

The Evening Times-Star

SECOND SECTION

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PAGES NINE TO SIXTEEN

ST. JOHN, N. B., THURSDAY, JUNE 26, 1924

SIXTEEN PAGES

Murdock is Cleared in Commons in Early Hour of Morn

MINISTER IS EXONERATED IN HOME BANK CASE

Vote After Several Divisions in Ottawa House is 119 to 44.

RESUMES SEAT

Amendments by Conservatives and by Labor Member are Defeated.

(Canadian Press.)
Ottawa, June 25.—After debate and divisions lasting all day, the House of Commons today cleared Mr. J. J. Murdock, Minister of Labor, from the charge of having acted contrary to his obligations as a member of the crown in withdrawing his deposit from the Home Bank two days before it collapsed.

The vote for adoption was 119 to 44. Immediately, Mr. Murdock, enthusiastically cheered by Liberals, again took his seat in the House. Ever since the charges were made against him, he had been unable to sit in the House. The vote on the main motion was preceded by two other divisions. First came a Conservative amendment that the charge against Mr. Murdock had been sustained. This was defeated by 149 to 89. Liberals and Progressives voting solidly against the amendment. Conservatives voting solidly for it.

Afterwards, there came a Labor amendment. William Irvine, Labor member for East Calgary, moved to amend the report in such a way as to render a Scottish verdict of "not proven." This was defeated by 129 to 22.

As the debate drew to a close, there were some sharp clashes and frequent appeals to the chair.

Dealing with the specific charges against Mr. Murdock, Mr. Archambault said that, although not required to do so, Mr. Murdock had gone before the committee and admitted that he had withdrawn \$4,000, two days before the failure of the bank. He had not withdrawn it after banking hours, as had been suggested by the liquidator and this had been described by both Mr. Porter and Mr. Hanson, Conservative members of the committee, as material in that it bore upon the question of intent. Moreover, the minister had repaid the claim of the liquidator in full, so that neither the depositors nor the people of Canada had lost a farthing.

Did Not Hear of Meeting

There was not a little of evidence, declared Mr. Archambault, to show that Mr. Murdock had used information which he had received at the cabinet. Mr. Murdock had not heard of the meeting between the Home Bank directors and members of the Government until that conference had become generally known.

E. G. Porter, (Conservative, West Hastings) said he did not wish a verdict or a judgment from the House upon suspicions. It was necessary to bring in a judgment based in fairness and sincerity upon the facts. In an ordinary matter where a minister had made a mistake, but with no wicked intent or criminal object, the public would be the first to extend the greatest measure of sympathy. The public would have taken that position today had Mr. Murdock acted differently. The Minister of Labor had pursued a most defiant course and had forfeited the sympathy of everyone.

York County Member

R. B. Hanson (York-Sunbury) made some comments on the atmosphere which prevailed during the investigation of the charges.

"From beginning to end the proceedings were charged with partisanship of the most blatant character," he said. "I would suggest to honorable members that they had better not do violence to the intelligence of the people of this country by resorting to a coat of whitewash in this case."

Logan Defends Murdock

Hon. Logan (Liberal, Cumberland) said that never before in the history of Parliament had a man been treated with such a degree of injustice as that meted out to the Minister of Labor. Mr. Porter, he said, had been successful in keeping the minister out of his seat for more than a month, when the evidence showed that the whole attack on the part of the Conservatives was unjustifiable in the light of the evidence adduced before the special committee on privileges and elections. Not only had the charges been disproved but the member making them owed an apology to the House of Commons for not having proven them.

Mr. Meighen.

Right Hon. Arthur Meighen, opposition leader, said that he feared he would lose the money which he had in the Home Bank. He must have known that all the other depositors were equally in danger of losing their deposits. In spite of this he had gone and taken his money out.

NAVY ROMANCE SHATTERED



The Navy "hop" at Annapolis, where many a romance blossoms, brought together Ella Beckman, 18, daughter of a U. S. Army colonel, and Robert D. Lowther, naval student. It was love at first sight, but an annulment at second—for the beautiful girl is under 18 and he is under 21.

RAISING SHIPS IN SCAPA FLOW

Operations are Begun on the Hindenburg, of German Fleet.

Stromness, June 25.—Some of the secrets of the sunken German Fleet in Scapa Flow are already beginning to be revealed by the British divers, who are making preparations for the salvage of the ships.

