

# BRITISH PRUDENCE HARD TO OVERCOME

## One of Most Difficult Tasks to Confront Late Presi- dent Says Daniels

INDIANAPOLIS, Ind., Dec. 6.—(Special.)—President Wilson's repeated difficulty in getting his proposals of strategy in prosecuting the World war accepted by the British is revealed in an article by Josephus Daniels, secretary of the navy during the war, printed in the December issue of the American Legion Monthly.

The article is captioned "Wilson, Master Strategist," and is replete with inside official information on questions of vital import during the conduct of the war when decisions meant success or disaster for the allied forces.

"The World war was the first great conflict which produced no military leader who emerged crowned with laurels and congratulated as victor and ready to be acclaimed as something of a super-man by his soldiers and his countrymen," the article begins.

"Why the exception? It was not because there were not great soldiers in each of the allied nations. Better trained generals never led cohorts to battle. The answer is that the far-flung battle line from the North Sea to the Mediterranean and trench warfare made personal leadership impossible. Soldiers did not know their generals. There was no intimate touch.

Declaring that Wilson's peaceful penetration and his Fourteen Points had more to do with the signing of the armistice than anything except the landing of 300,000 men monthly in France which insured the needed fresh strength to the unconquerable armies of the allies, Daniels calls Wilson a military strategist as well as the vice that made the war a holy war—a war in which a nation had dedicated itself to righteousness.

He says that from the day the German army entered Belgium, Wilson kept trace of all the army and naval movements of the forces at war, and his studies had made him no mean strategist.

"There were two plain courses, as he often pointed out to me, that should be followed by the British navy," the article reads, "which he declared showed a strange lack of strategy. As the news would come to the increased and increasing sinkings of merchant ships by U-boats, he asked me more than once: 'Why don't the British convoy their merchant ships and thus protect them from submarines?' And I would point out the reasons presented by our naval attaches and by the British. The admiralty said it took too many ships, and there was more danger of injury to ships sailing close together without lights than sailing separately.

"It also told him that the captives of British merchant ships objected to the convoy, preferring to take their chances on their own. He sought these reasons, which he called 'timorous excuses,' and when he learned that certain of our able naval officers took the same view, he felt that they had fallen under the spell of sticking to the doctrine of extreme prudence that was inexplicable to him.

"When the United States entered the World war, even though a few influential admirals preferred the sailing separately," the United States navy put the convoy system in operation and the American naval representatives in London took strong grounds in advising the admiralty to adopt the convoy system, and pledged American destroyers and cruisers to aid in furnishing the force necessary to safe convoy. The British came to it only upon condition that the United States navy could furnish ships to help in making it effective. The good results justified the policy which Wilson believed in for two years before naval statesmen saw its wisdom.

"That proof of Mr. Wilson as strategist was but one of several. 'Why don't the allies shut up the horns in their nests?' he asked me one day at a cabinet meeting when Ambassador Page's confidential letters of larger sinkings by U-boats than had been published, was read.

"Mr. Wilson said the British at

the beginning of the war should have mined the English channel so no submarine could pass through it, and that steps should be taken to prevent them making their escape and getting into the Atlantic ocean."

Daniels says he reported to Wilson, within a few days after the United States entered the war that the bureau of ordnance was working on a plan to carry out his idea to shut up the submarines in their own waters.

"He was glad," the article reads, "and wished every support and assistance given to the only practical and effective plan to prevent U-boat sinkings.

"When three months passed by and the British admiralty had declined to permit the laying of mines in the English channel and in the North sea, holding that it was impracticable, President Wilson was so astounded and had such a strong feeling that they were losing the war by a lack of boldness, he sent a wire to the naval representative in London, in which he said: 'From the beginning of the war, I have been greatly surprised at the failure of the British admiralty to use Great Britain's great naval superiority in an effective way. In the presence of the present submarine emergency they are helpless to the point of panic. Every plan we suggest, they reject for some reason of prudence. In my view this is not a time for prudence, but for boldness, even at the cost of great losses.'"

