JUSTICE AND FAIR DEALING IN TRADE

President Urges Salesmen to Carry American Ideals Into All Ports of the World.

WHY MEXICO'S SUSPICIOUS

Detroit, Mich., July 10.—President Wilson aroused great enthusiasm at the World's Salesmanship congress today by urging that business men carry justice and fair dealing into the ports of the world, particularly those of Mexico, and thereby establish confidence in American principles. His efforts, he declared, will be to serve all America by serving Mexico itself for its best interests without using force and not to serve the few "gentlemen" who wish to exploit Mexican possessions.

When the president asked the crowd what it desired at the end of all the present world troubles, it shouted "peace" in one voice, and then he added that his wish was "permanent peace."

"I hear some men say," he said, "that they want to help Mexico, and the way they propose to help it is to overwhelm it with force. That is the wrong way as well as the long way.

"After fighting them you would have a nation full of justified suspicion. Thus you would not help them. You would shut every door against you.

Why Mexico is Suspicious.

"What makes Mexico suspicious is that it thinks we do not want to serve, but possess, it. And it has justification for these suspicions in the way some gentlemen have sought to exploit its possessions.

"I will not serve these gentlemen, but I will serve all Americans by trying to serve Mexico itself.

"The way to establish our sovereignty is to respect it."

The president added that he believes in the old Viriginia bills of rights, which declared that a country may do as it pleases with its own government.

This information, the president said, was for those gentlemen who would "butt in."

The president declared that the merchant marine, which some are "so slow in giving us," will be a great help to the business interests of the United States.

In order to gain foreign business, however, he added, it will be necessary for American business men to adapt the goods to the demands of other countries and not try to force their own ideas on other markets. Salesmanship, he said, would go hand in hand with statesmanship after the close of the war.

Will Hold Reception.

President Wilson was accompanied by Mrs. Wilson. As the party was driven to the convention hall a cannon thundered the presidential salute.

Henry Ford, the manufacturer, sent the president a message expressing confidence he would keep the United States out of war.

After speaking at the Salesmanship congress President Wilson was to hold a public reception. This afternoon he is to visit an automobile factory. He will leave for Washington at 4 p. m.

SUBSEA ENTERS BALTIMORE PORT WITH DYE CARGO

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warships or fallen victim to an Atlantic storm. Once outside the blockading lines and into the Atlantic, according to the captain's story, he headed straight across and only deviated from his course once, when he saw what he took to be enemy craft. Most of the time he sped along on the surface, making around fourteen knots an hour with his powerful twin Diesel oil engines. Submerged he could go at the rate of seven and one-half knots.

Approaching the capes late Saturday, Captain Konig found his path apparently clear. He lay to with his decks awash, however, awaiting until darkness fell before nearing the coast. The bright half moon went down shortly after midnight and he put on all speed and shot between the Virginia capes, to be greeted by the tug Tummons, sent here more than a week before to await his coming.

Carries Twenty-Nine Men.

On board the submarine are the captain, first and second officers and twenty-six men, all wearing the regulation uniforms of the German mercantile marine, with the North German Lloyd insignia upon their caps. The skipper is a trim, slightly built man of medium height, around 40 years of age. Two of his seamen are grizzled old tars, but all the rest are youths, apparently ranging from 18 to 23.

When the vessel was released from quarantine it moved up the river to the pier of the Eastern Forwarding company, six miles away to a carefully guarded waiting berth. On the way up it passed a dozen merchantmen lying at anchor. The first, a big Norwegian freighter, dipped its flag and its whole ship's company lined against the rail, raised three rousing cheers, which were answered with a will. With another Norwegian and two Dutch ships the submarine exchanged formal salutes. It moved close by a number of British tramps in silence, observed with eager interest by the English crews.

Captain and Crew Pose.

At the dock the boat hardly was tied up before an army of newspaper men and moving picture photographers stormed the place. They were not permitted to get near the Deutschland, protected by a barbed wire stockade and numerous guards, but Captain Konig soon appeared on shore and cheerfully posed before the cameras.

"Better hurry up; I haven't had my breakfast yet, and don't look good," he remarked in excellent English, with only the slightest trace of a Teutonic accent. He stood smilingly in the rain, wearing blue flannel trousers stuffed into leather sea boots, a dark gray leather coat, gauntlets and a jauntily set cap. When the photographers gave him a rest he held a sort of impromptu reception, shaking hands with everybody and telling how glad he was to be in an American port.

