

CLOUDY, probable
thunder showers, to-
night and Sunday.

LAS VEGAS OPTIC

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AFTER Huerta what?
How soon will the next
revolution come?

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CITY EDITION

HUERTA, DISCREDITED BY PAST FRIENDS, AND UNABLE TO TREAT WITH CONSTITUTIONALISTS, QUILTS

WASHINGTON RECEIVES WORD THAT FEDERAL PRESIDENT IS ABOUT TO RESIGN HIS OFFICE

Francisco Carbajal, Minister of Foreign Affairs, is Named as Successor

CARRANZA SAYS HE WILL ESTABLISH PEACE

Prospective Executive Said To Be Willing To Treat With Revolutionists On Any Terms, Even Complete Surrender, To Obtain Peace—Villa-Carranza Misunderstanding Rumored Greatly Exaggerated And All Disagreements Said To Have Been Settled.

Huerta to Abdicate
Washington, July 11.—Information was received from Mexico City by diplomats here today saying that General Huerta would resign within two or three days, in favor of Francisco Carbajal, newly appointed minister of foreign affairs.

It was learned that the appointment of Carbajal, who took office yesterday, is part of a general program by which it is hoped to make peace with the constitutionalists. The Huerta delegates to the Niagara conferences are understood to have been awaiting this move for several days.

Carbajal has long been a member of the supreme court of Mexico and on May 31 last was elected chief justice. Realizing that the constitutional generals would disapprove the plan for peace conferences with representatives of General Huerta as proposed by the mediators, because they don't wish to have dealings in any form with Huerta, the suggestion was made to the Huerta group that another man be placed in power with whom the constitutionalists might feel disposed to treat.

Carbajal is a member of the class which supported Huerta but is regarded as having liberal sympathies. He was the peace envoy whom General Porfirio Diaz sent to Juarez in 1911 and arranged with Madero for the transfer of power to the successful revolutionists.

Carbajal for Surrender
It is believed here that Carbajal will endeavor to arrange terms of peace which would be virtually terms of surrender. The people in Mexico City are reported apprehensive of a military conquest of the capital and the efforts of an influential class are believed to be directed toward arranging a peaceful transfer of power.

There would be no necessity for a large army to enter the Mexican capital under such a plan, but merely a few thousand men able to maintain order if the federal troops evacuated. With the naming of Carbajal renewed efforts will be made, it is understood, by the Mexican delegates who were at the Niagara mediation to bring about a peace conference. Washington representatives of General Carranza are in favor of such a plan.

Moot Question at Conference
Torreon, Mexico, July 11.—At the Carranza-Villa conciliation conference at Torreon an effort to prevent General Carranza or any of the military leaders of the revolution from becoming candidates for the presidency or vice presidency failed to be adopted, according to a lengthy official statement issued here today.

The motion was made by the Villa delegates. A motion passed, however, calling upon the first chief, as president,

ad interim at the triumph of the revolution to call a convention composed of delegates representing the constitutionalist army, every thousand soldiers to be represented by one delegate selected by a committee of military chiefs to be approved by the general of the division, which would fix the date and arrange for the election. A list of names was suggested to Carranza by all the delegates, from which he could select if he saw fit, a provisional cabinet or a consulting committee to act until the election of permanent officers. Resolutions also were adopted condemning what was declared the activity of the clergy in assisting the Huerta central government. This committee waged a fight in which the Villa delegates attempted to eliminate any military leader including Carranza, from presidential possibilities.

Those recommended as suitable for the provisional cabinet were Iglesias Calderon, Luis Cabrera, Antonio Villareal, Miguel Silva, Manuel Bonilla, Alberto Pani, Eduardo F. Hay, Ignacio Pequeira, Miguel Diaz Lombardo, Jose Vasconcelos, Miguel Alejo Robles, and Francisco Gonzales Garza.

An important act of the conference was directed against the clergy which had taken part in the present revolution. The statement said:

"That members of the Roman Catholic church, who materially or intellectually had assisted the usurper, Victoriano Huerta, should be punished."

