

Scenes of Carnage From the Battlefields of Distressed Mexico Where Britisher Benton Met a Dreadful Fate



GRIM SCENES FROM THE MEXICAN BATTLEFIELDS.—Herewith are presented two of the most realistic photographs ever taken of the aftermath of a modern battlefield. That on the left shows a trench that will serve as the grave of many of the men who participated recently in one of the worst battles of the present war in Mexico. It is a grim reminder of the price that some one must pay for the great war game. The picture on the right depicts a scene on the battlefield—the day after the battle. All the glory and excitement has fled and only the dead bodies of the fallen remain. It is the continuance of scenes like this that has drawn the eyes of the whole civilized world to Mexico and is making the nations of Europe unanimous in their demand that something be done to stop the carnage and murder of aliens like William S. Benton.



THE AMAZONS OF MEXICO.—A lighter note to the stern side of war. A group of Mexican women, armed and ready for the fray. Many of them are fine rifle shots.



THE MOST REMARKABLE WAR PICTURE OF RECENT TIMES.—Here is presented the most remarkable photograph of its kind that has perhaps ever been taken on the American continent. Away in the distance can be seen the smokestacks of a large city with its multitude of up-to-date and modern business demands being catered to. In the middle distance—a burying ground with the crosses, without one of which no Mexican would allow a member of his family to be buried. In the foreground are two coffins that have not been interred, together with several bodies of those slain in a nearby battle and brought here for decent burial. No description could better convey an idea of present conditions in Mexico half as well as this remarkable photograph.



MURDERER OR MAGISTRATE?—General Pancho Villa the man responsible for the death of William S. Benton the Scotsman whose untimely end has shocked the nations of the world.



ON THE INTERNATIONAL BRIDGE BETWEEN THE UNITED STATES AND MEXICO.—This picture shows the crowd that gathered on the American side of the bridge during one of the recent battles near Juarez, just opposite, and the United States soldiers stationed there to keep them in order. It is stated that several times during the fighting bullets whizzed over this bridge.

Mexico's Terrible Story Told By The Camera

The death, in Mexico, of William S. Benton, the Scotsman who was executed on the orders of General Pancho Villa, has turned the eyes of the civilized world in general and the British Empire in particular to that distressed country.

* * * * *

The Standard is enabled to publish at this time a series of the most remarkable photographs that have been taken in connection with the recent and present troubles in the Mexican Republic. Some little time ago Mr. S. N. Holman, of this city, had occasion to visit Mexico on business, and while there the accompanying photographs, together with many others, some of them of a most startling nature, came into his possession.

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The pictures herewith show in a most vivid manner what the citizens of Mexico are called on to endure during the reign of terror that has existed in that unhappy country for so long. The execution of a British subject in the person of Wm. S. Benton, has opened the eyes of the world to the fact that intervention of some sort is necessary in order that the lives of the citizens of other countries may be properly protected.

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The explanation handed out by General Pancho Villa as to the death of Benton, has satisfied, it is safe to say, no other British subject, and the British press has been unanimous in expressing the opinion that if the United States will not or cannot protect the lives of non-combatants in a region in which she claims to have the sole rights of intervention, then some other means of safeguarding the interests of the European citizens now in Mexico will have to be discovered.

* * * * *

It is possible that the death of William S. Benton will be the means of throwing open to the world at large the truth of the conditions that actually prevail in Mexico at this moment and that have prevailed for too long a period. If so he will not have died in vain.



A STREET SCENE IN JUAREZ, MEXICO.—This city, just across the border line from the United States, has been the scene of several encounters during the troublous times of the past two or three years. In this picture a typical street scene is depicted and a good idea can be had of the land in which murder, outrage and all the crimes of warfare are at present rife.

Beautiful Inaugural Arranged For Panama Exposition--Scenic Glories Along New Railway Through the Alps



THE ALL-YEAR PANAMA CALIFORNIA EXPOSITION AT SAN DIEGO IN 1915.—The above picture shows the accepted design for the inaugural fete on the night of Dec. 31, 1914. The viaduct is 900 feet long and 136 feet high, and consists of seven arches of reinforced concrete. The lights will be turned on at midnight on Dec. 31, and at the same time a 100 gun salute will be fired by three shore batteries of four field guns and by batteries on board the flagships in the harbor. The buildings seen in the above illustration include the California State Building and the Ethnology and Fine Arts Buildings.



