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PROBS.—FAIR

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LAST HOPE OF FOUR GUNMEN VANISHES

Judge Goff Has Declined to Re-open Their Case.

TO DIE AT DAWN THIS MORNING.

Governor Glynn Refuses to Stay Execution—Nothing in New Evidence to Justify Reprieve He Says.

Ossining, N. Y., April 12.—Harry Horowitz, Louis Raseburg, Frank Croft, and Frank Seldenshies have spent their last day on earth. As the gunmen whose picturesque aliases were famous on the continent after the murder of the New York gambler, Herman Rosenthal, die at dawn in the electric chair at Sing Sing prison, convicted of that murder.

New York, April 11.—The last hope of the four gunmen condemned to die on Monday for the murder of Herman Rosenthal, the gambler, was seemingly dashed tonight when Supreme Court Justice John W. Goff, to whom a final appeal for a new trial had been made, declined to re-open their case.

At a prolonged hearing today Justice Goff, who was the presiding judge at the trial of the gunmen, listened to the testimony of new witnesses produced at the last moment by counsel for the doomed men. Late in the afternoon, after District-Attorney Chas. S. Whitman had been given his opportunity to effect the newly-offered testimony by the witness of his own, Justice Goff took the case under advisement, announcing that he would render a decision tonight.

For more than four hours the justice tolled over the record of the day's proceedings. Then, at a moment or two before ten o'clock, he appeared at the door of his chamber and briefly and quietly announced to the waiting men that he had denied the application for a new trial, adding merely that his opinion would be given as soon as copies of it could be prepared.

C. G. F. Wahl, the gunman's attorney, was told that the application had been denied with nothing in the way of riders of the judge's chambers. He immediately went to his office and called the four men and the women in the crowd broke down and wept. They all believed the gunman would be granted a new trial when the new witnesses were discovered.

Judge Wahl declared he would go to Albany early tomorrow morning and would make another personal appeal to Governor Glynn. He said he would take all the affidavits which were presented to Justice Goff and place them before the governor for his consideration.

"I shall fight until the end," declared Judge Wahl.

Albany, N. Y., April 11.—In the executive chamber of the state capitol Governor Glynn heard the final appeals of two attorneys for the convicted slayers, C. G. F. Wahl and H. L. Kringle, for a stay of the death sentences, and then again for the last time refused to interfere with the executions.

A written statement was later issued at the executive chamber stating the governor's answer that there was nothing before him to justify his interference with the course of the law.

MRS. HELEN F. MOWAT OF ST. ANDREWS PASSED AWAY ON SATURDAY

Was Daughter of Late Dr. W. Brydon Jack — News of Death Causes of Deep Regret to Wide Circle Friends in Province.

St. Andrews, N. B., April 12.—A beautiful life came to a close and the moral and spiritual life in this community was made poorer when Mrs. Helen Forbes Mowat, widow of Charles E. Mowat, passed peacefully to her rest at nine o'clock on Saturday evening last. Mrs. Mowat had been for some weeks, and although her death was unexpected, the end brought unspeakable sadness to her very wide circle of friends who knew her well and loved her much for her many noble and Christian virtues.

The late Mrs. Mowat was a daughter of the late Dr. W. Brydon Jack, for many years Chancellor of the University of New Brunswick. Her husband predeceased her in October, 1885. She is survived by one daughter, Miss Miriam Marguerite Mowat at home, and one son, Reginald Culbert Mowat of Montreal. Two sisters and three brothers also survive. They are Mrs. G. B. Fraser of Chatham, N. B., and Mrs. Louis Millidge of St. John; Arthur Brydone Jack, a barrister, and Dr. Brydone Jack, both of Vancouver, B. C., and Ernest Brydone Jack of Winnipeg, an engineer.

The funeral services will take place on Tuesday afternoon from Greenock Presbyterian church, of which Mrs. Mowat was a very faithful and devoted member.

FORMER WIFE OF CAILLAUX ON THE STAND

Says Editor Calmette Never Offered Her Money for Documents Relating to Finance Minister.

