

**The Herald**

WEDNESDAY, JULY 22, 1914.  
 SUBSCRIPTION—\$1.00 A YEAR.  
 TO THE UNITED STATES \$1.50  
 PUBLISHED EVERY WEDNESDAY  
 AT 81 QUEEN STREET,  
 CHARLOTTETOWN, P. E. ISLAND.  
 JAMES McISAAC,  
 EDITOR & PROPRIETOR

**Please Send In Your Subscriptions.**

**Mexican Situation.**

Public affairs in Mexico have for some time engrossed no small share of attention of the press on both sides of the Atlantic. Not the least remarkable phase of the Mexican question is the attitude assumed towards that country by the President of the United States. In the first place, as we have more than once pointed out, President Wilson refused to recognize diplomatically provisional President Huerta, although the other great powers had acknowledged him, he being the *de facto* President of Mexico. Not satisfied with this, President Wilson sent his personal representative, John Lind, to spy upon the actions of Huerta and to render as embarrassing as possible the position of Mexico's chief Executive. It now leaks out that Lind facilitated the bringing in of munitions of war for the use of the rebels, even before President Wilson raised the embargo with the design of assisting the rebel out throats. Huerta, left free, would doubtless have been able to suppress the rebellion; but from the start the rebels were encouraged and assisted by the United States. The history of the rebels under Carranza and Vilna is most shocking in its cruelty, carnage, pillage, debauchery, persecution and murder. But it appears that all this was considered quite proper so long as it tended to weaken the control of Huerta.

Provisional President Huerta, whatever his short comings, seems to have been desirous of promoting the welfare of his country; and the best elements in Mexico appear to have approved his course. Huerta was crowded in every possible way by the United States authorities, and all manner of pretext was sought to place him at a disadvantage. It was this course of conduct that led to the A. B. C. conference at Niagara Falls. When the conference arrived at certain conclusions, which required Huerta to comply with specific requests, he at once announced his willingness to do his part. Not so, the rebel leader Carranza. Finally Huerta in the hope of bringing about peace, resigned.

He presented his resignation, as President of the Republic to the Chamber of Deputies, on Wednesday evening of last week. The resignation was presented through the Department of Foreign Affairs. All members of the Huerta Cabinet also tendered their resignations. The same evening Francisco Carbajal who had been a member of Huerta's cabinet, took the oath of office as president of Mexico. The new provisional President immediately on taking over the office announces that he intends to retire in favor of general Carranza the leader of the rebels. This is what he says in his message to Washington: "I desire to make known with emphasis that my only purpose is to facilitate a solution of the grave problems which weigh upon our country. I have not the slightest ambition for myself, and merely wish to terminate the internal conflict of our country. Please give me your impressions of the situation in Washington."

(Signed) "Francisco Carbajal."  
 From all the evidence thus far furnished we have this condition of affairs: The United States authorities determined that Huerta should go and devoted their ener-

gies to bring this about. They now have their wish in this respect, and the new provisional President seems to be only an instrument to transfer the Executive authority of the Mexican Republic to Carranza, the friend and pet of President Wilson. Under these circumstances the responsibility of bringing about peace and establishing good government in Mexico devolves upon the authorities at Washington. Let us see how they will proceed in this important work. Meantime let us hear Huerta's farewell message.

The text of General Huerta's resignation follows:—  
 Deputies and Senators.  
 "Public necessity, admitted by the Chamber of Deputies, by the Senate and the Supreme Court, called me to the supreme magistracy of the Republic.  
 "Later, when in the same hall I had the honor of addressing you, in compliance with the constitutional precept, I promised at all cost to bring about peace.

Seventeen months have passed, and in that brief period of time I have formed an army, with which to carry out that solemn promise. You all know the immense difficulties which my government has encountered owing to a scarcity of funds, as well as to the manifest and decided protection which a great power of this continent has afforded to the Rebels—so much so that when the revolution had broken up, seeing that its chief leaders were and continue to be divided, the power in question sought a pretext to intervene directly in the conflict, and the result of this was the outrage committed at Vera Cruz by the American fleet.

