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SAINT JOHN, TUESDAY MORNING, AUGUST 2, 1910.

THE METHODS OF DR. CRIPPEN.

Now that Dr. Crippen is safely within the clutches of the law it may not be without interest to look back and examine the steps he took to escape detection and throw the police off the scent. The tragedy which was enacted at 39 Hilldrop Crescent will find a prominent place in the annals of crime for its cold-blooded brutality and the many unusual circumstances which surrounded it. Crippen himself, to look upon, is described as small and insignificant. In the light of the evidence already made public, his mental ability for handling a crime of such a nature seems in keeping with his personal appearance.

All criminals, even the shrewdest of them, are said to leave some clue by which, if it can be found, they will be brought to justice. Crippen left not one, but half a dozen. An analysis of his actions, from the day he murdered Belle Elmore until his arrest, shows him to have been the veriest tyro in his methods to escape detection. That he succeeded in keeping clear of the police so long was not due to any foresight on his part. Criminals have compelled admiration for the adroitness with which they have succeeded in covering up their tracks, but Crippen was no artist in crime. The very steps he took to avoid suspicion were as tracks in the snow once the law was on his trail.

To begin from the date of the murder in January, his first problem was the disposal of the body of his victim. As far as is known he succeeded in removing all trace of the bones, scull and teeth of the unfortunate woman, and after cutting up the flesh, buried the remains beneath the brick floor of his cellar in quicklime. The fact that the soil being a dry clay would retard the action of the quicklime escaped his notice. The application of a pail of water would have resulted in the disappearance of every trace of his victim. He never thought of it, apparently, and the identification of the remains months afterwards as those of a woman is now one of the strongest links in the chain of evidence against him.

His next move was to write a letter, in a fairly good imitation of Belle Elmore's hand, which was sent to the Music Hall Artists' Guild, to announce that she had to leave hurriedly for the United States to visit a sick relative. This would, on the evidence of the recipients, have excited no surprise, but for the almost inconceivable carelessness in spelling "Elmore" with two l's. This trifling mistake first roused suspicion and set the wheels of the law in motion.

Next came a series of blunders on the part of Crippen which did not aid him in the least, and were quite unnecessary for his purpose. Having concocted the tale that his wife had gone to America, he not only announced her death, which was part of his plan to enable him to marry Miss LeNeve, but through the public press advertized the information that she died at the home of his son in California. When confronted with his son's denial of any knowledge of his stepmother, he was forced into finally admitting to the police that he did not know where his wife died. It is difficult to understand at this distance why the authorities at Scotland Yard did not then arrest Crippen on suspicion. That they were suspicious is clear from their having exacted a promise that he would not attempt to leave his home, and that they were considered to have been overcautious is evident from the series of qustions on this point which were put to the Home Secretary in parliament.

This, then, was Crippen's chance to escape and he availed himself of it, but in doing so he did two things which left an indelible trail. He sent a lad to a store to buy a boy's suit of clothes and making Miss LeNeve dress in them took her with him. The boy's evidence was soon in the hands of the police and instructions were flashed to every port to arrest not one man, who would have had a chance to escape in a crowd, but two persons, and one a woman of whom an accurate description was given, dressed in boy's clothes.

Crippen does not seem to have been content to have indirectly aided the police even to this extent. Having succeeded in getting safely to the continent and Antwerp, where he had a chance to remain in seclusion, he boarded the Montrose with his companion, bound for Canada, thus giving Scotland Yard ten days' grace to complete their plans, and guard every port of entry while he was powerless to escape. Even on the steamer he exercised none of that vigilance to avoid suspicion which is characteristic of the ever watchful criminal. We learn from the captain that the girl's clothes excited his suspicions, and she was frequently seen affectionately pressing Crippen's hand in public, an action which any lad of sixteen would have avoided.