Paris, April 11.—Mme. Gueyran-Dupre, former wife of Joseph Caillaux and her son Françoise Dupre testified today at the inquiry before Magistrate Boucaud into the relations of M. Calmette, editor of the Figaro, by Mme. Caillaux, that M. Calmette never had offered them directly or indirectly money for documents relating to M. Caillaux; Mme. Gueyran-Dupre said she had never been approached by anyone with a view to arranging an interview with M. Calmette. She also affirmed that she had not communicated to M. Calmette the contents of letters or documents of any kind, and declared that she had been surprised at the publication of the "Thy Joe" letter. The witness said that at the time of the publication of this letter she had telephoned M. Caillaux and that he had told her that he knew she was too loyal to have given it out.

M. Boucaud had summoned the Princess de Mesange-Estrade, former society editor of the Figaro, to confront Mme. Gueyran-Dupre at the proceedings today but the princess was out of the city. The princess some time ago testified that at the time of the divorce of Caillaux and Mme. Dupre three letters were destroyed by agreement in the presence of notaries but Mme. Dupre had retained photographs of the letters. M. Calmette, she continued, knew of the existence of the photographs and offered \$6,000 to a person to arrange an interview with the holder of the photographs. This offer was refused. The princess said M. Calmette made a similar offer to her, but she refused it. The "Thy Joe" letter appeared in the Figaro, Mme. Caillaux had reasonable grounds to suppose that M. Calmette had the other two letters.

END OF COAL STRIKE LOOKS NEAR NOW

London, April 13.—As the result of the prolonged discussion of the coal commission board's proposals by the council of the Yorkshire Miners' Association on Saturday at Barnsley it is expected that the coal strike in that county will soon terminate. The meeting was private, but the decision reached was that the council recommended to the members that proposals be accepted and that an individual ballot be taken by the members on the subject of the union's response to the proposed peace.

The sum of £60,000 had been paid out in strike pay up to the end of the week, and this has made the miners' response upon the union's resources, which fact has undoubtedly been a factor in bringing about the conciliatory spirit shown. Another influence towards peace is the fact that although the English section of the Federation of Miners promised both moral and financial support, they would not favor the calling of a general sympathetic strike. The dispute, which involves some 100,000 men, arose out of the alleged wrongful reduction of wages as being contrary to the award given by Sir Edward Clarke, which raised the minimum six pence per day.

FRANK HAYNES MAY GET ANOTHER TRIAL

Sydney, N. S., April 12.—Frank Haynes, convicted of the murder of B. S. Atkinson, and sentenced to be hanged on the eighth day of May has had his application for a crown case reserved granted by His Lordship Justice Drysdale.

A telegram to this effect was received by Crown Prosecutor D. A. Hearn, K. C., yesterday from Deputy Attorney-General Jenks of Halifax. Application for the crown case reserved was made before Judge Drysdale last week. A. G. Dunn of this city attending for the condemned man and Hon. Mr. Jenks for the crown.

REBUILDING CHURCH BURNED BY MILITANTS

London, April 13.—Whitesirk church in East Lothian, recently burned by the suffragettes, is being rebuilt. An influential Scottish committee, of which Lord Roseberry is chairman, has set out to raise a fund of £10,000 for the new church, of which £2,000 has already been subscribed.

SCHOONER IN COURTNEY BAY

Charles Augusta Struck on Round Reef and Blew up into Mud Flats — Rudder Smashed.

About the time Saturday night that the schooner *Conrad S.* was being driven ashore at Black Point, it was not known by those who happened to be along the harbor front that there was another vessel being stranded. It was not known until after daylight that a vessel was ashore in Courtney Bay. It proved to be the *Charles Augusta*, a Boston schooner of about eighty tons. The little schooner was loaded with pine lumber and bound to this port from Boston. Late Saturday night the vessel was being sailed into port when through the heavy wind and sea her commander ran too close to the round reef with the result that the vessel struck, her rudder was carried away. She pounded over the reef and as the south west wind was driving into Courtney Bay it carried the disabled craft ahead of it. She went between the space at the end of the new breakwater and the western shore and did not bring up again until she had reached the flats midway in Courtney Bay and about opposite the Municipal Home. The schooner was dropped and at daylight when the opportunity arrived the schooner's captain got on shore and cried to obtain the services of a tug to tow his disabled schooner out to the bay to a place of safety. The seas were too rough, however, for a tug to attempt the feat, and the schooner will perhaps be made today to tow her out.

