

# Wordy Mouthings of Prussian Oracles Uninteresting as Compared to Action in Munich

## BERLIN IS OUT OF TOUCH WITH REAL GERMAN SITUATION

Contending Factions in Capital City Plan and Plot While States Are Made and Unmade.

## CAPITALISTS FINANCE REDS

Bankers Contribute Toward Propaganda Fund in Self Defense; Leaders Must Abdicate.

By Ben Hecht.  
Special Cable to The Journal and The Chicago Daily News, April 26.—(Copyright, 1919, by Chicago Daily News Co.) Berlin, Germany, April 26.—It is difficult to regain interest in the garrulous profundities of the Prussian political oracles after a sojourn in the heart of German Bolshevism. Berlin seems peculiarly out of touch with the actual German situation as with the interior of Abyssinia. A group headed by Von Bernstorff, Harden and Reventlow has been formed. It calls itself "the West-erners," and has for its purpose an alliance with America and the isolation of France. Another group called "Continental League," headed by Bernhardt, has been instituted. Its purpose is to make an alliance with France to isolate England and America. I learn, also, that the Prussian statesmen are preparing an alliance with Russia. Count von Bernstorff, in an interview, informed me that the Russian Bolshevism is growing more and more moderate, and that Lenin is resigning to the capitalist class. From a financier who desires to remain unnamed, I learn that a group of German bankers has given \$6,000,000 marks (\$7,200,000) to the Bolsheviks for propaganda purposes "in order to insure the lives of themselves and their families." Also I hear rumors that one of the leading mine owners in the Ruhr district has turned over two mines to the Bolsheviks for similar unexalted reasons.

**OLD LEADERS INTRIGUING**  
Most important, however, is the new slant to the peace gossip in Wilhelmstrasse. That the delegations to be sent to Versailles is not authorized to do anything but to give the allies peace terms the "once over" and report back post haste to Wilhelmstrasse is generally accepted as truth. That Germany will not sign the belated peace is another seeming certainty. It is also known that the former monarchistic leaders are intriguing. Rumors that Ebert and Scheidemann will refuse to accept the peace terms are also current. In contrast to this there are strong rumors to the effect that the Prussian statesmen are clearing the road for an alliance with Russia, and that a Bolshevik union as well as peace will be

refused. What all of these maneuverings have to do with the German situation is a mystery to one fresh from the center of Bavarian and Saxony activities. Viewed from anywhere outside of Berlin, the German situation is utterly uninteresting and unimportant sort of affairs. It is almost certain that Bavaria will declare its independence as a soviet state within the next few weeks, and that Saxony will follow suit. Only immediate and drastic concessions by the Berlin government can prevent Germany from falling into communistic pieces. Such concessions include the abdication of the present leaders, Ebert and Scheidemann. Bavaria is willing to make peace today on any terms dictated by the entente. This magnanimity is not so laughable as it sounds. The purpose behind the Bavarian policy is to send Bolshevist agents into France, England and Italy, overturning the governments of those countries, and thus making the peace imposed by the alleged capitalistic regimes null and void.

**MANY LEAVE MUNICH**  
I left Munich on the first train departing from the city. There were seemingly some 50,000,000 people in the train. After progressing to Regensburg the train collapsed and the Bolshevist refugees proceeded by various stages. Hof. On the way I passed dozens of small farms flying red flags. In the doorways of the farm houses were placed machine guns with peasants wearing red sleeve bands on guard. By walking half the night and securing hitches on wagons, automobiles and locomotives I finally arrived in Leipzig. Here I found all the trains at a standstill owing to lack of coal brought on by the general strike in the Ruhr district. Thousands of travelers were stranded in the city waiting for transportation.

After a roundabout journey through Dresden I finally arrived in Berlin. Here I learned that two of the numerous red sleeve bands on guard. By telegrams have been arrested by the Hoffman government at Bamberg, the telegrams confiscated and a price set on my head for issuing Bolshevist propaganda from Munich. The foreign office in Berlin refuses to assist in liberating the couriers who, if they are still alive, will have to wait until the collapse of the Hoffman regime before obtaining their freedom. Berlin is quiet and funny. The break between Count von Bernstorff and Count von Brockdorff-Rantzau has attracted attention. General Noske has sided with Brockdorff-Rantzau in the determination not to compromise with the radical Socialist elements. Count von Bernstorff, who is apparently maneuvering for an alliance with Russia, is opposed to this tactic.

## German Ace Wants U. S. Press Agent For American Tour

London, April 25.—(U. P.)—Captain Udet, German ace, is looking for an American press agent, according to the Berliner correspondent of the Mail. Udet, the dispatch said, wants the press agent to smooth the way for him to tour the United States with the Fokker plane in which he claims to have brought down allied aviators. The correspondent further states Udet hopes to enter the American army as a flying instructor.

## GREAT BRITAIN SEEKING CHEAP TRANSPORTATION

Bureau Has Been Established to Solve Problem and Unify Control Under Government Rule.

## UNDERTAKING STUPENDOUS

Whole Question Will Be Adjusted With View to Efficiency and Service for Big Empire.

