

BUFFALO PAUSES TO JOIN RAILWAYS
IN TERMINAL DEDICATION CEREMONY

MEXICAN CHURCH
DISPUTE SETTLED

Religious Instruction and Registration
Problems Solved—Freedom "Within
Law" Promised by Government.

MEXICO CITY, June 22 (U.N.).—The Mexican religious
problem which has resulted in widespread controversy and
bloodshed throughout the republic in the last three years,
was settled last night by an accord between the government
and representatives of the Holy See at Rome.

PAYROLL BANDIT
GANG THWARTED
AT DUNLOP MILL

Plant Police Chief and Watch-
man Rout Four Armed Rob-
bers Without Firing a Shot;
Two of Same Band Hold Up
Store.

After being frustrated by armed
guards in an attempt to seize a large
payroll of the Dunlop Tire & Rubber
corporation in Sheridan drive at 7
A. M., Saturday, two of the same band-
its an hour and a half later held up
the manager and clerks of a chain
store at 1429 Jefferson avenue and
reaped with \$40 from the cash regis-
ter.

It was due to the vigilance of the
company police chief and a watch-
man that the Dunlop payroll was not
taken by the robber crew as nearly 500
employees of the firm stood in line at
the timekeeper's window.

Two night shifts were leaving the
plant and gathered to draw their pay
at the River road gate as the payroll
began a Buick sedan suddenly drove up,
discharging four armed bandits, who
leaped upon the only watchman pres-
ent, Ralph Pierce of Tonawanda, over-
powered him and deprived him of his
revolver.

Others Come to Rescue.
Norman Le Vale, another watchman,
and Chief of Police Samuel J. Murphy,
sitting at the incident from another
part of the plant, raced to the aid of
their helpless companion. The en-
tirely who were between the two men
and the bandits, prevented the Dunlop
men from opening fire.

The robbers elected not to do any
shooting and when they saw the Dun-
lop watchmen running toward them
with drawn guns, retreated to their car
and sped east in Sheridan drive.

Police say the car bore license plates
U 58 19, stolen March 24 from John
Krummer of Erietary Station, R. F. D.
near Tonawanda.

Dunlop officials would not give out
the amount of the payroll.

At the point of revolvers, two men
robbed the Loblitz store in 1429 Jef-
ferson avenue, about 8:45 A. M. Satur-
day. The loot, grabbed from the cash
register, amounted to \$40.

Four in Store at Time.
According to the story told police by
Edgar Ledwing, 1607 Jefferson avenue,
the manager, the men walked in and
ordered him and three clerks into the
store's office.

The three clerks were George Moore,
56 Gold street, Harry Condon, 625 East
Pine street, and Howard Wiedeman,
716 East Union street.

One of the holdup pair is described
as being 5 feet 8 inches in height, 150
pounds in weight and about 25 years
of age. He wore a dark blue striped
suit and a brown cap. The other wore
a mixed colored lumberjack coat, a
gray soft hat and was about the same
height and weight as the other.

Buffalo's New Terminal and Railway Heads Here for Formal Opening



Patrick E. Crowley, left, president of the New York Central lines; Sir Henry W. Thornton, right, president of the Canadian National railway, and the latest view of the Central Terminal, which was built by the Central and will be utilized by the Canadian National, Pennsylvania, and several other roads.

GO-ED KILLER FACES
MURDER INDICTMENT

Lawyers Won't Let Dr. Snook
Plead Guilty and May Plead
He's Insane.

COLUMBUS, Ohio, June 22 (U.N.).—A
first degree murder indictment today
stood against Dr. James H. Snook, dis-
tinguished Ohio State university profes-
sor as he awaited trial for the confessed
slaying of his co-ed paramour, Theresa
Hix, 23-year-old student of medicine.

Snook's attorneys announced they
would not permit him to plead guilty to
the indictment, as he had indicated
he would, forcing the state to prepare
for a trial by jury.

Snook, who is charged with the
murder of his co-ed paramour, Theresa
Hix, 23-year-old student of medicine,
was indicted today.

