

HOW PRINCE OF MONACO SAVED HIS WONDERFUL CHATEAU

Documents Reveal in Detail How the Famous Gem of Sixteenth Century Architecture at Marchais, France, Was Saved From Demolition by Germans—His Protest Against Kaiser's Fine

By WHITNEY WARREN.

HIS HIGHNESS THE PRINCE OF MONACO, the eminent scientist, my confrere at the Institute de France, who has given so much to the world in the way of museum and scientific research, especially as regards deep sea life, whose generosity is proverbial, has honored me with his confidence, in view of my report on the bombardment of the Cathedral of Rheims, with permission to make what use I saw fit of the facts of which I am in possession from documents I have seen and copied.

Cable despatches to THE SUN have already recorded the fact that the Prince of Monaco was obliged to guarantee the payment to the German military authorities of a fine of 500,000 francs in order to save from destruction his wonderful chateau at Marchais, in France, and two neighboring villages. The story of the fine and of the indignant protest made by the Prince of Monaco to Emperor William is presented here, together with the original documents in the case by Whitney Warren, the New York architect who was selected to make the official report on the damage done to the Cathedral of Rheims by the German bombardment.

From Gen. von Buelow to the Mayor of Sissonne.

"QUARTIER-GENERAL DE L'ARMEE
"WARWICKVILLE, September 19, 1914.
"Monsieur le Maire, Commune de Sissonne:
"It has been proved by evidence that the road leading from Sissonne to the next railway station, Montaigny, has been covered with broken glass at intervals of fifty meters on this 18th of September, which was undoubtedly done to impede the movement of automobiles.
"I hold the commune of Sissonne responsible for this hostile act by its inhabitants, and I punish it with a fine of 500,000 francs.
"This sum must be paid before the 15th of October to the treasury of this post. The inspector of the post, now at the village of Montcornet, is charged with the carrying out of this order.
"VON BUELOW,
"General in Chief of the Army."
The inhabitants protested that the accusation was without foundation and from my personal observation everywhere where the Germans have passed the route is entirely covered with bottles, the contents of which they have consumed.

From the Post Commander to the Mayor.

"ETAPPEIN KOMMANDANTUR.
"SISSONNE, September 30, 1914.
"To the Mayor of Sissonne:
"I have the honor to let you know that the payment of the fine of 500,000 francs must be completely acquitted. Therefore I advise you to make all possible efforts to fulfill the obligations in view of avoiding other heavy damages to the commune.
"If the commune is not able to furnish itself this sum the canton of Sissonne ought to be obliged to share it, and I leave it for you to decide this matter. The road from Sissonne to St. Erme on which had been thrown the obstacles dangerous to our troops is a public road, and is probably not only kept by the commune of Sissonne but used for the whole district. Therefore the necessity of paying the fine is well justified.
"LIEUT.-COL. VON KRUPKA,
"Commander of the Post."

From the Post Commander to the Mayor.

