

INTENSE ANTI-GERMAN SENTIMENT IN FRANCE

One Phase of It a Commercial Boycott—Even Children Refuse Toys Made in Germany



THE CROWN JEWELS ARE GUARDED BY AN OFFICER (FAST ASLEEP).

So general is the German invasion of Paris and so force has the anti-German crusade become in France that genuine alarm is felt in Germany over the situation. Maximilian Harden, the well known writer and editor of the German press, has just published an apology for the French, saying that the present agitation serves his country right.

"We have done everything we could do to aggravate our French neighbors," he continues. "We did not want Morocco, but we made it as unpleasant as possible for our French friends who did want the country and possessed primary legitimate rights there."

"Does a Frenchman make a discovery we mock at it, as at first we scoffed at their aeroplanes, and we even carry our silliness so far that when it was none of our business we sarcastically warned Premier Poincaré that he was taking his life in his hands by attempting a trip to Russia on a French warship. We even delicately recalled to his mind the explosion of the *Lafayette*. We are continually bickering with the French."

"What is the result? The entire nation has risen as one man with a determination to take it out on us. By our clumsiness we have actually awakened the sleeping warrior in every French soul and united the whole nation against us. And we have no one to blame but ourselves!"

After withdrawing large amounts of capital invested in Germany the French have set about checking the German commercial invasion of France. The high duty on toys, so far as which went into effect at the first of the year is now beginning to prove onerous to German manufacturers of toys. Children are taught not to buy German made toys. French manufacturers are now stamping all their articles "French manufacture," and children will have no other.

In nearly every district in the city of Paris there are cheap bazaars. A year ago all kinds of fancy articles, cheap and badly made in Germany were sold at these places and eagerly bought. The boycott has reached these stores, which one proprietor told me have lost a large amount of money through the falling off of business.

"We are replacing German articles by French made things as fast as we can. Look at this picture frame. It only cost nine cents. Well, a year ago all such frames came from Germany. See here is the new mark. 'Fabrication française.' Now if that mark is not on manu-

factured articles no one wants them. People look for such marks just as they used to look for sterling silver marks or Limoges or Sevres.

"Take perfumes and powders. Formerly the cheaper grades all came from Germany. Well, a little while ago a big American manufacturer came on the market with talcum powder, soap and tubes of tooth paste. He sold as cheap as our German manufacturers and distributed samples widely. The result was that everybody who wanted cheap soap and perfume wanted the American mark, but would not use German products."

It was found that the Government was buying telephone supplies and various materials for army and navy purposes from Germany. So much trouble has been caused by the publicity given the discovery that the Government, through the Cabinet Ministers whose departments were in question, has publicly promised to buy nothing more from Germany.

The fact that the soldiers were eating soup made of German extract of beef has driven the French press today into a frenzy and the use of German food for the French army is termed "scandalous."

German visitors have been pouring into Paris, unwelcome everywhere solely on account of their nationality, for they give large tips. German criticism of Paris has, however, hurt French sensibility, and in revenge an Alsatian has written one of the wildest books ever published on German visitors to Paris, their false impressions and their satisfaction in their own fatherland. From one end of the boulevard to the other Paris has laughed over the Herr Professor Knatschke and his visit to Paris. The book is illustrated by Hansi, the king of German satirists.

The Herr Professor's impressions of Paris are confided to Hansi in a series of letters written from Paris. After stating that he had finally decided to visit the Babylon *Sensationnelle*—a term Germans apply to Paris—he declares he returned to Germany thoroughly disillusioned. The worldwide reputation of Paris is exaggerated, he said.

He arrived in the city with his friend, Rechnungsrat Lemple, and found facing the station of the Eastern Railway the restaurant which his friend, the Conductor Preceptor of Königsburg, had recommended to him.

"It is called Duval," he writes, "and the proprietor is a certain Bouillon, perhaps a descendant of Godefroy de Bouil-

lon. We entered. The room was doubly crowded. We, however, found a place at a little table at which a Frenchman was already seated.

"While eating he was reading the newspaper, and he had in front of him a microscopic bottle of wine. I presented myself to the Frenchman. My name is Knatschke," Lemke did the same, and wishing to heighten himself in the Frenchman's estimation added 'Councillor-Preceptor.'"