Daniels then quotes Wilson as saying: "The admiralty was very slow to adopt the protection of the convoy, and is not now, I judge, projecting convoys on adequate scale within the danger zone, seeming to keep small craft with the grand fleet."

"It required months for the British Admiralty and the naval representatives in London to learn that President Wilson knew more about preventing a U-boat victory than the naval leaders of both countries, strange as that may seem."

Daniels says it was just nine days after the United States entered the war that the bureau of ordnance submitted a memorandum to "stop the submarines at their source," and suggesting that mine barriers be laid across the North sea, the Adriatic and the Dardanelles. The president was happy that a practical plan, with expert methods, could carry out what he had long felt to be the chief essential naval service. The naval representative in London was cabled. Two days later the answer came, as follows:

"To absolutely blockade the German and Belgium coast against the entrance of submarines has been found to be quite impossible."

"On May 19, the plans were outlined in detail by the head of the bureau of ordnance and I cabled the American naval representative 'Much opinion in favor of concerted action by the allies to establish a complete barrier across the North sea, Scotland to Norway, either direct or via Shetlands, to prevent the egress of German submarines.'"

"The disappointing answer came and President Wilson was irritated by it: 'From all experiences admiralty considers project of attempting to close exit to North sea to enemy submarines by the method suggested to be quite impracticable. Project has been previously considered and abandoned.' It could not be done in British waters without British consent. The refusal only stimulated the bureau of ordnance to prove its practicability."

Wilson backed the bureau and navy to the full, Daniels says. A little more than a month after his cable to London, expressing his disappointment at the admiralty's failure to adopt methods to defeat the U-boats, the American fleet was assembled in the York river. The fighting speech Wilson made to the officers of the American navy was kept secret for two years. He is quoted by Daniels:

"His voice rang out: 'We have got to throw tradition to the wind.' He was talking to men with whom tradition was a kind of religion. He referred to the fact that every time 'we have suggested anything to the British admiralty' the reply had come back that virtually amounted to this, that 'it has never been done that way.'"

"With fire in his eye, Mr. Wilson went on: 'I felt like saying, 'Well, nothing was ever done so systematically as nothing is being done now.' and he issued the challenge: 'I should like to see something unusual happen, something that was never done before. Please leave out of your vocabulary altogether the word "prudent." Do the thing that is audacious to the utmost point of risk and daring, because that is exactly the thing the other side does not understand, and you will win by the audacity of method when you cannot win by circumspection and prudence.'"

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# Fall and Doheny Defense Moves With Vigor of West



Former secretary of the Interior, Albert B. Fall, and Edward L. Doheny, charged with conspiracy to defraud the government of naval oil reserves, are shown leaving the courthouse at Washington on their way to lunch.

By Charles P. Stewart, Central Press Staff Correspondent

WASHINGTON, Dec. 6.—The defense of Edward L. Doheny and ex-Secretary of the Interior Albert B. Fall in face of the government's conspiracy charge against them here, is in sharp contrast to the defense of ex-Artillery General Daugherty and ex-Allen Property Custodian Miller, at their recent conspiracy trial in New York.

The Daugherty-Miller fight was a rear guard action—in retreat. Doheny and Fall stand their ground. They show their teeth and bite when their turn comes.

"Of course he's pitiful," admitted U. S. District Attorney Buckner of Daugherty, with his swollen eye, his snuffling cold and his bowed head—the very picture of a broken old man.

"Poor little Tom Miller," said Buckner of the ex-Allen property custodian—not that Miller is a small man physically, but Buckner was referring to his estimate of Miller's calibre.

Doheny and Fall are old, too—but warlike.

It isn't difficult, as they sit, bristling, in the District of Columbia supreme court room to envisage Doheny as the old time pros-

pector, six-shooter in his belt, or Fall, as a territorial judge, enforcing his own decrees with his own Winchester in his own hands, which is just what he's done in his day, when his marshal was slack on the job.

There's no softness about Doheny and Fall, as there proved to be about Daugherty and Miller. They're two typical old hard-shells if ever there was a pair. Fall, with a record as a lawyer, on the bench, in the senate, and as a cabinet member, has a superficial finish which Doheny lacks, but it's plain on inspection that he's a tough old survival of the real frontier days underneath.