This huge enterprise is the biggest thing in salvage which has ever been attempted. Picked corps of divers, under Chief Diver Mackenzie, go down every day to prepare the first ships for being raised.

Plans of every sunken ship have been prepared, and the immediate work is being undertaken on the "Hindenburg" and some smaller vessels.

The "Hindenburg" is in very shallow water, and part of her deck is showing above the sea-level, but, with the exception of one other big boat, the others are all under sea, though here and there the top of a mast is showing.

The divers have been busy marking out the vessels and closing all the port holes and hatches which the Germans opened in order to sink their ships. The object of this work is to close the hulls almost completely and when this is finished the water in the interior will be displaced by air pressure.

With the help of a floating dock which has been towed up to Stromness, it is hoped to raise the sunken ships. The object of this work is to close the hulls almost completely and when this is finished the water in the interior will be displaced by air pressure.

Although the work is to be done in the workshops the salvage firm has taken over the huts, and it is reckoned that when the work is in full swing there will be 1,000 men engaged in the enterprise.

The floating dock, which has been towed to Scapa Flow, was formerly German property, and it has been adapted to its new requirements. It is to be cut in two and used for the raising of the Hindenburg's 27,000 tons, when the work of sealing, and the pumping operations by motors lowered through steel tubes to the holds, has been completed.

SAFETY FIRST.

W. H. Toot, general organizer of the Safety First Movement in the Atlantic Region of the C. N. R., was in the city on Tuesday en route to Sydney, N. S. He is visiting all the terminals in this region and is organizing safety committees.

WAS FIRST TO SAY PRINTERS' MASS

Mgr. Evers Dead in New York—Was Tombs Chaplain.

New York, June 25.—Mgr. Luke J. Evers, pastor of St. Andrew's Catholic church, City Hall Place and Duane street, chaplain of the Tombs Prison, and founder of the printers' early morning mass, died suddenly this week in the rectory, 20 City Hall Place. Mgr. Evers had been suffering from acute indigestion, but had recovered, and Sunday morning at 2:30 o'clock, he offered the mass for the printers and other night workers in the neighborhood as usual.

When the Rev. Hugh J. Daly, first assistant, went to the room shortly after one o'clock to call the pastor for lunch he found him sitting in his chair dead. His prayer book was in his lap.

Cardinal Hayes, who was a close personal friend, having been born a few doors from St. Andrew's church and reared in its parish, was notified at once. He took charge of arrangements for the funeral. Mgr. Evers leaves two sisters and a brother, Patrick Evers, a retired lieutenant in the police department.

The clergyman was in his 65th year, and in the 12th of his priesthood. He had been pastor of St. Andrew's and chaplain of the Tombs for a quarter of a century. Twenty-three years ago he started the printers' mass because he saw how difficult it was for Catholic night workers to attend the usual mass. It was his custom to spend from two to three hours a day in personal ministrations at the Tombs in addition to offering mass regularly in the chapel of the jail.

Mgr. Evers founded the Holy Name Society Mission for "down-and-outs." This mission is now used also as a distributing center for the Catholic charities. Not only did Mgr. Evers found the printers' mass, but he was the first priest in the United States to receive permission from the Vatican to offer a noonday mass during Lent and Advent and from All Souls' Day until New Year's Day. This noonday mass, which also rapidly became a feature of the life of the workers in the City Hall district, began 16 years ago.

Another story told by Mgr. Evers was that of chaplain of the Retired Police Association.

Mgr. Evers was born in Sing Sing, New York. He was educated in Notre Dame University, South Bend, Ind., and in St. Joseph's Seminary, then at Troy, N. Y. He was ordained May 19, 1883. His first assignment was as an assistant at the Church of St. Charles of Grosse Pointe, Mich. He was later assigned to the parish of St. Theresa's church, Tarrytown. From there he was elevated to the pastorate of St. Andrew's.

His instructions followed motions by Colonel William Rand, Jr., counsel for Mr. Gwathmey, and former Justice Alfred R. Page, counsel for Mrs. Judd, who asserted that no evidence had been introduced to show that Mrs. Judd had been more than a friend of Mr. Gwathmey. Colonel Rand contended that if a man and woman could not be friends without being suspected the "world was both cruel and unjust."

Mrs. Judd listened to the discussion of the lawyers from a seat at the counsel table beside Mr. Gwathmey. She did not deny Colonel Rand's statement of Friday last that she and Mr. Gwathmey were to be married as soon as possible.

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PAYING THE TEACHERS.