BEAUTIFUL SCENERY ON THE NEW RAILWAY CONNECTING SWITZERLAND WITH ITALY.—A new route to Italy through the Bernese Alps will be opened to the public on May 1 next. In scenic splendor it is rich and diversified. The above picture shows the ruins of the mediaeval Castle of Felsenberg in the Kander Valley, one of the most interesting sections along the line, which will be known as the Lotschberg Route.



A FALL AT THE LAST HURDLE.—"Diplomatist II," who had the recent United Kingdom Hunters Handicap Chase, run at the Lingfield Steeplechases in England, well in hand, stumbled at the last hurdle and threw J. Anthon, the jockey. Anthon remounted with remarkable agility but could only finish second.

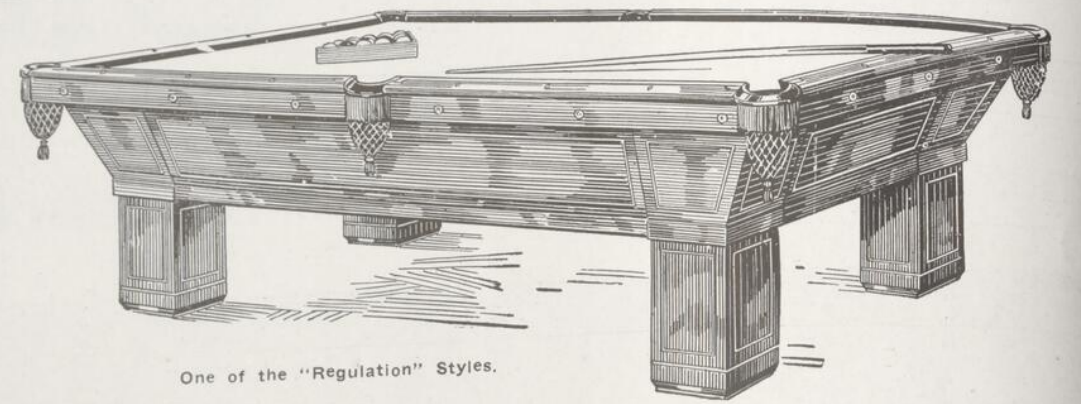
THROUGH THE LOTSCHBERG TO SUNNY ITALY

THE new route to Italy, via the Lotschberg, will be opened to the public on May 1st next. Recently, the writer was happily privileged to form one of the first parties to travel from Switzerland to Italy by this new highway through the Bernese Alps. The journey had to be accomplished by means of the service trains which transport materials and men from one part of the line to another, but all the inconveniences of this mode of conveyance were counterbalanced by the innumerable points of interest—both technical and aesthetic—which unfolded themselves before the travellers.

Spiez, the northern terminus of the line, was left on a day that painted the Lake of Thun in as many colors as cover an artist's palette. The first section of the line, from Spiez to rutigen, is actually completed, and his portion of the journey was made in company with dozens of soldiers on their way home from the manoeuvres, who were eager to exchange the sword for the ploughshare. In fact, the pastoral scenes through which the train passed, showed many soldiers busy making hay, while still arrayed in the uniform of war.

Blasting operations on the section between Frutigen and Kandersteg precluded the using of the service trains there, and the beautiful valley had to be traversed in carriages. Soon after leaving Frutigen, the road passed under the immense viaduct of thirteen arches which spans the valley, destined to serve as a landmark for centuries to come. This graceful viaduct is overlooked at one end by the ruins of the

(Continued on Page 3.)



