

"The Deserter" A Second-Lieutenant Tells How He Became Disgusted With the "High Command's" Brutality Brunsbüttel Punishment Camp: Lectures on Brutalism

BY HERMAN HADLER.

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Brunsbüttel Barracks was commonly known as the "torture-house", and it lived up to its reputation as well as to its name. According to the conception, however, of my superior officers, the barracks was an institution of example "in order to forewarn and caution would be weak spirits in the ranks to the serious consequences of what would befall them should they follow or emulate the example set by treacherous investigators." I quote these words, as accurately as I can remember them from a lecture delivered to us officers by a superior officer, by the name of Captain Aman, whom the admiralty authorities found necessary to send to us to justify the brutal Brunsbüttel torture methods.

At this lecture there were over thirty officers like myself, who, at least many of them, were invited, or rather permitted, to put questions to Captain Aman, the torture justified. I modestly claim that I was the only officer who took an aggressively opposing attitude towards Captain Aman's questionable military doctrine. He is an experienced speaker and answered my questions with scorn, sarcasm and contempt. To the serious and dignified question I put him, "Herr Captain, is it not true that such 'terror methods' would eventually undermine the fighting morale and individual reliance of our troops?" he replied, contemptuously, "Yes, it would to a great extent, when led by men like you." This insulting retort brought glee to the majority of my fellow-officers which was evident in their faces, while a few of them appeared resentful. I, thereupon, left my seat, took a few steps toward the speaker, and in a courteous tone, informed him that it was for him to test my soft heart. Upon this, one of my fellow-officers, himself a lieutenant, demanded of the captain that he immediately apologize for the uncalculated insult he had offered me while a great many other fellow-officers shouted at me to retract and withdraw the challenge. I took my seat and made no answer to the cheap showings of my fellow-officers while Captain Aman behind his table kept silent and also kept his seat.

Captain Aman refused to accept my challenge with an improvised plea that "duels in times of war were against the interests of the fatherland." Such an attitude was exceptional. I am thirty-eight years old and the captain is 44 therefore, our ages were not in great variance. I was a second lieutenant, in hazardous active service since the war while the captain had been constantly on short duty. For that reason his high rank could not justify his refusing my challenge for any reason.

On the following morning, before breakfast, while taking a walk at the parade grounds, I met Captain Aman alone, and approaching, he demanded of him to test my "soft heart." He looked me over from my head down to my feet, smiled contemptuously and was about to walk away from me without even one word of answer. Thereupon I slapped his face with the back of my right hand, very lightly, of course. Two days later I received a summons to appear before the ranking officer of the region. I was reprimanded severely for having insulted Captain Aman, and was ordered to report to Wilhelmshaven immediately to serve a sentence of one week's confinement. During the last year or so our higher admiralty command has been permitting ranking officials to apply disciplinary measures to subordinates without the process of trials. In my case, however, a degree of leniency was employed. I was not dispatched to Wilhelmshaven in charge of guards, but was permitted to proceed to that place unaccompanied.

On reaching Wilhelmshaven I learned that the ranking officer to whom I was ordered to report was a certain officer with whom I had fought a duel in 1913. I had chastised him severely. And knowing that his soul dwelt in very small space I fully prepared myself for the treatment that I expected would be meted out to me by this man who had better connections, family connections, and still louder talk and bluster than manly courage or brains.

On presenting my letter my old enemy, in a terse voice and without further comment, assigned me to a room where I should serve my week's disciplinary confinement.

At the end of the week, a fleet of submarines having just returned from long service in the North sea, and their crews being in great need of recuperation, I was assigned to one of the craft for regional duty. Two days later, hardly before making myself familiar with the type of the under-sea-boat put in my command, I was ordered to report to Cuxhaven. As the cruise from Wilhelmshaven to Cuxhaven was a surface cruise I found my commission not so difficult. On reaching Cuxhaven I heard so many accounts of terrible, yes, horrible conditions prevalent in that base that I made up my mind then and there to desert at the first favorable opportunity that presented itself.

