

SEVEN COUNTRIES TO RESTORE

DETERMINED PEACE IN MEXICO

South and Central American Diplomats Give Valuable Aid to the Administration.

Something About the Men and Plans to Bring a Speedy End to Reign of Anarchy.

WATCHFUL waiting in Mexico is no more. The last rift over this policy were said at the conferences between the Latin American diplomats and Secretary Lansing, at which it was decided that the United States, with the moral support and co-operation of Central and South American republics, should restore peace in that country which has been robbed and looted by the various leaders who have been in power from time to time since the overthrow of Diaz.

The calling in of the South and Central American diplomats was lauded on all sides, but this was not the first time the United States had requested them to aid in Mexico. When our troops had been landed at Vera Cruz, with a large fleet in the harbor, and when the city had been put under military government the A. B. C. mediators at the meeting at Niagara Falls smoothed over the difficulties, and the policy of watchful waiting was resumed.

Conditions failed to improve, and the United States with the other republics on this continent has outlined a method of procedure which, briefly stated, follows:

First—An appeal was made to the Mexican factions to compose their differences in a convention or by such other means as they may regard as practicable.

Second—If any faction fails to observe this injunction the other factions will be expected to set up a govern-

pledging the conference to an indorsement of armed intervention in Mexico. But any misgivings that may have existed were quieted by the secretary of state's explanation—afterward characterized by one of the conferees as "too delightfully simple"—that one of the warships was being sent down to take the place of that which is bringing the Brazilian minister up to the United States and that the other was merely moved as a matter of navy department routine.

The Latin American conferees appeared to have very little hope that the joint appeal would be effective in bringing about a solution of the Mexican problem, and nothing less than a flatfooted rejection of the peace proposal is expected from Carranza, who admittedly has obtained the upper hand in Mexico.

May Act as In Cuba.

After the invitation had been extended to the Latin American republics to assist the United States in a final

ap-  
peal, which in due season will be recognized by the United States, the republics of South America and the powers of Europe and the far east.

Third—The faction that refuses to support the plan will be barred from the privilege heretofore exercised of obtaining support of any kind from either the United States or South America. This means that the opposing faction will be unable to get equipment for military forces or funds to further military operations.

Fourth—With a full understanding of the purposes of the United States and Latin America influential leaders in Mexico will proceed to the establishment of a provisional government. This government will at once be recognized by the United States and the other great powers.

Fifth—A plan will be devised to finance the new government of Mexico.

The joint appeal—intended as a final warning before intervention—was signed by Secretary of State Lansing, by the ambassadors of Argentina, Brazil and Chile and the ministers of Bolivia, Uruguay and Guatemala. The minister of Peru pledged his government to support the action taken by the conference, and John Barrett, director general of the Pan-American union, assured the conference that the remaining countries of South and Central America would undoubtedly indorse its action.

After the conference Secretary Lansing made the following announcement: "We agreed or assented to a proposition that a communication be addressed to the different factions in Mexico urging them to compose their differences, and we also agreed on the form which we will recommend to our governments with reference to the recognition of a government in Mexico."

Explains Sailing of Warships. At the outset Secretary Lansing was asked to explain the sending of American warships to Vera Cruz. Several of the conferees felt that the dispatch of the battleships Louisiana and New Hampshire might be interpreted as

the position of attempting to dictate a form of government for Mexico.

Optimistic Feeling Prevails. The feeling of optimism is shared in by all the South American who attended the conference. Representatives of Argentina, Brazil, Chile, Bolivia, Uruguay, Peru and Guatemala were present. These ambassadors were armed with the support of their respective countries.

But the only threatening feature to the policy is the actions of the Mexican bandits who are operating on the Texas border. Several Americans have recently been killed, and requests have been made for additional troops there. Major General Hugh L. Scott went to Mexico by the president to endeavor to preserve peace during the negotiations pending the foundation of the new government. He is holding frequent conferences with the leaders and looking after American interests during the proceedings.