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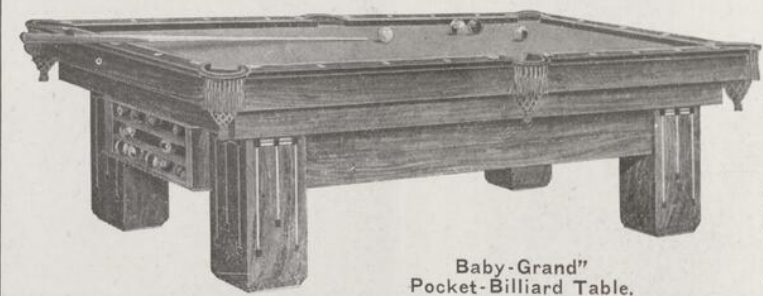
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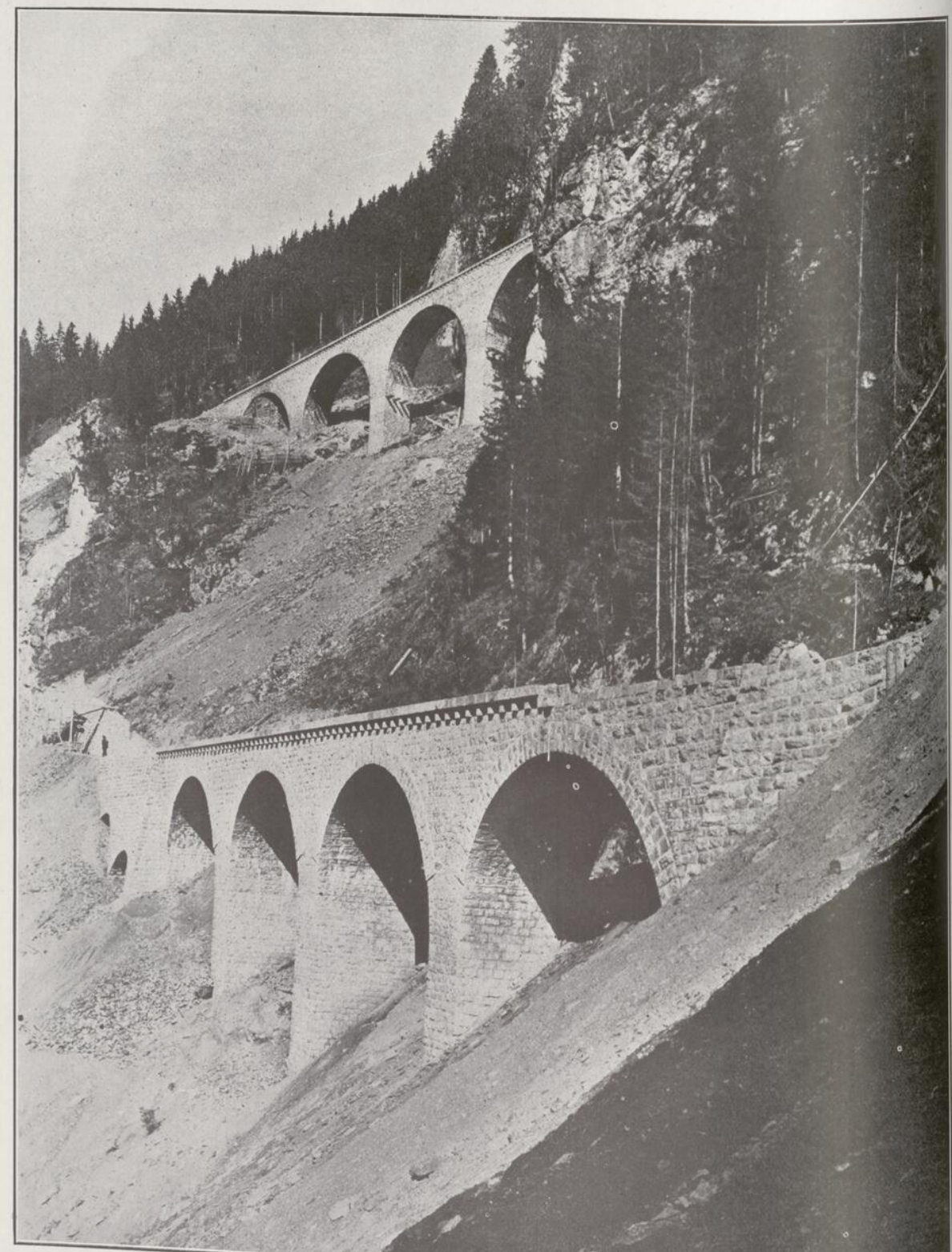


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BEAUTIFUL SCENERY ON THE NEW RAILWAY CONNECTING SWITZERLAND WITH ITALY.—Historic viaducts on the Lotschberg Railway which is to be inaugurated on May 1.



