

in 1933. A gain of 104,381 according to a statement issued today by Hon. R. C. Matthews, Minister of National Revenue.

Of the total number of cars entered 307,271 were brought in for periods not exceeding 30 days. 2,375,946 for periods of 31 hours or less. 329 for periods of over 60 days and not exceeding six months. Compared with 1932, this shows an increase in the first group of 34,735 in the second group of 140,230 and in the third group a decrease of four. Entries by provinces, showing 1933 totals in brackets, were:

Nova Scotia, 1,803 (1,271); Prince Edward Island, nil (1); New Brunswick, 178,893 (182,503); Quebec, 425,634 (438,385); Ontario, 2,472,500 (2,339,097); Manitoba, 34,815 (31,700); Saskatchewan, 20,027 (17,701); Alberta, 18,135 (15,398); British Columbia, 110,041 (102,963).

Windsor Leads At Port

Windsor, Port Erie and Niagara Falls, retain first, second and third places in that order as the principal ports of entry for tourists. Windsor had 914,407 foreign automobiles reporting inwards for touring purposes, Port Erie, 713,500 and Niagara Falls, 610,718. At Windsor the increase was over 100,000, while Port Erie showed a decline of about 40,000 and Niagara Falls showed an increase of about 6,000.

SIX EXECUTIONS HAVE TAKEN PLACE

Last Hanging in County Almost 44 Years Ago

Six times in the history of the County of Hastings has the death penalty been imposed and carried out, the last hanging to be witnessed in this county being that of James Kane, sentenced to death by hanging following the murdering of his wife on March 23rd, 1891. Kane was hanged on May 21st of the same year.

Twice previously this present century has the death sentence been passed in local courts previous to the sentencing of Harold W. Vermilyea yesterday. Some twenty-three years ago, Robert Parker, Hungerford, was sentenced to death for the killing of a neighbour named Masters, but the sentence was later commuted to life in prison. On the eve of the impending execution. About 14 years ago, Morris Barry received the death sentence on a charge of shooting his employer, Wesley Moulton, but after the scaffold had been erected, sentence was commuted to life in prison.

Those who have paid the penalty by hanging in Belleville were: Thomas Barnhardt, executed 1854.

Peter Rock, hanged June 12th, 1850.

Richard and Mary Aylward hanged December 8th, 1862. (Last public hanging).

Peter Davis hanged June 20th, 1890.

James Kane, hanged May 21st 1891.

DIONNES REACH HOME

seemingly nonchalant in his cell and continues to display that confidence of indifference, will be shown two ~~times~~ ~~times~~ each day in the lengthy corridor which faces his cell, according to information given out by Gaol Governor O. H. French today. "We keep Vermilyea locked in his cell continuously, as ordered by the court, but once each morning and once in the afternoon he will be permitted to stretch his legs and get some little exercise in the corridor," stated Gaolier French as he stated that the guards watching Vermilyea now would be placed in the corridor and requested to take up their post near the door of the condemned man's cell at all times in order to have him under continued surveillance.

"I see no difference in Vermilyea's actions since his trial, but he continues to present that air of indifference he assumed at all times," stated another gaol official.

When questioned relating to the rumors spread on the street and in Toronto papers relating to alleged explosions and outbreaks by Vermilyea, who was reported to have become violent upon being placed in his cell and to have broken furniture and prison plumbing, Gaolier French definitely denied the truth of any such rumor. "Vermilyea at no time raised a disturbance nor did he break or smash any of the fixtures in the jail," stated Gaolier French as he explained that it was impossible for him (Vermilyea) to have wrecked the prison property as he was placed in a cell alone by his guards after his trial and had not been out since. There is no plumbing nor fixtures, except an iron bed in each cell.

"Perhaps the ridiculous story got out because plumbers were taken in the prison yesterday to repair a water pipe that had burst in the furnace room," stated Mr. French in explanation to the incident. According to information received from the jail officials a water pipe was broken in the furnace room at the jail yesterday when a large cordwood stick rolled from a pile of wood and crashed onto the water pipe. The trouble was speedily remedied upon the arrival of the plumbers, however.

Vermilyea is reported to have spent a quiet night, having slept well, prison guards state. He arose at the same hour as the other prisoners at the jail and partook of a hearty breakfast in his cell, showing little interest in conversations advanced by guards. Later this morning Vermilyea was given his first exercise period in the adjoining corridor for the matter of a few minutes, but he was soon lodged back in his cell.

CHAPTER MASONS ELECT J. O. HERITY

Prince Edward District No. 11 Royal Arch Masons will be under the superintendency of Right Excellent Comp. J. O. Herity, who was today elected grand superintendent at the Grand Convocation at Kitchener. The new superintendent is the well-known manager of the Belleville Chamber of Commerce and former newspaper man. He is a member of Eureka Lodge No. 283 A.P. and A.M., a past master of the lodge, and has been a member of the Masonic Grand Lodge for a number of years. He was district deputy for District No. 13 A.P. and A.M. Among Royal Arch Masons he is a member of Moira Chapter, Belleville, and a past first principal of Quinte Friendship from which

The failure of any of the three ships which sped to the craft's SOS to report they had reached the freighter slide gave rise to apprehension the Blairgowrie may have foundered, carrying her crew of 26 to their deaths.

