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# The Daily Journal.

WEATHER TODAY: MODERATE WINDS, FAIR AND WARM

VOL. XIV., NO. 108.

TWELVE PAGES

ST. JOHN, N. B., WEDNESDAY, AUGUST 2, 1922

TWO CENTS.

## PARIS TRIALS HAVE COST MUNICIPALITY \$10,000

### Expected That Fifth Trial, Scheduled for September, Will Add An Extra Bill of Expense Far in Excess of Any Contracted Thus Far.

#### Four Trials Have Set City and County of St. John Back by That Amount and the End Is Not Yet—Interesting Bills Rendered in Connection With Expenses; One Calls for \$12 for Shaving Jurymen—Third Trial Most Expensive of All—Today Is First Anniversary of Crime for Which Paris Was Tried.

Just one year ago today there was committed a crime, one of the most brutal on record in this country, the murder of little Sadie McAuley, for which John Paris has already been tried four times and must face a fifth trial in September. This case has cost the taxpayers of the municipality of the City and County of St. John a sum in excess of \$10,000, and the fifth trial will add at least another \$2,500 to that amount.

Of the forty-eight jurymen who have pronounced on the case, thirty-six have said he was guilty, and twelve have said he was not guilty. Three of the trials resulted in disagreements, and a verdict in the other, when he was found guilty, was upset because of a technicality.

The Journal, yesterday, was able to get some figures on the cost of the trials. The second trial cost about \$2,500, the third was the most costly of all four, and all the bills are not in yet for that. Only a few of the bills have yet been received for the last trial, but it will probably cost at least as much as the second. Included in the bills for the second trial was one of \$866 for board for the jury, while the case was on. One bill, which has been received for this last trial, is for \$12 for shaving the jurymen, and this was ordered paid by Judge Chandler.

#### Anniversary of Murder

Just one year ago this morning little crippled Sadie McAuley, accompanied her chum, Hattie LeVigne, to Douglas Avenue, the latter taking her father's dinner to him, and later the two girls started out to pick some berries.

According to the story told by the LeVigne girl, after they had been picking for some time a man approached them and offered to show them where larger berries were to be found, and Sadie went with him. This was the last seen of her alive and, one week later, her mangled body was found buried under a large stone, in a clump of bushes just back of the Hillyard property, next to the River-view Park.

The police made every attempt to trace the murderer and a Pinkerton man was brought here to aid in the search. Numbers of men, all over the country, were taken into custody and examined among them John Paris, who, at that time, was allowed to go. Later, Walter Humphries told the police that John Paris had confessed to him that he had committed the deed, and Paris was again arrested and placed on trial.

In the first trial the Crown was represented by Dr. W. B. Wallace, K. C., in the other three trials Attorney-General Byrne has conducted the prosecution, Dr. W. B. Wallace being associate counsel.

At all four trials the prisoner has been defended by G. H. Vernon, K. C., of Truro, who has put up a strenuous fight to save his client's life.

Both Attorney-General Byrne and Mr. Vernon, left for their respective homes yesterday to prepare for the coming battle in September.

### NATIONAL ARMY READY FOR ATTACK ON WHOLE FRONT

#### The Fall of Tipperary Disposed of An Awkward Salient Which Blocked Progress.

(Canadian Press) Dublin, Aug. 1.—The Irish National Army, according to indications here, is ready now for an attack upon the irregulars along the whole front.

The fall of Tipperary, which was captured by the Nationalist forces Sunday, after a spirited engagement, disposes of an awkward salient and is expected to enable the Free State forces to advance on Cashel, thus paving the way to a further advance on Clonmel, reputedly irregular stronghold.

The insurgent forces have been setting fire to various buildings in Kilmallock, just to the south of Limerick which is thought to indicate they are preparing to evacuate the town.

### JOHN CHARD DIED ABOARD STEAMER

North Sydney, N. S., Aug. 1.—The remains of John Chard, general claims agent of the Reid-Newfoundland Company, who died at sea on the steamer Kyle during her trip from Port-Aux-Basques, to this port last night, were returned tonight to St. John's, Nfld., by the Kyle, for burial. Mrs. Chard and child, who were with the deceased at the time of his death, returned with the body.

A coroner's jury this afternoon found death due to natural causes.

