

### PARIS MURDER TRIAL ADJOURNED

The fourth trial of John Paris, which was to have begun Tuesday, did not get very far, and was finally adjourned for two weeks at the request of G. H. Vernon, counsel for the prisoner. Interest in this case still seems to keep at fever heat, and long before the hour set for the opening of the court, the crowd had begun to gather in front of the doors, waiting for a chance to get in.

When the case was called to trial and the roll of jurors taken, only 27 out of 60 answered to their names. His Honor, Judge Chandler, commented sharply on this feature and read a section of the Jury Act, which provides a penalty of \$10 per day, up to \$30, for failure to attend when summoned, and stated his intention to exact the full penalty of the law, unless some very good reason for non attendance was given.

Attorney-General Byrne asked for an adjournment until more jurors could be summoned and the judge excused the jurors present until Friday morning at ten o'clock.

G. H. Vernon, counsel for Paris, said he would like a postponement of two months, as there had been developments which he thought would be in the interest of his client. The judge said he would not be able to try the case at that time as he had leave after the end of August, but consented to hear a formal application at three o'clock in the afternoon.

Paris presented much the same appearance as at the previous trial and was neatly dressed in a brown suit. He took his place in the new prisoner's dock and appeared self-possessed and confident.

Several children who had not previously given evidence, were in court but the detectives declined to say whether they would be put on the stand or not.

At three o'clock in the afternoon the court convened, and Mr. Vernon presented his application for postponement of the trial for two months, supporting it with an affidavit that

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he had reason to believe that if this were granted, he would produce evidence to show that his client was not the guilty man. He had heard a rumor that a certain man had committed the deed and he wanted time to investigate this rumor.

The application was opposed by the Crown, the Attorney-General arguing that the case should be proceeded with at once. The judge, after hearing the argument, decided to grant a postponement of two weeks, and on Tuesday July 18 will then, if Mr. Vernon was able to present sufficient evidence, grant a further stay of proceedings.

The Attorney-General said the Crown would oppose any further delay in bringing the case to trial, and issued a warning to all jurors to be present on the morning of July 18, as otherwise they might find themselves under indictment for contempt of court.

### STUMPAGE RATE TO BE KNOWN AT NEXT MEETING

Mon. C. W. Robinson, Minister of Lands and Mines, stated Thursday morning that there was no announcement to make with regard to the rate of stumpage for the ensuing year. The Minister said that no decision had been reached by the government but that announcement would be made at the next meeting which would take place in August probably about the middle of the month.

### Railway News in Brief

**Toronto.**—The employees of the C. P. R. London Division in Toronto terminals gathered at the head office, Simcoe street, in order to show their respect for former Chief Superintendent F. M. Rutter. Richard Malloy, who occupied the chair, referred to the importance of the occasion and called on A. Maynes, division master mechanic, and Chief Dispatcher James Wansbury who, in their modest manner, and in the language of railroad men, presented Mr. Rutter—who has been transferred to London—with a handsome gold watch and chain and purse of gold.

**Vancouver.**—Alterations to the Hotel Vancouver, about which rumors have been rife for several months, will certainly not be undertaken this year, declares Mr. Andrew Allerton, manager-in-chief of the Canadian Pacific hotels. "The present hotel is quite ample to care for the business which is offering," said Mr. Allerton. "Even if alterations were required at present the executive does not consider this a suitable time to undertake building operations." Although there will be many special train loads of tourists handled by the Canadian Pacific during the coming summer, the hotels will not be called upon to handle any heavier traffic than last year, in his opinion. Tight money will tend to keep tourist travel down, he thinks.

**Montreal.**—The C. P. R. Windsor Station, Montreal, and the Grand Central Station in New York are now forty minutes closer to each other, as the Delaware and Hudson Railway has decided to accelerate the night train from Montreal so that the departure time will be 9 p.m. instead of 8:20 p.m., although the arrival time in New York will be the same, namely 7:30 a.m. The train will also be elevated to the dignity of a name instead of being as it has hitherto been merely a number, and will henceforth be known as the New York Limited. According to Mr. James Fitz Simonds, of the Delaware & Hudson Railway, prospects of travel from the United States to Canada during the coming season are excellent, and the steadily increasing volume of passenger business has induced the management of his railway to go to the additional expense of accelerating the service between Montreal and New York.

