

The German News Bureau

British Ambassador at Berlin Exposes Its Conspiracy

London, Sept. 23.—

A Parliamentary paper [Cd. 7595] has been issued containing reports from the British Embassy in Berlin "respecting an official German organization for influencing the Press of other countries."

Throughout the early months of this year there was extraordinary activity in German industrial circles about schemes for pushing German exports.

Some of them broke down owing to internal dissensions, but there was one thing that everybody was agreed about—the desirability of capturing the foreign Press.

THE CONSPIRACY

On February 27 the British Ambassador reported to the Foreign Office:—

A short time ago a meeting, of which the secret has been well kept, was convened in the Ministry of Foreign Affairs, of which Dr. Hamann, the notorious head of the Press Bureau of the German Foreign Office, was the originator and at which the Foreign Secretary himself was present.

The meeting was attended by members of the leading industrial concerns of this country—the North-German Lloyd, the Hamburg-America Company, the Deutsche Bank, the Disconto Gesellschaft, the Allgemeine Electricitätsgesellschaft, Siemens and Halske, the Schuckert Works, Krupp, the Cruson Works, &c.

They formed a private company with the purpose of "furthering the German industrial prestige abroad"—a conveniently vague purpose. The company was financed by private subscriptions and by a Government grant.

All the big German enterprises subscribed heavily to the fund and the Government agreed to place in the estimates a fixed annual sum for its maintenance.

This is the "GERMAN SECRET SERVICE FUND," created for the purpose of the payment of subsidies to certain newspapers.

The company has entered into an agreement with the "Agence Havas" that the latter will in future only publish news concerning Germany if supplied through "Wolff's Telegraphen-Bureau."

The latter will receive its German news exclusively from the new company.

The foreign Press was to be "watched" by the company's agents, who were to be "journalists" specially dispatched for the purpose.

It was arranged that the German cable rates for Press telegrams should be reduced in the interests of the new company, which, as the Embassy report remarked, was "preparing the ground for a vast system of international blackmail."

In the course of April and May the British Embassy reported a new system of "week-end telegrams" to the United States, Canada, South America, India, and most of the British Dominions.

In June the Deutsche Export Revue betrayed the organization of the scheme.

The British Ambassador reported that high official quarters had given instructions that this article should not be reproduced or referred to "as its inadvertent publication is considered extremely inopportune and embarrassing."

Independence of the Agence Havas

The following statement has been issued by the official Press Bureau: Conclusive evidence produced by the Agence Havas has satisfied the Foreign Office that the statement occurring in the recently published report forwarded by his Majesty's Ambassador at Berlin that the Agence Havas has agreed in future to publish news concerning Germany only if supplied through the Wolff's Telegraphen-Bureau is not correct.

Such an arrangement appears to have been intended by the German organization, but it is not one which the Agence Havas ever even contemplated.

It is with great satisfaction that the Foreign Office have been enabled to give publicity to this correction.

THE CANADIAN STREET CAR ADVERTISING CO., LIMITED

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Breaking Out of Germany

(Continued from page 8.)

one station in particular I noticed they had erected a small temporary hospital, and on the platform row after row of wounded soldiers, and in the hospital a great many more, no doubt the more seriously wounded.

We reached Hanover about 2.30, having accomplished one half of our journey without any further incident. At this station we all got out and walked up and down for a little exercise—were permitted to buy some light refreshments which they were pleased to take money for. Leaving Hanover at 2.40 we were then getting on for the frontier. We noticed in this district that the farms and crops were all being handled by old men, women and children, also that the crops over the whole district were looking very fine.

Travelling in my compartment with me were an American family from New York, Mr. and Mrs. Z.

By this time, getting on for 5.30, we were nearing a frontier station called Blenheim. At 5.45 we came to a stop. Looking out of the windows we saw a slight commotion, and various big, grand looking officers about, and came to the conclusion we had reached the frontier. Our car was the first passenger coach from the engine and the third car in, the other two being baggage cars, and we were the first car to have our passports examined. We were in the fourth compartment of this car.

I was very curious to see how the officers examined the passports. They drove us all into the compartment and had us close the door so that nobody could get out of the car without being thoroughly overhauled. Finally there came into our car four of these Prussian officers, looking very arrogant and full of their own importance. Mr. Z. handed his passport over and it was handed back to him all safe. The German did likewise.