TO ASSIST SUFFERERS

Newfoundlanders in St. John Raising Money to Aid the Grief Stricken Families.

There was an interesting meeting yesterday afternoon in the lecture room of St. David's church when R. H. Tall, of St. John's Newfoundland, and who is attending the King's Law School, presided over a large gathering of natives of Newfoundland. The purpose was to discuss and take action in the matter of obtaining funds for the relief of the sufferers in the recent disaster to the steamer *Southern Cross*, and to the large number of seafarers from the steamer *Newfoundland*. It was shown that Halifax, Toronto and other cities had subscribed large amounts. Among those who attended the meeting were some who had relatives who had been lost. The 280 souls on the *Southern Cross* are thought to be lost, and 65 bodies had been found from the steamer. Newfoundland and 36 more are missing.

ONE KILLED, SIX HURT, IN TRAIN WRECK

New Britain, Conn., April 11.—One man was killed and six persons were injured when a suburban train on the New York, New Haven & Hartford Railroad, eastbound, was wrecked at Clayton, two miles from the city, today. Five of the injured were passengers and none suffered seriously. Engineer Frederick Benson of East Hartford, and fireman Henry Carroll of North Redding, Conn., were taken from the wreck unconscious and removed to a hospital, where Carroll died soon after. The cause of the accident has not been determined.

21 Leland street; Isaac Mercer, 256 Carleton street; John Curtis, Charlotte street; R. H. Tall, 182 Princes street.

FOR PEACE IN IRELAND

Solemn Service in Carleton Presbyterian Church Last Evening — Rev. Dr. Morison on Home Rule.

"Do thou, O God, grant a spirit of wisdom, patience and of the fear of the Lord to the King's ministers, to the members of Parliament and to every servant of our empire; may peace and unity and concord and brotherly love be maintained and prevail."

So prayed Rev. John A. Morison, D. D., in the Carleton Presbyterian church last night in response to the appeal for prayers issued by the leaders of the church in England, that a peaceful solution of the Irish crisis might be found, and as the preacher uttered these solemn petitions the members of the congregation that filled every seat bowed their heads in silent supplication, and then the preacher proceeded to talk to the people of the subject of Home Rule for Ireland, and for fifty minutes the congregation listened to his inspiring words as he told the story of Ireland's fight for Home Rule during the last forty years.

ANXIOUS FOR SHIPBUILDING PLANT AT LEVIS

Quebec, April 12.—While the Borden government is ready and desirous to give every reasonable encouragement to the promotion of the shipbuilding industry in Canada and will insist that the Dominion in future, it has no intention of establishing a precedent by subsidizing wealthy and powerful British citizens who interviewed him with regard to the establishment of a branch of the Armstrong firm at Levis, where the new drydock is to be built.

AUTO AND BARN ARE BURNED IN YARMOUTH

Parrsboro, April 12.—An automobile belonging to E. A. Vaughan, caught fire and was burned last night after it had been put in his barn and in a short time the barn was also in flames. The firemen soon got the fire under control but both the barn and automobile were badly damaged.

Hon. J. P. Pelletier answered that his government fully recognized the importance of encouraging the industry and all government vessels would be built in Canada. He would do everything to help the industry and he was glad to hear that the people of Quebec and Levis were negotiating with the Armstrongs and hoped to induce them to establish a branch at Levis. The Armstrongs were a rich and powerful concern and needed no monetary assistance from the government. Besides, the people of Canada are giving the subsidies to wealthy outside firms and thus discriminating against the existing Canadian enter-

DREDGE FOR COURTNEY BAY

No. 3 Dredge for Norton Griffiths Co. arrived in Port Saturday night—Stormy Voyage.

When Captain Shaw of the big Boston ocean going tug *Underwriter*, arrived safely in port about 9:30 o'clock on Saturday night with the large dipper dredge No. 3 owned by the Norton Griffiths Co. he and the crew on the tug were happy persons. The tug and her tow left New York a week ago last Tuesday and had fairly good weather making the run to Rockland, Maine, in five days. The tug and dredge remained in Rockland early Friday morning, when the chances looked favorable for them to leave that port for St. John. Everything went along well and the big tug made good progress with her heavy tow until Saturday evening, when coming up the bay, then the wind sprang up and caused a heavy sea. At times it was thought that the heavy strain, as the tug and dredge surged about in the sea, would cause the hawsers to part, but they held secure and the tug arrived in port about 3:30 o'clock at Reid's Point wharf.

