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A GREAT MAN GOING

The news that Count Leo Tolstoi, the

great Russian prophet and writer, lies

at the point of death at his Yasuaya

men on this side the Atlantic, who are

breakdown has been hastened, no

doubt, by the vigorous treatment 23-

ceived at the hands of the government

of which the arrest of his secretary,

Qousself, under sentence of bantsh-

ment to Siberia, was a harrowing ex-

ample. The man, was condemned for

incendiary

though he did but copy and put in or-

der the work of his employer. To'sto!

should be the penalty, but to no pur-

pose. The government satisfied itself

offering the less dangerous example of

splendent list of novelists whom Rus-

society as now constituted, as the

Author of the Sermon did in His time.

The latest of Count Tolstoi's dreams

-his prophesy of the Inevitable Revo-

THE L.C. R. AND THE PUBLIC

Count Tolstoi is Russia's most emi-

literature.

The News.

ST. JOHN, N. B., OCT. 15, 1909.

shared in a measure by the Intercoloni-

al Board of Management. But the men whom the Interccionial kills are just as dead as men killed by an ordinary grasping company railway. And it makes small difference to the widows and the kids that the king

There have been too many accidents on the Intercolonial, and too many ru-mors of pinching retrenchment here significant beginning. If we play the and there of the kind that sets the life of a man at stake to save a shilling. In could have saved themselves by shirk-ing their duty at the last second. Pos-we need never expect to be able to ask. was the fault of one or both of these. must henceforth be fixed by the conas the officials of the road intimate. must henceforth be fixed by the conas a few fishermen we have no deep sea ditions which face us. Now that we sallors. A navy is an expensive toy But in this same officialdom there is have begun, we must expect with the if there is no merchant marine from an obvious distaste for investigation British tax-payer to carry our fair that is for anything of a public nature. share of the load. And among the friends and fellowworkers of the dead men, there is ugly whispering against that kind of economy which closes telegraph offices and

What is the truth in all this The Sun does not know. But it wants to know and it believes-officialdom to the contrary—that the people have a right to knew. And it proposes to find out and these new burdens indicate a new seri-

THE NEW BILL OF LADING

the railway commissioners has been to add themselves to the load. In effect for some days. The agitation which has led to the adoption of this | mand, and has given his assurance improved form of contract has been that the expenditures will be made tarried on by the Canadian Manufacturers' Association as a result of a ciency of the service. That assurance feeling all over the country that bet- is an indication of good intentions; and ter terms with the carrying companies were necessary in the interests of grateful. But it is easy to say, "Be shippers. The Intercolonial of all gone" to the grafter and quite another railways in Canada is the only line which has not adopted the new bill, but it will follow the example of the others very shortly after the matter has been referred to Ottawa. Under the amended form, relations between the three parties interested in shipments, the shipper, carrier and consignee, are simplified. The changes made have been approved by a joint committee representing the Association and Canadian railways.

The new bill of lading defines the terms upon which every shipment is of the navy will be the selection of a as there, and their blight has been as made, and settles the rights of both suitable situation for dockyards. We damning upon our ships and sailors. and all matters in regard to claims, etc. The bill represents a contract by which the carrier undertakes to convey the goods right to the destination set forth in the bill. The carrier's responsibility, therefore, does not end when the goods are shipped part of the It ought to be plain that in such a way over another road, as it did under the old system. The shipper or consignee can bring claim for damage against either the initial carrier or the second road. Under the old system he had to bring action against the road garded. And because of that the local the big mail boats receive many upon which the damage was supposed to have been inflicted. In case of such claims the shipper has hitherto had to prove the carrier negligent. Under the new bill of lading the onus is upon the carrier to prove its freedom from negligence. Under the old system, claims for damages had to be made within thirty-six hours after the receipt of the goods, but under new bill of lading the claims must be made in writing within four months. Mr. Hazen has acted wisely in in-The carrier's responsibility continues for forty-eight hours, or, in the case of bonded goods, seventy-two hours, after written notice of the arrival of the

goods has been sent or given. The new uniform bill of lading is especially valuable to smaller shippers. The larger shippers have been able to look after themselves pretty well, but now the smallest shipper will be in an equal position, the terms of the shipment being clearly set out, and the same in every case. Both parties are agreed upon the new form, and it is thought to be very fair to both

