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rying more than 1000 souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women and children were sent to their death in circumstances unparalleled in modern warfare.

Duty Owing to Humanity.

The fact that more than 100 American citizens were among those who perished made it the duty of the government of the United States to speak of these things, and once more, with solemn emphasis, to call the attention of the imperial German government to the grave responsibility which the government of the United States conceives that it has incurred in this tragic occurrence and to the indubitable principle upon which that responsibility rests. The government of the United States is contending for something much greater than mere rights of property or privileges of commerce. It is contending for nothing less high and sacred than the rights of humanity, which every government honors itself in respecting and which no government is justified in resigning on behalf of those under its care and authority. Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy. This principle the government of the United States understands the explicit instructions issued on August 3, 1914, by the imperial German Admiralty to its commanders at sea to have recognized and embodied, as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend. It is upon this principle of humanity, as well as upon the law founded upon this principle, that the United States must stand.

Good Offices Tendered.

"The government of the United States is happy to observe that Your Excellency's note closes with the intimation that the imperial German government is willing, now as before, to accept the good offices of the United States in an attempt to come to an understanding with the government of Great Britain, by which the character and conditions of the war upon the sea may be changed. The government of the United States would consider it a privilege thus to serve its friends and the world. It stands ready at any time to convey to either government any intimation or suggestion the other may be willing to have it convey, and cordially invites the imperial German government to make use of its services in this way at its convenience. The whole world is concerned in anything that may bring about even a partial accommodation of interests or in any way mitigate the terrors of the present distressing conflict.

Representations of May 15 Renewed. "In the meantime, whatever arrangement may happily be made between the parties to the war, and whatever may be the opinion of the imperial German government have been the provocation or the circumstantial justification for the past acts of its commanders at sea, the government of the United States confidently looks to see the justice and humanity of the government of Germany vindicated in all cases where Americans have been wronged or their rights as neutrals invaded.

"The government of the United States therefore very earnestly and very solemnly renews the representations of its note transmitted to the imperial German government on the 15th of May and relies in these representations upon the principles of humanity, the universally recognized understandings of international law, and the ancient friendship of the German nation.

Rights of Americans Reasserted. "The government of the United States cannot admit that the proclamation of a war zone from which neutral ships have been warned to keep away may be made to operate in any degree an abbreviation of the rights of either of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It does not understand the imperial German government to question those rights. It understands it also to accept as established beyond question the principle that the lives of non-combatants cannot lawfully or rightfully be put in jeopardy by the capture or destruction of an unresisting merchantman and to recognize the obligation to take sufficient precaution to ascertain whether a suspected merchantman is in fact of belligerent nationality or is in fact carrying contraband of war under a neutral flag.

"The government of the United States therefore deems it reasonable to expect that the imperial German government will adopt the measures necessary to put these principles into practice in respect to the safeguarding of American lives and American ships and asks for assurances that this will be done.

—ROBERT LANSING, Secretary of State ad Interim.

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WORKING MODEL OF PANAMA CANAL ONE OF FAIR FEATURES

ZONE HAS DISPLAY WHICH SHOWS DETAILED MECHANISM OF BIG DITCH.

Federal Government Also Has Exhibit of Maps and Photographs and Models—Zone Attraction is Much More Interesting, However. From Fact That It is Moving One.

(BY C. K. CRANSTON.)

SAN FRANCISCO, June 11.—The completion of the Panama canal being the "excuse" if that expression may be used, for the great exposition of 1915 at San Francisco, many visitors, myself among the number, expected on their arrival to note more or less of reference to the great international waterway in many if not all of the individual features of the fair. In this I was disappointed, for with two very notable exceptions, practically no reference to it whatever, beyond the fact that the expo bears the title "Panama-Pacific" is to be found in the bewildering mass of interesting and beautiful features which go to make up this the greatest of international expositions.

The two exceptions are an installation in the Palace of Liberal Arts by the federal government which consists of a number of models, relief maps, and photographs which very vividly portray practically every phase of the construction and operation of the canal; and an attraction on the "zone" which is advertised and heralded as "The Panama Canal," and consists of a really working model, on a much larger scale than the federal exhibit, of the canal itself and the adjacent territory including all of the canal strip and a large section of the isthmus besides.