I learned that our higher admiralty command had completely lost its head and was treating every common soldier that fell under their unfavorable suspicion with undecipherable barbarities. Let me state here very strongly, however, that there is not the slightest possibility of an organized or near-organized mutiny in our ranks. In the first place an organized mutiny is beyond any conception of possibilities. In the second place, the discontent is not aimed against Imperial foreign policy or against Imperial war policy. It is simply caused by the admiralty's barbarous treatment of the common seaman. The admiralty authorities have not the slightest fear of a war vessel crew turning against the Imperial forces during inaction or during a battle against our enemies. The admiralty's uneasiness is simply actuated by a fear that discontent when generally spread in the ranks would eventually undermine the general morale of the entire fighting forces. For that reason, instead of studying the deep-rooted causes of discontent in the ranks and reforming itself, it is now engaged in crushing the suspected inspirers of dissatisfaction through cruel and barbarous methods.

As an example, I was told at Cuxhaven that a few weeks earlier, two under-officers were subjected to lash punishment, at the hands of punishment authorities in the presence of a large group of marines. One of the unfortunate died after the second application of the fifteen lashes, while the second victim was in the hospital in a very precarious condition. No one doubted that the murders of the four higher officers who had taken part in the lash punishment ceremony, only the night before my arrival at Cuxhaven, was the direct result of such procedure. These four officers were shot by bullets that came mysteriously from the direction of the barracks at which the crews of many war vessels are stored during inaction. Four shots fired from amongst the 3,000 men could not be located. Many of these 3,000 common seamen knew the guilty persons in their ranks but naturally could not be persuaded to voluntarily betray their fellowmen. Besides such a betrayal being considered highly dishonorable, there was a still stronger motive in their reticence. No betrayer under such circumstances would survive the revenge of the others. So a proclamation was issued that unless the men at the barracks informed the authorities "secretly" every seaman in the barracks would be subjected to six lashes each. The result was that such tactics simply proved the stupidity of the high ranking officials stationed at Cuxhaven. No less than four hundred names were reported secretly, under a secret ballot scheme. And even then, instead of regarding this as a good joke perpetrated in their expense, they summoned all these men, and in groups, submitted them to severe examinations. The final result proved that the common seaman had little honor and were anxious to betray each other for the sake of escaping from the threatened six lashes. It proved that amongst the seamen there was not solidarity. Besides betraying the four of their fellowmen who had mysteriously snipped at forty officials of the punishment dignitaries, they further betrayed nearly fifty others and testified against them, divulging them with plots of serious uprisings, most of which found credence only in their own imaginations. At the end of the investigation the naval authorities had a few more than sixty seamen in their hands who were accused of various crimes, bordering on high treason. These men were given six hours to make a complete confession as to their parts in the various plots. In two hours the authorities had 27 men as candidates for execution.

While at Cuxhaven I noticed how intensely busy our fleet was making preparations for the coming day. Battleships entered the inner harbours, battleships left the harbour, torpedo-boats of all descriptions and destroyers of all sizes and types cruised hither and thither, while every measure was being taken to man our entire reserve under-sea craft with new crews. Cuxhaven being the nearest one of our principal naval bases to the mouth of the Kiel canal on the Elbe, it was natural that the intensity of our naval movements was most obvious at that region. Near the Mediam Sand where there is a clear channel about six fathoms deep, more than twenty mighty dredges were busy day and night, broadening the waterway.

Hundreds of scientific divers were engaged in removing certain vessels mysteriously sunk in the channel. I have heard many versions regarding the sinking of these ships. I was told, once by an officer stationed at Cuxhaven since the war, that eight ships of heavy displacement were sunk in the roadway. But nobody knew to a reasonable certainty how many ships went to the bottom or how they went. I am under the impression that there has been some kind of a serious disorder some ships were sunk, but as to the identity of the number of the sunken vessels only the very highest officials knew the whole truth. If it is true that such a serious disorder took place it is natural that none of the seamen who took part in it would be available to tell the tale. But this much is fact, that during my commission at Cuxhaven hundreds of divers were at work mining objects under water and mighty dredges were employed in removing obstacles thus scattered about below the surface. After every explosion following the mining of these objects under water the surface of the water would be covered with woodwork that goes into the furnishings of a ship's interior. Immediately a fleet of heavy-bottomed drifters with wire nettings would sweep the area between Platencandau and Cuxhaven, a width of about nine or ten miles.

Altogether I stayed at Cuxhaven only one week. During this period I spent my mornings on board my submarine, superintending the very necessary repairs to her machinery one hour of my afternoon I spent at the officers' lecture room, addressing younger officers of our undersea craft on submarine cruising, and following on the chart map the areas through which the navigating of submarines is the most critical and hazardous proposition.

