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METROPOLITAN STREET RY. BROUGHT TO BOOK AT LAST

**Charges Preferred Against the
Company for Failure to
Account for Large Sums of
Money—Sensational Case.**

NEW YORK, N. Y., Oct. 1.—Startling charges of extravagance and neglectful management, or if not that, failure to account for millions of dollars are made by State Attorney General Jackson in a petition filed today calling for the appointment of receivers for the Metropolitan Street Railway Company, and also demanding the dissolution of the New York City Railway Company. The application for receivers was made to Justice Ford of the Supreme Court, who issued an order for the defendants to appear in the court on October 3rd, and answer to the complaint. Receivers for the New York Street Railway Company were appointed by Judge Lacombe in the federal court several days ago, and today the same court to act for the Metropolitan Street Railway Company. The New York Street Railway Company leases the lines of the Metropolitan Street Railway Company, under a guarantee to pay seven per cent. dividends on the Metropolitan stock. This dividend has never been earned since the date of the lease and the Attorney General charges that the deficit to date amounts to more than \$10,000,000. The Attorney General declares also that the Interboro-Metropolitan Company which absorbed the New York City Railway Company in 1906, assumed all obligations of the New York City Railway Company, and he sets forth that the New York City Railway Company and its directors have taken no steps to force the Interboro-Metropolitan Company to carry out its obligations. The allegations hinting at fraud are made in connection with the companies' construction account. The most sensational being that a charge

of \$500,000 per mile was made for the rebuilding of a certain cross-town surface line.
 It is further charged that the Metropolitan securities holder all the stock of the New York City Railway Company and that all six of the directors of the Metropolitan Securities Company, namely: Vreeland, Meade, Warren, Frank S. Gannon, Oren Root, Jr., and Edward W. Sayre, are directors of the New York City Railway Company, and he sets forth that the subscribers to this stock are mostly, if not all, men of financial responsibility, judgments against whom, if obtained would be satisfied. He declares that if suit had been brought to recover this 25 per cent. there would have been realized the sum of \$1,500,000 which would have become available to meet the obligations assumed by the New York City Railway Company but he charges that the defendants have neglected to take any such action.