Something about the South American diplomats who are aiding is interesting at this time. Right from the start there was no quibbling, no hesitating over details. To those who believe that Latin America is still under the influence of the manna ("tomorrow") spirit the conferences have been a revelation. If it is the American custom to get down at once, on anything, to "brass tacks," so is it now apparently the South American custom as well. The plans are going ahead on a basis of pure business.

Da Gama a Hustler.

For this, it is asserted, due credit must be given to Ambassador da Gama. If there ever was a being to whom the term of "hustler" might be truly applied it is surely due to this quiet, forceful looking man from Brazil. A few inches under the average height, just a trifle inclined to stoutness, dignified in his every move, with a countenance that bespeaks a kindly shrewdness and with eyes that are constantly alert, he seems more the ideal American business type than the diplomat. Trained at the feet of one of the world's greatest diplomats of the modern school, Rio Branco, in whose suit he first came to the United



Photo by American Press Association. SENOR ROMULO S. NAON OF ARGENTINA.



Photo by American Press Association. SENOR EDUARDO SUAREZ MUCICA, AMBASSADOR FROM CHILE.



Photo by American Press Association. SENOR IGNACIO CALDERON OF BOLIVIA.



Photo by American Press Association. SENOR EDUARDO SUAREZ MUCICA, AMBASSADOR FROM CHILE.

States in 1905, when Branco solved the territorial dispute that involved Argentina, Bolivia and Brazil, Da Gama has apparently brought to himself all the keenness that distinguished his great master and has, besides, schooled himself to a capacity for work that is amazing.

This view of the Brazilian ambassador is only one of many similar expressions, and its counterpart is found in the assertion that to his excellency Dr. Romulo S. Naon, the minister of Argentina, must be awarded the title for service, while to his excellency Senor Eduardo Suarez Mucica, the minister of Chile, is given one for the most pronounced manifestation of the true Latin spirit.

Men of Different Types.

These three ministers are as different in type as are the Mexican factions. While Da Gama seems to embody a combination of the best traits of his own country with the distinguished characteristics of the American business man, Naon is apparently entirely American and Mucica entirely French. If one did not know the last named as a Chilean he would be put down at once as the personification of all that bespeaks the true Frenchman. Distinguished by a beard that makes his face the easiest remembered of any one at the conferences, the Chilean minister, in both walk and speech, looks very much the Parisian boulevardier and is a person to be approached with awe and tremulation.

The other South American diplomats are equally well known and able men. They are as determined to have lasting peace in Mexico. All are men of action, and their governments are fully as anxious to see an end to the reign of chaos as the United States. No drastic action is likely for a few weeks yet, but when it does come it will mean a good government there.

One Great Seal Lost.

History records the irrecoverable loss of only one great seal—the first of George III. This event occurred when Lord Thurlow was lord chancellor. One morning in March, 1784, his lordship's residence in Great Ormond street was broken into by burglars, who carried off the great seal, along with a sum of money and two silver hilted swords. The privy council was summoned to deal with this great emergency, and the royal engraver was ordered to produce another great seal, which he did in thirty-six hours, working day and night. Lord Thurlow always slept with the new seal under his pillow during the subsequent years he was lord chancellor.—London Mail.

Diplomatic.

"Can you beat your husband at bridge?" "Yes, but I don't."—Pittsburgh Post.

MODERN TORPEDO TERRIBLE WEAPON

Weights 2,800 Pounds and Is Twenty-three Feet Long.

COST IS \$3,000 TO \$9,000.

Will Tear Through Side of a Double Skinned Ship and Then Explode. Loaded Only With High Explosive, Either Gun cotton or Nitroglycerin. What Happens as It Strikes Prey.