"ST. QUENTIN, October 15, 1914.
"Monsieur le Maire:
"His excellency, the commander in chief of the post, allows a delegation of the commune of Sissonne, composed of two persons, to go to Monaco with a view to obtaining from H. R. H. the Prince of Monaco the sum required to cover the fine. The delegation must leave on the 15th of the month, will receive a pass, and by automobiles put at its disposal will reach a German railway station, from where it must leave at once by train and proceed through Switzerland without delay.
"I am also ordered by his Excellency to tell you that the remaining part of the fine must be paid before the first of November.
"The delegation is instructed to mention this decision to H. R. H. the Prince of Monaco, adding that if this sum is not paid, besides this commune the chateau of the Prince and the Commune of Marchais will be demolished and burnt.
"VON KRUPKA."
The Prince of Monaco received the delegation and gave it the following letter for Gen. von Buelow:
"From the Prince to Gen. von Buelow.
"MONACO, October 22, 1914.
"MONSIEUR LE GENERAL: To preserve the commune of Sissonne and that of Marchais from the rigorous fate with which you have threatened them, I, on my honor, pledge myself to remit to H. M. the Emperor William, if the war ends without intentional damage to my residence, or to the two communes, the sum necessary to complete the 500,000 francs which Sissonne is fined by you.
"As a sovereign Prince I will treat with the sovereign who, during fifteen years, called me his friend and made me a knight of the Black Eagle.
"My conscience and my dignity bring me far beyond any feeling of fear, and my energy will bring me beyond all regret. But if you destroy the castle of Marchais which is a centre of science interesting to the whole world and of charity, if you reserve for this jewel of archeology and history the fate of the Cathedral of Rheims, and without any hostile act against you on its part, the world will judge between you and me.
"I address to your Excellency the expression of my highest consideration.
"VON KRUPKA."
"Prinze Sovereign of Monaco."
"From the Prince to the Kaiser.
"MONACO, October 22, 1914.
"SIRE: I forward to your Majesty several documents concerning an affair very grave and urgent.
"Gen. von Buelow has occupied for a month and a half my residence of Marchais, situated five kilometers from the village of Sissonne. The General has fined the fifteen hundred inhabitants of this poor ruined village 500,000 francs, of which they are unable to pay more than a fourth part. Moreover, he sent me two delegates carrying documents in which he threatens to destroy my residence and the village of Marchais, besides that of Sissonne, in case I would not take on my shoulders, and this before the end of October, the aforementioned sum. This is how a Prussian General acts toward a sovereign Prince, who was during forty years the friend of Germany and who has received from every country of the world tokens of respect and gratitude for his work.
"I answered the demand of Gen. von Buelow saying that I pledged myself on my honor to complete the said 500,000 francs, because I wish to prevent a horrible action, coldly accomplished. As a sovereign Prince I put this question before the judgment of the Emperor, declaring that the aforesaid sum be paid when the Chateau de Marchais shall be freed from the risk of intentional destruction.
"I am, with great respect, your Majesty, your devoted servant and cousin.
"Sovereign Prince of Monaco."
Note—Mr. Warren speaks of the time limit set by the Germans as expiring on the day on which he writes. In the absence of specific information it is presumed that the Prince's guarantee saved the chateau and the two villages from destruction.

From the Post Commander to the Mayor.

"OCTOBER 5, 1914.
"To the Mayor of Sissonne:
"The result of the Mayor's decision in council to-day to call upon H. R. H. the Prince of Monaco for aid, is not possible because of the conditions due to the war.
"The fine must be found in the district. Therefore, I advise you to give me a positive reply, not later than October 12 at 12 o'clock noon, and to tell me on what date the payment of the entire sum, or a second instalment, which ought to be at least half of the fine, will take place, so that I will be able to report the result to the General Commander in Chief.
"The first instalment of 100,000 francs may be paid in money, in bank notes, objects of value, in gold or silver, with jewels, or bonds or stocks. I especially call your very serious attention to the grave situation in which you will find yourself, because in case of non-payment absolutely rigorous and necessary measures will be taken against the commune.
"(Signed) "VON KRUPKA."
However, the Germans refused to take in payment their own requisition bonds but undoubtedly it would appear that the above suggestion was to encourage the plundering of the chateau.
On second thought, after consultation with the General in Chief, Von Krupka decided to allow two delegates to proceed to the Prince of Monaco.

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Prince of Monaco.

TWO TAFTS OFF THE MAP.

WASHINGTON, Nov. 21.—The Post Office Department has announced a change in the name of Taft, Williamsburg county, S. C. to Bryan. It was explained that the post office of Taft was called Bryan by the railroads for some time, but that it had been impossible to make the name of the post office and town correspond until the Department recently abolished the post office at Bryan, S. C. in Colleton county.
A few months ago the town of Taft, N. M., changed its name to Wilson. Former President Taft still has towns named after him in eighteen States.

HOW THE CAREFUL BRITISH CENSOR CENSORS THE NEWS

Some Striking Examples of the Methods Pursued by the War Office and Over Which the English Newspapers Complain

PERHAPS no matter connected with the war has been the subject of more discussion and more complaint in England than the manner in which the censorship of news has been conducted. The *Sun* is able to lay before its readers some striking examples of the methods complained of.

