

# The Evening Times - Star

VOL. XX., No. 283 ST. JOHN, N. B., TUESDAY, SEPTEMBER 2, 1924 TWELVE PAGES—ONE CENT

## U. S. Fliers Expect To Be In Boston Before End of This Week

### QUALIFY FOR WARPLANE

#### ARNOLD WAS HERO ON U. S. FLIGHT TO LABRADOR COAST

Mechanic Pumped Gasoline Into Airplane Engine for Four Hours.

FUEL PUMP FAILED

Trip From Greenland Made at Maximum Altitude of 100 Feet.

(By United Press.)

Aboard U. S. S. Richmond, Ice Tickle, Labrador, Sept. 2.—America's around the world fliers, back on the North American mainland for Labor Day after their perilous flight around the globe, hoped to get away today for Cartwright Harbor. If the weather conditions are favorable, the fliers may be in Boston before the end of the week.

The plans call for a short jump, 40 miles, to Cartwright Harbor today, and thence to Boston via Pictou, N. S., where they will be joined by Lieut. Leigh Wade, who was forced out of the flight on the jump from the Orkney Islands to Iceland. Wade has received his new plane and is awaiting his comrades, Lieuts. Lowell Smith and Eric Nelson, at the Nova Scotia port.

Aboard U. S. S. Richmond, Labrador, Sept. 2.—The U. S. fliers are racing for the accomplishment of the first flight westward around the earth from the west coast of North America. One last quick decision as to the surviving planes of the flight arrived from Pictou, Greenland, Sunday, as the thing was done. Lieut. Lowell H. Smith, whose judgment as flight commander has been such a factor in making possible the success of the aviators, had to make a quick decision as to a landing place as the planes roared into Ice Tickle. Noticing that the regular landing was kicking up under a stiff breeze, he circled about and successfully tried the other side of the island, the other plane following him. A launch brought the aviators ashore, where Rear-Admiral Thomas Magruder and his officers, the staff of the Grenfell Mission, a group of native Eskimos astounded by the appearance of the aviators, and the army of newspaper correspondents and cameramen welcomed them. Cheers were given as the three fliers clambered out of the boat.

"Thank God we are back on North American soil," exclaimed Lieut. Smith as he stepped ashore. He and the other aviators were some time in finding their land legs, weakened as they were by fatigue and hunger after their arduous trip. Later the aviators were formally received aboard the Richmond.

Arnold is Hero

Lieut. Smith's assistant, Lieut. Arnold, was the hero of the flight. A long distance from Labrador, Smith's engine spluttered and faltered, threatening a forced landing, which would put the flag plane out of the flight. Principal trouble lay in the failure of the fuel pump to function.

Arnold pumped gasoline into the engine for four hours, two strokes per minute. According to Lieut. Smith, only Arnold's marvelous stamina in pumping kept the plane going. Arnold told the correspondents that his feet were "nothing at all." He added that after the first half hour the pain in his shoulders and arm disappeared because the members were completely numb and insensible.

The flight from Greenland to Labrador was made at a maximum altitude of 100 feet, in order to avoid the patches of fog dotting the course. At times the two planes flew not more than 25 feet above the ice water, where the slightest mishap met disaster, as in the case of the Italian aviator Locatelli.

Through Dense Fog

Regarding the Greenland to Labrador flight, one of the fliers said: "We left Greenland in the soupiest fog shrouding us for the first 40 miles. Then clear weather came. We flew low, painfully, the rest of the way, when everything that could go wrong with our engine proceeded to go wrong.

"Near the Labrador coast we skinned past two gigantic icebergs blocking our path. We found the coast without difficulty. The sight of the group of pigmy figures along the wind torn hills of Ice Tickle was the greatest sight we ever saw in all our

#### His Own Door Balks Expert Lock Picker

Aniston, Ala., Sept. 2.—George J. Lewis is an expert lock picker—on the stage. But when it comes to unlocking the front door to his own home when he has forgotten his key, George isn't so good.