I spent the rest of my afternoon in making visits to the various works at the harbor. It must be kept in mind that certain inner portions of the harbor, repair dockyards, assembly docks and experimental stations are closed to all naval men in active duty. The officers on active sea duty are not permitted to know much. The reason for such a precaution is that in case of desertion or capture by the enemy these men would know very little that is essential to impart to our enemies.

But too many things are happening at our bases to be successfully kept secret from the officers' mess room. For instance, one of the divers employed in mining a certain sunken vessel at the mouth of the Elbe told a fellow-officer that the war vessels that were sunk were the "Witteback" and "Markgraf." The wood-work that came to the surface after the mining of the ships were the uncontrovertible evidence of identity. Yet every naval officer at any one of our bases knows that two of our battle cruisers this very day bear these names. The natural conclusion is that immediately after the destruction of the two war vessels that originally bore these names our admiralty must have renamed others with these titles.

It is common knowledge amongst the naval circles at our bases that nearly as many of our war vessels that took part in the battle of Jutland were lost to us later as were admitted by our admiralty.

Therefore it is possible that it is some of the vessels that made for our home ports after the battle of Jutland that sank in the waters of Weser.

During my short submarine commission at Cuxhaven I was perfectly aware of the fact that at any time an order would transfer me to another commission. Once or twice I even received intimation that I would be sent to Emden where I would be put in charge of a station training raw recruits in the under-sea service. But instead, one day I received an order that I would board a certain destroyer and sail for Helgoland I had only twelve hours notice in which to prepare for my new commission. I had very slight intimation in what capacity I would be employed while at Helgoland.

About three hours before the time set for my departure to our island base I heard that a certain American who was not of German blood was visiting the outer harbor works. Naturally I was curious to inquire in the mess room about this Herr Pastor from America. I was very curious indeed to meet him as I had heard so much about him and his great zeal for our cause. I had a great esteem for this man although I had never seen him.

It was difficult to obtain a short interview with him. On meeting him, however, I felt ashamed that our high civil, military, and naval officials had wasted energy in paying this mean absurdity such homage. My only purpose in meeting him was to ask him personally how the Americans really felt about this war. Notwithstanding the fact that I had pledged my honor as an officer to hear from an American's lips the real feeling of his people towards us and especially towards this war. I was very disappointed to hear from him such cheap talk as he had been in the habit of unloading to our gutter elements both in the fatherland and America.

The reason of the authorities in bringing such a grotesque impostor to Cuxhaven to address our naval men was to belittle America's war possibilities in the eyes of our men and crew. "Here is an American without a drop of German blood in him! Listen to what he has to say about America as a war-making power." I know that the effort of the renegade American, Herr Pastor was wasted. Every one who heard him speak resented the insult, thus flung on their faces by the authorities in thinking that our German naval men were such idiots as to take the Herr Pastor seriously.

I boarded the destroyer No. 34, and within one hour and fifteen minutes reached Helgoland, traversing a distance of 38 or 40 miles.

At our island base I found our preparations for the coming North sea battle more intensive. Down to the commencement of the war we had spent nearly 100,000,000 marks on this island which is hardly one mile long from tip to tip and much less than a half mile at its widest portion. On the southeastern part of the island we have built a marine wall 40 feet wide and half a mile long, which runs straight from north to south. To the east of this great wall we built a mole which is two-fifths of a mile long and one-third of a mile wide, and at the southwestern tip of this mole we have enclosed an expanse of water protected by sea-wall 300 feet wide and with an entrance about 300 feet wide. In this artificial harbor which is heavily fortified and mined we have four submarine stations, while in the inner harbor that is bounded by the mole in the northeast and west, we have one of the most complete undersea experimental stations, I mean, experiments in cruising. A double-tracked narrow gauge railroad circles the sea-walls from end to end. From end to end a tunnel also runs through the sea walls. At about fifty yard intervals along the wall there are openings to the tunnel, through which openings any one of our heavy calibre guns may be elevated. Of course it must be understood that the railroad that runs under the sea walls runs also through a connecting series of tunnels that encircle the island proper. Besides the island encircled with tunnels and railroads, there are four straight underground passages that run from the northern tip of the island to the southern, and there are sixteen other tunnels that run across the width of the island. Any number of the heaviest guns can be shifted within a short time to any given point. The Zeppelin shed which is situated on the northern shore is protected by about 200 anti-aircraft guns that would spell death to any uninvited guest.