The English newspapers do not complain because they are not allowed to print news of the movements of troops and other information which might be of service to the enemy. They are quite ready to cooperate with a censorship governed by military necessities alone. But they point out that German and French newspapers and correspondents have larger privileges than the British. The news printed in newspapers in the United States and other neutral countries, and therefore entirely at the disposal of Germany and Austria is not allowed to be printed in English newspapers. Said the *London Daily Chronicle* the other day:

"At the beginning of the War Office made arrangements with the press for recognized war correspondents. After Lord Kitchener's advent those arrangements were abandoned and a policy of persecution was substituted and has been steadily increased. In the face of it the correspondents persisted as best they could and it is due almost entirely to them that our public knows what little it does about our men's fates.
"The hospitality which Berlin gave to the leading anti-German papers, even to those of neutral countries, with from its own point of view, the happiest result. Four important American journalists, for instance, were so tactfully treated in this way that they not only wrote up the German army at the time, but on returning to the United States have written pro-German articles, even in the leading anti-German papers, ever since. The episode forms a striking contrast to the long series of insults and injuries whereby British officialdom did its best, fortunately without success, to alienate the American press.
"It now appears that the allied Governments have awakened to the claims of neutral journals and representatives of news, including their own newspapers, news agencies and the leading newspapers in Holland, Italy and Scandinavia, are to be taken on a tour through the Franco-British armies. We are very glad that they are, but by itself the step is a singular anomaly. These neutral countries are to enjoy a direct news service from the front, and our own people, whose blood and money are being poured out, are to be content with the geographical aridities of the official bulletins and the amiable twaddle of eye witnesses."
The most striking piece of evidence that the complaints against the censorship are justified came from the source from which it was perhaps to be least expected—from England's greatest soldier, the late Earl Roberts. On the eve of his departure for the fighting line in France, where he was to die a few days later, he was interviewed by a correspondent of the *Echo de Paris*, who quotes him as saying:
"I naturally approve the proposition that all military movements, whatever they may be, should be kept absolutely secret from the late Earl Roberts, but I seem to me that they should be allowed to receive at least a fair modicum of information. Why not allow them to write, for instance, in detail of the glorious actions fought by our troops—several days ago without saying, after these actions have taken place.
"In England we want men—many more men—and if we do not let our cor-

respondents know in detail of the life of our soldiers at the front, of their brave fights and gallant deeds, how shall we awake in the soul of our young men the high sentiment of emulation which will strongly contribute to lead them to the recruiting office? They are brave, no doubt, and willing to offer their lives for their country if necessary, but they often do not know that it is absolutely necessary, and that every minute they lose now is a priceless minute, maybe a battle is jeopardized in the future.
"They do not know enough—that our men are always fighting against tremendous odds; that we want more men and still more men to equalize matters; they are not sufficiently able to follow day by day as much, at any rate as military necessities would allow it, the life and fighting of their friends who have enlisted."
The kind of matter described by Lord Roberts is the kind of matter which the English newspapers want to print but which the censorship stops. The *Sun* has in its possession some papers returned to a London newspaper after having been edited by the censor. They presented a curious appearance after the censor had got through with them. In many cases it is not at all clear why the censor objected to the passages he cut out. For instance, this despatch was ruled out in its entirety:

