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Wilhelm II: Prince and Emperor, 1859-1900

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American reinforcement allowed the Allies to turn the tide. As for the American Meuse-Argonne campaign, it in fact resulted in a check to the American Expeditionary Forces until early in November. Paschall is gentle, but explicit in his condemnation of Pershing's tactical ideas which stressed aimed rifle fire.

To this reviewer, the surprise in the book is that it neglects two critical battles of 1918 that were undeniable German defeats of the first magnitude: the battle of Amiens on 8 August (a British victory that reflected their successful adaptation to current conditions and which forced the German government to recognize that it could no longer hope for victory), and the British attack on the fortifications known as the Hindenburg Line on 27-29 September, which produced two clean penetrations. After the latter attack Ludendorff insisted on an immediate armistice, starting a process that soon led to a new German government and bilateral negotiations with President Wilson that culminated in the armistice of 11 November.

Germany lost because it lacked the resources required to accomplish its maximal war aims, and because the Allies ultimately were able to make the best possible use of their superiority in manpower and material. Marshal Foch was the greatest of the captains of World War I because he discerned the means by which to force a decision through attrition. It is required reading for students of the

Great War, but all readers should benefit from this book.

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Cecil, Lamar. *Wilhelm II: Prince and Emperor, 1859-1900*. Chapel Hill: Univ. of North Carolina Press, 1989. 463pp. \$39.95

Lamar Cecil of Washington and Lee University is best known for his books *Albert Ballin* and *The German Diplomatic Service*. This volume is the first half of what promises to be a lively biography of the last of the Hohenzollerns. Cecil has combined exhaustive archival research from Austria, West Germany, and England with extensive study of the memoir literature of the Second Reich to produce a highly readable account of Wilhelm II's career to 1900. Cecil's work in The Royal Archives, Windsor Castle, in particular has produced fresh material on the Kaiser and his half-German relatives. Unfortunately, the author was denied access to the extensive holdings in the former East Germany pertaining to Prussia and its ruling house.

At the personal level, Cecil argues that Wilhelm in his mid-twenties was already the man he would be as Kaiser: "rankly opinionated, blind to his errors, and utterly self-centered." Fortunately, we are spared the sensationalist (and probably untrue) assertions of scholars such as J. Rohl, I. Hull, and N. Sombart, among others, concerning Wilhelm's supposed "homoerotic" 1

tendencies. Cecil is too good a historian to fall prey to circumstantial evidence such as court gossip and innuendo.

For the serious student of German military and naval history, however, Cecil's biography is rather disappointing. To be sure, the author recounts in rich detail Wilhelm's well-known foibles with regard to uniforms and maneuvers, and his cherished personal command authority, but the deeper issues of military reform are glossed over. This is especially the case with regard to the critical issue of the role of the military in a modern, industrial state. In 1890, War Minister Verdy du Vernois asked if the Prussian Army was to remain a "corps royal" or whether the concept of the "nation in arms" (*Volk in Waffen*) was to be put into practice. While the issue bedeviled successive war ministers until 1914, Cecil offers no analysis.

Likewise, the Kaiser's love of all things nautical in general and of A.T. Mahan's work in particular is well documented—as is Wilhelm's testy (and at times, tempestuous) relationship with that "Bismarckian character," Alfred von Tirpitz. Cecil rightly credits Wilhelm's "personal regiment" with creating the necessary support for "navalism," while making the concomitant case that Tirpitz was the real architect of the High Sea Fleet. Yet, one misses the central argument: was the fleet built primarily as a tool of empire (*Weltpolitik*), or as an integrating factor of social imperialism? Study of its role in the origins of both the Anglo-German

naval race and the First World War will have to await Cecil's second volume.

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Gamba-Stonehouse, Virginia. *Strategy in the Southern Oceans, A South American View*. New York: St. Martin's Press, 1989. 155pp.

Strategy in the Southern Oceans, A South American View is about geopolitics and includes most of the major themes that are current in the writings on this topic in Argentina, Brazil, Chile and Peru. These themes are the Falklands/Malvinas war and its aftermath, the Beagle Channel dispute, the strategic value of the South Atlantic, the still-festering sequels of the War of the Pacific (1879-1881) and current territorial claims in Antarctica.

Gamba-Stonehouse concentrates on two case studies. Her first deals with the potential conflict arising today from Bolivia's ambition to obtain part of the coast of northern Chile in order to build a port for its own use. She reviews the border changes of Peru, Bolivia and Chile from the colonial period through the War of the Pacific, the war itself, and its settlement by treaties. She describes Bolivia's many efforts to revise the peace treaty signed with Chile, and has some things to say about the global implications of this issue.

Her second case centers on the conditions in the South Atlantic after