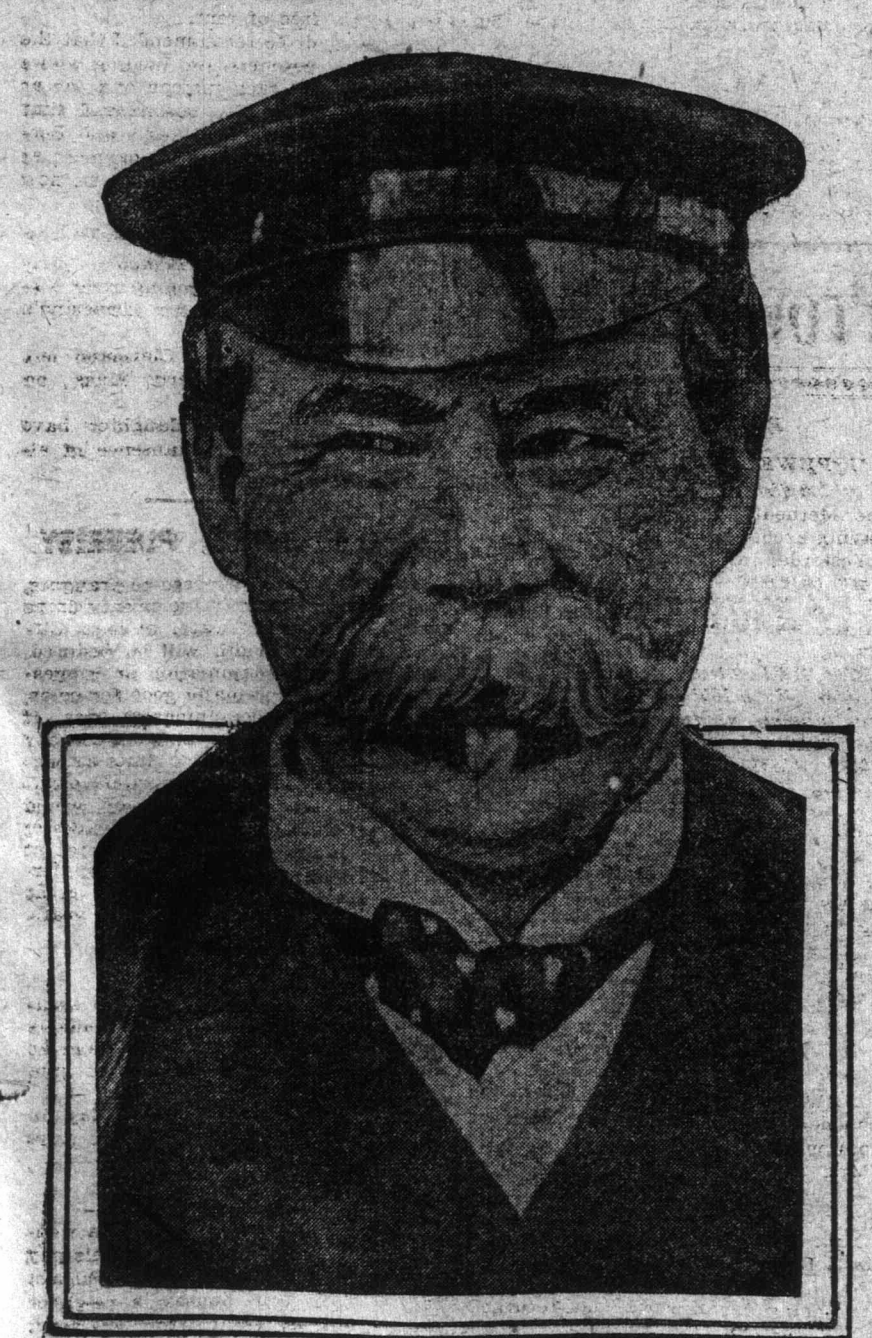
FEWER STUDENTS THIS YEAR AT HARVARD

CAMBRIDGE, Mass., Oct. 1.—According to official figures given out tonight Harvard College has fewer students enrolled for this year in all departments than in 1906. The grand total for last year was 3,774, while this year it is 3,712, showing a loss of 62. This decrease is said to be due principally to the fact that many men are now completing the college course in three years instead of four. The senior class this year is smaller by fifty-four members than that of last year. The freshmen class does, however, show a gain of twelve over that of last year, six students having enrolled for the class of 1911.

LIPTON ABANDONS IDEA OF CHALLENGE FOR AMERICA'S CUP

DUBLIN, Oct. 1.—Sir Thomas Lipton again has expressed his deep regret at the refusal of the New York Yacht Club to accept his challenge to a race for the America's Cup, and in a lengthy letter to the Irish Club he sets forth his reasons in detail. The committee of the club met tonight. Sir Thomas in a

lengthy letter sets forth his arguments and concludes:
 "In view of their attitude, however, there is nothing left but to abandon the idea of a contest for the present, although I am always prepared under mutually satisfactory conditions, to arrange a race."



SIR THOMAS LIPTON.

MOVE TO ACQUIRE I.C.R. BRANCH LINES

**Premier Robinson is Soliciting Co-operation of
Nova Scotia Govt.**

(Wednesday's Sun.)
 It will be remembered that at a meeting of the Maritime Board of Trade held a short time ago, a resolution was passed urging the Dominion government to acquire by purchase or lease the railways in eastern Nova Scotia and the Intercolonial branch lines in New Brunswick and to operate them as part of the I. C. R. A committee consisting of members from New Brunswick and Nova Scotia was appointed for the purpose of presenting the matter to the federal government. The committee has been working with instructions to interview New Brunswick with a view of securing their co-operation and more especially of asking them to undertake the construction of the line. In this case the branch lines were acquired by the Intercolonial, the province claim to subsidies paid to assist the construction of the roads.
 The Sun is not informed as to whether or not any action has been taken by the above committee, but the people of the province who it is well known are strongly in favor of the proposal, will be pleased to learn that the government of New Brunswick has already taken an important step in regard to the matter. Communication have already been opened up with the companies owning the various branch lines in the province with a view of ascertaining the terms on which they would be willing to transfer the control of their lines to the Intercolonial railway.
 It has also been learned that Premier Robinson is in correspondence with the premier of Nova Scotia upon the subject. Concerted action on the part of the two provinces is desired. In order that the desired result may be brought about as soon as possible the New Brunswick government has expressed its willingness to waive the return of subsidies and it is expected that the government of Nova Scotia will do the same.
 It is understood that Mr. Burns, M. P. for Gloucester, has been acting on behalf of the Provincial Government in the negotiations with the railway companies.