"We might have expected that the Frenchman would respond to our politeness, but we were greatly deceived. He hardly bowed his head, and he continued to read his paper—here is an example of the much vaunted French politeness—eh kein, thank you."

"The servant girl brought the menu. Quite different from all other Parisians, these servants are astonishing by their serious sombre dress and their decent manners, and I believe I am not mistaken in considering them like the deaconesses or sisters of charity expelled from their convents and obliged in modern France thus to earn their living."

"Let us return to the menu. The latter was colossal and contained so many dishes that it was difficult for a strange, to make



THE VENUS DE MILO WHICH IMPROVIDENT FRANCE HAS NEVER TRIED TO RESTORE.

choice, so I indicated the first on the list. Thereupon the servant brought us three tiny olives in which the stone was the principal part and a piece of butter still smaller.

"After having finished the part of our trip consecrated to art we crossed the Seine and went to the Latin quarter. Everywhere there are students in the streets. They seem quite fatigued by their bohemian life and are constantly flitting with women students. All employ their time drinking in the cafés, playing cards, reading the papers. As for the juvenile playfulness of our students' associations, not a trace."

"As we wanted to study at its source the movement of Parisian life we went to the boulevards. To be in fashion the Rechnungsrat bought himself a cylinder hat of the latest style, which gave him the air of a boulevardier. As for myself I could not bring myself to sacrifice my greenfelt hat, so becoming and comfortable."

"The first impression we received on the boulevards, and it is that which must strike every German, was the enormous, fabulous disorder. There are columns of advertising booths with newspapers for sale, florists' booths—all pell mell, the

one behind or next to the other on the edge of the sidewalks. People can pass to the right or the left as they like. Briefly, the Parisians have not the air of suspecting that such a thing as the police exists."

"Any comparison between Berlin and Paris would be crushing for the city Séquanienne."

"The circulation of traffic already difficult is rendered almost impossible by masses of ruins in the middle of the road. Could they be the ruins of the Bastille spoken of in our guidebook?"

"We went to a café, seated ourselves on chairs which are allowed on the sidewalk, and here we learned the abominable way they serve beer in Paris. I shall treat this question later on."

"The professor and his friend were profoundly shocked by the easygoing walk of the little French soldiers as they strolled down the boulevards, a walk so lacking in the stiff German correctness. The camels (vendors) also attracted his attention."

"The boulevards," he writes "are peopled with a crowd of camels and a great many of them have learned to speak German and English perfectly to give the impression that this refuse of humanity are foreigners."

"Besides the soldiers and apaches, we saw quantities of Parisian women. Parisian women for the most part belong to the demi-monde. They appear to us to be small and thin, pale and much powdered and dressed with extraordinary indifference to the practical. One sees at once that, contrary to the noble German matron, all the thoughts of the French woman are absorbed by passion and the glittering vanities of life."

"Night fell we consulted our guide book, turning to the chapter on 'Night in Paris,' and we decided to study this phase of French life in the numerical order of the establishments indicated. We had not gone three steps when we saw an almost unbelievable thing. A girl hardly out of school, in short skirts and leaning on the arm of an elderly woman, passed and threw a coquettish glance at us. We were indignant, but the Rechnungsrat pretended it was indispensable to study the case at once. I had to beg him to abstain and not place himself in conflict with the German penal code and we continued our way. What can describe our astonishment when later we found the girl seated at a little table across from an apache smoking a cigarette and sipping absinthe. In presence of such education of children one need no longer be astonished at French decadence."

"Discouraged by this revelation we betook ourselves to the Moulin Rouge, so ill famed, but we found it closed; so we went on to Tabarin's Ball. It is the worst kind of a dance hall. We visited other establishments, but we found nocturnal pleasures expensive. Here twenty centimes for a programme, ten centimes for a tip and this at every instant. The Rechnungsrat who had charge of our common purse was always changing another five franc piece."

"Everywhere we found the same depravity and beer out of all reasonable price. And what beer! They serve it in tiny tulip shaped glasses, like a lily of the valley, and for that little quantity of poor merchandise the Parisian innkeeper exacts 32 pfennigs! To this one must add a tip of 8 pfennigs, and instead of the cordial 'Great good may it do you' of our good waitresses a waiter shouts 'Voulez!'"