RAILWAYS ARE EXPECTED TO FILE APPEAL

Ottawa, April 12.—It is fully expected that the railway companies will appeal to the Governor-in-Council from the judgment of the railway commission which last week ordered a reduction in western freight rates. No appeal has yet been entered, but the companies have one month in which to do so. While no opinion can be obtained as to what the result of such an appeal might be it is pointed out that the railway companies have hitherto shown little disposition to interfere with the decisions of the board. It is also known that the government has great faith in the judgment of Chairman Drayton of the commission.

SEALING STEAMER PASSED WRECKAGE

St. John's, Nfld., April 12.—The steamer *Kyle* arriving today reports that at noon yesterday, 100 miles southeast of St. John's she passed through a lot of wreckage apparently swept from some sealer's deck and not knowing that the steamer *Southern Cross* missing, the *Kyle* found having no wireless, she did not stop to take aboard any of the material afloat which is believed here to be the *Southern Cross*.

DOESN'T AGREE WITH TRIPLE ALLIANCE PLAN

Berlin, April 11.—The North German *Gazette* in an article published today says: The ambassadors of Great Britain, France and Russia, have just written to Berlin, Vienna and Rome the principles of their government in answer to a Greek note concerning South Albania and the Aegean Island question. This communication conflicts with the proposal of the powers of the Triple Alliance, which had as an object the speedy evacuation of South Albania by Greek troops. An exchange of ideas is now taking place among the powers over the proposals and there are in such form that an agreement of all the powers concerning the answer to be given Athens will be reached without difficulty.

WEATHER FINE FOR EASTER PARADE

Blue Skies, Bright Sunshine Favored New York Fashion Parade.

TO AUSTRALIA NOT LARGE

Distance from Great Britain, the Chief Obstacle, Sir Geo. Reid, High Commissioner, Says.

London, April 13.—Arriving back from Australia after a visit of several months in the Commonwealth, Sir Geo. Reid, the Australian high commissioner, admitted to an interviewer that the chief obstacle being the distance from Great Britain, but it was anticipated that as the other countries now drawing immigration filled up, Australia was getting some of the best British stock, so that there was a bigger English population growing up in the southern seas.

Sir George declared that the feeling of attachment to the Mother Country was growing stronger every year. The industrial and military development of Japan and Germany had made the Australians realize the importance of imperial defence. Sir George stated that he had seen and heard enough to assure him that the Australians were quite determined even at a heavy cost, to bear their share of the burden, and they were proud of their first battleship, of which one-half the crew are Australians. Although proud of their imperial connections, the Australians were too self-reliant to lean thereon, and they were training every youth in order that they might defend themselves, and also help the Mother Country if needed.

The position in the far east was unsatisfactory, declared Sir George. The time must come when the Indian Empire must help to maintain a fleet in the Pacific. So too with Canada, for while its position doubtless differed from that of Australia, many persons were surprised that the Canadian parliament did not authorize the immediate building of three battleships, as it would have ample time while building them to decide upon a permanent imperial policy.

With regard to Home Rule, Sir George was noncommittal. Australia, he said, had partisans on both sides, but most of them wished for a peaceful settlement.

R.E. ARMSTRONG REMEMBERED BY FELLOW CITIZENS

St. Andrews, April 11.—Mr. R. E. Armstrong the retiring editor of the *Beacon*, ex-Mayor and president of the Board of Trade, who is about to remove to St. John, received a surprise on Saturday night when at a mass meeting of citizens Mayor Greenlaw on behalf of the townspeople presented Mr. Armstrong with a magnificent gold watch. It bore his initials on the bezel and the inscription, "R. E. Armstrong, from the citizens of St. Andrews, N. B., 1839-1914."

Mr. Armstrong made a feeling response. Short sympathetic addresses were delivered by Judge Cowburn, G. W. Babbitt, manager of the Bank of Nova Scotia; T. R. Wren, collector of customs, and others. The meeting broke up with singing of *Auld Lang Syne*.

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(Destroyed by Saturday's fire, details of which are to be found on page three)