After a performance on a stage performance here, during the course of which he removed the door lock and made his way through solidly bolted and moving doors, he performed other moving escapes. George went home. He had forgotten his key and his family could not be halted. Setting to work George attempted to pick the lock to his front door. Several hours later he was still trying when he was wearing a trying period, he repaired to a hotel.

#### JUDGES TODAY ARE BUSY AT ST. JOHN'S EXHIBITION

Good Progress is Made in Several Classes at The Fair.

PRAISE IS GIVEN

Women's Work Commended—"Mike" Among Dog Show Winners.

A most auspicious start yesterday at the exhibition, with merrier and amusements holding full sway, was followed this morning by a commencement of judging in the cattle, poultry, agriculture, sheep, swine and dairy products. Dog show judging and in the women's section is well under way now.

Professor W. R. Graham of the Guelph Agricultural College, one of Canada's most noted poultry experts, was busy this morning in the poultry section. Professor Graham has just concluded his work at the Toronto exhibition and comes here highly recommended. Lloyd Black of Amherst is judging the cattle and W. J. Bird is judging in the dairy section. This morning will continue until finished. This afternoon and evening the entertainment features, which are considered the best here in years, will be given, including balloon ascension and parachute plunge by Bonnette, high diving by Swan Ringen and a miniature rodeo by Gus Holtbrook's troupe.

Women's Work

Judging is practically completed in the women's work section. The entries this year in this class are described by those in charge as far above the standard of former years and the judges have plenty to choose from for prizes. The department is in charge of Mrs. Harold Lawrence and the judges are Mrs. F. H. Hatfield, Fredericton, Mrs. M. S. E. Bead, household science; Miss Inch, vocational work. Some of the results are as follows:

Lace

Cut work: 1st, Edith Murphy; 2nd, Mrs. W. Cosman. Mod. pt., 1st, Mrs. S. Foshay; 2nd, Mrs. M. S. E. Bead. Crochet lace collar, 1st, Irene Dunham. Tatting, 1st, Mrs. M. Rossborough; 2nd, Miss Milburn. Baby Irish, 1st, Edith Murphy; 2nd, Mrs. M. S. E. Bead. Filet crochet, 1st, Edith Murphy; 2nd, Irene Macaulay; 3rd, Mrs. Rose Elliot. Crochet, 2nd, Mrs. Sarah E. Gray.

Bead Work

Chain bag—1st, M. Charack. Bag, 1st, Miss C. Hooper; 2nd, Mrs. W. Allison. Any other kind, 1st, Mrs. C. Hooper.

Household Linen

Tea cloth—1st, Miss Florence Ord; 2nd, Irene Macaulay. Tea cloth, crocheted, 1st, Mrs. George Crozier; 2nd, Mrs. Griffiths. Any other kind, 1st, Edith Murphy; 2nd, Kathleen Everett. Luncheon set, 1st, Mrs. George H. Foster; 2nd, Mrs. S. Foshay. Lunch set with crocheted, 1st, Mrs. S. Foshay; 2nd, Mrs. S. Foshay. Embroidered traycloth, 1st, Miss Ida Harper; 2nd, Mrs. H. Wheaton. Tea cloth and serviettes, 1st, Gladys Edgecombe; 2nd, Frances Ryan. Tea cosy, 1st, Gladys Edgecombe; 2nd, Gladys Edgecombe; 3rd, Frances Ryan. Tea cosy, 1st, Gladys Edgecombe; 2nd, Gladys Edgecombe; 3rd, Frances Ryan. Tea cosy, 1st, Gladys Edgecombe; 2nd, Gladys Edgecombe; 3rd, Frances Ryan.

#### Travels Railroad In Own Flivver

Wiscasset, Me., Sept. 2.—When Samuel Jordan Sewall, general manager of the Wiscasset, Waterville and Farmington railroad, has occasion to travel over his road, he does so in a private car without locomotive attached. Machines in the road shop mounted a silver touring car on handcar wheels, shortening the axle to accommodate the two-foot gauge of the railroad.