THAT ST. PIERRE DUEL WAS FOUGHT AFTER ALL

**Doctor and Newspaper Man Fight at
the French Colony**

NORTH SYDNEY, Oct. 1.—Notwithstanding the efforts of friends of Dr. Dupuy-Fromy and Mr. Paul Mazier, editor of the St. Pierre Herald, the duel which was believed to be settled by law instead of steel, took place last week in the rink at St. Pierre, and also came near finishing the newspaper man's career.
 The weapons used were swords, and after the two men faced each other for a moment it was seen there would be no quarter shown either. Dupuy is acknowledged one of the best swordsmen in the country, while his adversary is a man pretty well advanced in years, showed he had not the same knowledge of the game. The men had been at it for about ten minutes, when by a clever ruse the doctor thrust his sword point hard against Mazier's right breast, causing a bad wound, and forcing the latter's second, Dr. Ribaud, to give up the fight. It is now reported that Mr. Mazier will be compelled to fight another duel as soon as his wounds will permit, with Mr. L. Lefevre, a prominent ship owner of St. Pierre.

The trouble, it is claimed, that precipitated the duel between the doctor and Mazier was over some statements in the latter's paper concerning the honor of Dr. Dupuy and his wife.

AUTOMOBILE WAS STRUCK BY STREET CAR

KILFORD, Conn., Oct. 1.—An automobile, owned and driven by Dr. C. E. Baker, of this place, and carrying five other persons, was struck by a trolley car at Bayview Crossing today and carried a distance of 125 feet before the car was brought to a stop. All the occupants were injured. Dr. Baker was most seriously, but it is believed that he will recover. The others in the automobile were Mr. and Mrs. J. Kahn, of Meriden, and Mrs. M. A. Pleucher, of New Haven, and Joseph Pouches. They were all badly cut and bruised.



FAMOUS INVENTOR AND THOSE WHO HONORED HIM
 At the Jamestown Exposition, the 10th anniversary of the launching of the Mauretania, the first vessel successfully propelled by steam, was celebrated. The Mauretania was launched in August, 1897.

SOME DETAILS ABOUT THE MAURETANIA, THE LATEST AND GREATEST LEVIATHAN

The completion of the steamship Mauretania at Wallsend, and her departure for an unofficial trial trip on the East Coast, has brought to light a curious episode. About thirty years ago, in what now seems to be the infancy of marine construction, a certain Captain Pritchard visited Wallsend for the purpose of taking away a little craft, measuring only a hundred feet in length, and having a net tonnage of just 41—the smallest boat, in its way, that Messrs. Swan, Hunter, and Wiggin & Richardson have ever constructed, before or since. It is significant of the advance that has since been made that Captain Pritchard, who has in the meantime become one of the most trusted and experienced officers of the Cunard Company, should now be paying a second visit to Wallsend to take charge of the largest ship on the Tyne, but the biggest ship in the world. For though the Mauretania is a sister-ship of the much-discussed Lusitania, she is, in fact, bigger than the Lusitania, and is, in fact, bigger than the Lusitania. The length is the same, 780 feet, and the breadth is the same, 88 feet. But the Mauretania is just six inches deeper than her sister from the main deck to the keel, viz., 60 ft. 6 in. as against 54 ft. 6 in. in the Lusitania. The tonnage is given as being 790 tons greater than that of the Lusitania. Then, too, the Tyne boat has more boiler power, which, on the face of things, would seem to be necessary under the conditions of the Lusitania. The Mauretania is to be placed on even terms with her sister in the matter of speed, and also accord with the stipulations of the Admiralty. But in all probability it will be found that the extra boiler power will more than compensate for the extra dead weight, in which case the world will be astonished by the advent of a boat capable of even greater things than the Lusitania. At any rate, the performances of the two boats across the Atlantic promise to afford a most fruitful subject of discussion and comparison as the so-called recent attempt to break the German record. That the interest of the public has been thoroughly aroused over this matter cannot be doubted, but not until the Mauretania has undergone her official trials in a week or two will anything be divulged as to her capabilities, and even then it would be better to judge her upon her seaworthiness in the broad Atlantic.