The office of the Board of School Trustees is a busy place this week, as more than \$81,000 is being paid out in salaries to the teaching staffs of the city. The sum is larger than the usual monthly pay roll, as tentative deductions made during the year for illness or various other causes are added if they are not actual deductions.

FINDS GOLD HOARD ON RUBBISH HEAP

Carter Picks Up Tin Containing 82 Sovereigns and Six Halves.

London, June 25.—When George Wright was clearing away some roadside rubbish at the village of Mumby, near this town, he picked up an old tin, which was found to contain 82 sovereigns and six half-sovereigns. The find was made behind a row of cottages, along which a footpath runs.

For years the cottagers have been accustomed to throw rubbish into the ditch by the side of this pathway, and it had become necessary to clear it out. Wright, with his horse and cart, was employed to do the job.

"I picked up the old tin," he said, "because I heard it rattle, and I thought it might have some nails. And when I opened it, I says to myself, 'Here's somebody been saving up farthings.'"

"But when I looks at 'em again, they turned out to be sovereigns. I took 'em to the policeman—though some of my neighbors thinks as I were a fool to do it. But I always acts honest—have done all my life."

But how did the tin and its freight of gold get there?

The vicar supplied a theory. Mumby is a little marshland village, a long way out of the main stream of traffic. In the old days, before 1834 it had its own parish, which was controlled by the vicar and church-wardens. When the parishes were grouped into unions, Mumby parish was left in their hands, and they turned it into four little cottages.

One of these about on the footpath where the money was found. It was occupied by an old woman who was known to have some home property. She had no relatives, and when she died a friend came over from Hull to attend the funeral and take over the few effects in the little cottage.

These were of very small value, and the suggestion of the vicar is that the old tin, with other odds and ends, was thrown into the ditch as being worthless.

This habit of hoarding money was once very prevalent among the old people in the marsh villages. The bank manager at Alford tells a story which illustrates this. A few years ago, an old man sent for a local solicitor to make his will. Legacies were put down to the amount of £7,000 and the solicitor began to wonder where all the money was. So he asked the old man about it.

"I'm lying on't," he said. Sure enough, after his death, it was found seven up in the mattress, in coin of various denominations.

and thence home. The men are: E. H. Wing, Auckland, N. Z.; E. C. Adams, Wellington, N. Z.; and R. T. Dalziel, Suva, Fiji Islands.

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USE MIRRORS FOR TRAFFIC CONTROL

General Butler Plans Thirty Miles an Hour in Philadelphia.

(United Press.)
Philadelphia, June 25.—General Smedley D. Butler, Philadelphia's fighting marine director of public safety, while he has injected a goodly number of thrills and innovations into general use among the public here, is still full of new ideas and is still dashing madly about the streets at all hours of the day and night to get still further new ideas "across" to the Philadelphia public.

His latest idea is to equip the city's main thoroughfares with an extensive system of curved mirrors, whereby traffic may be regulated and maintained on a still higher speed basis. His mania is to make it possible for a motorist to go through the heart of the city at an average speed of 30 miles an hour.

When he installs his curved mirrors he declares it will be possible for auto drivers to see in all directions, maintain a high speed traffic standard and yet at all times provide perfect safety to pedestrians.

His mirrors will be curved sheets of highly polished steel. They will be mounted on the light-poles at every street intersection. They will work in conjunction with the traffic control lights now throwing their powerful glare from the dome of City Hall flash on, denoting traffic on the main arteries of traffic to come to a halt, the light will be reflected in the curved mirrors and motorists going in opposite directions from the lights will likewise be guided by them. He plans to make it possible for his traffic lights to be seen from every angle on any street and thereby synchronize the city's traffic into a single unit. He says the system can be so perfected that a single individual on City Hall can direct the city's traffic.

It is generally declared here that Philadelphia has the most efficiently governed traffic of any city in America. New York's traffic rules are declared to be obsolete in comparison to those in use here. Business men here are predicting New York will soon be imitating Philadelphia's regulations. In order that his heavy traffic along Broadway and Fifth avenue may be speeded up.

WON HISTORY PRIZE.

In East St. John school Walter Peterson won the Pundit Chapter, I. O. O. E. history prize.

HE'S A DOCTOR THOUGH BLIND

Jacob Bolotin, 35, of Chicago, is a successful doctor despite the fact that he was born blind. He was recently appointed director of the Illinois Tuberculosis Hospital. Bolotin earned his way through college by selling typewriters. He rose to a high position with the typewriter concern and then turned to medicine. Medicine bottles he uses are marked with raised letters.