### U. S. RAILROAD EXECUTIVES STANDING PAT

#### Absolutely Refuse to Budge from Position Taken on Seniority Decree.

(Canadian Press) New York, Aug. 1.—Railway executives of the nation today firmly but courteously rejected the programme advanced by the Harding administration for settlement of the rail strike.

Willing to accept conditionally two suggestions put forward by the White House—that both sides abide by wage decisions of the Railroad Labor Board and that law suits springing out of the strike be withdrawn—the heads of 148 roads declared emphatically that it was impossible to reinstate strikers with unimpaired seniority rights, the third provision in the President's plan.

After being told by Robert S. Lovett, of the Union Pacific that there was no moral or practical reason for budging from their position, the executives disbanded, caught the first trains for their respective headquarters and indicated that they would operate their roads with the forces they had assembled since the shopmen walked out on July 1.

#### White House Informed

The decision not to yield on the question of seniority was made known to the White House by telegraph, after the rail heads had listened to a 20-minute address by Secretary of Commerce Hoover, who, as direct representative of the President, told them, in effect, that the administration held the seniority question of minor importance in comparison with that of upholding the Railroad Labor Board.

This action was taken in the face of a letter from President Harding, addressed to T. Dewitt Cuyler, chairman of the American Association of Railway Executives, embodying the terms of agreement, which were given to the executives, that the railway managers and union shop craft workers are to agree, preliminary to calling off the existing strike.

President Harding had closed his letter with these two references: "I need hardly add that I have reason to believe these terms will be accepted by the workers, if there is good reason why the managers cannot accept them, they will be obliged to open direct negotiations or assume full responsibility for the situation."

In addition, Secretary Hoover had urged upon the executives, at their morning session, that settlement for the rail strike was imperative, in view of the complicating conditions introduced by the coal strike.

### EMBARGO PLACED ON EXPORTATION OF COAL TO CANADA

(Canadian Press) Toronto, Aug. 1.—United States has placed an embargo on the exportation of coal to Canada, according to a special despatch to the Toronto Star today of an interview with Henry B. Spencer, Federal Fuel Distributor.

Asked if he would allocate certain percentage of coal mined for export to Canada, Mr. Spencer said that primary purpose of federal distributing committee was allocation of coal among states of Union.

Personally he had no application for an allotment of coal from Canada and he took it for granted that any representations would be made by Canadian government. He was very reluctant to say much about the subject of coal for Canada and intimated that it involved question of policy for government.

(Canadian Press) Detroit, Aug. 1.—The Executive Board of the Lake Seamen's Union and Maritime Firemen's and Stewards' Unions probably will meet here Thursday to decide if a strike will be called to enforce wage demands, it was announced this morning by Ivan Hunter, Detroit, member of the board. The strike vote taken recently by the unions empowers the board to order a walkout. Officials of the organizations have expressed doubt as to the advisability of calling a strike because of the status of lake shipping of this time, due to the coal strike.

(Canadian Press) Brussels, Aug. 1.—An invitation to the Belgian Government to attend the Allied Conference in London, August 7, was received from the British Foreign Office this afternoon. Belgium accepted. Premier Tonnys and Foreign Minister Jaspar will attend the conference.

### FEDERAL GOV'T IN TOUCH WITH COAL MATTERS

#### Authorities at Ottawa Fully Realize Country's Dependence on U. S. Anthracite Fields.

#### PROBLEM TAKEN UP AT CABINET MEETING

#### Considered Methods of Coping With Situation Should Coal Shortage Continue.

(Canadian Press) Ottawa, Aug. 1.—The Dominion Government is in touch with the American authorities in regard to the coal situation. There is a shortage of coal at the present time; but if the miners return to work soon in the United States, as it is expected, it is believed that there will be no failure to keep Canada supplied with coal during the coming winter.

The problem was discussed at a meeting of the Cabinet this afternoon and an intimation to the effect just stated, was given out semi-officially at its conclusion. The Government, it was stated, had been in touch with the situation for some weeks, and the various methods for coping with the situation have been considered. A sub-committee of Cabinet has the matter in hand, and an official announcement of government policy may be made tomorrow.

