

SPES AND LIES ARE KAISERISM BABES

Poisonous Propaganda Ever at Work Putting United States at Disadvantage.

HUN AGENTS EVERYWHERE

Mail Bags Often Held Up and Prematurely Opened, Says Gerard. Treaty Proposed to Release Ships in U. S. Ports.

BY JAMES W. GERARD.
American Ambassador at the German Imperial Court July 23, 1913, to February 4, 1917. Author of "My Four Years in Germany." Copyright, 1917, by Public Ledger Company.

ARTICLE XXVII
From the outbreak of war we sent and received our official mail through England and couriers carried it between Berlin and London through Holland via Flushing and Tilbury.
On account of the great volume of correspondence between Ambassador Page and myself on the affairs of German prisoners in England and English prisoners in Germany, there were many leather mail bags opened only by duplicate keys kept in London and Berlin and for the American mail in Berlin and Washington. Our couriers did their best to keep the numerous bags in their sight during the long journey, but on many occasions our couriers were separated. I am sure with malicious purpose, from their bags by the German railway authorities and on some occasions the bags not recovered for days.
Undoubtedly at this time the Germans opened and looked over the contents of the bags. Later in the war our courier, while on a Dutch mail boat running between Flushing and England, was twice captured with the boat by a German warship and taken to Zeebrugge. Undoubtedly here, too, the bags were secretly opened and our uncodified dispatches and letters read.

German Spies Annoying.

German spies were most annoying in Havana and one of them, a large, dark man, followed me about at a distance of only six feet, with his eyes glued on the small bag which I carried from a thick strap hanging around my shoulder. I brought it from Germany in that way. I never let it out of my hands or sight.

What was in that bag? Among other things, were the original telegrams written by the Kaiser in his own handwriting, facsimiles of which appear in my earlier book, "My Four Years in Germany," and the treaty which the Germans tried to get me to sign while they held me as a prisoner. Under the terms they proposed the United States intervened in America were to have the right, in case of war, to sail for Germany under a safe conduct to be obtained from the Kaiser by the United States. Somewhat of a treaty! And quite a new, bright and original thought by some one in the Foreign Office or German Admiralty. There were also in this mysterious bag many other matters of interest that may some day see the light.

Kaiserism Has Twin Offspring.

Poisonous propaganda and spying are the twin offspring of Kaiserism. There is in Mexico, for instance, one force that never sleeps—the German propaganda. It is the same method as that used by the Teutons in every country—the purchase or rental of newspaper properties, bribing public men and officers of the army and the influence of German agents who are engaged in commerce. This propaganda is backed by enormous sums of money appropriated by the German government, which directs how all its officers and agents, high and low, shall participate in the campaign.

In the long run a paid propaganda always fails. It is like paying money to blackmailers. The blackmailers who have once received the money become so insatiable that even the Bank of England will not satisfy him in the end. Sometimes the newspapers which are not bought but are equally corrupt, become vehement in their denunciation of the country making the propaganda, in the hope of being bought and in the hope that their bribe money will be in proportion to their hostility.

E. S. at Disadvantage.

Corrupted public men are not bribed often, become stern, virtuous and denunciatory with a similar hope. Those who have received the wages of shame, on the other hand, become more insistent in their demands, crying "Give! Give!" like the daughter of the horse-leech.

The blows of war must be struck quickly. Delays are dangerous, and the temporary paralysis of one country by propaganda may mean the loss of the war. The United States has been at a great disadvantage because our officials have not had the authority, the means or the money to conduct more extensive propaganda with effective educational campaigns, both offensive and defensive.

Bozartoff in this country disposed of enormous sums for the purpose of molding public opinion. I, in Berlin, was without one cent with which to place America's side before the German people. It is a conflict of two systems. In Berlin I did not even have money to pay private detectives, and on the rare occasions when I used them, as, for instance, to find out who was connected with the so-called American organization, the League of Truth, which

was engaged in a violent propaganda against America inside Germany, I was obliged to bear the expense personally. South of the Rio Grande the Germans are working against us, doing their best to prejudice the Mexicans against the United States, planting upon old hatreds and creating new ones and, in the meantime, by their purchase of properties and mines, creating a situation that will constitute for us in the future a most difficult and dangerous problem.