The up to date torpedo is a loaded automobile shaped like a cigar, made to run in a certain direction in a fixed time and explode when it strikes something that offers sharp resistance. A reliable one, properly equipped with explosives and running gear, costs from \$3,000 to \$9,000, according to size. A large torpedo is twenty-three feet long, twenty-one inches in diameter and weighs 2,800 pounds and it tears a hole 30 by 10 feet in the bottom of a ship of two skins.

"The torpedo," said an expert of the navy, "has four principal parts—the war head, which carries the explosive; the air flask or fuel chamber, the engine and the steering gear and the balance chamber. The explosive head is filled with some high explosive—gun cotton, etc.—and is provided with a percussion detonator. This strikes a hard or solid substance, and the explosive goes off instantaneously.

Gun cotton or Nitroglycerin.

"The explosive head is the foremost compartment of the torpedo and contains the deadly charge and the pistol with which it is fired. Gun cotton and nitroglycerin are the high explosives generally used for submarine purposes. There are many others, but these form the foundation for most of them. Gun powder of the sort used by the country boy to shoot at a rabbit or a squirrel is no longer used. The high explosive is more powerful than gunpowder. Gunpowder burns quicker than the high explosive, and it splutters around if scattered on the ground, but it explodes if confined in a close place. The high explosive will burn if you stick a match to it, but not so easily as gunpowder. A sudden blow will apply heat to an explosive and set it off.

"The explosive head strikes the bottom of a ship, and a 'detonation' not an 'explosion,' takes place. The mass of high explosive seems to explode at once, and that is what is desired, as the most sudden blow will knock a hole in the ship. Gun cotton is detonated by fulminate of mercury, which, when ignited by a blow, expands 2,500 times its original size. The sudden expansion gives a blow to the gun cotton that detonates it."

This is What Happens.

"What happens when the explosive head strikes?" "A detonation follows instantaneously and blows the outside of the ship in, making a hole about 30 by 10 feet in size. There is no rule about the extent of the damage to the side of the boat. It may be twice 30 by 10 feet. The blow drives in both the outer and inner skins of a vessel like the Lusitania. The double bottom is not sufficient to break the force of the torpedo if it strikes well. A glancing blow may not cause an explosion. "The torpedo would have about the same effect on a collier that it would on a big merchant vessel. We have never tested thoroughly the effect of a torpedo blow on an oil tanker such as the Guilford. We are doing that now. "After the torpedo struck it would be blown to bits, and most of the pieces would go to the bottom of the sea. Some fragments might go inside and become entangled in the splitters made by the detonation.

"The torpedo must do many things in a very thoroughgoing way. It can explode in any direction, it can slip on the way, for it is primed for automatic action. Everything must be just right and in its proper place when it starts on its journey of destruction. It has to run at a certain speed so as to get to its destination on schedule time, to go a certain calculated distance in a certain direction to make sure of its mark. It cannot loaf, vary from the course outlined for it or dip down or shoot up on the way. If anything goes wrong all is off with that torpedo, and the thousands of dollars invested in it disappear beneath the waves.

"Torpedoes run from 1,000 to 10,000 yards to reach the object they are sent to destroy. It requires about eleven minutes to make the longer distance."

What if the torpedo struck a whale on the way?

"It would be bad for the whale, although the torpedo might not explode unless a big solid bone was hit."

Of Many Sorts.

"The torpedo is not known intimately by many naval officers," said one specialist. "There are all sorts of torpedoes. Some of them have individually. No two seem to be exactly alike. We continually improve our knowledge of them. Each torpedo would be carefully studied and corrected for its own voyage of destruction. Like the bee that stings, it gives up its life for one sting. The ship it strikes sinks. The 200 pounds of gun cotton in its warhead tears the ship so that it cannot escape. It is the most terrible weapon of warfare known to the world."

ELVEN CENT STAMP OUT.

Bears Head of Franklin and is For Parcel Post Use. The new eleven cent postage stamp has appeared. It bears the head of Franklin in profile, from Hoodon's bust, and is printed in dark green ink. It is the same shape and size as the ordinary stamps, series of 1911.