Nothing wittier has ever been written than these letters showing the weakness of the German visitor and the impressions of Paris on a Teutonic mind. With their mania for restoring the Germans have destroyed half the works of art in their galleries. On the other hand, every one knows how badly the Louvre constantly apparent right beneath the walls of one of the most beautiful monuments to art in the world.

The inimitable professor advises Germans coming to Paris to bring along their food, the prices in restaurants having become so exorbitant that only a Krupp or an American millionaire has money enough to buy a satisfying meal. He advises the wide, "woodlike" thoroughfare of the Champs Elysees, although lamenting that it is a perilous undertaking to cross it. In this the Herr Professor Knatschke has universal sympathy. There were 800 persons seriously injured there last year, 400 so seriously that they died.

The difference between modern German and French art and modern German and French architecture is the subject of several chapters. As every one knows modern German art is heavy, eminently practical. Nothing is idealized. The common things of everyday life figure in homely simplicity. For awhile all Europe seemed threatened with hideous German modernism. The statue of Beethoven in Leipzig, the most terrible affront ever offered genius, was the climax of bad German art. The horrible, thick blocks of statuary all over Germany make sensitive souls writhe. Prof. Knatschke regrets, however, that Paris does not possess a decorative railroad station like Colmar or decorations of a

Amusing Satire of Germany and Germans in a Book Describing Prof. Knatschke's Paris Visit



WE WERE ACCOSTED BY CAMELOTS SELLING POSTAL CARDS.

practical sort for stained glass windows so complicated that they have to be explained by the artist who originated them.

The Germanization of France, the professor says, is to be hoped for through the German traveller and the German girl students now sweeping into Paris in alarming numbers and the naturalization of German subjects, who could

As might be expected the professor rages against Maurice Barres and Rene Bazin, to whose writings it is asserted the extraordinary renaissance of the anti-German spirit among the younger generation is due. It is an undoubted fact that Barres is today the writer most in vogue among the majority of young men from 18 to 30. He sounds the war cry in the most subtle forms and is all the more forceful because of the insinuating manner he has used to implant his ideas.

Not a Germanized Frenchman is there to be found from one end of the land to the other, and yet ten years ago Prince Radolin informed the German Emperor that the anti-German feeling had completely disappeared in France and that an entente could be looked for within a short time. Yet he was a clever diplomat and thought he knew the French people.

Of German firms doing business under the name of naturalized German or son of naturalized German are named. These are being constantly exposed and held up to the wrath of their compatriots. Even German sausage is taboo.

The uneasiness has gained Switzerland and Holland, both of which distrust Germany and are drawing closer to France. There are so many waiters from Germany in the Paris hotels that a new law is shortly to be discussed obliging hotel keepers to employ only one-tenth of foreigners on their staffs.

All Europe is watching the struggle and clever American manufacturers are preparing to profit by the situation. It is certain that Americans can manufacture most of the German products now on the French market and will rapidly replace the hated Teutons in France. But the mutual spirit of criticism of France and Germany and their contempt for each other was never more amusingly displayed than in Prof. Knatschke, a chief d'oeuvre of wit and humor.

Every effort is being made to check the use of French names on German goods. "If we did otherwise," reply the Germans, "we would sell nothing in France." So the French press is now busy unearthing the origin of all foreign articles sold under the cover of French names.

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NEW YORK AWAKENED TO THE NEEDS OF HER PORT

Continued from Fifth Page.

Make arrangements with the Central for exchanging the "Death Avenue" road for rights on this elevated structure, thus killing several birds with one stone.

Some people have advocated a marginal subway instead of an elevated for this purpose of distribution, on aesthetic grounds. But a subway is commercially impracticable. The engineering difficulties are great. Besides, a subway is not necessary. The marginal street is a freight, a traffic street, and can never be made anything else. Now it is largely given over to small, mean, old buildings, many of them only one or two stories high. An elevated road would not hurt any one's feelings in a district like this.