THE CANADIAN NAVY

It is now certain that we are to have some sort of a Canadian navy. That is the popular demand, and that, consequently, must be the government ne, Moreover, this popular demand is made in response to a seri ous condition which no man misunder stands. We have never needed a navy to protect our shores and we do no now feel that need. We are not anxi-

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MRS. MARGARET ANDERSON. 22 Home Avenue, Hillburn, N. Y.

do not require the tools of that trade. We are not eased of the burdens of development and we can ill afford to spend money on laxury and ornament. We do not for one moment deceive ourselves. The popular demand for a Canadian navy is the people's answer to the need of the Empire. Moreover, we have not been left in

the dark respecting the imperative and urgent nature of the Empire's need. Canadians are familiar with the seri-The Public and the i. C. R.

There is an apparent disposition in some quarters to regard criticism of anything in connection with the government rallway as a sort of "less majeste"—a disposition which seems to be shared in a measure by the Intercolonians and the context in which is the context late if we defer action for five years. It is not well for us to shut our eyes

to the serious nature of the proposed undertaking. The government have intimated that the initial expenditure would be some fifteen millions of dollars. But if we are to be of any service in the work of Imperial defense we must appreciate the fact that fif-British game we must play it in the British way. Better by far not play the last smash three men's lives went at all, than leisurely and indolently. out; three good men, of whom two We do not now begin to construct a sibly the collision which killed them that question. Our naval expenditure

puts the lives of many in jeopardy to So long as the revenue regulates the not heretofore been careful to demand. lifferent to and, indeed, rather pleased with a certain governmental indifference to the nice economies necessary in purely business enterprises. But ousness. The Canadian people are ready to bend their backs to the burden, but they will not be found com-The new bill of lading authorized by the inefficient administrator attempt placent or indifferent if the grafter or

Mr. Brodeur has anticipated that defor good intentions we are properly matter to compel him to beat a hasty retreat. We require more from the government than a desire to be honest and good. The grafters are always drove the American flag off the ocean. with us, always with the front rank. It was the Morrell tariff and its sucof party-fighters, always patriotic, altain Conservative papers have sneer- and confined them to protected costingly said that Canadians could not wise trade. Neither was it lack of eubuild and maintain a navy without terprise in the Maritime Provinces gross extravagance and dishenesty. It that produced the results we see to-

back the sneer. along the Atlantic coast to send deputations to Ottawa to the boon. Indeed it would be a surprise if ambitious communities on the lakes should be possessed with a desire to exercise profitable political influence. matter political influence is entirely of communities. This is purely a busireference would go far to assure the tually be made with regard to economy and efficiency of service.

AN INQUEST ORDERED

Intercolonial Railway at Nash's Siding. In the interests of the provinces in which this railroad operates, the fullest investigation into all circumstances surrounding the tragedy is imperative, The announcement yesterday from Moncton and from Campbellton that an inquest was not considered necessary was received with no little surprise by those who have seen in the meagreness of the facts made public a reason for the concealment of the full circumstances of the affair. An impression has prevailed that the board of management of the ercolonial in its efforts toward economical operation may have greated such conditions on the North Shore division as made this collision possible. Whether there has been over-zealousness in reducing the staff, or whether the wreck occurred from causes against which no amount of precaution might have availed, will doubtless be fully explained during the coming enquiry. It was felt, too, that an investigation conducted privately by officials of the railroad, might not command such confidence as one presided over by an officer whose position makes him strictly impartial in his relations to the public. Hence, in the interests not only of those who patronize the road, but of the Intercolonial itself, it is well that Mr. Hazen has complied with the request made by this paper, and instructed Coroner Doherty to perform that duty which he had, ap-

parently, been inclined to regard as unnecessary. The proceedings at this investigation will be closely watched by the Sun in the interests of the people of New

Brunswick.