Later he was persuaded to bring out his crew. The grinning youngsters brought with them a large green board taken from the stern of the ship, on which was painted in big silver letters "Deutschland-Bremen." Grouped about the board, with their skipper in the center, the sailors posed until Captain Konig said it was time to eat.

Unloading Begins.

A force of longshoremen was ready on the dock to begin unloading the cargo, which is to be shipped as soon as possible by the Eastern Forwarding company to the purchasers, New York chemical companies. Probably only a day or two will be required to discharge; then the submarine will take on the crude rubber and nickel consignments already stored in the pier warehouse for its return trip.

When the start back across the Atlantic will be made, of course, is problematical. An official of the forwarding company said today it might be two weeks or it might be a month, but it was not denied that no advance notice would be given and the vessel would make its way out of the capes whenever and however the opportunity might offer to elude the enemy patrols which undoubtedly will be scouring the Virginia coast waiting for it to appear.

Not Worried by Libel Threat.

Captain Konig went about his preparations for entering at the custom house without hurry or unusual formality just as though his boat were an ordinary freighter. He did not seem to be worried over reports that the American authorities would carefully investigate his case to determine whether the Deutschland should be rated as an ordinary commerce carrier. The story that the Lake Torpedo Boat company was preparing to libel the submarine on the ground that its construction infringed upon its patents apparently did not interest him.

Health Officer's Description.

As described by Dr. John C. Travers, assistant health officer, who was taken through the boat by Captain Konig, the Deutschland's interior quarters appears to be mainly a mass of machinery. It has but one deck below and a seventeen-foot depth of hold for its cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passage way leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the big battery which stores electric energy to drive the vessel when submerged.

Next Dr. Travers was taken into the officers' mess room, scarcely larger than the state rooms, with a galley built with all the economy of space of a Pullman dining car kitchen. Aft the mess rooms, about one-third the ship's length from the stern, is the submerging machinery and two periscopes.

Amazing Mass of Machinery.

"I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel it on the surface.

Both in the crews and officers quarters were phonographs and stocks of well used discs.

Captain Konig told the doctor that while on the surface the noise of the machinery was almost deafening. "When submerged," said the skipper, "it moves almost silently, and then we enjoy ourselves."

Looks Through Periscopes.

Dr. Travers was permitted to look through one of the periscopes and declared he could see the surounding scenery greatly magnified with amazing clearness.

"The device was adjustable," he said, "for both long and short distance observation. It did not seem to me as I looked in it that I was in the submarine at all. I felt as if I were in an aeroplane on a wonderfully clear day."

Dr. Travers emerged through the conning tower holding in his hand two loaves of German war bread presented by the captain as a souvenir. Canned meats and fruits were the crew's staple food and, with the exception of their loss of weight due to the oily atmosphere, in the opinion of the health officers, the crew to a man was physically fit.

"I never saw better set-up men than these," said the doctor.

Both health officers congratulated the submarine commander on his feat and remarked it had been many months since a ship flying the German merchant flag had arrived in Baltimore.

All of its 315 feet of greenish-gray hull was standing well above water as the Deutschland was towed to its dock. It was before 7 o'clock in the morning and rain was falling steadily, but there was a big, eagerly curious crowd waiting. Old water front salts and landsmen alike gazed with open-eyed wonder. The big craft appeared like some giant fish of the deep, with two periscopes for eyes. Its main superstructure reached fully fifteen feet above the water line. Amidships the conning tower extended still higher, and above all towered the major periscope. On the starboard side an emergency periscope was ready in case the other failed.

Three hatchways lead below decks, one forward, one aft and the main hatchway, extending through the conning tower amidships.

Ship Closely Guarded.

Extraordinary precautions have been taken to protect the Deutschland. As soon as it reached its dock an army of guards drove away all river craft and a huge chain of logs was drawn around it to prevent vessels from approaching within a hundred feet of the ship. On the land side of the dock a high board fence reaching far into the river had been erected. On top of the fence are half a dozen rows of heavy barbed wire and curtained with burlap to shut off all view. No one without a permit was allowed near the entrance to the docks.

"My orders are from the home government," said Captain Konig. "No one can go aboard without authority. I am sorry. I would like the whole world to see."