London, April 10.—(L. N. S.)—(By Mail).—Cheaper and more efficient transportation, linked with cheaper electric power, the first steps toward state ownership as well as operation of all forms of transport, except by air, are embodied in two bills before parliament establishing a ministry of transport. Sir Eric Geddes, the handy man of the Lloyd George government, is to be the first minister of transport because of his ability to "get things done." There is much to be done.

Unquestionably, the ministry of transport is the most stupendous undertaking commercially the British government has ever embarked upon. The proposed plan is the foundation stone upon which all reconstruction problems rest, and if the plan should not prove a success the whole industrial fabric of the empire would be jeopardized. It is not intended there shall be any bungling or failure. **PROBLEM IS NATIONALIZED**  
The whole problem of transport is to be tackled from a national standpoint and in a national spirit instead of a sectional and private method found to obtain some 250 separate railways. Geddes, a railway wizard by profession, who got his first experience in transportation problems in America, has the task of coordinating the railways into one system to develop its connections with ocean ports and fishing harbors and to link with the canal system, to make interurban lines feeders of the railway system, to make possible the best use of motor trucks in conjunction with the railways, especially in rural communities, and to improve and extend railways where needed. That parliament will enact the measure, though with perhaps some minor modifications, is regarded as certain. Thus the new ministry would have control over all railways, interurbans, canals, inland waterways, docks, harbors, piers, roadways, bridges, ferries and traffic thereon. It marks Great Britain's biggest step toward state socialism. State control exercised during the war was control of direction and operation of the railways, but did not involve control of the physical properties of the various companies. Since the war railway workers have received wage increases and an eight-hour day, involving an added expenditure of some \$300-

because of lack of labor and materials. 000,000 yearly, and while repairs slumped revenues did not keep pace with operating expenses and so the government was compelled to meet the deficit, amounting to \$100,000,000, so that the stock income which had been guaranteed could be met.

To return the railways to private operation now would mean disaster for cheaper transportation as well and more efficient transportation would not be possible. So during the next two years, the time the government bound itself to guarantee the stock income after peace, the government is simply getting the transportation lines in shape to purchase when the time comes. The transport bill authorizes the government to purchase any properties, "either by agreement or compulsorily," at option. The war taught the lesson of benefits to be gained by central operation of railways. "Miracles" in transportation were performed, due solely to single operations, despite the fact that 25 or 30 per cent of the railway men were in the army.

It is regarded that the chief means of making transportation cheap will be by more extended use of electrical power. Hence, the bill authorizing 20 super-power stations. A recent committee appointed to consider how more value could be gotten from coal recommends establishment of 16 giant power stations throughout industrial Britain, which could furnish power to railways as well as factories. There being great areas of congested industry, the output for current produced by such central stations could be readily utilized. Gradual electrification of the railway lines also could be accomplished. Most hauls are less than 200 miles, so electrification not only is possible, but would create a great saving operation, including wages, replacement and even cost of engines. Way maintenance would be less.

Thus the state, directing all forms of inland transport by land and water, would be the greatest consumer of coal in the country. Due to these super-power stations, hence nationalization of the mines or adoption of better methods, with elimination of profit on coal, would be the logical solution for cheap production of electrical current.

## ISHII'S DESIRE TO KEEP CHINA OUT OF WAR EXPLAINED

Kotari Mochizuki Declares Yuan Wanted to Be Emperor; Country Was Unprepared to Fight.

Washington, April 25.—Kotari Mochizuki, a member of the Kensei party and leader of the opposition in the Japanese parliament, which is here to arrange for an interchange of congressional visits between Japan and the United States to promote good relations, Saturday made some new and startling revelations regarding the negotiations leading up to China's participation in the world war. He declared that Viscount Ishii, the Japanese minister to the United States, and at that time, November, 1915, minister of foreign affairs, was actuated by two motives when he opposed China's entrance into the war. These were: 1—Because President Yuan thought war would further his imperialistic ambitions and enable him to become emperor. 2—Because China was absolutely unprepared for war and her activities as a cobelligerent would have meant a heavy load for Japan to carry. "The allies," said Mr. Mochizuki, "agreed to Baron Ishii's representations. The representatives of France, Great Britain, Italy and Russia accepted this explanation and declared it the only possible measure to adopt. But later, and without the knowledge of Japan, one of the allies secretly proposed to President Yuan that if China should enter the war it would assist him in his attempts to regain the throne. Ambassador Ishii could not make this public when the charge was made that he selfishly prevented China from entering the war. But I can make it public and I have positive proof of what I say. At this time, though, I will not make public the name of the nation." Japan, according to Mr. Mochizuki, is simply a pupil of European diplomacy, and diplomacy before America entered the war was "America is the only country which entered the war without a material object," he continued. "This cannot be said of any of the other nations."

**First Woman Fireman**  
Bellaire, Ohio, April 25.—(L. N. S.)—Bellaire has what is believed to be the first woman "fireman" in the country, Miss Sarah Pitton, 16, daughter of Chief James R. Pitton of the Bellaire fire department, rides with her dad in boots, coat and helmet of rubber and helps fight the flames, too.