CANADIAN SHIPS AND SAILORS the policy of building a Canadian navy. ment by eminent specialists of Chi-In shipbuilding yards and drydocks, cago. They did me no good; it seemed millions will be spent in a few years. like throwing my money away. What effect this will have upon our ment and our great railway and canal pleased to recommend them and bear projects, remains to be seen. Its effects ipon our relations with our neighbors s also problematic. But one inevitdian navy must be to bring to the

chant marine. the American merchant marine from our expense. After you have seen for the seas. The increased cost of build- yourself just what Gin Pills will do, ing and of equipment have made it buy the full size bex at your dealer's, own in open competition on the world's money refunded.

highways. In the great cruise of their navy round the world the coaling had to be done by ships flying the Union In the contest for the carrying trade of the Atlantic, the United States takes no part. England and Germany alone are rivals for that trade. America is not in the run-

Thirty years ago the American fiag could be seen in every port of any consequence in the world. Her ships then divided the carrying trade with England. Merchants in those days preferred shipping their cargoes in American bottoms to employing ships of any other nationality. Foreigners preferred sailing under the Stars and Stripes because both wages and food were better than anything that could be obtained in their own ships. She possessed not only the best ships affoat but the best material for manning them also.

Today she takes little part in the carrying trade of the ocean. navy is undermanned by recruits and many of the second-hand vessels have nothing more than skeleton crews. The question for her statesmen today who wish a great navy is the efficient manning of that navy. At present he men-o'-warsmen are chieffy from inland towns and are nothing more than "landsmen dressed in sailors' clothes. With our new navy the first question a few fishermen we have no deep sea which to draw to make it efficient. We have many hardy fishermen plying It must be evident that the Canadian their trade around the coast of Nova people will require henceforth an ad- Scotia and Newfoundland who would ministrative efficiency that they have make splendid material were they given a chance. But they have no merchant ships to sail in. They canexpenditure, so long the people are in- not carry the produce of their country to foreign lands. They are left to eke out a bare existence, fishing. It was a fayorite prophesy of Joseph Howe, that Nova Scotia would sometime maintain half a million men upon the sea. When she came into the union she owned more shipping per head than any other country.

But the blight of protection has

changed all that. Even our coast-

wise trade today is largely in the hands of foreigners. The cost of living and building has been so artifically increased that we, like the United States, have been completely eclipsed by other countries not so handicapped. We have lost the ship-building yards with the dependent industries that spring up around them and our ports eke out a bare living without any great increase in population or size. It was not lack of enterprise that drove the American flag off the ocean. cessors in folly that drove American ways persistent and insinuating. Cer- ships from the world's competition is distinctly up to Mr. Brodeur to fling day. We are a maritime people and The initial step in the construction The same causes have operated here A navy and a merchant marine go together. One cannot live without the other in time of war. A navy inefficiently manned would be a source of weakness because it would give a false sense of security. The only way so far suggested in the United States to secure a merchant marine is by aid in the way of grants and subsidies. But out of the question, We cannot afford English vessels depend entirely upon to construct dockyards for the profit the energy and enterprise of their owners. Their unaided efforts are the cation of such facilities should be left grants as subsidized cruisers ready for to the decision of an impartial com- call in case of war, but the great mission of qualified experts. Such a majority are unassisted. Under a heavy subsidy the merchant marine of

people that the expenditure would ac- | France fell far astern of Britain's and Germany's, whose ships are not stateaided. It is quite natural that they should look to more government codlding and "pap" to encourage shipping, but the system of protection has brought about the present conditions and the removal of that system alone structing Coroner Doherty to hold an can bring us back our glory on the seas. A maritime people should be encouraged to follow the sea. Under the policy of subsidy, aristocracy and exclusion we have nothing to hope. The old woman who thanked God, upon her first sight of the sea, that at last she had seen something there was enough of, lived before subsidies were invented and before the motto, "Free Trade and Sailors' Rights," was forgotten.

IT SEEMED LIKE

Until I Tried Gin Pills."