"Success was had, as you know, in adjusting honorably through our delegates at Niagara Falls, the pretty Tampico incident, but the revolution continued, with the support of whom, we all know.  
 Yet after the high patriotic work achieved by our delegates, at Niagara Falls there are still some who say that I, come what may, seek my personal interest and not that of the Republic. And as I need to rebut this allegation with acts I tender my formal resignation as president of the Republic.

The National Congress must know that the Republic through its Government has labored in entire good faith and with the fullest energy having succeeded in doing away with the party which in the United States calls itself Democratic, and having shown how the right should be defended.  
 To be more explicit, I will say that the action of the Government of the Republic during its short life has dealt death blows to an unjust power. Later on, strong workers will come using implements that undoubtedly will end that power; which has done so much harm, and committed so many outrages on this continent.

In conclusion I will say that I abandon the Presidency of the Republic, carrying with me the highest sum of human wealth for I declare that I have upheld at the bar of universal conscience, the honor of a Puritan, whom I, as a gentleman, challenged to wrest from me that possession. "May God bless you and me."  
 Poor Mexico has suffered terribly in consequence of rebellion and intrigue. Let us hope that whatever happens; whoever rules she may have peace and some measure of good government.

**St. Vincent's Orphanage.**

The corner stone of the new St. Vincent's Orphanage, on the Malpeque Road, near St. Dunstan's College, was solemnly laid with the prescribed ceremonies by his Lordship, Bishop O'Leary, assisted by a number of priests, on Sunday afternoon last. There was a large concourse of people, who had come from the city and vicinity to attend the ceremonies.

A suitable platform had been erected against the basement wall at a suitable height under the place of the corner stone. This was reached by an inclined gangway. On this platform his Lordship and attendant priests officiated, and from this was preached the sermon. At the appointed time, his Lordship in cope and mitre and carrying his crozier, attended by the assisting clergy, advanced up the incline to the platform and commenced the ceremony of blessing and laying the corner stone. He was assisted in the ceremonies by Rev. Dr. McLellan, Rev. Dr. McMillan, Rev. Father Murphy, Rev. Father Joseph Gallant, Rev. Father Poirier and Rev. Father McQuaid, Rev. Father Campbell, Rector of St. Dunstan's College was also in attendance. After the corner stone had been laid, Rev. J. C. McMillan, D. D. preached the sermon of the occasion. It was a splendid discourse, eloquent, appropriate and admirable in every respect. Next week we will present our readers with a full report of this sermon. After the sermon a collection in behalf of the building fund was taken up.

The building is of brick with grey stone trimmings. It is 83 x 60 feet and three stories high above the basement and will accommodate about 100 orphans. Mr. Patrick Bradley of St. Teresa is the contractor and Mr. Rice of Glenfanning is in charge of the mason work.

**Appoint Manager For Grand Trunk Pacific Hotel In Edmonton.**

A circular approved by Mr. Morley Donaldson, Vice-President and General Manager of the Grand Trunk Pacific Railway, announces the appointment of Mr. Louis Dow, as Resident Manager of the Macdonald Hotel, Edmonton. This is the latest of the splendid hotels which the Grand Trunk Pacific is providing for the travelling public in the Dominion and the finishing touches are now being placed upon it.

The site chosen for the Hotel is possibly unequalled anywhere in Western Canada, for it combines convenience to the business centre, with a wonderful outlook over the Valley of the Saskatchewan River. The Building has been located on McDougall Street, almost at the crossing of Jasper Avenue and directly opposite the Edmonton Club. The site is ideal and advantage of the view across the beautiful ravine of the River which bounds the entire southerly exposure of the property.

Mr. Dow, chosen as its Manager, is a practical hotel man of wide experience. He was formerly in the Chateau Laurier at Ottawa and has latterly been Assistant Manager of the Fort Garry, Winnipeg.