The reason it is hoped to show a better trial than the Lusitania lies in the model of the boat; that is, in the amount of resistance that she sets up in her course through the water. That is a matter, however, which only experts can judge, and it is not likely that the lay mind can see that much may depend upon the particular lines of a boat as to how she takes the water. In all essentials the two boats are identical in design; such differences as exist relate only to minor matters to which the respective firms have been guided by their own experience and knowledge.

It is twelve months ago that the Mauretania was launched, and the event attracted a good deal of attention in technical circles since the moving weight of the ship and engine (16,800 tons) constituted a record in ship launching, which is not likely to be soon broken. The Lusitania, for instance, was launched at an earlier stage in her construction than the Mauretania, the reason, no doubt, being that, as the former was built by means of overhead electric cranes, so that it paid the firm to keep her best longer on the stocks. One out of the narrow river, however, her enormous dimensions could be better gauged. Gradually, too, her upper decks took shape, making her more ornate and beautiful. Finally, as her frame became dominated by four huge funnels, towering nearly 100 feet above the main deck, everything around her seemed to shrink, and she herself took on a stately and excited wonder and admiration.

To talk in the dry, unimpassioned language of figures about such a monster conveyer, of course, no impression whatever to the lay mind. For instance, the bare fact that the Mauretania is 790 feet long recalls no living parallel in those acquainted with ships. But if you could get five Nelson columns from Trafalgar square and lay them end on end, you would still have to get another and break it in half before you could cover the distance from the bow to the stern of this great ship. She is 100 feet longer and 20 feet broader than the Great Eastern, and beats the magnificent Kaiser Wilhelm II. by 84 feet in length and 16 feet in beam. Then, again, her total displacement is equal to 24,500 tons. Such a thing can be said of no other ship afloat. It is for the moment, successful tended to be either a violent reactionary or a violent democrat. Any such condition of political life is as hopelessly unhealthy now as it was then. I believe so implicitly in the future of our people, because I believe that the average American citizen will no more tolerate government by a mob than he will tolerate government by a plutocracy; that he desires to see justice done to and justice exacted from rich and poor alike, and that he is trying to favor any man at the expense of his fellow.

We are trying to shape things so that as far as possible each man shall have a fair chance in life, so that he shall have as far as he can by his own efforts, the chance to show the world that there is in him. We have no intention of trying to work for the impossible and undesirable end of giving to the lazy, the thriftless, the weak, and the vicious the advantage of the long run, and in the long run can only come to, the hard working, the thrifty, the resolute, and the honest. But we do wish to see that the necessary struggle in life shall be carried on under the fairest possible conditions; that so far as human action can safely provide it, there shall be an approximately fair start; that there shall be no opposition of the weak, and that no man shall be permitted to acquire or to use a vast fortune by methods or in ways that are tortuous and dishonest.

Therefore we need wise laws, and we need to have them resolutely administered. We can get such laws and such administration only if the people are alert to their interests. The price of liberty is not only eternal vigilance, but eternal virtue; and I may add, eternal common sense. Each man here knows that he himself has been able to use his freedom to advantage only because he could master himself, that he could control his own passions and direct his own faculties. Each of you fathers and mothers here knows that if your sons are to do well in the world they must know how to master themselves. Every man must have a master; if he is not his own master, then somebody else will be. This is just as true of public life as of private life. If we cannot master ourselves, we cannot master our country, and we shall have to submit to outside control, for there must be control somewhere.

One way of exercising such control is through the laws of the land. Our is a government of liberty, but it is a government of that orderly liberty which comes by and through the honest enforcement of and obedience to the law. At intervals during the last few months the appeal has been made to me not to enforce the law against certain wrongdoers of great wealth because to do so would interfere with the business prosperity of the country. Under the effects of that kind of fright which when sufficiently made to me by men who ordinarily behave as decent citizens. One newspaper which has itself strongly advanced this view gave prominence to the statement of a certain man of great wealth to the effect that the so-called financial weakness "was due entirely to the admitted intention of President Roosevelt to punish the large moneyed interests which had transgressed the laws." I do not admit that this has been the main cause of any business troubles we have had; but it is possible that it has been a contributory cause. If so, friends, as far as I am concerned it must be accepted as a disagreeable but unavoidable feature in a course of policy which, as long as I am president, will not be changed. In any great movement for righteousness, where the forces of evil are strongly entrenched, it is unfortunately inevitable that some offending people should suffer in company with the real offenders. It is not our fault. It is the fault of those

ROOSEVELT RE-AFFIRMS HIS ANTI-TRUST POLICY

Railroads Should Be Under Same Supervision and Control as National Banks—He Will Enforce the Laws Even if Some Business Interests Suffer.