Mr. P. Fitzgerald was completely disheartened. He had suffered so long with his kidners, and spent so much noney on doctors without relief, that torn bleeding from the book of real be cured.

wonderful cures by Gin Pills, the great great artist was merged in the propathemselves have something to gain. Kidney Remedy, and sent for a sam- gandist. As a reformer he has had If the Intercolonial were a company day morning a wandering and homeple. The pills did him so much good points of contact both with the Quakthat he immediately bought two full ers and the Shakers. Concurring with with those arbitrary denials of public that were crying to the dawn and size boxes. And these two boxes of the former in his principles of non- concern in its operation; private own- strove to bring harmony into their Gin Pilis made him feel like another resistance to violence, and in repudiat- ership, has some claim for privacy man. But let Mr. Fitzgerald tell his own

story of a really remarkable cure. Provincial Asylum, Orillia, June 18th. I have much pleasure in stating that and communism, he sample, which you sent me, led me hast and give to the poor," was the mation, decent hotels, industrial and to buy two boxes of Gin Pills from a evangel he preached and practiced un-territorial development, for instance. local druggist. They are the best til his family intervened to save the If government ownership—as things

remedy for Uric Acid Trouble that I have ever tried. I must say that be- ligion," he would organize human so- is narrow and unpleasant and nothing fore using Gin Pills, I had undergone It appears that we are committed to a long and expensive course of treat-I still keep a box of Gin Pills on magnificent plans for internal develop- hand and take one occasionally. I am

P. FITZGERALD After reading such a letter as this, able result of the building of a Cana- you simply can't doubt the value of In Pills in cases of Kidney and Bladfront the question of a Canadian mer- der Trouble. If you are: a sufferer, write the National Drug and Chemical Protection in the United States has | Co., (Dept. B.N.), Toronto, for a free been singularly successful in driving sample of Gin Pills and try them at impossible for them to maintain their and remember that Gin Pills are sold 17 thorities into the recent Intercolonial

testimony to their efficacy.

that the officials of the road refuse to department and has made a fine recgive the public any information re- ord both for integrity and efficiency. garding the private inquiry now being He was one of the few against whose held in Moncton. But it is worth re- name the Cassels Commission placeq home, will be heard with deep norm membering that even if there was to no black marks. He should have had throughout Christendom, upon the be no public investigation, this official this job—not an outsider. In this conthought of which he has had more in- inquiry would still be private. fluence than any living man. Ville

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economy of time, trouble and money our Catalogue can help you write for it-buy from it.

and endurance, he at eighty years is government railway-the people's railmuch the junior of several aminent way-and that the owners are not altogether to be ignored. If Mr. Butler in vigorous employment. His and Mr. Brady and Mr. Tiffin were back again on the C. P. R., they might quite naturally maintain a somewhat contemptuously indifferent attitude ward any inclination on the part of the general public to "but into" that company's affairs. But it is hardly likely holder in the company. And it would killed the other day on the North with a vicarious victim, as perhaps ployes, and the other owners have a right to knew why and how they died. In ordinary matters of discipline and routine administration we admit the nent reformer as well as its most ac right of the management to privacy, complished man of letters. The author until the people through their elected

of "War and Peace," and of Anna representatives, demand publicity in Karenina," has no rival in the re- specific instances. But in a matter involving the death of three men and the the right of the management to keep he had made up his mind he could not life, appeal to the heart, conscience the public in the dark. Also we quesand morals in an ideal sense. When tion that there is anything to be gaining and liturgy, in giving women an where public interests are not directly equal place with men in every field of involved. But if the Intercolonial were activity, and in striving to eliminate a progressive company road we should war and litigation, he has resembled have in compensation for these posthe latter in the doctrine of belibacy sible irritations—many things we are "Sell what and not having now-branch line amalgaremnant of his property . In "My re- are tending now-is to involve all that clety on the principles of the "Sermon that is progressive in company operaon the Mount." He has accordingly tion then government ownership is a found himself difficult of acceptance in failure and the sooner the people realize it the better.