BEAR HUNTING IN NORTHERN RUSSIA.—Mr. Walter Winans, the well-known shot, has just returned from a big game expedition in Northern Russia. The total bag was ten bears, four of whom were taken in 56 seconds. Great hardships were experienced by the party, owing to the extreme cold and the depth of the snow. The above picture shows the four bears which were shot in the record time of 56 seconds. (Sport and General Press Agency.)



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WHEN IRELAND BEAT ENGLAND AT SOCCER BY 3 TO 0.—McConnell clearing for Ireland from a run by Lacy at the International match at Middlesboro.



WHEN IRELAND BEAT ENGLAND 3 TO 0.—The struggle between England and Ireland for soccer supremacy; an incident in the recent game at Middlesboro, showing Shea (England) tricking two Irish players.



AN INTERNATIONAL INTERCOLLEGIATE SKI RACE.—Dartmouth, a well known American University, recently met McGill, of Montreal, in a relay race at Cote des Neiges, near Montreal. The Dartmouth team won. From left to right the teams are as follows: Dartmouth, J. Horton, F. H. Meed, J. Bowler and J. Bache Wiig. McGill: N. Williamson, G. Thompson, L. Strathy and K. H. S. Hague.



THE SKI CHAMPIONSHIP AT SHAWBRIDGE.—Start of the 10-mile cross country race. From left to right those shown in the picture are: Mr. Paul, J. L. Kerr, Mr. Drummond, Pres. (1) R. Green, (2) T. Morin, Ottawa (3) Abe Olsen, (4) F. Christianson, Berlin Mills, (5) A. Hanson, Berlin Mills, (6) Adolf Olsen, Ottawa, (8) H. Smith, (9) W. O. Gothe, (10) F. McKimm, (11) O. Anderson, (12) O. Erickson, Berlin Mills, (14) G. Tollison, (15) E. Dahl, Ste. Agathe, (16) A. Olsen, Berlin Mills.



THE INTERNATIONAL SKI JUMPING CHAMPIONSHIP AT COTE DES NEIGES, MONTREAL.—Judging from the number of spectators that witnessed this annual contest, ski-jumping is becoming more popular in Canada each succeeding year. The above picture shows the scene at the grounds while the contest was in progress. Adolf Olsen, of the Ottawa Ski Club, is making the jump that gave him second place.

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mediaeval castle of Felsenburg: the two structures affording a striking contrast of the old and the new. The line follows the left-hand side of the valley, and is carried by magnificent granite embankments as far as Blue Lake, where it describes an immense loop in order that it may overcome the steep gradient. The line crosses and re-crosses three times, reminding one of the similar construction on the Gothard Railway. Thence it is carried over great chasms by picturesque bridges to Kandersteg, the northern portal of the great nine-mile-long tunnel. The road thus far bears quite an Italian air, owing to the barracks and stores erected for the thousands of Southern workmen engaged on the great work.

The Kandersteg Valley ends abruptly in a seemingly impassable rock-wall, and the fantastic shapes of the

(Continued on Page 4.)



FOOTBALL IN ENGLAND: THE ENGLISH SOCCER TEAM FOR THE INTERNATIONAL AGAINST IRELAND.—Reading from left to right the players are: Martin (Sunderland), Shea (Blackburn Rovers), McNeal (West Bromwich Albion), Elliott (Middlesboro), Pennington (West Bromwich Albion), Crompton (Blackburn Rovers), Hardy (Aston Villa), Latherton (Blackburn Rovers), Harrop (Aston Villa), Guggy (Sunderland).

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FUNERAL OF A GALLANT OFFICER.—The body of the late Major I. R. (Ike) Read, of the Duke of York's Royal Canadian Hussars, leaving the family residence, 442 Lansdowne Avenue, Westmount, on Monday, March 2, for Mount Royal Cemetery. On the left of the picture, standing at the salute, are several officers, including Lieut.-Col. Burns, of the Corps of Guides; Major Date and Captains Ferguson and Inglis, of the 17th Hussars; Major Stewart, of the 13th Dragons; and Major Cormack, of the 6th Hussars. In rear of these officers is the firing party, composed of men from the late Major Read's own squadron in the 17th Hussars. In the centre is seen Major Read's favorite charger "Barney." On the right (in mufti) is Capt. Charles, of the Canadian Engineers, and (in rear) the band of the 3rd Regiment Victoria Rifles, which played the cortege to the cemetery. The Headquarters Staff was represented at the funeral by Capt. Stethem, R. C. D. (Photo by Chandler.)



