

The Kaiser as I Knew Him for Fourteen Years

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Baker. According to the Kaiser's information, however, we had only 30,000 men in France at that time and he was of the opinion that we would never have any more.

"America is having a fine time trying to raise an army," he declared satirically. "I hear that 1,800 mutilated the other day in New York and refused to get on a transport, and a town in the Northwest composed principally of citizens of Swedish blood refused to register at all! We are getting excellent information about all conditions in America."

Shortly before this had come the revelations from Washington of the intrigue of Count von Luxburg, the German minister to Argentina, and I knew where the Kaiser was getting the information he referred to. In nearly every case, it appeared, the Kaiser's informants were misleading him.

Both before and after we entered the war the Kaiser was thoroughly convinced that we could play only a nominal part in it so far as man power was concerned and his assurance on that point undoubtedly accounted for his decision to carry through his submarine program even though it resulted in bringing us into the war.

"Do you realize how many tons of shipping it takes to ship a single soldier?" he asked me on one occasion. "I confessed my ignorance on that point.

"Well, it takes six tons to the man! To send over an army of 500,000 men, therefore, your country would require 3,000,000 tons of shipping in addition to the tonnage required for regular traffic. Where is it coming from, with my submarines sinking the allied vessels faster than they can ever be replaced? My U-boats are doing wonderful work and we are prepared to take care of all the troops America may try to land in France."

"How foolish for America to have come into the war," he went on. "If she could succeed in landing a real army in France, what good would it do? America can see how easy it was for me to break through and to capture 300,000 of the Italians, and they must realize that I can break through on the western front and do the same thing there. If America had kept out of the war she would have gone on making untold profits and when peace was finally declared she would have been in a most enviable position among the nations of the world. As it is, Wilson will never have a seat at the peace table if I can help it, and now America shall have to pay all the costs of the war!" Evidently he imagined that his triumph would be so complete that there would be no peace table, but that the warring nations would be compelled to accept the terms he offered them, in which event, knowing the magnanimity of the German make-up, I should say the world at large would have to be content with very little.

How the Kaiser feels now that the failure of the U-boats to intercept American troop ships must be painfully apparent to him, and America has so overwhelmingly overcome the shortage of shipping, I don't know, but it is more than probable that for some time to come the real situation will, at any rate, be successfully concealed from the German people. I know that the failure of the U-boat campaign was unknown to the Germans up to the time I left Berlin—in January, 1918.

While the Kaiser and the Germans generally felt confident that we would never be able to send many men across, they professed to feel little concern even if we did.

According to some of the German officers with whom I spoke, even if we landed 2,000,000 men in France it would not be enough to break the deadlock, as the Germans were taking a similar number of trained troops from the Russian front. The only menace of American participation in the war lay in the possibility that we might add considerably to the allied air strength. Man power alone, they contended, would never be sufficient to help the allies much, but overwhelming superiority in the air might occasion the Germans some annoyance.

The Kaiser himself had but a poor opinion of the fighting qualities of the American soldier so far as modern war requirements are concerned.

"The American soldier would possibly give a good account of himself in open fighting," he declared, "but he is not built for the kind of warfare he will encounter in France. He lacks the stolidity to endure life in the trenches. He is too high-strung and couldn't stand the inactive life which is such an important part of modern warfare. Besides, he lacks discipline and trained officers."

CHAPTER IX.

The Kaiser's Plan for World Dominion. The history of modern Germany is, perhaps, in itself, sufficient indication of the underlying plan of the Teuton war barons to control the whole of Europe and, eventually, the world. The program has been slowly unfolding itself since the time of Frederick the Great and the present generation is

FRENCH TURN GERMAN FLANK

Enemy Armies Forced to Begin New Retreat Between the Oise and Aisne.

Paris.—Germany's armies have begun a new retreat, this time between the Oise and the Aisne. General Debeny's first army, in the face of stubborn resistance and repeated counter attacks, has succeeded in swinging on its right flank so that it faces east. It has reached Guise and the Guise-Marle road, driving the enemy before it. General Debeny is now in a position to push rapidly along the upper Oise valley toward Hirson and Verme through a level country devoid of streams. The first result of his progress is to force the enemy, exhausted by fruitless counter attacks against the tenth and fifth French armies, to begin a backward movement which is eventually bound to extend to the front before Reims. This will open to the fourth army a double passage of the Aisne and Ardennes canal.