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MAY ORGANIZE EASTERN CANADA MOTOR LEAGUE

Inter-provincial Conference is Held by Good Roads Delegates.

CO-ORDINATION

Co-operation in Tourist Traffic Urged—Governor and Mrs. Todd Receive.

Algonquin Hotel, St. Andrews-by-the-Sea, June 25.—A movement which may eventually result in the formation of a Maritime or Eastern Canada Motor League was started here today, when representatives from automobile clubs in New Brunswick, Nova Scotia, Prince Edward Island, Quebec and Ontario met in an inter-provincial conference and discussed many questions relative to motor car travel through and between the different provinces represented.

Co-ordination of traffic regulations, standardization of road markings and co-operation between the clubs in the different provinces in the matter of routing or tourist traffic were among the matters brought up. At the conclusion of the conference it was agreed that a similar meeting held annually or biennially in connection with the Good Roads' Convention or otherwise would be to the mutual advantage, not only to the Maritimes, but to the other Canadian provinces.

From Several Provinces.

T. P. Regan, president of the New Brunswick Automobile Association, presided, and those present included Hon. P. J. Veniot, Premier of New Brunswick; J. Charlton Berrie, secretary of the N. B. A. A.; F. A. Dyke, director, N. B. A. A.; C. J. Green, St. John's, president of the Maritime Automobile Association; A. Gordon Watson, Halifax, president N. S. Motor League; F. W. Annand, Halifax, secretary, and P. A. Gillis, Halifax, director, N. S. Motor League; J. A. Webster, president, M. P. A. A. secretary, and G. R. Grady, director, P. E. Island Motor League, all of Charlottetown; Hon. J. A. Beggs, Convent of Provincial, Quebec; Auguste Pion, president Quebec Motor League; H. K. Caruthers, president, Ontario Motor League; and P. J. Bickel, Toronto, registrar of Motor Vehicles for Ontario; Dr. P. E. Doolittle, Toronto, president of the Automobile Association; C. B. Allen, secretary of N. B. Tourist and Resources Association, and Colonel W. E. A. Thompson, Halifax.

After the chairman had outlined the purposes of the meeting Premier Veniot expressed the opinion that the Maritimes should unite in the matter of handling tourist travel. He deprecated the propaganda of the N. B. A. A. against the New Brunswick roads by certain people across the border to divert travel from Upper Canada through the State of Maine. Some years ago the route through Maine was the better one but today conditions were changed.

Mr. Dykeman said he was over both routes and there was no doubt that the New Brunswick highways were better.

Col. Thompson suggested that New Brunswick might co-operate with Nova Scotia in encouraging traveling visitors to continue on through to his province.

Premier Veniot promised that any signs advertising Nova Scotia which were sent to the New Brunswick Public Works Department, would be erected.

Mr. Webster said Prince Edward Island would do its share in carrying out a co-operative programme. He said both New Brunswick and Nova Scotia had already done much for the Island along these lines. He said all the roads of the province were now open for automobiles.

Best He Traveled.

Mr. Pion said that on the way to St. Andrews the road from St. Stephen to here was the best piece of road on which he had traveled. He suggested a system of correspondence between the provincial clubs to keep all in touch with the conditions in each province.

Dr. Doolittle remarked that United States tourists left \$30,000,000 in Vancouver and \$50,000,000 in the whole of British Columbia last year. He reiterated what many delegates had already said, that the St. Stephen-St. Andrews road was the best piece of gravel road he had ever gone over.

Regarding travel into the United States, he said, that the Ontario Motor League had made arrangements with the United States Government whereby members of the Ontario League were allowed entry into the United States on presenting an O. M. L. membership card. The meeting passed a resolution asking Dr. Doolittle to take up with Washington the matter of extending this privilege to the other provincial clubs, each club to guarantee the return of all cars to Canada.

Mr. Dykeman estimated that 95 per cent. of the people who drove cars might be educated in the matter of the use of the road. He referred particularly to the practice of drivers sticking in the ruts and not distributing the wear on the whole road.

Governor Receives.

St. Andrews-by-the-Sea, June 25.—The scene of activities in connection with the eleventh annual Convention of the Canadian Good Roads Association was moved this afternoon from St. Andrews to St. Stephen, where Lieutenant Governor (Continued on page 12, column 6.)

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