**How San Francisco Will Look After Its Visitors Next Year.**

The Grand Trunk Pacific, as the most modern of trans-continental railways, passing through newly opened up wonder-lands, will be the route chosen by thousands of tourists on their way to the Panama-Pacific Exposition opening in San Francisco on February 20th, 1915. The Passenger officials of the Company have just been advised that San Francisco now has 2,008 hotels, rooming and apartment houses, an increase of 786 in three years. Before the Exposition opens, 150 more hotels, etc., will be ready for occupancy. Every assistance will be given to visitors anxious to secure accommodation by the hotel bureaus approved by the Exposition Management. The San Francisco Hotel Bureau with a membership of more than 300 hotels has fifty thousand rooms on its lists. Rates will be \$1.00 to \$3.00 a day, each person, European plan, for any date or any length of time desired.

**'Take Care of Your Health' is Advice to Railway Men.**

"The first and most important consideration in railroad operation is Safety". This message has been sent out to all officers and employees of the Grand Trunk Railway by Mr. Morley Donaldson, Vice-President and General Manager of those lines. The Company in the development of its Safety First work has also taken a novel means of impressing upon its army of workers the necessity of promoting safe conditions and practices. To engineers, firemen, and others in the Motive Power and Operating Departments a label has been issued with a request that it be attached to the inside of hats and caps.

This sticker says, "No Grand Trunk employee is expected to take unnecessary chances for the sake of saving time on for any other reason." It will serve as a reminder, easily carried, that "Safety First" methods of work are expected, of all for the protection of the employee and passenger alike. Indeed every factor that tends towards safe operation is being insisted upon by the officers of the Grand Trunk System. In a bulletin just issued right methods of living are considered.

"In order to continue in promoting safety, it is every engineer's duty," this bulletin says, "to conserve the natural organs of the body. Normal mind is necessary to good service, and good health is necessary to the normal mind. Temperance in living, plenty of rest, plenty of sleep, and the required amount of exercise must be taken in order to be a continuing element of safety in the service. These laws of health being observed, the normal mind is retained and continued and the service benefited accordingly."

**Safety at Sea.**

The most significant portion of the report of the Royal Commission which investigated the circumstances attending the collision of the Empress of Ireland and the coal steamer Storstad is that which sets forth the recommendations of the commission, made with a view to guarding, as far as it is in the province of man, against the repetition of such an accident in future. These recommendations are as follows:  
 (1) That all watertight doors and portholes below the top of the watertight bulkheads be closed when in a fog.  
 (2) That the placing of rafts, secure and yet easily loosened, on the deck be considered.  
 (3) That the system of picking up and dropping pilots on the St. Lawrence be changed so that in coming and outgoing ships will not have to cross each other.

The accident to the Titanic resulted in the raising of the standard of safety at sea by several degrees and if the suggestions of the Mersey Commission are carried out it may be expected that further safeguards will be incepted. Nothing should be neglected which will tend in the direction of lessening the perils attendant upon marine travel.

At this time it is interesting to note that Senator La Follette, a member of the United States Senate and more than once a presidential possibility, has just introduced a bill dealing with the promotion of the safety at sea and the employment of seamen. It is natural that the senator should draw to himself the opposition and criticism of shipping interests but his bill appears to be reasonable.

It has a clause entitling seamen to receive half the wages due to them within 48 hours after arrival at any American port, and also abolishing arrest for desertion, a clause prohibiting allotment of wages on pain of refusal of clearance papers, a clause providing that eventually 75 per cent of the crews of vessels calling at any American port, shall understand any order given, a clause that sixty-five per cent of the deck hands eventually shall be rated under an arbitrary rule as able seamen, and a clause providing that on every ship there must be lifeboat facilities for passengers and crew.