General Debeny's success was won by sheer hard fighting. The importance of the enemy attached to stopping this passage up the Oise may be gathered from the fact that the Germans threw in three fresh divisions, which, however, were knocked out.

AMERICANS CAPTURE 20,000 IN MONTH

Washington.—Details of the achievement of the navy department in making available for use on the western front of great 16-inch naval guns, which press dispatches have reported to be hammering the German railway centers back of the Oise-Serre front, were made public by Secretary Daniels. The naval guns which have been in operation since September 16, are manned and operated by officers and men of the United States navy, under the command of Rear Admiral Plunkett, ex-director of the office of gunnery exercises and engineering performance.

The guns are of 50 caliber, 66 feet long, weigh about 100 tons without their carriages, and are said to throw a heavier projectile and have a greater muzzle velocity than any weapon ever placed on a mobile land mounting. The weight of the explosive used with each projectile is many times greater than that used in the freak German long range guns, and in point of their destructive force they are incomparable.

The organization to man one gun requires an entire train, including the gun car itself, ammunition cars, a crane car, and construction, sand, timber, kitchen, fuel, workshop, berthing and staff radio cars.

Since September 26 the Americans have fired more than 2,500,000 shells, the number at times reaching as high as 150,000 daily. The guns used included a great number of heavy ones and also some captured from the enemy.

American aviators and anti-aircraft guns in the period since September 27 have brought down 230 enemy machines and 23 enemy balloons.

FRENCH ADVANCE 5 MILES

Important Gains Reported in Sector Between Oise and Serre.

Paris.—On the 40-mile front between the Oise and the Aisne the French maintain their pressure, and on the left have made important gains, according to the war office. They have captured four villages between the Oise and the Serre and along the Serre have penetrated the enemy positions.

Between Sissonne and Chateau Porcion on October 25 and 26 the French took more than 2450 prisoners.

A marked advance by the French troops in the sector between the Oise and Serre rivers is recorded in the communication.

Numerous villages have been captured and at certain points the advance amounted to about five miles.

U. S. Points to Be Met, Says Self.

Amsterdam.—Dr. Solf, the German foreign secretary, speaking in the reichstag, said: "As for Alsace-Lorraine, it is clear that as they were expressly mentioned among President Wilson's 14 points, we agree to regulation of these questions. Having accepted Wilson's program as a basis for peace, we will loyally fulfill the program in all directions and at all points."

Roumania Entered by French Patrols.

Paris.—French patrols have crossed the Danube river and entered Roumania near Palanka, defeated German detachments and taken prisoners, says the official report from the war office.

Reported Ludendorff Has Resigned.

Copenhagen.—General Ludendorff, first quartermaster-general of the German army, has resigned.

GENERAL FAYOLLE



General Fayolle, commander of the French troops which drove the Germans out of the St. Gobain forest and Laon.

U. S. USES BIGGEST CANNON IN FRANCE

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BRIEF NEWS OF THE WAR

On the western front the British, French and Americans have continued to make further gains against the Germans; in the Italian theater both the British and Italians have scored successes, while in Asiatic Turkey the British have captured Aleppo, in Syria, and are driving ahead on both banks of the Tigris, in Mesopotamia.

The French armies fighting on the 40-mile front between the Oise and Aisne rivers are keeping up their offensive and have made additional gains, taking several villages and compelling the enemy to fall back at various points. In the region southeast of Valenciennes, around Le Quesnoy, the Germans have delivered violent counter attacks against the British. Their efforts to throw back Field Marshal Haig's men from the positions they held were unsuccessful.

The Americans have begun the second month of their operations in the region of Verdun by keeping up their attacks against the Germans from the Meuse to the wooded country north of Grand Pre. Progress has been made, notwithstanding strong opposition of German machine guns from behind the natural fortifications which abound through this district.