The new stamp is issued primarily for use in preparing postage on parcels and postage and insurance fee on insured parcels amounting to 11 cents.

AIR CRAFT GUNNING SPORT OF THE WAR

Soldier That Does the Work is Prince of Artillery.

"ARCHIBALD" IS A TERROR.

Allies Give Nickname to Their Busy Anti-air Craft Gun, Which is Removed From Place to Place in a Private Car—Aeroplane Can Withstand Much Shell Fire.

A crack and a whiz through the air. No sound is more familiar at the front where the artillery is never silent—the sound of a shell breaking from a gun muzzle and its shrill flight toward the German line to pay them back for some shell they have sent, writes a correspondent from the British headquarters in France.

Only this which did not pass put over the landscape in a long parabola on toward the German lines. It went right up into the heavens at about the angle of a skyrocket, for it was Archibald who was on the job.

Six or seven thousand feet over the British trenches there was something as big as your hand against the light blue of the summer sky. This was the target—a German aeroplane.

Wings of Intelligence.

Other features of life at the front may grow commonplace, but never the work of the planes—these wings of the army's intelligence. If they might fly as low as they pleased they might know all that was going on over the lines. They must keep up so high that through the aviator's glasses a man on the road is the size of a pinhead.

Archibald, the anti-air craft gun, sets the dead line. He watches over it as a cat watches a mouse. The trick of sneaking up under the cover of a noon-day cloud and all the other man bird tricks he knows.

A couple of seconds after that crack a tiny puff of smoke breaks about a hundred yards behind the taube. The smoking brass shell case is out of Archibald's steel throat and another shell case with its charge slipped in its place and started on its way before the first puff breaks.

Archibald rushes the fighting. It is the business of the taube to sidestep. The aviator cannot hit back except through its allies, the German batteries, on the earth. But all that the aviator can see is mottled landscape. From his side Archibald files no goal flags.

Archibald's propensities are entirely peripatetic. He is the vagabond of the army lines. Locate him—and he is gone. He is the only gun which keeps regular hours like a Christian gentleman. All the others fire at any hour night or day. Aeroplanes do not go up at night, and when no aeroplanes are up Archibald has no interest in the war.

Why he was named Archibald nobody knows. As his full name is Archibald, the Archer, possibly it comes from some association with the idea of archery.

Has His Private Car.

Archibald, who is quite the swiftest thing in the army, has his own private car built especially for him. While the cavalry horses back of the lines grow sleek from inaction, the aeroplanes have taken their places. All the romances and risk of scouting are theirs.

Such of the cavalry's former part as the planes do not play Archibald plays. He keeps off the enemy's scouts. Do you seek team work spirit of corps and smartness in this theater of France where all the old glamor of war is lacking? You will find it in the attendants of Archibald.

The sport of war is not dead for Archibald. Here you see your target, which is so rare these days when British infantrymen have stormed and taken trenches without ever seeing a German, and the target is a bird—a man bird. Puffs of smoke with bursting hearts of death are clustered around the taube. They hang where they broil in the still air. One follows another in quick succession—for more than one Archibald is firing—before your entranced eyes.

It is amazing how much shell fire an aeroplane can stand. Aviators are accustomed to the whizz of shell fragments and bullets and to have their planes punctured and ripped. Though their engines are put out of commission and frequently though wounded, they are able to volplane back to the cover of their own lines.

The Comrade in White

Before the guns at Neuve Chapelle A gallant soldier fighting fell; Lost in the swirling tide, Woke from black dreams at dawn's gray light To find a comrade clothed in white Was kneeling at his side.

With tender care each wound he bound And wrapped with clean, soft linen round, And oh, his seal was such That all the horror, all the pain The soldier would have faced again To feel that gentle touch!

From fire and shell the storm swept field Next morning no defense would yield Over the scarred hills; When the next night began to fall The guns would start at break of day, What friend was this who dared to stay And tend a dying man?