The largest of the relief maps, or models, in the government exhibit is most beautifully constructed and I have no doubt, as nearly accurate as it is possible to make it but everything about it is motionless. On the other hand the model in the Zone show is on a much larger scale (6000 to one on the horizontal, I believe, as compared with 5000 to one by the government), and the spaces which are occupied by water, that is the oceans, lakes, reservoirs and streams are actually filled with water on which a multitude of little model vessels, of various styles, are afloat in a perfectly natural manner. Then to add to the realistic appearance all the vast number of different kinds of lights in the harbors and along the course of the canal are accurately reproduced down to the minutest detail. A number of ships are at anchor in the different harbors and on these the anchor lights shine steadily. Others lie moored at the docks and still others cruise back and forth throughout the length of the canal and as often as they come to the locks are passed through these just exactly as regular vessels are passed through the locks down on the isthmus. There are a number of miniature trains, all properly lighted, constantly moving along the tracks of the Panama railway and at the tops of the towers of the three wireless stations the blue flame and sputtering crackle of the wireless current is faithfully simulated. The manner of moving the vessels and trains is very ingenious. Throughout most of their courses they are moved by means of magnets which are installed under the floor of the room which supports the model. These magnets are moved along by electric motors and the ships and trains are supplied with armatures which follow the magnets and are thus guided along the desired courses. But when it comes to passing the vessels through the locks the change of level as the water is admitted or released would so change the distance between the magnets and the armatures as to make that method impractical. So when a ship arrives at the entrance of a lock it stops and the two lines of the miniature electric towing locomotives are attached and she is hauled into the lock in exact imitation of the method actually in use. The water is admitted, or released, the lock-gates are opened and closed, in fact the entire operation is performed in miniature in perfect simulation of the full sized working. The manipulation of these locking operations is performed by an operator who is stationed in a chamber directly under the floor beneath Gatun Lake and the Pedro Miguel and Miraflores locks but his assistance is rendered without his appearing to the spectators and the appearance is as if the whole thing were automatic.

I forgot to tell you that when I visited the Canal for the purpose of getting the "dope" for this letter I had the unusual favor of being "personally conducted" by Mr. Baxter of the Panama Canal Exhibition company, who very courteously supplied me with many interesting details of the construction and operation of this marvelous piece of mechanism, which are not included in the photographic "lecture" supplied to all visitors as a part of the return for the price of admission.

Parts of the building which covers this "show" (it is said to be nearly five acres in size) are open and the wind blows in and stirs the waters of the "Atlantic and Pacific Oceans and Gatun Lake" just about sufficiently to raise waves on a scale in proportion to the size of the model. The little ships are only held in their positions by the attraction of the magnets or sometimes the wind blows hard enough to overcome this attraction and then the vessels go "adrift" and fetch up in places where they were not intended to make landings, when of course they have to be recovered and returned to their proper positions. This all adds to the realistic effect and attractiveness of the spectacle.

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Built in Great Building.

Now this whole affair is built in a great building and around the outside of the model and about 20 feet above the surface of the water is a moving platform that completely encircles the oblong space containing it. On this moving platform, which is 1440 feet long, are seats for 1200 spectators and there is a telephone receiver for each spectator. If you take a seat on the platform and place the receiver to your ear you hear a comprehensive lecture descriptive of the canal, as you move slowly around the building. This lecture is "ground out" by phonographs and these are so ingeniously arranged that no matter where you sit, the part of the lecture which you will hear will be descriptive of the section of the model which is before you at that particular time. This phonographic-telephone installation is about the most ingenious part of the whole contrivance. This "zone" attraction of the Panama canal is a close rival, if it does not actually exceed it, of the Canadian building for the popular verdict of being the most attractive feature of the whole affair. In fact I believe if it were not for the fact that the Canadian building is a "free show" while the Panama Canal costs 50 cents extra, that the latter would easily be classed as the leading attraction of the exposition. Nobody who visits the fair should miss seeing it, even if he has to go without enough meals to make up the price of admission.

By studying this and the federal exhibit one can get as thorough and intimate an idea of what the canal is like as it seems to be, can be possible without taking a trip to the isthmus.

Yamhill Pioneer, 92, Dies. LA FAYETTE, Ore., June 4.—James M. Belcher, a pioneer of Yamhill county and Lafayette, passed away at his home here, lacking only a few weeks of 92 years old. He was born in Virginia in 1823. His parents moved to Yamhill county, Oregon, in 1850. His wife died less than two years ago at the age of 87. Two children survive, C. T. Belcher, of Portland, and Miss Belle Belcher who lived with her father and mother.

Passports Are Revoked. BERLIN, June 9.—The passports of two American citizens living in Dresden, Leon Raines and Karl Beck-nagel, have been ordered revoked by the American embassy on instructions from the state department at Washington.

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—Mrs. JOSIE HAM, R. F. D. 1, Box 22, Chamrock, Missouri.

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