The truth is, lower Manhattan island has a high ridge of vertically expanding construction following Broadway as the centre line, the elevation sloping down toward the two waterfronts. Thus it is and thus it must be till the end of time. Future expansion will be vertical and northward and the water frontages will be left for the natural business of freightage and shipping and warehousing; the only problem is to make the best possible use of them.

The best possible use is a series of great warehouses skirting the waterfront, all connected by railway, the railway connecting with all steamship docks; all warehouses equipped with the most modern and economical means of handling the millions of tons. Central terminal mar-

kets similarly equipped for the city's food supplies. Specialized terminals for fuel and building materials and such bulk stuff as must come into the city.

In the future, and some good judges think right away would be still better, the car floats bringing cars across for delivery to the elevated road should be supplanted by tunnels through which the cars would come in solid trains after having been assorted in a great yard placed over on the Hackensack Meadows. It has been demonstrated that tunnels can be built under the Hudson; that they are more economical than floating ferries. Only there must be coordination cooperation. Each railway could not afford a tunnel for its own use. One or two tunnels would serve all the railways. They must be under municipal control, and of course the marginal distributing railway must be.

Here is the key to the whole situation in principle, as Mr. Tompkins has so often urged. New York has the most magnificent harbor and waterway and waterfront in the world. But it is badly organized. And it is badly organized because there has been too much individualization, too much every one for himself, not enough getting together. That is what must come—getting together under the leadership of the city.

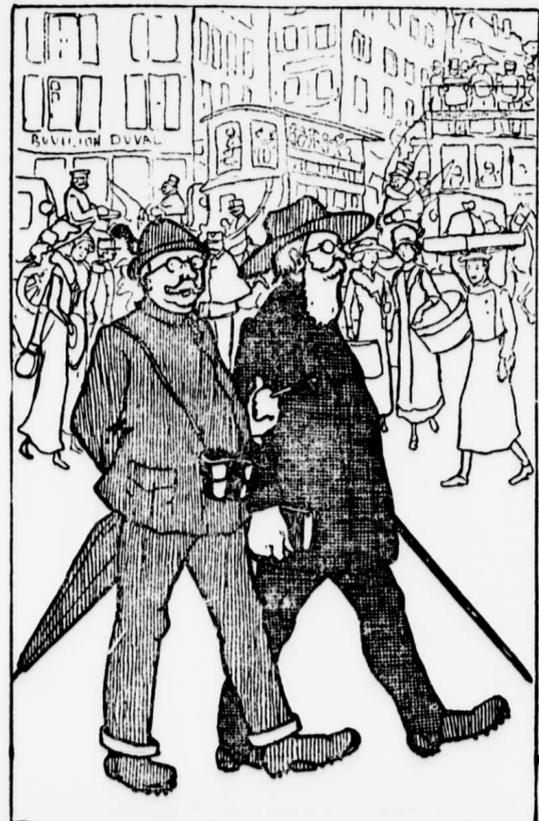
That is the spirit of the age. In all public utilities the private corporation is becoming merely the instrument of a public policy, with the public in control of that policy. We have it now in trans-

portation. The city builds rapid transit lines and companies operate them under the city's direction and control. The day is coming when there will be only one transportation corporation in this town, with free transfers everywhere, and that corporation will in effect be only a municipal department, so sharp will be the control. A like thing must happen to the great business of terminals and distribution of freight and provisions, of factory sites and shipping facilities and the up-building or residential communities about the factories throughout the metropolitan area.

New York commercially and in community of interest embraces a lot of Jersey. The problem of the port runs into two States. There must be and steps have already been taken toward a two State organization and development. Now that we have come to the point where New York is awake—thanks to Dock Commissioner Tompkins and his staff—results will rapidly follow.

New York is awakening to the importance of the port—and should never go to sleep again. In the last twenty years Hamburg and Bremen have spent on port improvements a hundred dollars for every man, woman and child in the community. A similar investment in New York would cost \$50,000,000.

The three greatest physical enterprises of the world now under way are the Panama Canal, the creation of the new world transit system in this metropolis and the improvement of the port of New York. It is noteworthy that all of these great undertakings are American.



PROFESSOR KNATSCHKE AND HIS FRIEND ARRIVE IN PARIS.



GERMAN STUDENTS SWARM.