It is quite natural to believe that ship owners should find fault with the sections of the bill deal-

ing with desertion but it is not apparent that they have the right to object to the provisions that deck hands should be able seamen. In an accident a crew, untrained in seamanship is worse than useless. They are just so many passengers. In recent ocean disasters much stress was laid upon the fact that the vessels carried crews of from three to five hundred men. It was evidently the intention to show by figures that the ships were not under manned but no information was given as to the proportion of the members of the crew who were rated as able-bodied seamen. Not more than fifteen or twenty per cent. of these men were deck hands. A powerful ship like the Lusitania, certified to carry 2,955 persons including 832 of a crew, had only 66 deck hands. The carrying of a few extra able-bodied seamen would entail but little additional expense each trip across the Atlantic, and it might possibly result in saving thousands of lives.

With the memory of the Titanic and the Empress of Ireland fresh in mind the people are not likely to be greatly influenced by the protests of stockholders in shipping concerns, as against anything that tends to lessen the perils of the sea.—St. John Standard.

**Ending The Opium Curse.**

China's long fight to rid itself of the opium curse is nearing a successful finish, says the Toronto Mail and Empire. Manchuria and eleven of the eighteen provinces forming China proper are declared to be free of opium. Admitting the correctness of the declaration, the British government has agreed that exports of Indian opium to these provinces shall be prohibited. The Chinese government has instructed the governors of the remaining provinces to stamp out the use of opium and prevent poppy cultivation before the end of the year. When this is done exports of Indian opium to China must cease entirely. The bringing of the general prohibition on export in effect in 1915 would be beating out the expiry of the Anglo-Chinese agreement respecting opium by two years. That agreement expires in 1917, and contemplates the entire cessation of Indian exports of opium to China by that time. The quantity to be exported is decreased yearly by about twenty per cent. until the vanishing point is due in 1917. It is rather noteworthy that for the last seven or eight months of last year no Indian opium was exported to China. The British authorities, finding that the authorized quantity had been sent early in the year, stepped in with a prohibition. It has been a difficult task, on account of the economic conditions in India, to stop the opium traffic, but China's extraordinary success in preventing the growing of the poppy, and the use of opium—the penalty for

using it being beheading—has deserved equivalent British energy in suppressing Indian interest in the nefarious trade.—St. John Standard.

**Many Notables.**

London, July 16.—The main body of the Dominion Royal Commission will sail for Canada today by the Alsatian. They will land at Rimouski, from whence they will be conveyed to St. John's Nfld., by the Canadian government steamer Earl Grey. The chairman, Lord D'Abernon, known until the recent birthday honors of Sir Edgar Vincent, is unable to sail on account of illness, but hopes to proceed in three weeks. In the meantime Sir Alfred Bateman will preside at the sittings in Newfoundland and the Maritime Provinces. Between August third and the end of the month the commission will cover the east as far as Montreal and Ottawa and will proceed to Toronto early in September, taking side trips. They will travel via Sarnia on 12th of September to Fort William, reaching Winnipeg about the middle of the month, and subsequently visiting Regina, Edmonton, Calgary, Banff and Vancouver. They will conclude their tour to Victoria on October 11. The members of the commission will then disperse in different directions, one or two possibly returning via Panama, while others will travel to Prince Rupert and see something of the Grand Trunk Pacific. The members aboard the Alsatian include Sir Alfred Bateman, Tom Garnett and wife, Sir Rider Haggard, Sir Jan and Lady Langeman, W. Lormier and wife, J. R. Sinclair, J. Tatlow, wife and daughter, and E. J. Harding the secretary, Hon. Eric R. Bowring of Newfoundland; Sir George Foster of Canada; and Hon. Donald Campbell of Australia, will join the commission for its Newfoundland sittings. W. J. Glennie, assistant secretary, will sail a fortnight hence.