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Facts About the New Central Terminal

MAIN BUILDING is six stories high and about 250x300 feet.
TOWER is 80 feet square and 20 stories high.
PASSENGER CONCOURSE is 66 feet wide and 300 feet long.
Domes are 64 feet high and the vault between is 59 feet high.
TRAIN CONCOURSE is 50 feet wide and 450 long. Ramps and
steps lead from train concourse to seven double passenger platforms
beneath. These platforms have a total length of 7480 feet.
BAGGAGE SUBWAY is beneath the 14 station tracks, which are
set in concrete. It extends 660 feet beyond the main building.
CONSTRUCTION MATERIAL: 9,725,000 bricks, 12,750 tons of
steel and 80,000 cubic yards of concrete were required to build the
terminal.

Swap Talk For Action, Says
Ford to Prohibition Forces

Believes Country Could be Dried Up Over Night;
Backs 18th Amendment.

The present high-running controversy regarding prohibition, and
the test war now being waged in his home town, Detroit, between the
government and the rum-runners, led Henry Ford into a discussion of
prohibition in his weekly interview given exclusively to the Buffalo Evening
News.

By A. M. SMITH.
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DETROIT, Mich., June 22.—Prohibition
is here and it is here to stay.
Henry Ford is convinced of that.

"The 18th amendment was exactly
the right way to do it in this country,"
Mr. Ford said.

"It may not be the right way for
England, or for Germany, but it was
for us. We had to take a stand. We
could not afford to experiment as
Canada is doing. We had to make a
clean sweep of it. That is the Ameri-
can way."

"Now, the idea that government
agencies cannot stop rum-running and
boot-legging is utterly ridiculous. They
can stop it whenever they want to. It
is not a case of closing 20,000 blind
pigs; it is a case of shutting off the
half-dozen sources that supply the

PLANE SOARS EAST
ON NON-STOP JUMP

Schoenhair, En Route from Los
Angeles to New York, Seeks
New Mark.

METROPOLITAN AIRPORT, LOS
ANGELES, Cal., June 22 (U.N.).—Le
Schoenhair took off here at 3:41 A. M.
today on a proposed non-stop flight
from Los Angeles to New York, in an
attempt to break the trans-continental
record of 18 hours, 21 minutes and 59
seconds.

Loaded with 485 gallons of gasoline
the Lockheed-Vega monoplane left
the ground after almost a complete run
across the airport field and disappeared
in the darkness.

Schoenhair, who hopes to eclipse the
mark held by Capt. Frank Hawks, was
delayed in his take-off by more than
two hours when the plane was slightly
damaged in a collision with another
craft as it was being taxied onto the
field.

Spanish Flier, En Route
to New York, Reaches Azores

LISBON, Portugal, June 22 (U.N.).—Maj.
Ramon Franco, Spanish trans-Atlantic
flier and his three companions arrived
at the Azores Saturday morning from
Cape Verde, Spain, and will leave for
New York Sunday afternoon.

VIOLA GENTRY FAILS.
ROOSEVELT FIELD, June 22 (U.N.).—
The attempt of Miss Viola Gentry to
set an endurance flight record for light
planes ended unsuccessfully Friday
night when she was unable to make
contact with the plane that was to
have aided in refueling operations.

OWEN G. ROBERTS RETAINED
TO QUESTION MAYOR HAGUE

TRENTON, N. J., June 22 (U.N.).—The
Trenton State Gazette, morning news-
paper, today stated it had learned that
Owen G. Roberts, special counsel in the
contempt proceeding against Harry P.
Sindler by the United States Senate,
has been engaged by the New Jersey
legislature to conduct its case against
Mayor Frank Hague of Jersey
City, who is scheduled to appear Mon-
day before a joint session of the Legis-
lature, where he will be asked the ques-
tions concerning his finances which he
declined to answer when before the
Case-McAllister legislative investigating
committee.

Mayor Hague, who is leader of the
Democratic organization in the state
and a vice chairman of the Democratic
national committee, has twice indicat-
ed he would again refuse to answer
the questions which he held were his
"own affairs and none of the commit-
tee's business."

THOUSANDS HERALDING
CENTRAL ACHIEVEMENT

Luncheon, Attended by Nearly 2400
Guests, Opens Formal Celebration;
President Crowley to Present Keys.