American airmen are continuing their bombing operations behind the lines, their latest effort in this respect having been made against the territory around Briquenas, north of Grand Pre, in which 140 airplanes took part, 60 of them being bombing machines.

Monster Plane Captured by Americans.

With the American Army Northwest of Verdun—Americans captured an immense German armored battle plane north of Briouilles. The machine was intact, but the pilot and gunners escaped.

Italians Make Successful Assault.

Rome.—In the successful assaults against the Austrians along the Piave and west of that river, the Italians have captured more than 2000 prisoners in 24 hours, the war office announced.

Italian Troops Are on Way to Siberia.

Pekin.—An Italian contingent, 600 strong, has started for Siberia.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

The city of St. Helens will build a municipal dock.

Portland banks made a new record Friday, when clearings totaled \$13,160,218.

The annual meeting of the Oregon Butter and Cheesemakers' association will be held in Portland December 11-12.

Thomas E. Paxton, city editor of the Baker Morning Democrat, died at Baker of pneumonia, following influenza.

A wind storm at Hood River took a large part of the valley's unpicked apples, estimated at 20 per cent of the million-box crop.

Henry F. Glasser, a young farmer living three miles north of Lebanon, committed suicide at his home by shooting himself with a rifle.

The new 76-foot concrete bridge at Tygh valley has been completed and will be ready for traffic as soon as the approaches to the bridge are completed.

John A. Muldrick, a well-known Grant county capitalist, passed away at his home in Canyon City of pneumonia, following an attack of influenza.

December 26 to 28 are the dates set for the annual meeting of the Oregon State Teachers' association in Portland. An attendance of between 1200 and 1500 persons is expected.

Fraternity activities, with the exception of meetings of a purely business character, will be suspended at the Oregon Agricultural college on account of a ruling by the war department.

A committee of the Oregon Dairy Council has reported that there has been a decrease of 52,000 dairy cows in Oregon since January 1, 1918. This report is based upon a census of milk cows September 1.

Lady-bugs will be collected by forest service men and freed in wheat fields of Oregon, according to District Forester Cecil. This decision follows a plea made by wheat growers who last year lost heavily through aphids.

The federal administration has advised that the Oregon public service commission raise rates for the Sumpter Valley railroad, thus providing funds with which to pay the increased wages demanded by the striking employees.

Multnomah county has been denied permission by the public service commission to construct a crossing at grade over the O.W. R. & N. tracks at Osborn avenue, in Portland, the commission holding the crossing too hazardous.

Through efforts of the business men of Albany and Salem and the Portland chamber of commerce development bureau, steps are being taken to organize an Oregon chamber of commerce, composed of all the state's commercial organizations.

An order has been received from army headquarters at San Francisco requiring daily nose and throat spray treatment for employees in the shipyards and sawmills of North Bend as a means of checking the spread of Spanish influenza.

Since December 10, 1916, 137 wooden ships have been launched in Oregon yards and those at Vancouver, Wash., which are in the territory, having a capacity of 493,300 tons, according to a statement compiled by the Portland chamber of commerce.

Mrs. Laura A. Beck, of Portland, a widow, 66 years of age, is the oldest student enrolled in the University of Oregon at Eugene this year. She declares she does not believe in years, and just to prove it she has begun working toward a degree in the university.

With a mayor, five councilmen, treasurer, recorder and two water commissioners to be elected November 5 at Rainier, so little interest has been taken that nominating petitions have been filed for only three candidates, one each for recorder, treasurer and councilman.

School teachers are entitled to their pay for the time the schools are closed during the influenza epidemic, Superintendent Churchill says, basing his statement on an opinion of Attorney General Crawford in 1906, when similar conditions arose during a scarlet fever epidemic.

Farmers planning to use ground lime should apply it as early as possible, to get the full benefit of its action on next season's crops, advises Dean A. B. Cordley, chairman of the state board. Unless the lime is put on before the ground becomes too soft this fall it may not be possible to apply it until well into next spring. Early orders are necessary to keep the state lime plant running. Money for operating expenses must come from lime sales, and lack of bunker facilities makes it necessary that sales keep up with the manufacture.