## FINAL EFFORT OF AMERICAN FORCES IS TOLD BY FOCH

Marshal in Command of Allies Declares Only 300,000 Yanks in France March 11.

## HIGH REGARD EXPRESSED

After Hun Drive Began Troops Poured Into France and Took Big Part in Stemming Tide.

By Paul Scott Mowrer  
Special Cable to The Journal and The Chicago Daily News, April 25.—(Copyright, 1919, by Chicago Daily News Co.) The Daily News Peace Conference Bureau, Paris, April 25.—Marshal Foch has given to the magazine France-Amérique a concise statement of the "final effort" of the American forces in France. Its value lies in its military clearness and brevity. It summarizes better than anything hitherto published the high idea which the allied supreme command holds regarding America's part in the war. "On March 11," says Marshal Foch, "the American army in France numbered only 300,000 men, or six infantry divisions. They were in training. Thirty thousand were arriving per month. "On March 21 the German offensive began at the junction of the allied armies in the region of St. Quentin. The enemy soon reached the River Scarpe and advanced up to the Somme, which he crossed and descended to the Valley of the Oise. The situation was undeniably very serious. On this critical day, March 28, General Pershing and Bliss came and generously offered to lead their divisions into battle, being advised: 'We are here to be killed. Let us go in with our troops.' **TROOPS ARE RUSHED**  
"Soon afterward, on April 25, at Sarrebourg, we met General Abbeville in agreement with the allied governments we asked the American government to send to France each month 100,000 infantrymen or machine gunners and complementary troops. As a matter of fact, America sent us in March 60,000 men, in April 4,000, in May 200,000, in June 245,000, in July 295,000, and in August 235,000. "The American effectives went from 300,000 on March 31, to 854,000 in July and 1,700,000 in October. Moreover, on June 2, the superior war council at Versailles had asked President Wilson to continue the same transport of troops from 200,000 to 300,000 men a month and prepare for the spring of 1919 a total of 100 American divisions. Mr. Wilson had answered that he agreed, and if more divisions were necessary, they would be provided. **YANKS THROWN IN**  
"But meanwhile the American troops had not been inactive. As early as May two American infantry divisions were in battle with the First French army in the region of Montdidier, three in the Vosges, where they relieved French divisions, and two in training. In June, two other divisions were at the Marne, at Chatouilly and Belleau woods, where they took a big part in the resistance offered the enemy. On July 18, five American divisions participated in the victorious counter offensive of the Tenth and Sixth French armies and contributed largely to its success. "At the same time on July 24, the First American army was formed. Its task consisted of disengaging the Paris-Nancy communications by driving the enemy from St. Mihiel. On September 12, of 14 American divisions, eight were in the first line and six in the second line. They took the St. Mihiel salient with 200 cannon and 15,000 prisoners. A few days later, on September 26, 14 American divisions were engaged in the great offensive between the Aisne and the Meuse and took the formidable Ortheul position. Then two American divisions participated in the offensives of Flanders group on the Lys and Escaut. Finally six others were getting ready with the French army for the attack of November 14 in Lorraine when the armistice of November 11 came and disarmed us. "It is thus that the American army,

supported by a government thoroughly resolved to pursue the struggle to the end, repaid Lafayette for the visit he made to the new born America. It is thus that it aided powerfully in securing victory by an armistice which is virtually a surrender—a complete surrender."

At San Francisco Friday Eleanor St. John, aged 22, jumped from an automobile traveling 40 miles an hour and was instantly killed.

## Woman Delegation Indorses President

Paris, April 26.—Jane Addams of Chicago and a number of other women en route to the International Women's congress have sent President Wilson a letter expressing "our appreciation of your disinterested and convincing statement appealing to the public opinion of the

world in support of the principles which you have consistently advocated." The letter adds an expression of admiration of the courage and steadfastness with which the president, "in the face of extraordinary difficulties, upheld these principles of international righteousness so essential to the establishment of permanent peace." Dry slabwood and inside wood, green stamps for cash. Holman Fuel Co., Main 353; A-353; A-4855.—Adv.



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## The Mother's Anxiety

Every woman who has a daughter in delicate health during these energy-sapping Spring months should read this statement by a young girl:

"Until a year ago, I was healthy and strong, and all my friends remarked how 'peppy' and 'full of life' I was. I stood third in my class and I certainly took the lead in all social activities at our school.

"But of a sudden something happened to me. I became thin-blooded, anemic and run-down. My nerves seemed to go all to pieces.

"And ever since Spring opened, I have been suffering continuously from headaches, fainting spells, indigestion, nervousness and sleeplessness. And I can't seem to muster enough strength to do anything or care for anything."

## Gude's Pepto-Mangan

"The Red Blood Builder"

This splendid Spring tonic, appetizer and blood reconstructive helps to overcome all thin-blooded and anemic conditions. It supplies the blood with just the elements it needs. It increases the number of the red blood cells, and their capacity to distribute nourishment to every cell and tissue. Thus the whole system is filled with renewed health, vigor, energy and power. Gude's Pepto-Mangan is easy to digest, exceedingly pleasant to taste. Universally endorsed and prescribed by the medical profession.

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