#### No Embargo Expected

No embargo on shipments of anthracite from the United States to Canada is expected in official circles. The difficulty, it is stated, is not likely to be of that nature. Canada will not be short of coal because the supply has been cut off by the American Coal Controller. If there is any shortage, it will be a result of a general inadequacy of supply in the United States. As already intimated, no shortage is expected provided the miners return to work soon; and the prospects of such a return are considered good. The statement from Washington that no application has been made by the Canadian authorities to the American Coal Controller for coal for Canada, in official circles, it is stated, is the highest authority, that that is not the method by which the Canadian Government would proceed. The Canadian Government is in communication with the United States Government and it is expected that Canada will get her fair share of the coal that is available.

#### Welsh Coal Enquiries

The Government has been considering the importing of Welsh coal, and, in this connection, it has canvassed the possibility of making use of the ships in the Canadian Merchant Marine. What action may be taken in this direction has not been stated, but it is considered that there are serious doubts of the wisdom of the Government itself going into the business of importing and selling coal. There is also understood to be some question as to the attitude towards such a proposal that would be assumed by the Canadian coal operators and coal miners. Protests have already been heard against this method of procedure from some of the coal fields of the Dominion.

### MAY OPERATE THREE RIVERS SHIPYARDS

(Canadian Press) Three Rivers, Que., Aug. 1.—The St. John Dry Dock Company will shortly take possession of the property of the Three Rivers Shipyards after the present contract of Fraser-Brace Company, which has been operating the shipyard for a few months expires, it is reported.

### Blanche a Bob-haired Bride



Here's Marshall Nelson and his bride, Blanche Sweet. And look what Blanche has gone and done—had those beautiful blond tresses shorn.

### AWAITING NEXT MOVE ON PART OF THE GREEKS

#### Proclamation of Autonomy for Smyrna May Be Followed By One for Thrace.

#### BELIEVE ENGLAND FAVORABLE TO MOVE

#### As Means of Forcing Kemalists to Accept Allied Peace Proposals in Asia Minor.

(Canadian Press) London, Aug. 1.—The first Greek information reaching London from the cities of the Near East, indicates that the Greek Government proclamation of autonomy for Smyrna may be followed by a similar decree for self-government for Thrace.

Their attitude of the Allies on this singular action, the advisers say, is eagerly awaited as it constitutes a distinct departure from the existing peace treaties and diplomatic understandings. It is presumed in some European capitals that Great Britain, at least, countenanced the steps taken by the Athens Cabinet as a means of forcing the Kemalists to accept the Allied peace proposals in Asia Minor.

Frank surprise is expressed, among allied and neutral observers, that Greece's creation of Smyrna and hinterland as an autonomous province, has elicited no remonstrances from the Allies. These observers point out that under the Treaty of Sevres, Turkish sovereignty in Smyrna was to be transferred to Greece for a period of five years, at the end of which the population was to express, by a plebiscite, its preference for either Greek or Turkish rule.

Greeks Enthused  
The Greek proclamation of self-government for the whole of Ionia was received with general satisfaction and enthusiasm by the Greeks, who predominate in the city of Smyrna. In the interim, however, it was greeted with subdued resentment and contempt by the Turks who form the greater part of the population and who, observers say, realize that the permanent loss of Smyrna to the Turkish Empire means a serious impairment of her economic life.

Serious doubts are expressed by the Allied authorities regarding the capacity of Greece to administer this large and difficult area, which is considerably greater than the state of Connecticut. It has a population of about 1,500,000 with a predominance of Turks. It is also recognized, that Greece, even if she had the necessary executive and colonizing experience to take over this extensive area, has no money to develop it with its large hostile Moslem population.

### CHICAGO STREET TRAFFIC TIED UP STREET RY. STRIKE

#### More Than 150,000 Motor Cars Pressed Into Service—Several Accidents.

(Canadian Press) Chicago, Aug. 1.—With 25,000 street cars and elevated road employees on strike today, paralyzing electric transportation for the third time in the city's history, Chicago motored or walked, assuming the appearance of a country fair on a holiday.

There were several accidents, some of them serious, which resulted in the injury of nearly a dozen persons and the death of one man who was struck by an automobile while trying to board a "jitney."

### LITTLE PROGRESS MADE IN FINDING BOARD CHAIRMAN

#### Having Difficult Time in Organizing Board to Hear Shopmen's Dispute With Rail Companies.

(Canadian Press) Ottawa, Aug. 1.—The search for a chairman for the Board of Conciliation between the Canadian railways and their shop employees still continues. H. H. Hill of the railway was requested by the two parties to accept the position, but he was unable to act. Negotiations are yet in progress between Isaac Pitblado, of Winnipeg, the representative of the companies, and James Simpson the shopmen's nominee with a view to making another selection.

