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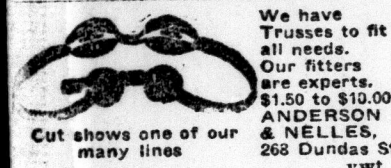
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2. Tuesdays, 2 p.m. to 3 p.m., beginning Oct. 3—"Sociology," by Walter James Brown, B.S.A., L.L.M.
3. Fridays, 4:30 p.m. to 5:30 p.m., beginning Oct. 6—"Public Health," by H. W. Hill, M.B., M.D., D.P.H.
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For further information apply to Dr. H. W. Hill, Institute of Public Health, London, Ont.

Note.—Businessmen who desire to enroll as special students in the College of Arts and take lectures in Commercial Economics, including Industrial Management and Commercial Distribution, Commercial Law, Accounting, etc., should confer at once with Dr. K. P. R. Neville. 510-yw

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The Kaiser's Memoirs

By WILHELM VON HOHENZOLLERN,
(Former Emperor of Germany)

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FOURTH INSTALLMENT.

German Social Problems.

THE policy that kept in view the welfare of the workers unquestionably imposed a heavy burden upon all the industrial elements of Germany in the matter of competition in the world market, through the well-known laws for the protection of workmen. This was especially true in relation to an industrial system like the Belgian, which could, without hindrance, squeeze the last drop out of the human reserves of Belgium and pay low wages, without feeling any pangs of conscience or compassion for the sinking morale of the exhausted, unprotected people. By means of my social legislation I made such conditions impossible in Germany, and I caused it to be introduced also in Belgium during the war, by General Bischoff. In order to promote the welfare of the Belgian workers. First of all, however, this legislation is to use a sporting term—a handicap upon German industry in the battle of world competition. It alienated many big leaders of industry, which, from their point of view, was quite natural. But the lord of the land must always bear in mind the welfare of the whole nation; therefore, I went my way unswervingly.

Those workers, on the other hand, who blindly followed the Socialist leaders gave me no word of thanks for the protection created for them nor for the work I had done. Between them and me was the motto of the Hohenzollerns: "Sinn eukue." That means "To each his own"—not, as the Social Democrats would have it: "To every one the same!"

I also harbored the idea of preventing to some extent competition between the European continent, by bringing about a sort of quota-fixing in foreign lands, thereby facilitating production and making possible a healthier mode of life among the working classes.

There is great significance in the impression which foreign workers got in studying Germany's social legislation. A few years before the war people in England, under the pressure of labor troubles, came to the conclusion that better care must be taken of the workers. As a result of this, commissions visited Germany some of them composed of workmen. Guided by representative Germans, among them the Socialists, they visited the industrial regions, factories, benevolent institutions, sanatoria of insurance companies, etc., and were astonished at all the things they saw. At the farewell dinner given them the English leader of the workmen's deputation turned to Bebel and made this concluding remark:

"After all we have seen of what is done in Germany for the workers, I ask you: Are you people still Socialists?" And the Englishmen replied: "We are quite satisfied if they could succeed after long fights in parliament, in putting through one-tenth of what had already been accomplished years before in Germany toward bettering the condition of the laboring classes."

I had observed with interest these visits of the English deputations and marveled at their ignorance of German conditions. But I answered by more at a question asked by the English government, through the channel of the English Embassy, on the same subject, which betrayed an absolutely amazing lack of knowledge of the progress made in Germany in the province of social reform.

The English ambassador, questioning that England, having been represented in 1896 at the Berlin Social Congress, must certainly have been informed, at least through the embassy, of the Reichstag debates, which had dealt in a detailed way with the various social measures. The ambassador replied that the same thing had also occurred to him and that he had also read the earlier records of the embassy investigation, whereupon it had transpired that the embassy had sent the fullest reports on the subject to London and that thorough reports had been forwarded home concerning every important stage in the progress of social reform; but, "because they came from Germany," nobody ever read them; they were simply pigeon-holed and remained there ever since; it is a downright shame; Germany does not interest people at home."

Thus the British, with a shrug of his shoulder. Neither the British king nor parliament had enough conscience or time or desire to work for the betterment of the working class. The "policy of excitement" for the annihilation of Germany, especially of its working population, was, in their eyes, far more important and rewarding. On the 9th of November, 1918, the German Radical Socialist leaders, with their like-minded followers, joined forces with this British policy of annihilation.

"Welfare Work" at the Court.

In a small way, in places where I had influence, as, for instance, in the administration of my court and in the Imperial Automobile Club, I laid stress upon the social point of view. For instance, I caused a fund to be established, out of the tips paid for visiting palaces, which was destined solely to the benefit of the domestic staff, and which, in the course of time, reached a magnificent total. From this fund the domestics and their families received money for trips to bathing resorts, cost of taking cures, burial expenses, dowries for their children, continuation expenses, and similar payments.

When I, at the request of the newly-founded Imperial Automobile Club took it under my protection, I accepted an invitation to a luncheon in the beautiful rooms of the clubhouse, built by Ibsen. In addition to magnates like the Duke of Ratibor, the Duke of Ujest, etc., I found there a number of gentlemen from Berlin's high financial circles, some of whom behaved rather wildly. When the conversation turned to the subject of drivers, I suggested establishing a

fund, which in case of accident, illness or death befalling these men should provide means of livelihood for those whom they left behind. The suggestion met with unanimous approval, and the fund has had most excellent results. Later on I thought about the establishment of something similar for the skippers and pilots attached to the Imperial Yacht Club at Kiel.