The Germans cannot understand why we do not take advantage of conditions in Mexico in order to conquer and hold that unfortunate country. They could not believe that we were actuated by a spirit of idealism and that we were patiently suffering much in order really to help Mexico. They could not believe that we were waiting in order to convince not only Mexico, but the other states of Central America and the great friendly republics of South America that it was our policy to use the dissensions and weakness of our neighbors to gain territory.

On one occasion before the war I and several other Ambassadors were dining with the Kaiser, and after dinner the conversation turned to the strange sights to be seen in America. One of the Ambassadors, I think it was Cambon, said that he had seen in America whole houses being moved along the streets, something of a novelty to European eyes, where the houses, constructed of brick and stone, cannot be transported from place to place. The Emperor jokingly remarked: "Yes, I am sure that the Americans are moving their houses. They are moving them down toward the Mexican border."

Our party was so numerous that we were compelled to charter a special train to take us from Madrid to La Coruna, the port in the extreme north-western corner of Spain, from which the Infanta Isabella was to sail.

Duke of Saragossa Engineer.

Just before the train started a Spanish gentleman from the Foreign Office, who had courteously come to see us off, said to me: "Do you know you have a Duke as an engineer?" The Duke of Saragossa was going to take out your train." So we ran forward to the engine, and I shook hands with the Duke, who was in blue overalls.

This Duke of Saragossa, grandee of Spain, often drives the engine of the King's train. Why he engineered for our train I do not know, unless it was because of the rumors that German agents would try to stop my journey home.

At any rate the Duke proved a most competent engineer, guiding us with velvet touch through the steep inclines and sharp turns of the Guadarrama Mountains. At Venta de Banos his turn at the engine ended and on my invitation he came to dine with us in the dining car. He proved a most charming gentleman, speaking English well. He said that his great ambition was to visit America and see the big locomotives and the pretty girls. At dinner he was, of course, dressed in his overalls and carried out the pocket waste instead of a pocket handkerchief.

Arrived at La Coruna in the morning, carriages sent by the Spanish government met us, and the Mayor and the other officials were most polite. The Mayor accompanied us on board ship next day, giving me a beautiful basket of flowers entwined with ribbons of the colors of the city of La Coruna.

My stay in Havana was brief, and I was soon en route northward from Key West.

Gerard Welcomed in America.

At the station in Washington Secretary McAdoo met me. What a splendid record of achievement in his since the war! And now with the burden of all the railways in the country added to that of finance, I suppose in no country it was has one man so successfully undertaken such gigantic tasks.

President Wilson was ill in bed, but next day got up on purpose to see my report. I was with him for more than an hour.

The following day I arrived in New York, being met in Jersey City by a committee headed by the celebrated lawyer, John B. Stanchfield; Clarence Mackay, Herbert Swope (whose splendid articles in the New York World and other countries respecting the ruthless submarine warfare), United States Marshal Thomas H. McCarthy, Senator Foley, James J. Hoey and a faithful trio of good friends who saw me off for Denmark only a few months before. I was escorted to the city hall, where I was welcomed by the Mayor.

Lack of Preparation Pointed Out.

In a speech on the steps of the city hall I said: "We are standing today very near the brink of war, but I want to assure you that if we should be drawn into the conflict it will be only after our President has exhausted every means consistent with upholding the honor and dignity of the United States to keep us from war."

"That nation that stands opposite to us today has probably no fewer than 12,000,000 men under arms. I have seen the Germans take more prisoners in one afternoon than there are men in the entire United States Army. In our army? My companions from the 12th Regiment that have honored me by coming here today, and more men than the United States Army, have done what they can. But they can't do it all. There must be a public sentiment if we are to maintain ourselves as a Nation. If we have a million men under arms today we should not be near the edge of war."

Nation Understands Kaiserism.

I have never been able to understand why so many people did not sooner realize what Kaiserism meant for us. But now, at least, the nation understands that we must fight on until this menace of military autocracy has vanished and that not until then will the world enjoy a lasting peace.



THESE are Fifteen-Dollar and Eighteen-Dollar Clothes—

YOU'LL see in my \$15 and \$18 department for men the smartest, most trustworthy clothes possible to sell at those prices. I can say with confidence that the clothes I offer you at \$15 and \$18 can be relied on to give you satisfactory service. If any garment should chance to fail in this regard, I shall be glad to refund its cost.

You will find here now the new Spring fabrics and colors in these good \$15 and \$18 clothes.