The convention first agreed that General Carranza was the supreme leader of the revolution and General Villa the chief of the division of the north. With this as a basis for the negotiations discussion began, each side advancing certain suggestions which were voted down, modified or adopted in full. In regard to the complaint that General Carranza had not assisted sufficiently the division of the north with munitions, a resolution was adopted after some argument which called for all divisions of the constitutionalist army to "receive from the first chief all the equipment that they may need."

Certain concessions also were given that the various chiefs might have administrative powers as well as military.

The internal trouble in the state of Sonora was in an adopted recommendation calling on General Carranza "to obtain a solution of the conflict" in the western state where General Obregon, Carranza's western divisional commander, who was not represented in the conference here, and Jose Maria Maytorena, the constitutional governor, have disagreed. It was suggested also that Maytorena resign if he believed such action would end the trouble. Carranza was named as having sole

right to appoint or remove any federal employes. Resolutions to push the revolution until the "last vestige of the ex-federal army shall disappear" and matters pertaining to the agrarian and economical problems of the country completed the parts of the documents as adopted and signed by the framers.

Guaymas Not Evacuated
Saltillo, July 9 (via Laredo, Texas, July 11).—Previous reports that the seaport of Guaymas had been evacuated by federalists were in error, according to advices from General Alvarado, commanding the constitutionalists besieging that city. Alvarado reported he had moved the forces so as to surround Guaymas completely on the land side.

Oregon Captures Supplies
The following message was received today from General Obregon, dated Guadalajara, July 9:
"I have the honor to report that up to this time I have captured 133 trains from the enemy, eight cannons, seven machine guns, two cars of artillery and ammunition and six of rifle cartridges and still continue to capture prisoners and supplies."

Shortage of Coal Over
The shortage of coal for moving trains, from which General Villa is said to have suffered recently, is to be relieved immediately. General Carranza has given orders to allow coal trains to be run from the Coahuila coal fields near Salinas to Torreon, where it was said traffic had been interrupted because of lack of fuel.

Report was also received from Tembladeras, Vera Cruz, that fully half the federal forces were ready to join the constitutionalists. General Garcia Pena of the federal garrison at Tembladeras has been ordered to Mexico City to reinforce the garrison there. General Estaban Marquez, who holds the larger part of the state of Puebla for the constitutionalists, has sent a delegation here to greet General Carranza and receive orders. This delegation left for Saltillo, June 27.

John R. Silliman, American vice consul at Saltillo, has arrived here to resume his duties.

Carranza Proclamation
General Carranza, the constitutionalist chief, issued a statement here today reiterating his intention of carrying out the plan of Guadalupe. He announced:
"I shall continue to struggle to establish peace throughout the republic as soon as possible, and will immediately thereafter call elections which will result in the re-establishment of constitutional order in Mexico."

Infantrymen From Acapulco
On Board United States Ship "California," Mastlan, July 10, by wireless to San Diego, July 11.—Reports received at federal headquarters here today say that the British steamer Acapulco sailed from Acapulco for Salina Cruz with 450 infantrymen. The city is left with 300 irregular troops as guards.

The cruiser California and the destroyer Preble sailed early today to Santa Rosalia, a large French mining town across the Gulf of California from Guaymas. The gunboat Anna-polis and the German cruiser Lelisp sailed for Guaymas.

Villa-Carranza Break Exaggerated
Albuquerque, July 11.—Dr. Eligio Osuna of Albuquerque, a personal friend of General Carranza, has returned here after two months in Mexico as personal physician to the constitutionalist chief.

Dr. Osuna says he is familiar with all details of the differences between Carranza and Villa and while he is not at liberty to disclose them, he declares the whole matter will be made public in official statements within a few days. The break has been exaggerated, Dr. Osuna says, and will be healed without leaving scars or ill-feeling.

Even in the event Carranza and Villa should not be entirely harmonized,

Osuna said, no serious set back to the constitutionalist cause would result, since he declares other generals are in command of the troops now concentrating on San Luis Potosi, who are fully competent to carry out successfully the final taking of Mexico City, which, he says confidently, will be done soon, and with comparatively little serious fighting. Dr. Osuna is to return to Mexico after closing his practice here as chief surgeon in the constitutionalist army.