Special pleasure was afforded me by the Kaiser Wilhelm Children's Fund, which, under the leadership of which, I decided, me at Ansbach at the end of September in each year, a large number of children from the most poverty-stricken working people's districts in Berlin were accommodated in successive detachments, each lasting a few weeks. This home is still under the tried direction of the admirable superintendent, Miss Kirschner, daughter of the former chief burgomaster of Berlin, and it has achieved most brilliant results, both in the physical and psychological domain. Weakened, pale, needy children were transformed into fresh, blooming, happy little beings, concerning whose welfare I often joyfully convinced myself by personal visits.

For the very reason that I have spoken of my quarrel with Bismarck as a result of labor questions, I wish to add to what I have already said about his basic position in the matter—an example showing how brilliantly the prince behaved in something that concerned the workers. In this, to be sure, he was impelled by nationalistic motives, but he also realized at once that it was necessary to protect a large element against unemployment, which caused him to intervene with the full weight of his authority.

Some time around 1886, while I was still Prince Wilhelm, I had learned that the great Vulcan shipping concern at Stettin was confronted, owing to lack of orders, with bankruptcy, and its entire force of workmen, numbering many thousands, with starvation, which would mean a catastrophe for the city of Stettin. Only by an order for the building of a big ship could the Vulcan shipyard be saved to the city.

Spurred on some time before by Admiral von Stosch, who wished to free us once and for all from the English shipbuilders, the Vulcan people had set to work courageously to build the first German armored ship, christened by my mother in 1874 on her birthday, on which occasion I was present. Ever since that time the warships built at the Vulcan yards had always satisfied naval experts—the concern, however, seldom built warships.

The Chancellor in Action.

The German merchant marine, on the other hand, had not dared to follow the path courageously blazed by Admiral von Stosch. And now the brave German shipyard company was faced with ruin, since the North German Lloyd had refused its offer to build a passenger steamer, alleging that the English, because of their years of shipbuilding traditions, could build it better. It was a serious emergency. I hastened to Prince Bismarck and laid before him the matter as I have described it above.

The chancellor was furious; his eyes flashed, his fist came crashing down on the table.

"What! Do you mean to say that these shopkeepers would rather have their boats built by England than in Germany? Why, that is unheard of! And is a good German shipyard to fail for such a reason? The devil take this gang of traders!"

He rang the bell and a servant entered.

"Have Privy Councillor X come here immediately from the foreign office."

In a few minutes—during which the prince stamped up and down the room—the man summoned appeared.

"Telegram to Hamburg; our envoy—the Lloyd in Bremen is to have its new ship built by the Vulcan Company in Stettin."

The privy councillor vanished in hot haste, "with his coat-tails sticking straight out behind him." The prince turned to me and said: "I am greatly obliged to you. You have done the Fatherland, and also myself, an important service. Henceforth ships will be built only in our yards—I'll take care to make this clear to the Hansa crowd. You may telegraph to the Vulcan people that the chancellor will guarantee that the ship will be built in the Vulcan yards. May this be the first of a whole lot of such ships! As for the workers whom you have thus saved from unemployment, I hope that they will express their thanks to you."

I passed on the news to Privy Councillor Schutlow at Stettin, and great was the joy caused thereby. This was the first step upon the road destined to lead to the construction of the magnificent German express steamers.

When I went, after I had ascended the throne in 1888, to Stettin, in order to place honorary insignia on the flags of my Pomeranian Grenadiers, I also visited the Vulcan shipyard, by the invitation of the directors. After my reception by the directors outside the yards, the great doors were flung open and I walked inside. But, instead of work and pounding hammers, I found deep silence. The entire body of workmen was standing in a half-circle, with bare heads, in the middle stood the oldest workman of all, a man with a snow-white beard, bearing a laurel wreath in his hand.

I was deeply moved. Schutlow whispered to me: "A little pleasure for you, which the workmen themselves have thought up." The old workman stepped forward, and in pithy, plain words expressed to me the gratitude of the workmen to me for having saved them, and, above all, their wives and children, from hardship and hunger, by my appeal to Bismarck about the building of the ship. As a token of their gratitude he asked me permission to hand over the laurel wreath. Most deeply moved, I took the wreath, and expressed my pleasure at receiving my first laurels, without the shedding of a drop of blood, from the hands of honest German workmen.

That was in the year 1888. In those days the German laboring classes knew how to appreciate the blessing of labor.

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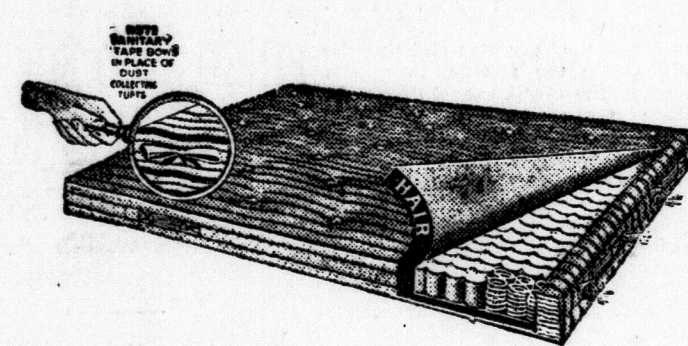
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