"Today I was able to reach the second line of Belgian trenches between Nieuport and Dixmude, which were being vigorously shelled by the Germans. The first line of the Belgian intrenchments is only 150 meters from that of the enemy, and both sides have reduced each other to virtual silence, any one who raises his head to fire drawing a rapid fusillade at point blank range. The Germans are shelling the bridges on the Yser behind the Belgian positions in the hope of cutting off their retreat and making the supplying of them with food and ammunition difficult. Already this can be done only by night.
"But there is very good news to-day. The Belgian infantry has retaken Dixmude. It was the Twelfth Regiment which carried the village, and so drove back the great trench which the Germans were there pushing forward against the centre of the Allies' line between Nieuport and Ypres.
"This afternoon I met the whole regiment, with band playing and bugles blowing, marching into Furnes. At its head were the Colonel and a group of mounted officers, one of whom bore the regimental colors on his shoulders. This little party went straight to the headquarters of King Albert, and the King with his own hand hung the Order of Leopold on the flag.
"Another very important advance of the Allies is to Roulers, which has been occupied by a French corps. The German line is moving distinctly rearward.
"In the following case the matter printed in italics was excised by the censor, the remainder being unaltered:
"To-day a German aeroplane, a

Taube, flew over Dunkirk at 4.15 P. M. at a great height, but clearly visible in the sunlit blue sky. It let fall two bombs, one of which exploded close to the town hall. A woman and a child were killed.
"It was probably the same aeroplane going home, which was responsible for three mysterious projectiles which exploded about 3.30 P. M. near Furnes station. Many people assured me that the holes made, which I myself saw, were caused by shells, of which they heard the whistling. The German guns at ten miles distance would be out of range. The only other suggestion made is that the fleet off the coast had three rounds badly directed, which is hardly likely to be the case. No harm was done."
The following despatch which was suppressed is of special interest as illustrating the seeming policy of the British Government to conceal so far as possible news of damage, accident or disaster to British naval vessels. The news of the damage to the *Falcon* was announced in a despatch from Berlin, November 16. The suppressed despatch was dated October 28. It will be remembered that no news of the sinking of the British dreadnought *Audacious* was allowed to get to the world until the *Olympic's* passengers arrived in London and further concealment was impossible. Here is the suppressed *Falcon* despatch:
"H. M. S. *Falcon* has returned to Dunkirk badly damaged, and Captain (C) Lieutenant H. O. Wainton and seven men killed and four wounded, hit by German shore gun shell during bombardment to-day off coast near Nieuport. All the damage was done by one shell."
All the following was suppressed by the censor:
"I have spent a day in Calais hospitals temporarily raised and equipped. There are to-day 6,000 wounded in the town. Many of them lie in crowds on insufficient straw. They have no beds, no mattresses, no nurses, no doctors who care to operate on body wounds in one room the women could not even get water to give the soldiers and some of these rooms are dark and perforated.
"How could it be otherwise, when every large space had to be used, whether it was well or ill adapted? A big German importing house is one hospital. A few of the mattresses are squeezed into a passage hardly a yard broad between high ranks of lockers. Some enormous sheds by the railway are so thick with stretchers that you cannot cross. The more lightly wounded hop and limp and crawl and hobble across the town to the ships.
"It is nobody's fault, and things mend rapidly."
This despatch contains a lively and vivid account of the fighting along the Belgian coast, but not a line of it was allowed to be printed, perhaps because there is implied criticism of allied generalship:
"The great advance on Calais received two more deadly setbacks."
"Accordingly with the result of the Germans on the northern end of their right wing in Belgium, they have just