The Pacific International Livestock show in Portland this year will be held at the Ice Palace arena, Twentieth and Marshall streets, November 18-23, according to an announcement made by Secretary A. H. Lea, of the state fair board, who also is managing the big stock show this year.

Eugene wholesale houses dealing in grains and grain products canceled all orders placed with the Albers Brothers Milling company of Portland, for undelivered quantities of cereals and other products, as a result of the arrest of Henry Albers, president of the company, on espionage charges.

As one of the features of the forthcoming united war work campaign 15,000 or more grammar and high school students of Oregon will be enrolled as victory girls and victory boys, pledging and soliciting funds and doing what they can for the good of the big brothers called to fight for liberty.

Charles H. Green, United States wool administrator and distributor, has valued a lot of close to 1,500,000 pounds of northwestern wools in Portland warehouses and within the next few days will pass upon about 750,000 pounds more. This will leave some 4,000,000 pounds of the 1918 clip still to be valued.

An increased number of students at the state school for the blind makes more room necessary, according to the biennial report of Mrs. May Moores, superintendent, to the state board of control. Attendance at the institution last year was 33. For this year 40 pupils are already enrolled and more are to be received later.

Through a deal involving between \$85,000 and \$100,000, Elmer D. Paine of Eugene, became the sole owner and manager of the Eugene and Spring field flouring mills of the Eugene Mill & Elevator company. Mr. Paine, who has been a half owner in the company, took over the interest of Charles S. Williams, also of Eugene.

Five fatal accidents out of a total of 515 industrial casualties were reported to the state accident commission for the week ending October 24. They are: W. H. Davy, Brookings lumbering; Albert Patterson, Portland, fuel company; John H. Freeburg, Portland, shipbuilding; Charles L. Knapp, Astoria, shipbuilding; James Wilson, Astoria, paper mill.

The highest wages awarded to street railway employees anywhere in the United States were awarded by the war labor board to the employees of the Portland Railway, Light & Power company. The new scale for motor men and conductors is 46 cents per hour for the first three months; 48 cents for the next nine months, and 50 cents per hour thereafter.

Senator McNary has made an extended argument before the senate finance committee in support of the petition of Oregon loganberry growers for a reduction in the proposed internal revenue tax on loganberry juice. The bill as passed by the house provides a tax of 20 per cent of the value, which, it is asserted and is agreed by the Food administration, would ruin the industry.

In a letter to R. H. Alshon, regional director for the railroad administration, Public Service Commissioner Corey asks relief for minor roads in the matter of interchange of cars, urging that Mr. Alshon take the matter up with the larger roads. Mr. Corey reports considerable complaint against the order of the director-general abolishing the 24-hour free switching time allowed the minor roads.

Declaring that he is the rightful owner of a large tract of timber held by the defendants on the lower Sluslaw river and valuable property in Portland, N. B. Holter has filed suit in the circuit court at Eugene asking that the property be sold and proceeds to the extent of \$121,476 be turned over to him. The defendants in the case are the Mapleton Timber company, the Astoria-Warrenton Land company, the Stuart Ferguson Timber company, Josephine B. Ferguson, executrix of the estate of E. Z. Ferguson, and Johnson Porter.

Delving about in Coos river to remove obstructions which might interfere with sailing, Frank and Levi Smith encountered the flange of a propeller and upon attempting to raise the affair were obliged to bring into service additional lifting machinery. When raised the propeller proved to be the one lost from the lightship tender General Wright, which was setting harbor lights at the spot 30 years ago. The wheel weighs nearly two tons and is brass. It represents a valuable find for Messrs. Smith, since they have already been offered \$2000 for it.

The heavily interested chrome producers of southern Oregon and northern California met in Grants Pass last week and organized the Oregon Chrome Producers' association, which is expected to affiliate with the Pacific Coast Chrome Producers' association, organized in San Francisco recently. The meeting was brought about by the fact that there is no market for the sale of chrome. People have been induced to develop bodies of chrome on the theory that the production would be paid for at prices prevailing the past summer and owing to the fact that there is no market hundreds of patriotic producers have been unable to get back the money invested.