What friend was this? For where he knelt In silent prayer, the soldier said— Or did he dream anew? That on his hands and feet and side Were drops of blood and, starting, cried, "But you are wounded too!"

Sad were those mystic, wondrous eyes That watched another morning rise Over the scarred hills; Yet smilingly stooped to say, "These are old, world old, wounds, but they— Have troubled me of late."

—Harry Bowling in Los Angeles Times.

Do the best you can. You will probably not break any valuable records, anyway.

FRONTIER DAYS WALLA WALLA WASHINGTON SEPT. 16-17-18, 1915. A Western Show That's the Real Thing. EXCURSION FARES. For full information, etc., call on H. P. POTTER, D. F. & P. A., Aberdeen.

Northern Pacific Railway THE GREAT BIG POTATO ROUTE Reaches Them All. Reduced Rates Direct Route. A few days lay-off and visit will greatly profit you Interstate Fair and Live Stock Show, Spokane September 13-18 Walla Walla Fair and Frontier Days Walla Walla, September 13-18 State Fair, North Yakima, September 20-25 Round-up Pendleton, September 23-25 Apply to local agent for information as to trains, rates, etc. E. A. McKenna, General Agent, 221 E. Heron St., Aberdeen, Wn. A. D. CHARLTON, A. G. P. A., PORTLAND, OREGON.

R.R. GUIDE NORTHERN PACIFIC EASTBOUND Train No. 486—via Dupont: Leaves Aberdeen 8:30 a.m. Arrives Tacoma 12:20 p.m. Seattle 1:55 p.m. Portland 2:40 p.m. Train No. 424—via Point Defiance: Leaves Aberdeen 12:40 p.m. Arrives Tacoma 4:30 p.m. Seattle 6:10 p.m. Train No. 422—via Point Defiance: Leaves Aberdeen 4:45 p.m. Arrives Tacoma 8:40 p.m. Seattle 10:10 p.m. Portland 10:30 p.m. WESTBOUND Train No. 421—via Point Defiance: Leaves Seattle 7:45 a.m. Tacoma 9:00 a.m. Portland 7:35 a.m. Arrives Aberdeen 1:15 p.m. Train No. 485—via Point Defiance: Leaves Seattle 12:20 p.m. Tacoma 2:00 p.m. Arrives Aberdeen 6:10 p.m. (GOES ON TO MOCLIPS). Train No. 423—via Dupont: Leaves Seattle 4:40 p.m. Tacoma 6:10 p.m. Portland 4:10 p.m. Arrives Aberdeen 10:05 p.m. MOTOR CAR Train No. 551: Leaves Aberdeen 7:15 a.m. Elma 7:45 a.m. Arrives Aberdeen 8:55 a.m. Train No. 552: Leaves Aberdeen 11:00 a.m. Arrives Elma 11:45 a.m. Leaves Elma 12:15 p.m. Arrives McCleary 12:40 p.m. OREGON-WASHINGTON ROAD & NAVIGATION CO. EASTBOUND Owl Train: Leaves Aberdeen 10:45 p.m. Arrives Centralia 2:00 a.m. Tacoma 4:40 a.m. Seattle 6:15 a.m. Portland 6:45 a.m. Train No. 42—Motor Car: Leaves Aberdeen 9:15 a.m. Arrives Centralia 11:40 a.m. Tacoma 1:40 a.m. Seattle 3:15 p.m. Portland 3:30 p.m. WESTBOUND Owl Train: Leaves Portland 11:00 p.m. Seattle 11:15 p.m. Tacoma 12:45 a.m. Centralia 2:00 a.m. Arrives Aberdeen 6:00 a.m. Train No. 41—Motor Car: Leaves Portland 2:10 p.m. Seattle 10:45 a.m. Tacoma 12:00 p.m. Centralia 5:30 p.m. Arrives Aberdeen 7:40 p.m.