Buffalo paused in its usual pursuits, Saturday, to rejoice
over another of its triumphs of progress, the completion of
the New York Central terminal.

Buffalonians of a generation ago
were denied this day of civic satisfac-
tion, when a new railroad passenger
terminal, symbolic of the city's great-
ness as dedicated by its builder, the
New York Central lines.

Awakening Saturday morning to the
historical significance of the formal
opening of the terminal, the majestic
pavilion to the city which has been
reared at Lindbergh drive and Lovejoy
and Curtiss streets, Buffalo donned its
celebration garb and thousands of
citizens prepared to go to the terminal
to witness the ceremonies.

Nearly 2400 At Luncheon.
Shortly before noon the largest num-
ber of guests ever to dine at a single
time in Buffalo—close to 2400—gath-
ered in the grand concourse of the
terminal for the first of the major events of
the day's program. Railroad leaders, municipal
officials and Grade Crossing and
Terminal commissioners, who were
participants in the struggle and concili-
ation from which the Central termi-
nal has emerged, were among the
luncheon guests.

Gathered with these were repre-
sentatives of every phase of the trans-
portation field, of other branches
of the nation's business and of munici-
palities both on the Niagara frontier
and farther away, all come to bestow
congratulations for the accord attained
by a city and a great railroad system
which serves it.

Crowley to Present Keys.
Saturday afternoon the keys to the
Central terminal will be presented by
Patrick E. Crowley, president of the
New York Central lines, to the city and
the state, in public ceremonies on the
plaza at the main entrance. Then "Old
Glory" will be raised aloft and the
terminal will be formally opened.

A little earlier the man to whom
train dispatching once was a daily ac-
tivity but who sought the heights
much as heights were sought in East
Buffalo for this city's new terminal,
will approach the cab of the Empire
State Express, holder of the world
record for speed in average running
time. At a signal by Mr. Crowley the
first train will move out of the ter-
minal yards.

Plane to Escort First Train.
Not so paradoxically now as it might
have appeared before the combining
of air and rail service, a Fokker plane,
piloted by Miss Mary Delly of New York,
will escort the Empire State Express
from the old Exchange street station
to the Central terminal; then circle
above the site where are two streets
named for pioneers of aviation, Glenn
H. Curtiss and Col. Charles A. Lin-
dbergh, and finally journey with the
train to the city boundary.

An international aspect was given
the opening by the presence of Sir
Henry W. Thornton, chairman and
president of the Canadian National
railways, and other citizens of the Com-
monwealth.

Mr. Crowley and Sir Henry arrived
in Buffalo during the night in private
cars.

Civic Half Holiday.
Both expressed gratification when
they were interviewed at being able to
come to Buffalo for the terminal ded-
ication. The other visitors from both
the United States and Canada came
to this city throughout the night and
early morning.

Saturday was a civic half holiday
proclaimed by Mayor Schwab. The
business thoroughfares of the city and
the residential streets in the vicinity
of the Central terminal were appropri-
ately decorated.

The program of the day began Sat-
urday morning when the invited
luncheon guests inspected the terminal
just before they were seated in the
grand concourse. The guests began to
arrive early because of the admonition
by the committees of arrangements
that prompt seating and beginning of
the exercises was necessary to permit
radio broadcasting.

Program in Three Phases.
Police Commissioner James W. Hix-
kins' detail of 100 officers and patrol-
men were at the terminal at 2 o'clock
to supervise traffic. The police will
continue on duty until 5 o'clock Sat-
urday afternoon.

The terminal dedication ceremonies
were divided into three principal
phases.

11:45 A. M.—United Buffalo
Luncheon in the grand concourse.
2:10 P. M.—Dispatching of the
Empire State Express. The first
train to operate from the station.

2:30 P. M.—Public ceremonies on
the plaza in front of the station.
3:10 P. M.—Public inspection of
the terminal.

When a man whom Trooper Downey
was trying to keep moving along the
highway at Acworth, Ga., following the
dispersal of a Sacco-Vanzetti meeting,
suddenly drew a revolver and shot the
trooper dead, Downey's comrades had
no identification of the killer except a
general description. Months passed
and the Downey murder was forgotten
as far as the public was concerned.
Only the state police remembered.