But the island! The life there! It is horrible!

(To Be Continued)

ROAD INFORMATION FOR MOTORISTS AND CAMPERS

This bulletin contains general information concerning road conditions in or near the National Forests of Oregon and Washington, based on data furnished by the field men of the Forest Service.

TAKE NO CHANCES WITH FIRE.
DROPPING BURNING MATCHES OR TOBACCO—If you have a camp fire, build it away from logs, trees, or rotted wood. Scrape a clean strip around it, digging down to dirt. When you leave, PUT IT OUT. If no water is available use dirt.

OREGON ROADS.

Western Oregon
Willamette Valley-Cascade Mountain Wagon Road—This road is open and in fair condition Foster to Fish Lake. Closed between Fish Lake and Summit of their mountains. By making detours passage is possible. The road should be open for travel July 1. At present some of the bridges are unsafe and several ferds must be made.
Hebo-Neakowin—Open and in permanent condition for the summer between

Hebo and Neakowin. There are some rough spots.
Tillamook-Willamina—Open and in fair condition entire length.
Dead Indian—Open between Pelican Bay and Ashland. Passable for autos.
Klamath Falls-Crater Lake—Open between Klamath Falls and all Crater Lake points. In very poor condition between Klamath Falls and Fort Klamath. All roads to Crater Lake are now open.
Crater Lake Road—Open and in good condition between Meaford and Fort Klamath.
Columbia River Highway—Open and in good condition Portland to Cascade Locks. Closed for construction between Cascade Locks and Hood River. Cars may be shipped between Cascade Locks and Hood River by rail or boat on week days. Eagle Creek public camp and picnic grounds is located 4 miles east of Portland. Here the Forest Service maintains a free picnic and camp ground for recreation use. Tables, benches, fire places running water and other conveniences are available at this camp ground.
Willamette Road—Open between Eu-

gene and a point several miles beyond Oak Ridge. Closed to all vehicles beyond Oak Ridge. Closed to all vehicles beyond this point.
McKenzie Pass Road—Open and in good condition Eugene to west boundary of the Cascade National Forest. Poor condition from west boundary of the Forest to Sisters.
Drain-Scottsburg—Open and in good condition entire length.
Klamath Falls-Bend (via Fort Klamath)—Open and in fair condition.
Crescent City-Bandon—Coast Road—Open and in fair condition entire route with some rough places.
Grants Pass-Crescent City—Open entire length and in good condition except for a few rough places.
Pacific Highway—Open and in fair condition Roseburg to Grants Pass and Medford. In good condition Grants Pass to Wolf Creek.
Barlow-Oak Grove—Open and in good condition Portland to Rhododendron; poor condition Rhododendron to forks of road near Clear Lake. Open but rough Cedar Lake to Cedar Burn; good condition Cedar Burn to Wapinitia.

EASTERN OREGON.

Sparta-East Eagle Park—Open and in good condition entire route.
Baker-Cornucopia—Open and in good condition.
Baker-Prairie City—Open and passable for all vehicles but in poor condition.
Milton-Tolgate—Open and in good condition between Milton and Spring Hill. Closed by snow beyond Spring Hill. No detour possible.
Hardman-Spray—Open and passable for machines entire route.
Prineville-Mitchell—Passable between Ochoco Station and Wheeler-Crook county line; open and in excellent condition county line to Beaver Ranger Station.

WASHINGTON ROADS.

Western Washington.
Cascade Scenic Highway—Open from coast towns to Sultan; closed between Sultan and Tye for construction work; detour impossible.
Sumner Highway—Open and in good condition from Seattle to Snoqualmie Pass. Fair condition Inouahmie Pass to Lake Keechelus. In good condition Lake Keechelus to Easton and Cle Elum. Mud holes near the Pass are drying rapidly and road should be in good condition entire route soon. Sixty miles out of Seattle on this highway is the Denney camp grounds where the Forest Service maintains a free public grounds equipped for the use of the public.
Arlington-Darrington Road—Is open and in good condition Arlington to Fortson. Fair condition Fortson to Darrington.
Olympic Highway—Open in good condition between Olympia and Quinalt Lake. Open and in fair condition between Olympia and Discovery Bay. Good condition Fairholm to Mora and Forks.