PATRONAGE AND PROMOTION

lution, has just been written and is a So Tom. Cote, of La Presse, is to be terest. Publication rights for this deputy Minister of Marine and Fish notable contribution to modern literaeries—the department which has aboli-iched the patronage list. We haven't ture and thought have been secured by The Sun and the opening chapters will be published in this paper next mighty good newspaper man and one of the most popular fellows in Canthe fact that his appointment, deserved though it may be, is patronage. · man, but he doesn't

wreck, it is of little practical moment ats has spent his life in the nection it is worth remembering that It should be borne in upon the minds when the deputy-ministership of Pubhe has long figured as a very aged of the Intercolonial management now lic Works became vacant not long ago, person and a prodigy of mental power and then that the Intercolonial is a Dr. Pugsley did not find it necessary go outside the department for a new man, He filled the position by the promotion of a subordinate did Mr. Fielding and Sir Frederick Borden in similar situations recently.

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AND THERE IS NO PEACE Doubtless the discordant misery of the shouting, screaming, ear-splitting they would so confront a large stock- whistles that make hideous the early morning hours, serve a useful purpose. be well for them to remember that we A large number of men are called are all, in a way, stockholders in the thereby to go forth to their labors claimed all the guilt, implored that his Intercolonial. Even the men who were until the evening. Our commercial life depends upon the regular moving of Shore were owners as well as em- the wheels of industry, and the regular moving of these wheels depend in a measure upon the early whistles. But while the early whistle catches the worm, it causes many other worms to turn with whom early-rising or early-

waking does not agree. We become so intent with providing the things connected with our own sia has produced. His vivid pages, jeopardy of scores of others, we deny particular industry and activity that we are always forgetting others. There is no doubt but our good citizens who must go forth with the first light of Then, he chanced to read about the he became a political reformer the ed by such secrecy; unles the officials day could be aroused by whistles, less numerous and long continued. Yesterroad, we might have to put up less dog added his voice to the others long-continued, brazen-throated and screechy discord. He failed. Cities today do all in their power to decrease the noises that play upon the nerves of thing may be done by those who have charge of those multiplied whistles at think of the editor who has just composed himself to sleep when the birds begin to cry to the dawn; of the stu dent and aldermen who have been burning the midnight oil that we may be led in the way of wisdom, or of the weary housewife who might still hope for some repose after the hour of five in the morning.

---ELECTION PROSPECTS IN BRITAIN

Presaging an early dissolution of a word to say against Mr. Cote: he's a the British parliament, The London Post publishes some statistical compilations of the result in 1906 which ada. But there's no getting around are of timely interest and may serve as a basis of speculation on the outcome of the election which will probably arrive early in 1910. Since there is to be a full and free know anything about this job. And The figures show a remarkable dis-nvestigation by the provincial auther man whom he supplants, Mr. proportion in total votes and party re-Desbarats, does know. Mr. Desbar- presentation. Excluding Ireland, the

votes for 566 members of the Common

Unionist..2,385,318 Liberal.. Labor and Socialist.. 524,181 5,489,665

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According to an analysis prepared by the New York Times, it will be seen that the average of votes to each member elected was a little less than 10,000, and that the Labor and Socialist members had about this average The Liberals, on the contrary, received an average of only 6,900 votes, which the Unionists had one of over, 17,000, While the aggregate number of votes received by the Liberals was less than 10 per cent, larger than the number received by the Unonists, the number of seats secured was two and one-half times as large. This was due obviously to the smaller average majorities by which the Liberals carried their constituencies. There were, indeed, some 145 seats held by a majority of less than 1,000, and of these eighty-two were held by a majority of less than 500. Since the general election there have been fifty-nine bye-elections in which the Unionists' vote has in creased 33,073 and that of the Liberals has decreased 28,118, a net change of 63,191 votes, giving the Unionists eleven

more members. On the face of these figures the odds would seem heavily against the govrnment. But there is of late admitted evidence of a decided turn in the popular tide. The Lloyd-George budget, with its new departures in the way of levying heavier contributions for the state from those who profit most from the state which has created such a cluttering turmoil among the hitherto privileged classes, has at the same time won national favor among the masses and has stimulated their interest to an unusual degree. While the national British instinct is to over-wrought citizens. Surely some- growl against and vote against a government, the feeling seems to be growing among the people at large that our centres of industry to abate their here at least is a government of the untuned and harsh concert. Let us people and for the people. And dukes can only vote once.