No statement is yet available here as to whether the companies will make cut in wages until after the board makes its report. It is said in well informed circles that this issue is not likely to become crucial until the pay day approaches. In the meantime it is hoped that a settlement of the whole trouble may be reached.

### EXCURSION BOAT COLLIDED WITH FERRY STEAMER

#### Many Passengers Injured in Panic Following the Crash—Captains Blame Fog.

(Canadian Press) New York, Aug. 1.—The excursion boat Grand Republic, crowded with 1,000 passengers, mostly children, rammed the Erie ferry boat, Chautauque, also crowded to the gunwales with passengers, in a heavy fog in the Hudson River today. Fifteen persons, passengers on the Grand Republic, bound for Bear Mountain, were hurt, in a panic which followed the crash. Two women and a boy were hurled from the top deck of the excursion ship. Another woman, with a baby in her arms, was thrown from the boat's deck to the deck of the ferry. All were rescued, and in the tangled mass of beams, chairs, railing, iron and steel which was once the prow of the Grand Republic, passengers started a stampede for the stern and safety.

Both captains blamed the fog for the crash. Both asserted they blew whistles and received no answer. The excursion boat's prow cut deep into the glazed side of the ferry. For thirty feet the entire side of the Erie boat was ripped away. The Grand Republic's bow was smashed into twisted tangle wreckage, and from it came shouts and screams as women and children fought to get away from the peril.

So fierce was the impact of the collision that scores of men, women and children were hurled, as chairs crushed to bits, and heavy pieces of the wrecked prow fell over where they had been sitting. Some who escaped injury were later hurt when a concerted rush for the stern began. Captain Lewis of the Grand Republic, backed away from the ferry and took his shouting, screaming cargo to pier 17, two blocks down the river. There, police, went aboard and restored order and superintended removal of the passengers to the pier. The panic on this ferry was quickly quieted.

### PASSENGER TRAINS IN COLLISION ON WESTERN ROAD

#### Six Killed, Nine Seriously Injured and Fifty Badly Bruised.

(Canadian Press) Cincinnati, O., Aug. 1.—Six dead, nine seriously injured, including two who may die and more than 50 badly bruised and shaken up, was the toll today when Cincinnati, Lebanon and Northern train No. 11 met in head-on collision with a negro Sunday School excursion train carrying more than 200 persons, at Lester Station, a suburb of Cincinnati.

The wreck occurred at a sharp curve in the road, making it impossible for either engineer to see the approach of the other train.

Of the dead include Fred Zillinger, fireman of the excursion train, who was found burned to death in the engine cab, and Horace R. Pite, brake man on the same train, who was crushed to death.

### FIRST CARGO OF BRITISH COAL FOR NIAGARA DISTRICT

(Canadian Press) St. Catharines, Ont., Aug. 1.—The first cargo of British coal for the Niagara district is in the Welland Canal today bound for the Ontario Paper Mills at Thorold. It is of the steam variety and is being brought by the company's new steamer Tribune, a full sized Welland Canal freighter, direct from Newcastle-on-Tyne, where she was built. Captain J. J. Norris is in charge. It is probably the heaviest upbound coal cargo that ever entered the Welland Canal.

### ARSENIC PLACED IN PIE DOUGH

(Canadian Press) New York, Aug. 1.—Arsenic, mysteriously placed in a batch of pie dough, was responsible for the death today of three persons, and the illness of more than 100 who partook of the poisoned pastry in a Broadway restaurant yesterday. The medical examiner's office announced, after an investigation today, Charles Abramson, a baker, recently discharged by the restaurant manager, was held as a material witness, but District Attorney Banton announced Abramson "apparently comes out clean" of any suspicion that he was responsible for the poisoning.

### POINCARÉ READY FOR DISCUSSIONS

(Canadian Press) Paris, Aug. 1.—Premier Poincaré returned to Paris today from his weekend trip to his country home and decided to accept the invitation of the British Government to begin discussions of reparations and other outstanding Allied problems in London next Monday.

The Premier will probably leave Paris, Sunday, accompanied by Minister of Finance De Lastrivie and a large group of experts.

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