**Ending The Opium Curse.**

China's long fight to rid itself of the opium curse is nearing a successful finish, says the Toronto Mail and Empire. Manchuria and eleven of the eighteen provinces forming China proper are declared to be free of opium. Admitting the correctness of the declaration, the British government has agreed that exports of Indian opium to these provinces shall be prohibited. The Chinese government has instructed the governors of the remaining provinces to stamp out the use of opium and prevent poppy cultivation before the end of the year. When this is done exports of Indian opium to China must cease entirely. The bringing of the general prohibition on export in effect in 1915 would be beating out the expiry of the Anglo-Chinese agreement respecting opium by two years. That agreement expires in 1917, and contemplates the entire cessation of Indian exports of opium to China by that time. The quantity to be exported is decreased yearly by about twenty per cent. until the vanishing point is due in 1917. It is rather noteworthy that for the last seven or eight months of last year no Indian opium was exported to China. The British authorities, finding that the authorized quantity had been sent early in the year, stepped in with a prohibition. It has been a difficult task, on account of the economic conditions in India, to stop the opium traffic, but China's extraordinary success in preventing the growing of the poppy, and the use of opium—the penalty for



**Mail Contract**

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday, the 29th August, 1914, for the conveyance of His Majesty's Mails, on a proposed Contract for four years six times per week.  
 Over Rural Mail Route No. 6 from Montague, P. E. Island, from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of tender may be obtained at the Post Office of Montague, Milltown Cross and at the office of the Post Office Inspector. JOHN F. WHELAN, Post Office Inspector. Post Office Inspector's Office, Ottawa, July 16th, 1914. July 22, 1914—31

**The Petrol Oil Company, (LIMITED)**

Non-Personal Liability.  
 AUTHORIZED CAPITAL \$800,000.00  
 Divided into 800,000 Shares par value of...\$1.00 each  
 HEAD OFFICE—Judge Travis Building, Calgary, Alberta.  
 An issue of 187,000 Shares is now offered to the Public.

PRESIDENT—P. Turner Bone, Calgary, Alta.  
 VICE-PRESIDENT—J. M. Baker, Calgary, Alta.  
 GENERAL MANAGER—Hudson's Bay Co.

**DIRECTORS.**  
 R. C. Thomas, Calgary, Alta., President Alberta Ice Co., Ltd.  
 Raoul Pirmex, Calgary, Alta., Consul of Belgium.  
 Herman de Buret, Calgary, Alta., Broker.  
 M. C. Bernard, Calgary, Alta., Barrister-at-Law.

SECRETARY-TREASURER—Herman de Buret, Judge Travis Building, Calgary, Alta.  
 BANKERS—The Molson's Bank, Calgary, Alta.  
 FISCAL AGENTS—R. Pirmex & Co., Judge Travis Building, Calgary, Alta.

Before offering any shares to the public the directors have secured an opinion on the holdings of the Company from Mr. E. H. Cunningham Craig, the eminent British Geologist, who has reported that there are good prospects. The directors of the Company need no recommendation. They are well known in Calgary and cannot but give the public every confidence. The best report can be had on them through any bank in Calgary. Applications for shares in the above, accompanied by express or P. O. money orders to be made to  
 JAMES H. REDDIN,  
 Sales Agent, 85 Queen Street, Charlottetown, P. E. I.  
 July 15, 1914—41

**ST. CHARLES TEA Thursday July 23rd**

An event of more than usual interest will take place on Thursday July 23rd, when a grand tea-party will be held at St. Charles Station, in aid of St. Charles Church Fund.  
 Anyone desiring a day of real enjoyment will do well to be present.

Amusements of various kinds, tables groaning beneath all the delicacies of the season, cool refreshing drinks, together with many other attractions will accommodate the pleasure-seeker, while the enlivening strains of the Souris Band, always a source of real enjoyment, will cheer the heart and drive dull care away.  
 Follow the crowd, and a good day's outing will be assured. A special train will run from St. Peter's, Elmira and Souris. Following is a schedule of the time and rates.