IN THE THEATRICAL WORLD.—Miss Chrystal Herne in "At Bay," at the Princess Theatre from March 18 to 21.



IN THE THEATRICAL WORLD.—Guy Standing in "At Bay," at the Princess Theatre from March 18 to 21.

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Surrounding mountain peaks give the scene a ghostly air towards evening when the mists begin to rise. The place did not seem less mysterious at 3.30 on the following morning, when the passengers assembled at the tunnel mouth to await the service train and the stars peered inquiringly over the tops of the mountains, silhouetted against the sky. Taking their places in the open trucks which were at their disposal, the passengers started on their long journey through the darkness of the tunnel. The uncertainty from an acetylene lantern carried by an engineer showed us a memorial tablet in the tunnel wall, which perchance will be seen by few of the passengers who will later rush through the luxurious corridor trains—a memorial tablet erected to the memory of the twenty-five workmen who met their death at this point on July 24, 1908.

A journey through the tunnel with the service train is seldom quite uneventful. In this case the centre of the vast burrow had scarcely been reached when a chorus of excited shouts and exclamations arose in the trucks ahead, which were filled with Italian workmen. In the dim light dark forms could be seen jumping from the train on to the permanent way. The train stopped dead, and the engineers went to investigate. It was inspired that a wagon had jumped the rails. Without much ado it was uncoupled and hauled to one side. The train then continued on its way, as though nothing had happened. After nearly two hours spent in the gloom of the tunnel it emerged at last in Coppenstein, amidst the wild, barren scenery of the lower Lotschen Valley. The construction of the railway in this avalanche-swept place was accompanied by almost insurmountable difficulties. The Alps exacted a heavy toll of human life, of which fact one is grimly reminded by the grim graveyard near the tunnel mouth, filled with the victims who had met their deaths during the construction of the railway.



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At present avalanche barriers are constructed high on the mountain sides above Coppenstein, and the line is guarded by a wall, like one of those which girdle the mediaeval cities at the point where the track emerges from the tunnel. On leaving Coppenstein the line follows the left side of the narrow Lotschen Valley, where every foot of ground has been literally wrested from Nature. After passing through a number of smaller tunnels it leaves this uninhabitable region and enters the smiling Rhone Valley. With the Rhone stretched like a broad ribbon, a thousand feet below it, the train continued its journey along the edge of dizzy precipices and over frail wooden temporary bridges thrown across apparently bottomless ravines—a journey fraught with many dangers and accompanied by many exciting incidents when made with the service train on a temporary set of rails, but which will be one of the most interesting in the Alps when accomplished with the fine electric trains of the Bernese-Alps Railway. Many of the great steel bridges and granite viaducts were not yet quite completed, and the service train made many detours which will be later unnecessary.

One of the tunnels of the southern portion of the line is named the Victoria Tunnel. At this point a Union Jack will fly when the road is formally opened. The name has its origin in the fact that the mountain spur, which the tunnel penetrates, form a wonderfully faithful silhouette of Queen Victoria's head, with crown complete.

Gradually descending, the line, which commands magnificent views of mountain peaks and valleys, at last reaches Brigue. At this point the primitive conveyances were exchanged for a comfortable carriage in a Simplon express. In the space of a brief hour or two, the passengers were basking in the sunshine which bathes the shores of Lake Maggiore, having reached their goal after a journey through two mighty mountain ranges, and over a route which will for decades to come make travelling easy between north and south.



THE SKI-ING RACES AT SHAWBRIDGE.—A Quintette of Montreal's fair ski-ing enthusiasts who witnessed the recent cross-country and college races at Shawbridge. From left to right they are: Misses T. Williamson, Edvina Strathy, Esther Aird, Ruth Armstrong, and Alison Strathy. (Photo by Chesterfield and McLaren.)

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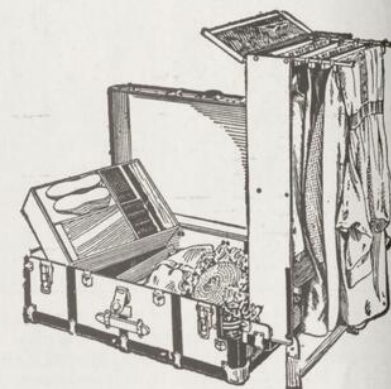
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