Persons who talked with Captain Konig are authority for the statement that the only arms of any description aboard the Deutschland are four automatic pistols belonging to the officers and a sportsman's rifle used for firing rockets.

SALVATION ARMY OFFICER HERE FROM CHICAGO

THOMAS ESTILL

ORPET'S MOTIVE FOR MURDER IS PLAIN

Attorney for State Scores Conduct of Youth Charged With Slaying of Girl Sweetheart

SUICIDE MOTIVE LACKING

Waukegan, Ill., July 10.—Eugene M. Runyard making the opening argument for the state today in the trial of Will H. Orpet, charged with the murder of Marion Lambert, declared Orpet was a sullen youth, vain and without character. His motive for the murder was plain, according to the attorney, and his every act from the alibi letters to his flight from Helms woods on February 9, leaving Marion's body in the snow, a guilty act. Marion, who had lived and trusted and been betrayed, he said, was now in his way. Her exposure meant exposure to Orpet; she stood in the way of his career, and in the way of his marriage to Celestia Youker, Mr. Runyard asserted.

Suicide Motive Lacking.

On the other hand, he said, Marion had every reason to want to live and every act, to the moment of her death, gave evidence that she did. She planned to go to college. At her birthday party February 6, the lawyer related she was the gayest of the gay, according to every girl present except one—Josephine Davis.

When she met Orpet she had her schools books under her arm, ready for the day's lessons. Was that, asked the lawyer, the preparation of a girl walking knowingly to her death? And Orpet? Were his preparations for the meeting equally innocent? demanded the speaker. They were not, he asserted, but bore every imprint of an elaborate plot to escape consequences of the crime on which he was bent.

Alibi Carefully Arranged.

Mr. Runyard pointed to the rumpled bed at Madison, meant to deceive his landlady as to his secret trip, and, as the most guilty act of all, to the alibi letters to Marion and to his mother.

"How in the name of reason are we to account for the letter to Marion?" said Runyard. "Just so sure as Marion Lambert lies in her grave, he knew she would never read it, and he did know that it would be read by those who inquired into her death.

"When that inquiry was made, he wanted it to appear that he was at Madison. There lies the damning fact which no chemical symbols can obscure and no bottle of molasses and water can hide."

Owners of Kearney Ranch Buy Poultry Plant at Kay See

The owners of the "1733 Ranch" of 5,200 acres, which is located near Kearney, Neb., have bought the Kellerstraus White Orpington plant at Kansas City and havet moved the equipment to Kearney, where the two ranches are combined. Mr. Stickel, owner of the "1733 Ranch," and Russel Palmer, manager of the poultry department, are in Omaha.

The Kellerstraus plant at Kansas City, just purchased by the Nebraska ranchman, was famous for its White Orpingtons. In fact, this Kansas City plant popularized the breed. The ranch once sold five birds for $25,000. J. F. Swan, formerly manager of the Kellerstraus farm, is to go to Kearney to take care of the Orpingtons. One hundred acres of the ranch are devoted to poultry. There are 9,000 fowls of all kinds on the ranch at the present time.

MAY HAVE TO VOTE ROAD BONDS AGAIN

If Courts Hold Bonds Invalid Commissioners Can Put Them Before People Second Time.

EARLY HEARING IS WANTED

A special election at which voters will again be called upon to express their sentiments in regard to bonds for Douglas county road building is a possibility if the courts hold the bonds voted at the recent primary election to be invalid.

Both John Paul Breen, representing opponents to the issue voted, who are asking the court to declare the $1,500,000 paving bonds and $200,000 grading bonds invalid, and County Attorney George A. Magney, representing the county commissioners, are trying to obtain a hearing as soon as possible.

The case is pending in Judge Leslie's court at present, and Magney says he is hopeful of getting a decision within ten days.

Question at Issue.

The case hinges upon whether the bonds must have a majority of all votes cast at the primary election or whether they must have merely a majority of the votes cast on the bond proposition.

Both issues did receive a majority of the votes cast on the bond question, but it is alleged that they did not get a majority of all votes cast in the election.

Might Call Election.

County Commissioner Henry McDonald says that the board has not yet considered the advisability of ordering another election, but has no intention of ordering bonds printed until the validity of the issue is beyond question.

"I suppose if these bonds were lost on a technicality there would be considerable sentiment in favor of submitting a new proposition," he said.

"Certainly something is going to be done to improve Douglas county roads, sooner or later."