Then came my turn to hand over my passport, which I did. This passport, I might say right here, belonged to a gentleman of the following description: "Age, 50. Height, 5 ft. 5 ins. Brown eyes. Black hair. Roman nose. Russian cast of countenance. Round face. Sturdy." I thought it advisable not to stand up under the circumstances, as my height is considerably over 5 ft. 5 ins. Also I did not look at the officer who had taken the passport, but I could see he examined it pretty thoroughly and for a little longer than the other two in our compartment.

I stretched out my hand and took the passport, almost pulling it out of his hand: folded it and put it in my pocket. He looked at me and passed on. That moment seemed to me to be a lifetime and the following ten minutes that these officers were in our car I was not quite comfortable, but having brought my pipe and tobacco with me, I filled it, looked out of the window and began to smoke.

The next half-hour seemed to me like an interminable day, till at last the officers had finished examining the train and gave the signal to start. In a car four or five behind ours they took off a gentleman, or a man, with a black beard, presumably a Frenchman. I saw how they hauled him into a shed on the platform at Blenheim and we never saw him again; and I thought to myself how the dark gentleman with black hair, 5 ft. 5 ins., might have been treated in the same way, only a little more so, if he had been recognized as a British subject!

Across the Frontier.

After crossing the frontier we came to the first station in Holland, called —, where they examined the baggage. We again had to stop and Dutch officers came aboard the train and asked for our passports. Feeling more comfortable by this time I put mine forward with a great deal of faith, thinking there would be no trouble here. As predicted, the officer looked at it and handed it back to me. The train having been examined, we went further up the line and stopped at the Customs House station and the officers examined our bag-

gage. There was no trouble about this as they simply asked if we had anything dutiable and were very civil and nice about this examination.

Nobody was allowed to leave the train, but immediately it was all over we were asked to proceed up through one of the doors of the station to have our tickets examined. We marched along through the various doors just like the animals going into the ark. We finally got out of a door on to the platform again and had a few minutes to secure a cup of tea or coffee as they have it here, then back to our compartment feeling that we owned the earth.

About 7.30 to 8 we arrived at Amsterdam and were strongly advised to get off either there or at The Hague, as Rotterdam was so full up with people, Americans, etc., we should not find a place to sleep. So arriving at The Hague at 10 o'clock, the Z. family and I decided to get off. We procured a conveyance and drove to the Hotel de Bellevue, where we found comfortable quarters and a lot of excited American people discussing their chances of leaving by the boat sailing at the end of that week, a Holland-American liner. Some few of them, one American in particular who had been living over there, had very little good to say about the English. He ridiculed the speech of Lord Kitchener to his troops, advising them to do and act as Britishers, which rather brought forth something in me that I had been keeping under all the time I was in Germany, and I can assure you when it came out it was good and ripe. That American went to bed very shortly after that, having nothing more to say.

Next morning we were up bright and early. A nice sunshiny morning, and the Z. family and I decided to go down and take a trolley run to Rotterdam. We went over there and they got their heavy baggage all arranged for, then got some lunch and walked about Old Rotterdam—a very interesting and busy city, full of canals and quaint old buildings. We found that Holland had issued various kinds of money paper such as a one gulden piece and one florin. On examining this paper I came to the conclusion it was nothing more than a piece of white paper stamped with an ordinary rubber stamp.

Wednesday, Sept. 9, 1914.

WE went back on the electric tram to The Hague, arriving about 4 o'clock, and immediately went to the Peace Palace which Andrew Carnegie paid two million dollars to build. The front railings of the main entrance are built on the same lines as in his house in America. The grounds are laid out very beautifully. I noticed beds of red geraniums larger than any I have ever seen before. We took tickets at the gate costing us about five cents, Canadian money, and went through the gardens, up a flight of marble steps to the main entrance hall, where we again bought tickets. We left our hats and canes with an attendant and walked through the various council chambers and judgment halls. The decorations, furnishings and floors of the magnificent rooms we went through were furnished by different Governments. For instance, the large council chamber which we entered first had chairs, tables and desks made of teak supplied by the Argentine Government. The tapestries on the wall were given by France, and the floor, of mosaic, was made by a celebrated Dutch manufacturer.

It took us about one hour to go through the various places and we noticed particularly one very fine statue of Christ, made out of some of the cannon used in the wars between Chili and the Argentine, when some years ago they were always at war with each other. A celebrated priest, or bishop, then came to the conclusion that the only way to stop these wars was to have them melt their cannon and make a statue and put it on the borders of their coun-