Bolt Fells Dozen Bathers
at Horseshoe Lake Beach

All Are Stunned and Panic Ensues—Buffalo Teacher Is
Unconscious for an Hour.

SPECIAL TO THE BUFFALO EVENING NEWS.
BATAVIA, June 22.—While the
beach at Horseshoe lake, Genesee county
summer resort, was crowded with
bathers seeking relief from the op-
pressive heat of the late afternoon
yesterday, storm clouds suddenly
gathered and a bolt of lightning struck
down a dozen of the throng lounging
in the sands. All were stunned and
five were unconscious from a few
minutes to an hour.

Panic ensued. A hurry call was
made for an ambulance from Batavia
hospital. Miss Dorothea Hansen, a
teacher, of 105 Florida street, Buffalo,
was worst affected. She regained con-
sciousness only after being in the hos-
pital fully an hour and did not leave
the institution until today.

Philip Schmidt, Buffalo; Mrs. Albert
Indegon, 94 Oak street, Batavia; Mrs.

OPENING N. Y. STOCKS

Union Oil, 49 1/4; Willamette, 23; Pa-
moco, 12 1/2; Waco, 18 1/2;
Shell Union, 26 1/2; South Porto Rico,
38 1/2; United Corp., 62 1/2; Pub. Ser.
of N. Y., 104 1/2; Underhill, 139 1/2.

\$250,000 BROOKLYN FIRE
DRIVES 500 FROM HOMES

BROOKLYN, June 22 (U.N.).—Five
hundred persons were driven from their
homes today when fire swept half a
block of homes and business structures
here with damage estimated at \$250,000.
Five alarms were sent in from
Sanford street and Park avenue, a dis-
trict thickly populated with 5th
Borough.

TODAY'S TEMPERATURE

Midnight, 68; 6 A.M., 64; 10 A.M., 68;
1 P.M., 70; 4 P.M., 72; 7 P.M., 70;
10 P.M., 68; 1 A.M., 66; 4 A.M., 64;
7 A.M., 62; 10 A.M., 60; 1 P.M., 58;
4 P.M., 56; 7 P.M., 54; 10 P.M., 52;
1 A.M., 50; 4 A.M., 48; 7 A.M., 46;
10 A.M., 44; 1 P.M., 42; 4 P.M., 40;
7 P.M., 38; 10 P.M., 36; 1 A.M., 34;
4 A.M., 32; 7 A.M., 30; 10 A.M., 28;
1 P.M., 26; 4 P.M., 24; 7 P.M., 22;
10 P.M., 20; 1 A.M., 18; 4 A.M., 16;
7 A.M., 14; 10 A.M., 12; 1 P.M., 10;
4 P.M., 8; 7 P.M., 6; 10 P.M., 4;
1 A.M., 2; 4 A.M., 0; 7 A.M., -2;
10 A.M., -4; 1 P.M., -6; 4 P.M., -8;
7 P.M., -10; 10 P.M., -12; 1 A.M., -14;
4 A.M., -16; 7 A.M., -18; 10 A.M., -20;
1 P.M., -22; 4 P.M., -24; 7 P.M., -26;
10 P.M., -28; 1 A.M., -30; 4 A.M., -32;
7 A.M., -34; 10 A.M., -36; 1 P.M., -38;
4 P.M., -40; 7 P.M., -42; 10 P.M., -44;
1 A.M., -46; 4 A.M., -48; 7 A.M., -50;
10 A.M., -52; 1 P.M., -54; 4 P.M., -56;
7 P.M., -58; 10 P.M., -60; 1 A.M., -62;
4 A.M., -64; 7 A.M., -66; 10 A.M., -68;
1 P.M., -70; 4 P.M., -72; 7 P.M., -74;
10 P.M., -76; 1 A.M., -78; 4 A.M., -80;
7 A.M., -82; 10 A.M., -84; 1 P.M., -86;
4 P.M., -88; 7 P.M., -90; 10 P.M., -92;
1 A.M., -94; 4 A.M., -96; 7 A.M., -98;
10 A.M., -100.