Ruiz En Route to Europe
Mexico City, July 1.—Roberto Estevan Ruiz, former acting Mexican foreign minister left today for Vera Cruz on his way to Europe and South America.

CLAYTON BILL CUT
Washington, July 11.—In revising the Clayton omnibus trust bill as it passed the house, the senate judiciary committee today struck out section 3 which would make it unlawful for any owner, operator or transporter of the products of any mine, oil, or gas well, reduction works, refinery or hydroelectric plant or for any persons selling such products to refuse arbitrarily to sell the product to any responsible person applying for it.

It was held by the commission that such a provision established a dangerous precedent in legislation, particularly because it strikes at one general line of industry. Other amendments are planned to the sections relating to price discrimination, price fixing and labor. The interstate commerce commission hoped to have the railroad securities control bill completed by Monday at the latest.

INTERMOUNTAIN RATES EFFECTIVE OCTOBER 1

INTERSTATE COMMERCE COMMISSION ANNOUNCES NEW TARIFF FOR FALL

Washington, July 11.—The effective date of the interstate commerce commission's intermountain rate orders recently sustained by the supreme court, was advanced to October 1, to enable the railroads to compile and publish the tariffs to be put into effect.

Slight modifications of the zone boundary lines fixed in the original order have been made to make the zones on diagonal traffic from the Lake Superior region to the Pacific coast, and from Galveston to the north Pacific coast conform to the zones already fixed in tariffs applicable to class rates.

At a hearing to be held in October the railroads will be afforded an opportunity to show that on certain articles which "take a thorough rate to the Pacific coast of \$1 or less for carloads and \$2 or less for less than carloads, greater relief ought to be granted. This traffic is heavy, but out the shipments, much of which is now carried by sea from the Atlantic to the Pacific. The carriers, in terms, have agreed to abide by the conclusions of the commission on that hearing by January 1.

Some articles are excepted from the operation of the long and short haul provision of the law after October 1, follows:

Sulphate of ammonia, chloride and carbide of calcium, canned fruits, meats, mince meats, tomatoes, green coffee, cotton piece goods, hardware and tools, pig iron, structural iron, iron fence, iron posts, iron pipe, wire fencing, paints, paper, rice, radiators, sectional boilers, pig and slab tin, and insulated copper wire.

These articles will take a higher rate to intermediate points than to Pacific coast terminals, chiefly because of the water competition to the Pacific coast.

MRS. CARMAN CONSULTS LAWYER

Minneapolis, N. Y., July 11.—Mrs. Florence Conklin Carman, charged with the murder of Mrs. Louise Bailey, was engaged today in going over the testimony given at the coroner's inquest, with her attorney, George M. Levy. Mrs. Carman has aided him considerably, her attorney said, in analyzing the testimony which caused her arrest.

M. E. INGALLS DIES
Hot Springs, Va., July 11.—Melville E. Ingalls, financier and railroad magnate died here early today of heart failure.

BALLOON RACE IN ST. LOUIS TODAY

MANY ENTRIES IN ELIMINATION TRIAL FOR THE GORDON BENNETT CUP

FINALS KANSAS CITY IN FALL

BOY OF SIXTEEN MEMBER OF CREW OF "AERO CLUB OF ST. LOUIS"

RECORD HOLDER HAS ENTERED

MANY INTERESTING FEATURES PROMISED TO LEVITATION ENTHUSIASTS

St. Louis, Mo., July 11.—The national balloon race which is to start from here this afternoon is the annual elimination contest to select entrants for the international race for the Gordon Bennett cup—which will start from Kansas City next October. Each nation that takes part in the international race is entitled to three entrants. One of the American entrants is R. H. Upson, who won the last international race, which was held in Paris. The two balloonists who make the greatest distance—in an air luge—in the race starting today will be qualified for the international race of this year.

Following are the balloonists who have entered for the elimination race: Warren Mason, Brookville, O.; balloon "Hoosier."

R. A. D. Preston, Akron, O.; balloon "Goodyear."

Arthur T. Atherbolt, Philadelphia.