KEOKUK, Iowa, Oct. 1.—President Roosevelt speaking to an immense crowd here today, forcibly reiterated his policy of dealing with the trusts, advocating much the same supervision over common concerns as is now held over national banks and sounded a note of warning on the existing commercial conditions. In part, he said:

"During the last few years we of the United States have been forced to consider very seriously certain economic problems. We have made a beginning in the attempt to deal with the relations of the National Government—that is with the relations of the people of the country to the huge and wealthy corporations, controlled for the most part by a few very rich men, which are engaged in interstate business—especially the great railway corporations. You know my views on this matter. You know that I believe that the National Government in the interests of the people, should assume such supervision and control over the management of the interstate common carriers that it now exercises over the national banks. You know furthermore that I believe that this supervision and control should be exercised in a spirit of rigid fairness toward the corporations, exacting justice from them on behalf of the people but giving them the justice in return.

Comparing conditions in the United States today with those of the Roman Republic, he said: "One of the most striking features of the years which saw the downfall of the Roman Republic was the fact that the political life of Rome became split between two camps, one containing the rich who wished to exploit the poor, and the other the poor, who wished to plunder the rich. Naturally, under such circumstances, the public man who was brought before the impartial justice of a court. Perhaps I am most anxious to get at the politician who is corrupt because he betrays a great trust; but assuredly I shall not spare his brother corruptors, who show himself a swindler in business life, and, according to our power, crimes of fraud and cunning shall be prosecuted as relentlessly as crimes of brutality and physical violence.

"We need good laws and we need above all things, the hearty aid of our citizens in supporting and enforcing the laws. Nevertheless, men and women of this state, men and women of the Middle West, never forget the law and the administration of law, important though they are, must always carry a wholly secondary place as compared with the character of the average citizen himself. On this trip I shall speak to audiences in each of which there will be many men who fought in the civil war. You who were the sons and your brothers of the South, who wore the gray, know that in war no general, no matter how good, no organization no matter how perfect, can avail if the average man in the ranks has not got the fighting edge. We need the organization, the preparation; we need the good general; but we need most the fighting edge in the individual soldier. So it is in private life. We live in a rough, working world, and we are very far from the millennium. We can not as a nation and we can not as individuals afford to cultivate only the gentler, softer qualities. There must be gentleness and tenderness; the strongest men are the gentle and tender—but there must also be courage and strength. I have a hearty sympathy with those who believe in doing all that can be done for peace; but I have no sympathy at all with those who believe that in the world as it now is we can afford to see the average American citizen lose the qualities that in their sum make up a going fighting man. You may must be workers. You must have all your heart and strength and mind to your several tasks in life, and you must also be able to fight at need. You women have even higher and more difficult duties; for I honor no man, not even the soldier who fights for rights, unless he is as much as I honor the good woman who does her full duty as wife and mother. But if she shrinks her stance on a par with the man who stands on a par with himself, and his family, for those dependent upon him, and who in time of the nation's need refuses to fight. The man or woman who shrinks his or her duty occupies a contemptible position. You here are the sons and daughters of the pioneers, I preach to you the life of effort, the life that finds its highest satisfaction in doing well some work that is well worth doing."

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Fools Use Washes and Snuffs.
 Thinking perhaps they will cure Catarrh—but no one ever cured of a genuine cure following such senseless treatments. There is just one prompt and thorough cure for Catarrh and it is Catarrh, healing Catarrh, which goes right to the root of the trouble. It destroys the germ, heals the inflamed membrane and cures any case no matter how obstinate or long standing. "I experimented for years with Catarrh remedies, but found Catarrh the most rational and satisfactory." "W. J. MacEachern of Waterville." "It cured me for all time." For a sure cure only Catarrh. Complete outfit, \$1.00; trial size, 25c.

Young Gotox (admiring picture in paper)—Does your sister paint, Marie? Little Marie—Yes, sir; but she's finished now, and as soon as she puts a little powder on she'll be right down.