There seems to be no use for a steering wheel but Mr. Sewall states that he'd feel safer to have something to hang on to. The silver car left the rails and started across country. This flivver makes a run an hour easily on its steel road.

#### SIX ARE KILLED IN KLAN BATTLE WITH SHERIFF

Illinois State Troops are Called Out for Sunday Disturbance.

WARFARE RENEWED

Murder Charges Against Shelton Brothers is Cause of Outbreak.

The sheriff says that Newbolt fired upon them and they returned the fire, and that he saw Newbolt and his deputy, Allison, fall dead. The firing continued, with 40 or 50 shots fired.

The sheriff's account of the battle is disputed by others, obviously friends of the Klan. They have refused to discuss the affair in detail, they say that the shooting was preceded by a bitter quarrel between the Shelton brothers, who are supposed to have been in the sheriff's party, and John Bradshaw, a city health officer, who was said to have been inside the garage. The brothers, according to this version, leaped on the officer and began beating him. Somebody fired a shot and in an instant both sides were shooting point-blank at each other.

The Green Deacons, Chester Reed, Dewey Newbolt and Charles Willard, J. H. Allison and Otto Roland, Roland was a bystander and was hit by a stray bullet, dying in the Herin City Hospital, the same building that the Klan riddled with bullets the night of the Peoria riot, led by Glenn Young. Harry Pheasant, a bailiff in the Herin City Court, was also shot and was reported to Springfield, a boy taking his message through the crowd outside to the telephone office.

The dead are all Herin. They are Green Deacons, Chester Reed, Dewey Newbolt and Charles Willard, J. H. Allison and Otto Roland. Roland was a bystander and was hit by a stray bullet, dying in the Herin City Hospital, the same building that the Klan riddled with bullets the night of the Peoria riot, led by Glenn Young. Harry Pheasant, a bailiff in the Herin City Court, was also shot and was reported to Springfield, a boy taking his message through the crowd outside to the telephone office.

#### Lands in Own Backyard

Elmer Lyon, a passenger on an airplane ride at a summer resort near Marshfield, Mass., was landed in his own back yard when the ship fell out of control in a tall spin. Neither passenger nor pilot was injured.

#### THOUSANDS OF REFUGEES FLOCK INTO SHANGHAI

Armies, Drawn Up Thirty Miles Outside of City, Await Clash.

FOREIGNERS LEAVE

French, British and U. S. Warships are at Anchor in Shanghai Harbor.

(By United Press.)

Shanghai, Sept. 2.—Battle lines are drawn on the outskirts of Shanghai today and the first shots of a civil war are expected momentarily. Thousands of refugees are beginning to pour into Shanghai. Troops are expected at any moment. Every attempt is being made to placate the hostile war lords, but so far all efforts have been futile and war seems imminent. While the armies are now drawn up 30 miles from Shanghai, it is believed that when the fighting starts it will spread northward to Manchuria, and that the canny old leader, Chang Tso Lin, will thrust his army into the fray. He has been carrying out extensive military preparations due to be completed in 1925, but it seems certain that the outbreak of the fighting will speed up the war plans and Chang will start a strong offensive.

Troops on Move

Chang Tso Lin, militarist here, will not stand by and see, his friend and political mate, General Lu Yang Hsiang, leader of the Chekiang forces, humiliation at the hands of the Chih party.

The Chekiang troops are now reported to be moving along the Shanghai-Nanking Railway and have reached Hangchow. The left wing has also advanced to Lihuo, on the Yangtze River. Their objective is the Shanghai-Hangchow railway controlled by General Wu Pei Fu, leader of the Kiangsu forces.

Foreigners today, with civil war apparently unavoidable, were ordered to leave Hankow, a summer resort.

Foreign naval forces are now concentrated in the harbor of Shanghai and are commanded by Admiral Anderson, of the British Navy.

Warships in Harbor

The boats in the harbor include the British cruisers Durban and Despatch and the gunboat Bee, the French cruiser Colmar and five U. S. and two Japanese gunboats.