EASTERN WASHINGTON.

State Road No. 4—Open and in fair condition between Republic and Tonasket.
Blowet Pass Highway—Open and in good condition Cle Elum to Wenatchee. This road is now in the best condition it has ever been. Several bridges and the heaviest grades on the old road on the Chelan side of the road have been eliminated and a large number of new turnouts built. No driver should have any difficulty in negotiating this road.

FOREST FIRE SPARKS.

Three fourths of the fires in the forests of the United States are caused by man.
Every forest fire which destroys timber or takes men away from productive work helps the Hun.
For the first time in the history of wars, timber is recognized as an essential war material. Don't let forest fires destroy it.
Railway ties and trench timbers from the hand planted French forests helped

Increased Freight Rates

Effect the prices of Automobiles delivered after July 1st. But we have Overland and Maxwell Cars for immediate delivery that we will sell at present prices. We also have Samson Tractors that the increased freight rates will not effect.

All cars will advance \$25 and upwards after the present stock is exhausted. Place your orders now while we have cars and tractors in stock.

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CAN YOU DO IT?

Do you know the words of the "Star Spangled Banner"? From the bulletin board at the Presidio, where he is in training, Earl Baker, of Eugene, Or., copied the following clever bit and sent it home for consumption:
"Oh, say can you sing from the start to the end, What so proudly you stand for or chestrars play it; When the whole congregation, in voices that blend, Strikes up the grand tune and then torture and slay it! How valiant they shout when they're first starting out, But the dawn's early light finds them floundering about. 'Tis the Star Spangled Banner they're trying to sing, But they don't know the words of the precious brave thing."

utilize but must pay for dearly in extra fuel and tire wear.

"The light car not only costs much less to operate but is easier to drive, especially in congested traffic. For long distant driving it is far more dependable. It can travel with ease over rough roads and get in and out of places where the heavy car handicapped with its own weight could never negotiate.
"But in spite of the many advantages of the lightweight car, which anyone can easily understand, if they give the subject a moment's thought, there are many laboring under the delusion that a light car lacks strength. This is not so. If built right, the lightweight car is just as staunch and sturdy as the heavyweight car. As a rule it also possesses longer life and depreciates less in value from year to year—all because there is less weight which means less strain, less wear and tear.
"Anyone skeptical on this point should inspect the Chevrolet "Four-Ninety" touring car. Here is a car weighing less than two thousand pounds yet possessing ample strength for all uses to which it could possibly be put to and power enough for all occasions. Because of its lightweight and famous valve-in-head motor, twenty-five miles on a gallon of gasoline is a common performance for this car. And a set of tires on a "Four-Ninety" will give exceptionally high mileage."

The Piave is a river after our own heart.

"The Piave is a river after our own heart. It is a river of light, of speed, of power. It is a river that will give you the most of life and the least of trouble. It is a river that will give you the most of pleasure and the least of pain. It is a river that will give you the most of success and the least of failure. It is a river that will give you the most of happiness and the least of sorrow. It is a river that will give you the most of life and the least of trouble. It is a river that will give you the most of pleasure and the least of pain. It is a river that will give you the most of success and the least of failure. It is a river that will give you the most of happiness and the least of sorrow."

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are common in Western Canada. The thousands of U. S. farmers who have accepted Canada's generous offer to settle on homesteads or buy farm land in her provinces have been well repaid by bountiful crops of wheat and other grains.

Where you can buy good farm land at \$15. to \$30. per acre—get \$5. a bushel for wheat and raise 20 to 45 bushels to the acre you are bound to make money—that's what you can do in Western Canada.

In the provinces of Manitoba, Saskatchewan or in the Alberta you can get a Homestead of 160 Acres Free and other land at very low prices.

During many years Canadian wheat fields have averaged 20 bushels to the acre—many yields as high as 45 bushels to the acre. Wonderful crops also of Oats, Barley and Flax. Mixed Farming is as profitable an industry as any in the world. Good schools, churches, markets, climate excellent. Write for literature and particulars as to reduced railway rates to Dept. of Immigration, Ottawa, Can., or to J. N. GRIEVE, Cor. 1st and Post Sts. Spokane, Wash. Canadian Government Agent.

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