ANOTHER "SUIT CASE" MURDER

Limbs of Woman Discovered - A Brutal Murder

The Crime is Supposed to Have Been Committed in New

TIVERTON, R. I., Oct. 11.-The finding of the severed legs of a woman in a suit case among some bushes in an outlying section of this town this afternon brought to light what the anthorities are convinced is a case of murder. The possible similarity of the itself to the officials investigating, but at a late hour tonight they had made little progress toward unravelling th mystery. The discovery of a new 3.00 ford newspaper of yesterday's date with the portions of the limbs in the suit case is regarded as the most important clue thus far obtained, indicating possibly the place of the mus der. The authorities tonight were the opinion that the woman was mu were placed in the suit case there at

brought by team or automobile t According to the medical examine Dr. John Stinson of Tiverton, the capposed murder was committed not mo than 12 or 15 hours before the sui case with its ghastly contents were discovered. That a murder was con mitted and that the cutting was no done by the experienced hands of surgeon or medical student is the h lief of the medical examiner, who says that apparently a common handsaw was used to sever the legs from the

The search for other portions of the body in the woods near the place where the suit case was found was all night, but at a late hour no new find had been reported. Should the search still be fruitless to n repy morning swamps in the neighborhood will be dragged.

found is about 20 feet from the edge of the Bulgermarsh road at a point bettween 200 and 300 yards from Birss' four corners in this town. It is about eight miles from New Bedford. Fuigermarsh road runs from Newport to New Bedford, passing through the outskirts of Fall River and is much used by automobile parties, especially on when various resorts along the road are visited by people from the Massachusetts factory city as well as from Rhode Island towns.

From Bliss' four corners for a distance of several miles north across the Masachusetts line, the country along this road is sparsely settled, consist ing largely of swamp land covered wild growth. The nearest house to the scene of the finding of the suit case is at Bliss' four corners.

The locality was apparently well suited for concealing the evidences of a crime, and according to people hy ing in the neighborhood the brdy might have lain there for days undiscovered had not a rural letter carrier, George Potter, chanced to go to the spot this afternoon. Potter was making his rounds, passing along the road, when he noticed a little path leading from the highway into the bushes. He turned off momentarily to go a short distance up this path, and had not gone far from the highway when he came upon the suit case. Only one half of the case was there ,the cover being missing, and it exposed to 11.6 letter carrier's horrified view three portions of human legs partly wrappe in a newspaper. Later investigation by the medical examiner showed that the suit case contained the upper partion of a right leg, that from the thigh to the knee and that the entire left was there but cut in two pieces at the knee. The foot was quite small

man or girl was probably five feet ince inches in height and would weigh Terhaps 120 pounds. A large callous on the bottom of the foot indicated that the girl was accustomed to much walking or standing and suggested that she may have

The medical examiner found that the

leg was twenty-six inches in leagth

and that the foot was about the size

for a number three shoe, and he esti-

mated from these facts that the wo-

been a working girl. Several portions of the New Bedford Sunday Standard of yesterday's date one portion was loosely wrapped about a section of leg. The leg pieces were not all in the suitcase, one lying nearby, another partly resting on the side the case and the third within There were no initials on the case and no mark of any kind by which its ownership could be traced. The material of the case is strawboard, covered with heavy cloth, an inexpensive affair such as newly arrived immi-

grants frequently carry It is not new but in fairly good condition. The top of the case which fastens to the bottom part by straps running around the whole could not be found today. The supposition that the top was used for making away with other parts of the body led the officers to search the woods carefully in the vicinity tonight. There were no footprints along the little path leading from the highway,