Paul J. McCullough, St. Louis; balloon "Uncle Sam."

William F. Assman, St. Louis; balloon "Miss Scia."

John Berry, St. Louis; balloon "Aero Club of St. Louis."

E. S. Cole, St. Louis.

Jerome Kingsbury, New York.

John Wats, Kansas City.

Roy F. Conditson, Springfield, Ill.

All the balloons entered in the race have a capacity of 80,000 cubic feet. Many of the aeronauts have thrilling records. Captain Preston was aide to R. H. Upson in the last international race, and their balloon won the contest over 17 competitors, staying in the air 46 hours.

Captain Atherbolt has made over 100 balloon flights. His first long flight was in 1907 from St. Louis when with Major Henry B. Hersey he took part in the international race and landed in Canada, after crossing the Great Lakes. In the international race that started from Stuttgart, Germany, in 1912, he flew the length of Germany and Russia and landed in the Baltic region near St. Petersburg. On landing he was arrested by the Russian authorities as a German spy.

William F. Assman of St. Louis has been an aeronaut since he was 17 years old. On July 14, 1909, his balloon fell 20,000 feet at night into Lake Nipissing, Canada. Assman was in the water all night, and was rescued by two Indians. In a balloon he has crossed the Great Lakes three times. Captain Assman will have no side in the flight this afternoon, as his balloon is not in good condition. The balloon "Million Population Club" in which he intended to fly was lost in the recent balloon race that started from Portland, Ore.

Captain John Berry, who flew in the "Million Population Club" in the Portland race, started his aeronautic career in 1882 when he was 14 years old. In July, 1912, in the national races from Kansas City, Berry rode a thunderstorm for 12 hours. The basket filled with water waist deep. As aide in the race today, Berry will have Albert Von Hoffman, Jr., who graduated this spring from the St. Louis high schools and is barely 16 years old. They will fly in the "Aero Club of St. Louis"—the same balloon in which Berry traveled in the international race of 1912 when he fell into the Baltic sea.

E. S. Cole, who was granted a pilot's license in 1911, holds the distance record for a flight in a 40,000 cubic-foot capacity balloon. In such a balloon he flew from Topeka, Kan., to Tulsa, Okla., a distance of 375 miles.

DENVER TO WELCOME ELKS

Denver, July 11.—Although the grand lodge of the Benevolent and Protective Order of Elks does not meet here until Monday, a large advance guard of visitors has already put in an appearance. Reports received from all parts of the country indicate that the number of strangers to be in Denver during the coming week will probably be the largest ever entertained here. All arrangements for the big gathering were practically completed today. For months past the local committee has been hard at work and as a result of its efforts the visitors will find that nothing has been left undone to contribute to their pleasure and comfort. The business section of the city is already blossoming out in a sea of flags and bunting, the official purple of the order predominating in the color scheme. Welcome arches and hundreds of elaborate electrical decorations have been placed in conspicuous positions throughout the central portion of the city.

NEW HOME OF ENGINEERS

Berlin, July 11.—The Society of German Engineers has just built for itself a new home at a cost of nearly \$500,000. It now has more than 25,000 members, and is claimed that this is the largest organization of its class in the world. It has branch organizations in England, China, Argentina and other countries. The society has recently accepted an invitation to visit the San Francisco exposition, and it is expected that a very large number will take part in this excursion.

AMERICAN WINS PARIS LONDON AIR RACE

BROCK BEATS RAOUL GARROS NEARLY AN HOUR IN ROUND TRIP

London, July 11.—The aeroplane race from London to Paris and back today was won by Walter G. Brock, the American aviator, who recently carried off the aerial derby round London and the London-to-Manchester air race.

Brock arrived at the Hendon air-drome just outside London at 4:28 p. m., having taken exactly three hours and a half to fly from the Bica aerodrome, outside Paris. As his flying time on the outward journey from Hendon to Paris was 3 hours and 33 minutes, the total duration of his double journey was 7 hours, 3 minutes and 6 seconds, official time.

On his arrival Brock received a great welcome from the huge crowd assembled in the aerodrome. He has become very popular in England since his arrival here from Chicago two years ago.