**Montreal.**—Montreal harbor is one of the finest in the world, and it has a fine old custom of honoring the captain of the first trans-Atlantic vessel that arrives there when the shipping season opens. About fifty years ago Captain Howard, then master, originated the idea of presenting a tall silk hat to the first captain to arrive with a trans-Atlantic ship of any kind, freight or passenger, or both passenger and freight. For about thirty-five years the custom continued—the first captain to arrive every spring got his tall silk hat. About fifteen years ago silk hats lost some of their popularity as fashions changed. At that time Mr. M. P. Fennell, junior, now General Manager of Montreal Harbor, conceived the plan of presenting the captain of the first trans-Atlantic vessel with a gold-headed cane, discontinuing the old silk hat. The cane custom continues in vogue. The presentation of the gold-headed cane is an interesting event in Montreal shipping circles. Last year the presentation was made by the president of the Montreal Harbor Commissioners on board the ship of the winning captain in the open air, where the moving picture men could record the incident.

**St. John, N.B.**—A scheme that is intended to prevent mistakes and facilitate the forwarding of unaccompanied women and girls from their Canadian port of debarkation to their Canadian destinations has been arranged by the department of immigration and colonization, and will henceforth be adopted for all such passengers arriving on Canadian Pacific ships at Montreal, Quebec or St. John. In order to prevent confusion when all passengers are hastening to leave the ship, and to prevent inconvenience to women and girls, it has been arranged that the matron aboard the ship shall supply each unaccompanied woman with a small ribbon for use as a special means of identification. This ribbon will be worn at the time of landing. A red ribbon will identify those proceeding west of Ontario and a blue one those destined for that province. Passengers proceeding to any other points will wear white ribbons. When there are special government parties a yellow ribbon in addition to the red one will designate a party for Saskatchewan; sky blue in addition to red for Manitoba, and brown in addition to red for Alberta. In addition to a staff of stewardesses on all Canadian Pacific ships there is also a matron whose special duty is to attend to the welfare of women and children travelling alone.

### Called to St. David's

An unanimous call to Rev. Hugh Miller, M. A., B. D. of St. Andrews Church, Campbellton, N. B. was extended by the congregation of St. David's Presbyterian Church, St. John, N. B. at a meeting held Monday evening. It was announced at the meeting that Rev. J. A. MacKeigan, the recent minister of St. David's who had gone to Moose Jaw in acceptance to a call, was ill there

### TEN WAYS TO KILL AN ORGANIZATION

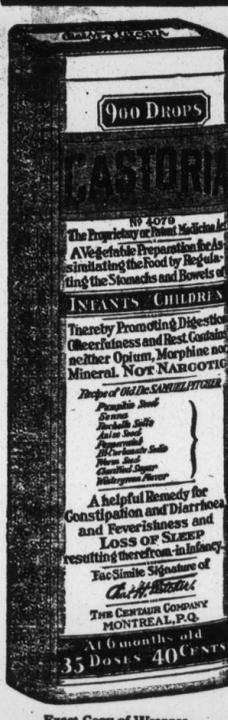
1. Don't come to the meetings. But if you do—come late.
3. If the weather doesn't suit you, don't think of coming.
4. If you do attend a meeting, find fault with the work of the officers and members.
- g. Never accept an office, it is easier to criticize than to do things. Nevertheless, get sore if you are not appointed on a committee, but if you are, do not attend the meetings.
7. If asked by the chairman to give your opinion on some important matter, tell him that you have nothing to say. After the meeting tell everyone how things should be done.
8. Do nothing more than is absolutely necessary, but when other members roll up their sleeves, and willingly and unselfishly use their ability to help matters along, howl that the organization is run by a clique.
9. Hold back your dues as long as possible, or don't pay them at all.
10. Don't bother about getting new members—"Let George do it."

### TURN TO RIGHT TO BE RULE OF THE ROAD IN N.B.

Fredericton, July 6—The Provincial Government passed an order in council last night authorizing the issuing of a proclamation which will make "turn to the right" the rule of the road in New Brunswick on and after December 1st next.

An enabling act was passed by the Provincial Legislature to authorize such action by the Provincial Government when he felt advisable and the decision reached by the cabinet followed conferences with representatives of the government of Nova Scotia.

At the last session of the Nova Scotia Legislature an act was passed making "turn to the right" of the road in that province after January 1st, 1923 so that the change in the two provinces will be practically simultaneous. December 1st was adopted as the date for the change in this province upon recommendation to Hon. P. J. Veniot, Minister of Public Works because in a large portion of New Brunswick sleighing will be then starting and it would be inconvenient for farmers to change the shifts for the shafts on their single horse vehicles on runners.



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