suffered two defeats here. Yesterday, between Halluin and Bethune, the enemy made a desperate effort to break through our lines, evidently trying to time their attack with that of their right wing. They were beaten back with heavy losses, the English troops, though considerably outnumbered, repelling their attack and following up the advantage with the utmost gallantry.
"It was a splendid piece of fighting, one of the best our fellows have done yet," an officer tells me enthusiastically. "The Germans were absolutely beaten in the best sense of the word. Their attack failed hopelessly, though everything was in their favor, and was immediately turned into a rout in which they lost far more than they could have hoped to gain."
"The second victory was near Halluin on Monday, and was one of the most dramatic incidents of the whole campaign. The First Life Guards at a certain moment found themselves perilously outnumbered. Before them lay a very big main force, in itself heavy enough to crush the 700 Englishmen, while on both sides additional bodies of Germans were closing in on their flanks. The situation was a really grave one, and from the outset it looked as if the gallant little handful of men were doomed.
"The enemy, seeing the weakness of their position, began to press in around them with careless haste, believing the annihilation of the crack regiment to be a mere matter of minutes.
"In the nick of time, and just as the critical point was being reached, a green and brown and blue armored train, manned by a cheering detachment of the survivors, dashed down the line and tore its way into the heart of the enemy's force. Right and left spat the terrible quick-firers, hurling out destruction into those serried ranks, and when, at the end of a brief but terrific series of 'barrages' the train moved forward again, the ground was piled with the German dead. The murderous fire of the machine guns and the magnificent dash and courage of the train's crew had absolutely decimated the enemy.
"In the words of a witness, they were smashed to pieces, 'absolutely wiped up.'
"Of the great semi-circle which was going to destroy the Life Guards, nothing was left but the endless ranks of the survivors. The armored train fight at Halluin will never be forgotten by those fortunate enough to see it, and it will certainly stick solidly in the memory of the Germans. The British hand triumphed, with its world color scheme, which strikes itself so marvelously with the background of the hardest thing to see at any distance, the smoke from the engine being the only visible feature, is a new and utterly terrifying for the packed masses of the German regiments."
An interesting example of the censor's care is found in a despatch to which mention is made of a British aeroplane base. The censor was not satisfied merely to strike out the name of the town, he ordered it so hard as absolutely to erase the ink and even to destroy the guilty paper on which the name of the town was printed.

As you leave the gates of Dunkirk you enter on the Low Countries. The landscape is more Dutch than French—polders intersected by canals, with a dyke of sand-dunes keeping out the sea from the low-lying land behind them. The road road is built on an embankment, and in several places channels have been driven through it and bridged over again, which are closed with sluice gates on the landward side. These gates correspond to those that close the mouth of the canals that drain the low fields to the sea. They have only to be left open at high tide for the sea-water to pour in and flood the country for several miles inland to a depth of two feet. If the German advance on this wing had not been checked that would have been done, though the damage caused would have been great, for there are several pretty little villages between the canal and the sea, and green beetroot fields cover every foot of ground that is not built on.
The motor-cars that for its size no army is so lavishly provided with motor-cars as the Belgians. Along the 125 miles of road from Dunkirk to Furnes they pass in an almost constant string, bringing up stores and ammunition or returning empty for more. Motor-cars of every known make jostle and snort on the square across which the heavy wagons of the Flemish wool merchants used to creep. There are big English cars, French cars, Belgian cars, even German cars, captured from the enemy. That big, yellow, striped one over there shows holes through the screen made by bullets that killed both men in the front seat, and the heavy, showy coachwork that the taste of its original Berlin owner demanded has been smashed.
As you come immediately into the characteristic backwash of a battle. Individual soldiers moving up and down from the front, despatch carriers on horseback or motor bicycle, and the only cars besides our own the ambulance wagons filled with newly dressed wounded, through whose blood-crazed eyes the German

German shells are bursting tall pillars of inky smoke from the Black Maria towers with the white fleecy clouds of sky.
The first line of Belgian trenches, parallel with the railway from Nieuport to Dixmude, the German guns are not shelling them, for their own trenches are only 150 yards on their own side of them. The heavy bombardment going on before our eyes is intended to destroy the bridges across a tributary of the Yser behind them.
The second line of Belgian entrenchments, now inconspicuous as the black great coats of the Belgian infantry against the newly turned earth. They show up even more than the red trousers of the French infantry, and might well be completely invisible by comparison. The men lay at full length behind mounds of earth which were parapets rather than trenches, each with his rifle lying ready in front of him. Some of the shells intended for the bridge immediately in front of them came down on the trench.
The petulant throbbing whistle they make as they come is considerably less alarming in the open country than a town. After a few minutes the men come to guess at once instinctively which way the screaming shell is travelling. The waste of ammunition in a bombardment like this is enormous.
At least twenty shells burst within sight, at a distance varying from 200 to 500 yards away. Only one came anywhere near its presumed objective, the bridge.
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Example of the work of the British censor.