Raoul Garros, the Frenchman, was the second to return to Hendon. He arrived at 6:23 p. m., having taken 4 hours and 14 minutes to accomplish the homeward journey. His total flying time was 8 hours 19 minutes.

TODAY IN CONGRESS

Senate: Not in session; meets on Monday.

House: Met at noon.

Senate amendments to the aviation bill were adopted.

Debate was begun on the general deficiency appropriation bill.

YACHTS TRY AGAIN

Newport R. I., July 11.—A turn to windward in a flickle four knot south-westerly air, and a run home was the course of today's contest of the three America's cup yachts Resolute, Defender and Vantite.

The yachts sailed over a sea which had a long roll to it. The sloops pitched and tossed as they worked their way slowly to windward in the tricky fog.

The starting signal was blown at 11:45 and the yachts went over the line in the following order:

Vantite, 11:45:12; Defender, 11:46: Resolute, 11:47.

The course was southwest by south and the outer mark was about five miles off Block Island. Resolute failed to get over the line within the handicap time of two minutes, but crossed a few seconds later.

STORSTAD BLAMED FOR WRECK IN ST. LAWRENCE

THIRD OFFICER WHO CHANGED COURSE WITHOUT AUTHORITY CENSURED

TUFTENES IS RESPONSIBLE

CONTRADICTORY TESTIMONY BY OFFICERS OF COLLIER AND EMPRESS CITED

BOTH PORT AND STARBOARD

IN ANY EVENT ACCIDENT IS INEXCUSABLE IN VIEW OF THE FACTS

Quebec, July 11.—The collier Storstad is held to blame for the Empress of Ireland disaster, in the findings of the wreck commission, handed down today.

The commission holds that the disaster was due to the Storstad's change of course, ordered by the third officer without instructions from the first officer, who was in charge of the collier at the time.

The Empress was sunk in the St. Lawrence on May 29, with a loss of more than 1,900 lives.

The collier's third officer found responsible is Alfred Tuftenes. He was on the bridge when the crash occurred and the report holds that "he was wrong and negligent in keeping the navigation of the vessel in his own hands and failing to call the captain when the saw the fog coming on." The report says the disaster was not due to any special characteristics of the St. Lawrence. It was a disaster which might have occurred in any river in similar circumstances.

The report notes a radical conflict in the testimony of officers of the Empress and of the Storstad.

"The witnesses from the Storstad," reads the report, "say they were approaching so as to pass red to red, while those on the Empress say they were approaching so as to pass green to green. The stories are irreconcilable. We have, therefore, thought it advisable to found our conclusions almost entirely on the events spoken of by the witnesses and on their probable sequence in order to arrive at a solution of the difficulty.

"We have come to the conclusion that Tuftenes was mistaken if he supposed that there was any intention on the part of the Empress to pass port to port, or that she, in fact, by her lights, manifested the intention of doing so; but it appears to us to be a mistake which would have been of no consequence if both ships had subsequently kept their courses.

"Shortly after the ships came into the position of green to green, as claimed by Captain Kendall, or red to red, as claimed by Mr. Tuftenes, the fog shut them out from each other and it is while they were both enveloped in this fog that the course of one or the other was changed and the collision brought about.

"Therefore the question as to who is to blame resolves itself into a simple issue, namely, which of the ships changed her course during the fog.

"There is in our opinion, no ground for saying that the course of the Empress of Ireland was ever changed in the sense that the wheel was wilfully moved, but as the hearing proceeded another explanation was propounded, namely, that the vessel changed her course, not by reason of any wilful alterations of her wheel, but in consequence of some uncontrolled movement."

"It is suggested, might have been due to an insufficient area of rudder or some mishap to the steering gear, but, says the report, "we are of the opinion that the allegations as to their conditions are not well founded."

PREJUDICE DISAPPEARING

Constantinople, July 11.—The old Moslem prejudice against portraits is disappearing from Turkey even to the extent of printing the likenesses of his sacred majesty, the sultan. Pictures of the reigning sovereign have at present an immense vogue in the orthodox near-east and are very popular in the Turkish restaurants.