Frank J. Hogan, of counsel for Doheny, is considered the most pugacious lawyer at the District of Columbia bar.

Wilton Lambert and Col. Henry Wise, Fall's attorneys, are forensic scrappers, too, but Hogan doesn't stick at hurling inkstands when occasion arises. He more than held his own in such an encounter in one of the congressional committee rooms, during an investigation of District of Columbia Commissioner F. A. Fenning,

whom he represented, not many weeks ago.

He came out of it with a swelling the size of a hen's egg on his brow, but one should have seen the enemy!

Justice Adolph A. Hoehling certainly won't stand for physical violence in his court. Nevertheless the incident shows what kind of raw material enters into the Doheny-Fall defense.

Hogan has been able to shine only as a cross examiner—though he's vitriol at that—while Atlee Pomerene and Owen J. Roberts have introduced the government's testimony, but meantime, he was preparing his heavy artillery for his turn.

Hogan has fought cases for Doheny before and brags that he never has lost one for him yet.

Of course he can't win for Doheny in this instance without winning for Fall. Fall can hardly be convicted of having accepted a bribe from the petroleum magnate for the Elk Hills oil deposits if the jury finds that Doheny had no share in the deal.

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## Turner

A good program will be given at the school auditorium Saturday evening, December 11. The proceeds will go to the Turner Health Council for cripples.

Prof. J. Watson was host Saturday evening for the football team, which he coached. All games were won after the first one. Covers were laid for 17 at a three course banquet, served by the M. E. aid society ladies at the Masonic hall.

Mrs. J. F. Lyle come up from Portland for the week-end.

Mrs. C. A. Bear spend Wednesday in Salem calling on friends.

Mrs. R. Chavis who was injured in an auto collision some days ago is convalescing.

Rev. Mr. Mickey preached for Rev. Mr. Groves Sunday. Mr. Groves and family are having the grippe.

Mildred Marten, who attends the Capital Business college, spent the week-end at home.

A new fire escape has been installed at the schoolhouse.

There was a young peoples' social held at the Christian church Friday evening.

Mrs. S. H. Baker had a fall Saturday but is reported to be convalescing.

Mr. and Mrs. H. R. Peetz left for Indiana on a business trip.

A community Christmas program is announced for Christmas evening to be held at the school auditorium, with a welcome for all.

# WEST TAKES LEAD IN AIR NAVIGATION

## Meeting at Colorado Springs Next Week to Discuss Airplane Problems

SAN FRANCISCO, Dec. 6.—(Special.)—"The western states of America are proceeding to take world leadership in the development of commercial aviation. The necessary fundamentals of such progress are here in the west and the formulation of an intelligent program encompassing a coordination of effort and correlation of thought throughout this great western domain should bring us to a position of aeronautical dominance."

R. E. Fisher, chairman of the aeronautical committee of the California Development association, will carry the above thought to the delegates of the western divisional meeting of the United States Chamber of Commerce at Colorado Springs, December 6-7-8. Fisher bases his conclusions upon the lively interest expressed in all the western states in this infant industry and upon the three fundamentals of air commerce success which he terms are: distance between populated centers, making air travel an economic necessity, because of natural barriers such as our great mountain ranges present to rapid land transportation by either train or automobile; sufficient population to give financial backing, and climate, making year-round flying possible in the greater part of the territory.

"The west today," further states Fisher, "has the only successfully operated contract air lines in the

United States. The planes operated on these lines were built in the west; western vision formulated the program of operation of this company, and western capital backed it.

"It is our hope that at the western divisional conference at Colorado Springs every delegate will join the interests of his community in the development of a great western program. We have every reason to believe that this will be done, and if the delegates unite in such a program the west should

soon gain world recognition in aeronautics."

Expansion of markets for western progress, both manufactured and raw, with particular attention to the Pacific domain, but encompassing world trade, will be one of the many outstanding economic western problems brought before the Colorado Springs conference for a program of solution.

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