national costume. You may catch sight of Pilsudski, the head of the government, passing in a carriage drawn by two gray horses, originally requisitioned by the Germans from the royal stables of Belgium, and placed at the disposal of the German commander here, who left them when he fled from Warsaw after the revolution. Here comes an automobile carrying the bannerette of General Haller, just returning from the front. Other distinguished officers are

now and then recognized by the crowd and loudly cheered. One sees the 'great patriot,' Paderewski, passing in a limousine returning from Parliament, where he continues to sit as a simple member with the centre group.

You usually pass the evening in the theatre, which will be crowded with a richly attired audience. At midnight, the curfew. You cannot be on the streets after that hour.

[*The Hamburger Nachrichten* (Conservative Daily), January 7, 1920]

## FOOD AND RAILWAY TRAVEL IN RUSSIA

HELSINGFORS, *December 24, 1919.*

WESTERN Europe has a very false impression of the food situation in Soviet Russia. One cannot generalize upon that question. Conditions vary from government to government. As one travels from the East toward the West prices rise, and reach an apex in Petrograd.

In Siberia there is no food shortage whatever. You can buy anything you want in the shops including tea and sugar. Staple provisions are abundant and cheap at the coöperative stores. My informant traveled from Tobolsk through Tiumen, Ekaterinburg, Perm, and Viatka to Petrograd. He noticed that prices rose appreciably every hundred miles or so as he came Westward. In Siberia all kinds of provisions, including white bread, were plentiful, but as soon as he had crossed the Urals conditions changed. At Ekaterinburg, in the Urals, no more white bread was to be had, but excellent graham bread could be bought at any number of inconspicuous little shops, in quantities up to five pounds daily. However, one had to stand in line for an hour or so to buy his portion. The railway eating houses pro-

vide cheap meals, but there again, one experiences considerable delay in getting served. Outside restaurants supply better meals but charge much more. These establishments also serve very slowly, and only to patrons who can show a resident's permit. Along the railway from Ekaterinburg to Perm — about two hundred miles — you can still get modest meals at the stations, but the portions are smaller and the prices higher. Bread, in particular, rapidly becomes scarcer; and yet there is no real suffering for lack of food even in Perm.

The journey from Perm to the next important railway centre, Viatka, requires two days. The distance is two hundred and fifteen miles; and here passengers must carry their own food with them.

The destruction of the bridge over the Kama River, near Perm, interferes with the transportation of provisions to the West. In the department of Viatka one already notices that the people are under-nourished.

Petrograd itself presents a shocking spectacle. Almost no provisions are arriving because transportation is lacking. Private trade has been suppressed in order to prevent speculation. A new arrival is obliged to go hungry for some days unless he has secretly brought his own food. Food tickets are issued only upon the presentation of personal identification cards and a resident's permit. All citizens receive regularly upon their ration coupons one hundred grammes daily of fairly good bread and a portion of soup at mid-day. The latter is usually very poor. Other provisions specified on the coupons are issued only at irregular intervals. Of course, a man cannot live upon this allotment, but it is an indispensable help. A person who tried to procure

all of his provisions from illegitimate traders would have to spend about one thousand rubles a day for food alone. In the schools, including the German parochial schools, which are still running, children are provided a free mid-day meal. In order to feed a family, every member must work. Those who are employed in manual labor get along after a fashion. Old people and those incapacitated for work suffer severely. The sick are doomed to certain starvation unless they can obtain admission to the over-crowded hospitals.

Although the food situation is endurable in some parts of Soviet Russia, the transportation system nearly everywhere is practically a wreck. Not only are cars lacking, but above all, locomotives. Class distinctions in passenger coaches have been abolished. The public travels in freight cars provided with an iron stove. Passengers have to steal their own wood for fuel, and so an ax is a popular piece of baggage.

Even the pretense of running on regular schedules has been given up. Yet a daily passenger train is still maintained on many divisions. The maximum speed is fifteen miles an hour. Trains stop for endless periods at the stations. My informant, for instance, required forty-eight hours to go from Tiumen to Ekaterinburg, which used to take ten hours. From Ekaterinburg to Perm, which likewise requires ten hours under normal conditions, required in his case three days. However, fares are ridiculously low. A second-class ticket from Viatka to Petrograd — about six hundred miles — costs only twelve rubles in Soviet money. This stretch of road is one of the best in Russia. Mail trains continue to run over it according to schedule, with coaches of different classes, and even with international sleeping cars.

## KRUPP'S AS IT IS TO-DAY

WHEN toward the end of the fifties of the last century Alfred Krupp produced a cast-steel tube for a three-pounder gun he solved most of the financial difficulties under which his firm had labored since its establishment in 1811, and laid the foundation for many a financial burden which has troubled European governments during the last half-century. For in that period arms in general, and artillery in particular, have been revolutionized in every respect; and the ever-changing views as to quantity and system ruined public treasuries and enriched manufacturers of arms. At Krupp's the manufacture of big guns soon surpassed in importance all other production. After Germany, which since the war with France had carried through a complete renewal of her field artillery and an increased construction of warships and coast defense works, it was to Russia that the works were most indebted for their early orders. The works received a further great impetus in 1890, when, to meet the wishes of the German Admiralty, the armor-plate shops were started. The armor-plate rolling department soon became one of the largest and, after the invention in 1893 of the 'Krupp armored plate,' made of nickel-steel of special composition, also the leading undertaking of its kind.

Notwithstanding its extent and careful organization the Krupp establishment could not cope with the unexpectedly high demand for war material which set in with the outbreak of the war. Existing shops and equipment were hurriedly adapted to the manufacture of such material, while

new constructions were added to the extent of about 70 per cent of the surface built on (something like 500 acres) before the war. The motive power rose in the same space of time from 75,000 horse power to about double, while the number of those whom Krupp employed rose from 81,000 on August 1, 1914, to 169,000 on July 1, 1918. A truer picture of the development can be obtained by considering only the workers engaged in the manufacture of actual war material. In the works at Essen they numbered on the first of August, 1914, 12,000 out of a total of 34,000, whereas, on the first of July, 1918, the respective figures were 59,500 (of whom 18,750 were women) and 97,400.

All this growth was suddenly cut short by the provisions of the armistice and of the Treaty of Peace. They reduced the German army to little more than an armed force of police whose needs can be amply supplied from the state arsenals at Spandau and elsewhere, and at the same time they gave the factories of the Entente a monopoly in the trade of war material. With a thoroughness and rapidity which are proof of the excellence of their staff and of their equipment, Krupp's scrapped much of what had made their pride and their fortune, and adapted their works to an infinitely varied peace production. Soon nothing but exhibition pieces will remain to tell of the murderous engines that once grew in their shops.

Of course Krupp's have always been in the first place a cast-steel factory. The enormous furnaces continue their work, unconcerned at the transformation suffered by the manufactured