Spring Hats, Too, Are Here

Ben Selling

Morrison at Fourth

LIMIT PUT ON WORK

McAdoo Restricts Railway Extensions During War.

ACTUAL NEEDS TO GOVERN

With Signing of Railroad Measure by President Wilson, Revolving Fund of Half Billion Dollars Will Be Provided Director.

HIGH SCHOOL HAS BRANCH

L. L. Gooding Re-elected Principal and Superintendent at Redmond.

LOAN WORKERS TURN OUT

James Zurcher Addresses 100 Union County Enthusiasts.

IMBIE RALLY HELD

REDMOND, Or., March 20.—(Special.)—A patriotic rally was held in the high school assembly this afternoon.

LA GRANDE, Or., March 21.—(Special.)—More than 100 men and women from Union County outside La Grande met here today as members of the advisory war board and primed themselves for the liberty loan campaign.

LA GRANDE, Or., March 21.—(Special.)—Henry K. Larsen, of Imbler, this county, has died in France, according to a cablegram to his parents today. Pneumonia is given as the cause. He was a member of the Medical Corps Supply Company. This is the third Union County boy to die in France.

WASHINGTON, March 21.—The first act of Director-General McAdoo today after President Wilson signed the railroad bill, which provides a \$500,000,000 revolving fund and prescribes a basis of compensation to the owners during Federal operation, was to issue an order restricting railroads' capital expenditures to extension and betterment of existing lines.

WASHINGTON, March 21.—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 20.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

REDMOND, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

LA GRANDE, Or., March 21.—(Special.)—The signing of the bill opens the way for the railroad administration to proceed with necessary extensions, with the negotiation of agreements of compensation, and with other forms of financial assistance to the companies.

BLANK'S SAMPLE SHOP

360 MORRISON STREET, CORNER PARK

Sample Suits Sample Dresses Sample Coats AND LOTS OF Sample Hats

The Biggest Bargains Are Found at Blank's Sample Shop. Just Gaze at the Bargains:

Beautiful Suits

Some are sample lots of exclusive modes at only

\$18.95



Silk Dresses Georgette Dresses Serge Dresses

Will go in this sale at only

\$12.95

Our New Millinery Dept.



Just to introduce our Hats we will start on the most up-to-date beautifully trimmed Hats. Some in this lot worth up to \$12.50 at only

\$3.95

Coats and Dresses \$12.95

A big lot will go at.....

Dress Skirts \$2.95

and Silk, Georgette and Crepe Waists at only.....

HOW TO GET RELIEF FROM CATARRH

If you have catarrh, catarrhal deafness, or head noises go to your druggist and get 1 oz. of Farnum's catarrh remedy. Take this home, add to it hot water and just a little sugar as directed in each package. Take 1 tablespoonful 4 times a day.

3-Grain Cadomene Tablets Absolutely Restore

Vigor, Vitality, Strength to Weak Men and Women. Sold by All Druggists.—Adv.

Soldier to Become Instructor.

WASCO, Or., March 21.—(Special.)—Word was received here today that Earl Jones, formerly cashier of the W. M. Barnett Bank, who enlisted in the ordnance department last November and was later transferred to Rock Island, Ill., will return in a short time to the University of Oregon as an instructor.

FISHERS LURED FROM NETS

Number Depleted by High Wages Paid in Shipyards and Camps.

HOQUIAM, Wash., March 21.—(Special.)—Grays Harbor fishermen are being lured away from their nets by high wages paid in the shipyards, mills, logging camps and other industries.



THAT'S WHAT I WANT!
ASPAKRLING HUNYADI SPLIT
For Sale Everywhere

buy that spring hat now!

knox \$6.00
jamieson \$5.00
monroe \$3.50
imported borsalino \$7, \$8

all latest styles—all colors

m. Sichel

agent

331 washington street near broadway



Finger Prints Do Not Lie

They furnish a positive means of identification; only once in two million times is there any record of duplication. Furthermore, finger-prints do not vary from childhood to maturity.

Ladd & Tilton Bank has taken the initiative by installing this modern, inflexible system of identification for the protection of their depositors. It is especially useful in the case of those who do not write English.

If you are interested, come in and have your fingerprints taken without charge, whether you are a depositor in this bank or not. It prevents absolutely any false claiming of your bank book.

LADD & TILTON BANK

Oldest in the Northwest
Washington and Third