STATION	FARE	TIME
St. Peter's	.30	9.32 A. M.
Five Hours	.25	9.38
Asthon	.25	9.45
Selkirk	.10	9.52
St. Charles		9.58 Arr.
Elmira	.45	11.00 A. M.
Munn's Road	.45	11.06
Baltic	.40	11.15
Fountain Head	.30	11.21
Connaught	.30	11.25
Harmony	.25	11.30
Souris	.35	11.45 Arr.
New Zealand	.20	12.00 Dept.
Bear River	.10	12.21
St. Charles		12.34 Arr.

Returning the special train will leave St. Charles for St. Peter's at 6 p. m. and for Souris and Elmira at 7.30 p. m.  
 Passengers from Charlottetown, Georgetown and intermediate Stations, can travel by regular train at one first class fare, good to return next day.

**St. Lawrence Silver Black Fox Co. LIMITED**



**Highest Grade "Class A" Foxes**

Low Capitalization which ensures big dividends.

For Prospectus and further information write  
**W. MORAN; Secretary.**  
 May 27th, 1914—1f.

**Spring And Summer Weather**

Spring and Summer weather calls for prompt attention to the

**Repairing, Cleaning and Making of Clothing**

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand  
**122 DORCHESTER STREET**  
 Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.  
 All Orders Receive Strict Attention.  
 Our work is reliable, and our prices please our customers.  
**H. McMILLAN**

**Local And Other**

A severe electrical storm over the western part of Island Saturday morning serious damage has so far reported.

A two million feet per day of gas has been struck by Maritime Oilfields Company the Albert County N. B. field. The strike was made old well which was deepened.

About one thousand physicians and surgeons from the States and Canada are expected to attend the meeting of the American clinical congress London from July 27 to 1st.

Four people were killed scores injured in the collision of an electric train and a coal train from Norfolk Va. soon after midnight of the 17th. On the electric train a crowd of men and women bound from Ocean-view.

Wheat cutting commenced several places in the vicinity of London Ont., on the 15th, earliest in many years. Fine splendid showers, the ground in perfect condition, and yield is certain. Oats is also along for cutting. The harvest in general will be a bumper.

Two women were burned to death and three other persons seriously injured in a fire which destroyed a frame house at Dallas, Texas, on Thursday last. The dead Mrs. Mary E. McCauley and Dora Roberts, who were sleeping on the second floor.

Three girls, patients at State Tuberculosis Hospital Westfield Mass., were drowned while bathing in the West River in company with twenty other patients. Drowned were Fannie G. Bolla D. Steinberg 15, of Bellingham, and Annie E. Linclan, 11, Chelsea.

Montreal's first death heat this summer took place Wednesday afternoon, when Annie Alexander, 81 years of age, dropped dead in her room at the rear of her residence Arcade street. The body taken to the morgue, and physician reported that the cause was the cause of woman's death.

The Donaldson liner Cassin which arrived in Montreal other night, killed a whale hundred feet in length last Tuesday. The whale attempted to cross the Cassin's when it was struck and, almost instantly, The whale caused the vessel to shake stem to stern but did no damage to her.

The Kanawha Valley, Virginia was swept during week by storms which losses estimated at \$24 million was damaged to the extent of \$35,000 by lightning alone the same time two horses killed in the street not far from a number of buildings blown down and telegraph wires were crippled.

Damage estimated in excess of \$100,000 was caused at New York on the 15th as the result of a cloud-burst. The Columbia Power and Light Company put out of commission, two printing presses, and the New Observer basements were flooded some being six feet deep in water. The rainfall was 3.4 inches in hour; the greatest there in six years. Parts of the city were still under water last day night.

**SAINT JOHNS EXHIBITION**  
 SEPT. 5 to 12 1914  
 SPECIAL AGRICULTURAL FEATURES  
 SPECTACULAR DISPLAY OF INDUSTRIES  
 INCREASED SCOPE IN WOMEN'S WORK  
 CHILD'S WELFARE EXHIBIT  
 GREAT PROGRAM OF FREE ENTERTAINMENT  
 CHEAP EXCURSIONS TO LINCOLN  
 H. McMillan