Every step is taken to ensure protection to the foreigners now living in Shanghai.

Earl today it was reported that the rival armies temporarily maintain a neutral zone of 15 miles, the distance now separating them. However, commanders of both forces have trained field pieces on the neutral zone.

France Makes Move

Paris, Sept. 2.—(United Press)—"In view of the situation in China," the Ministry of Marine announced today, the cruisers Jules Ferry and Colmar have left Saigon for Shanghai and the dispatch boat Altair has been sent to Tientsin to ensure wireless communication between the admiral commanding French naval forces in the Far East and the French minister in Peking.

Railway is Cut

Shanghai, Sept. 2.—(Canadian Press)—Forces under General Lu Yang-Hsiang, military governor of Chekiang province, have cut the Shanghai-Nanking Railway, 15 miles from this city. Railway communication with Peking therefore is broken.

Outposts of the troops under General Chi Shieh-Yuan, military governor of Kiangsu province, are pushing near Shanghai, but there has been no fighting as yet.

#### Two Children Fall Over 100-Foot Cliff; Both Are Expected To Live

London, Sept. 2.—A little girl and a boy who fell over a cliff 100 feet high at Portherry, South Wales, had a remarkable escape from death.

Their mother, Mrs. Thomas, of Beantree, Barry, took them for a walk along the cliff top, and a half was made to enable the children to eat. Unknown to the mother, they wandered to the very edge of the cliff and sat on some railings placed there to prevent passers-by falling over. Suddenly the little girl overbalanced, and in the attempt to save herself she fell over the edge. Her mother, who was standing by, saw her fall and rushed to the rocks 100 feet below.

The mother, terror-stricken, rushed to the spot, and she herself narrowly escaped falling over, being saved by a passer-by.

On descending the cliff, a rescue party found that both children, despite their terrible fall, were alive. The boy, who it was presumed had fallen on top of his sister, was practically unharmed, and able to walk home. The girl received serious injuries to the head and legs, though it is expected that she will make a complete recovery.

#### SALE OF TUGS WILL TAKE PLACE HERE

Winding Up St. John River Log Driving Co.—News of Fredericton.

(Special to Times-Star.)

Fredericton, N. B., Sept. 2.—The period for the presentation of accounts against the St. John River Log Driving Co. in connection with the winding up of the company expired on Aug. 30. Practically all the accounts were presented some time ago.

The next step up will be the sale of tugboats, which is to take place at St. John a week from today. The St. John property of the company will be sold at St. John on Oct. 1. The sale of property in Devon will probably be about the middle of October. Walter Jackson is curator.

The collection of customs and extra revenue here in August totaled \$60,000, a decrease of \$12,000, compared with August of last year.

Lambert Edgett of Fredericton was arrested on Sunday night in the Parish of Kingsclear on the charge of driving a car while under the influence of liquor. It is said a Woodstock car, driven by a man named Clark, was crowded into the ditch and overturned. This morning Edgett was remanded.

#### Wire Briefs

Lyons, France, Sept. 2.—Premier Herriot is leaving this morning for Geneva to attend the fifth assembly of the League of Nations.

New London, Wis., Sept. 2.—Six persons were killed here yesterday when a south bound Chicago and North Western passenger train crashed into an automobile at a grade crossing.

Quebec, Sept. 2.—G. W. Kyle, M. P. for Cape Breton South and Richmond, N. S., chief Liberal whip, and Plus Michaud, M. P. of Edmundston, N. B., were among the passengers arriving here over the week-end from England.

London, Sept. 2.—Premier MacDonald left this morning for Geneva, where he is to head the British delegation in the fifth assembly of the League of Nations, now in session there.

Berlin, Sept. 2.—Germany today made her initial payment of 20,000,000 gold marks under the Dawes plan. The payment was received here by Leon Frascier, assistant Owen D. Young, agent general ad interim for reparation payments.

#### BLOOD POISONING AFTER TOOTH OUT

Bride of Prince Erik of Denmark in Serious Condition in Los Angeles.