The Europa, the American Banker and the S. S. Bloomersdyk, a Netherlands vessel, all rushed to the position given in the Blairgowrie's distress message but found no trace of the freighter.

Crippled Ship's Position

The crippled ship's last report gave her position as 48.30 north, 27.1 west, about 760 miles due west of Brest, France, in the North Atlantic ship lanes and 1,000 miles east of Newfoundland. She said her steering apparatus had been carried away and her hold was filling with water.

The Europa, 60 miles away when the SOS was heard, messaged somewhat later she was on the British ship's approximate position but unable to see her.

The American Banker and the Bloomersdyk also were reported not to have found any trace of the stricken craft. All three were standing by awaiting better visibility with daylight.

Ships Limp to Port

One by one various other ships damaged by the storms were struggling into port or waiting for the

company with the S. S. American Banker and the S. S. Bloomersdyk without success.

The last radio message received from the Blairgowrie board at 12.08 a.m. G.M.T. today (7.06 p.m. E.S.T., Tuesday) said she was in a hopeless position.

A full force hurricane was blowing. (A full force hurricane indicates a wind velocity of 75 or more miles an hour).

At 11 a.m. G.M.T. today (7 a.m. E.S.T.) the three rescuing ships discontinued their search as hopeless and proceeded for their destinations.

Ships Give Up Quest

New York, Feb. 27 (AP)—Radio-marine Corporation received word today the giant liner Europa and two other ships had abandoned their search in a mid-Atlantic gale for the freighter Blairgowrie which had reported she was sinking yesterday.

The Olympic, another big liner, was due at the scene three hours later and was asked to make a final search for the vessel as it passed by.

None of the masters of the three ships which hung at the scene throughout the night had any hope the Blairgowrie survived the hurricane which was raging.

The last report was it was turning over.

26 Men Aboard

Twenty-six men were aboard the

(Continued on Page 2, Col. 5)

Captain of H.M.S. Renown Is Convicted of Negligence

Portsmouth, England, Feb. 27.—(CP)—Capt. H. R. Sawbridge of the Battle Cruiser Renown was convicted today by court-martial on a charge of negligence following collision of the Renown with the Hood.

The charge, "that he caused to be hazarded" the two giant war vessels during manoeuvres off the Spanish Coast in January, was similar to that on which Rear-Admiral Sidney Bailey, commander of the Battle Cruiser Squadron, was acquitted yesterday. A third court-martial is yet to be held. The trial of Capt. C. W. Tower of the Hood, on which the Rear-Admiral's flag flew.

The court ruled he be dismissed from his ship. The Deputy Judge Advocate announced the charge had been proved.

The verdict read "The said hazarding was due to the accused having continued on the course ordered at a speed of 12 knots until the risk of collision was present and subsequently he failed to take effective action to prevent a collision".

9 Vote Against Captain

The nine officers who composed the court voted unanimously for the verdict against Captain Sawbridge. The point of his sword, surrendered to the court as the hearing began, was turned toward the captain in signal of the verdict against him.

The veteran Captain Sawbridge, surrendering his sword pleaded not guilty as he faced the nine officers of the court clad in their full dress uniforms.

The charges against Captain Sawbridge were he held a course "until the risk of collision was present, subsequently failing to take effective action to prevent a collision."

In a statement read to the Court ~~the captain said~~ although he believed the Hood had ample room to carry out the manoeuvres the squadron was executing, he took the precaution of turning away and

coming, or sign of any avoiding or turning away". He ordered the engines reversed and warning blasts sounded on the Renown's siren.

Captain Sawbridge added in his opinion the Hood could have avoided the collision as late as two minutes before it occurred "by turning outwards, but apparently she didn't do so."

The Renown, her commander's statement said, had stopped and was just getting under sternward when the collision occurred.

Yesterday the Rear Admiral had indicated his belief the collision would not have happened had the Renown executed the manoeuvres more smartly.

DEATHS YESTERDAY

(By The Canadian Press)

Berlin.—Baron Albrecht Rechenberg, 73, former Governor of German East Africa.

Houston, Tex.—Dr. Stockton Axson, 68, Professor of English at Rice Institute, brother-in-law of former President Woodrow Wilson.

Charlottetown.—Dr. Victor L. Goodwill, 61, for twenty-five years Superintendent of Falconwood Provincial Hospital.

Montreal.—Mrs. Lillian Saxo-Holmes, 81, worker for penal reform.

Quebec.—Archibald Laurie, K.C., 71.

London.—The Marquess of Sligo, 78, soldier, antiquarian and zoologist.

WEATHER

A deep disturbance is passing eastward across Hudson Bay and pressure is low off the Nova Scotia coast with high pressure covering Ontario, Quebec. The greater part of the United States and the Canadian West. Moderate to heavy falls of snow, sleet and rain have occur-

employment agreed the K was hardhandous, but whtended the s all possible st more to deal erals held ex blamed govern policies, for u From seats her occupied members all denunciation support for which was 1 Hon. Ian M ver Centre). C. F. leader would not pu ditions fore taken to corr trouble.

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