Los Angeles, Sept. 2.—The Canadian bride of Prince Erik of Denmark, formerly Miss Frances Lois Booth of Ottawa, is seriously ill of blood poisoning at a hospital near here. Infection which set in after the extraction of a wisdom tooth about two weeks ago is responsible for her condition, according to attending physicians. Prince Erik is constantly at her bedside.

The police about 11:30 o'clock this morning in Haymarket square and spent the best part of the day in the morning. "Laddie" took several prizes and a cup in the judging. The owners give the police credit for good work in recovering the dog.

Results of judging at the dog show up to 11:30 o'clock this morning are as follows:

St. Bernards

Open dogs—1st, H. C. Green; 2nd, Mrs. M. S. E. Bead; 3rd, Mrs. M. S. E. Bead. "White's Express."

Open bitches—1st, E. F. Jamieson; 2nd, Mrs. M. S. E. Bead; 3rd, Mrs. M. S. E. Bead. "Queenie."

Winners bitches—E. F. Jamieson's "Lady Nero"; special, "White's Express" reserve, "Lady Nero."

Novice dogs—1st, Wellington Cuthbert; 2nd, Mrs. M. S. E. Bead. "Rover."

Open dogs—1st, T. E. Risling's "Rover"; 2nd, Isaac Hann's "Teddy"; 3rd, W. Cuthbert's "Glen."

Winners dogs—"Rover."

Open bitches—1st, Isaac Hann's "Lady Nero"; 2nd, Jack Long's "Queenie"; 3rd, Mrs. M. S. E. Bead's "White's Express" reserve, "Teddy"; special, "Rover" reserve, "Teddy"; Russian Wolfhound.

Major M. K. Green's "Romanoff Vladimir" took the open dogs, winners dogs and the special, and Frank Shuter's "Romanoff Olga" took the winners bitches and the reserve.

Pointers

Puppy dogs—Robert Orr's "Mac's Shotover."

Limbo-bred dogs—G. McA. Bizzard's "Jig's Flash."

Novice dogs—F. G. Wilson's "Jimmy"; 2nd, Robert Orr's "Mac's Shotover."

Limbo-bred dogs—1st, F. G. Wilson's "Jimmy"; 2nd, Kellie Wilson's "Ridgeway Saddleback."

Open dogs—1st, "Jig's Flash"; 2nd, "Ridgeway Saddleback"; 3rd, W. Cuthbert's "Glen." Bizzard's "Jig's Flash."

Canadian-bred bitches—Allan G. McAvity's "Princess Eva"; 2nd, "Princess Eva"; 3rd, "Princess Eva"; 4th, "Princess Eva"; 5th, "Princess Eva"; 6th, "Princess Eva"; 7th, "Princess Eva"; 8th, "Princess Eva"; 9th, "Princess Eva"; 10th, "Princess Eva"; 11th, "Princess Eva"; 12th, "Princess Eva"; 13th, "Princess Eva"; 14th, "Princess Eva"; 15th, "Princess Eva"; 16th, "Princess Eva"; 17th, "Princess Eva"; 18th, "Princess Eva"; 19th, "Princess Eva"; 20th, "Princess Eva"; 21st, "Princess Eva"; 22nd, "Princess Eva"; 23rd, "Princess Eva"; 24th, "Princess Eva"; 25th, "Princess Eva"; 26th, "Princess Eva"; 27th, "Princess Eva"; 28th, "Princess Eva"; 29th, "Princess Eva"; 30th, "Princess Eva"; 31st, "Princess Eva"; 32nd, "Princess Eva"; 33rd, "Princess Eva"; 34th, "Princess Eva"; 35th, "Princess Eva"; 36th, "Princess Eva"; 37th, "Princess Eva"; 38th, "Princess Eva"; 39th, "Princess Eva"; 40th, "Princess Eva"; 41st, "Princess Eva"; 42nd, "Princess Eva"; 43rd, "Princess Eva"; 44th, "Princess Eva"; 45th, "Princess Eva"; 46th, "Princess Eva"; 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