The arrest of the fugitives followed in due course, and Crippen is recorded as saying that he was glad the suspense was over. In the light of his long series of blunders and ineffectual attempts to cover up his tracks since the crime, this is little to be wondered at. As the perpetrator of a ghastly murder Crippen is preeminent, but as an adept in crime, even should he cheat the gallows, he must be left out of the reckoning.

THE INTERCOLONIAL.

Mackenzie and Mann believe that the Intercolonial Railway should belong to the Canadian Northern System. It would carry their Transcontinental line to a winter port. Now they have only Montreal and Quebec as shipping terminals. Their Western lines are extending more and more. Their carrying trade to the Lakes is growing enormously. In time they must have an Eastern extension, whether they build it or buy it.

It would not be out of accord with the railway policy of the Federal Administration if the Intercolonial were put up for sale. Both the Premier and the Minister of Railways have expressed their hostility toward Government ownership of railways, and have asserted that the means of regulation given by Parliament to the Railway Commission is all the protection that the public requires.

There is a reactionary flavor about these statements. They do not sound well from the mouths of Liberal ministers. Certainly they do not express the ideas or the ideals of unofficial Liberals throughout the country. They do not partake of the democratic spirit shown in the platform of 1893. The whole tendency of modern Progressives is to take public utilities out of the hands of exploiting corporations, and to put them under the control of the people whose interests they serve. It has been proved that public service corporations are not particular about public rights. The very establishment of the Railway Commission is an admission of this fact. But, at best, it is a half measure.

The Laurier administration had the chance of making the Intercolonial a prosperous and profitable line. At comparatively small cost it could have been extended to the Lakes, and thus could have secured its share of the grain trade which is the sheet anchor of the Canadian railways. But the Government demurred. It neglected the one chance of putting the road on a stable basis. The Intercolonial remains a local line, running from seaport to seaport, and tapping no part of the country where freight originates.

But even this was not enough. The Government is building the Transcontinental line from Winnipeg to Moncton, a line which will cost over $200,000,000 of public money, and which, when completed will be handed over to the Grand Trunk Pacific—if it cares to take it. From Montreal east this line will be a competitor of the Intercolonial and will still further divide the local traffic. It would appear as if the Government were deliberately trying to injure the Intercolonial so that it might be handed over to one of the big companies which has a Western connection.—Toronto News.

RUSHING TO CATCH TRAINS.

The medical view of the physical effects of rushing to catch the train is being forced upon public attention in the capital of the Empire at present, and is not without interest elsewhere. A remarkable attack on the suburban residence habit, made by Dr. A. E. Harris, the Medical Officer of Health for Islington, was based largely on the physical dangers of the practice referred to. "There can be no doubt," Dr. Harris says, "that the hurry and rush to London and out of it have caused many premature deaths from heart disease, apoplexy, and paralysis." Inquiries made at the National Hospital for Diseases of the Heart, elicited the opinion that it was difficult to trace any cases treated at that institution directly to the causes mentioned by Dr. Harris; although it was added that many patients complained of symptoms directly referable to the nervous system, possibly in association with their heart trouble.

It was pointed out that much depends on the individual's habits, the distance from London at which he lives, and the facilities he has for traveling. If a suburban resident walks slowly to the station, and goes at a leisurely pace from the train to his work, he is not more liable to strain or stress than any man living in Islington or any other London borough. If, on the other hand, he rushes to business, hurries about his work, and takes insufficient time over his meals (consuming them in an underground restaurant over a game of chess), then the disadvantages of which Dr. Harris speaks become apparent. The view was expressed that Dr. Harris was perhaps a little bit prejudiced in favor of his own borough, which is a healthy one; and it was also pointed out that it is a moot question whether the cost of food is greater in suburban districts than in London.

Generally speaking, however, it was admitted that the modern hustling habit has told on the hearts of the population—especially with regard to functional diseases of the heart. "Nervous diseases as a whole, including "insanity," it was stated, "and nervous diseases of the "functional type, including those of the heart, have "certainly increased in recent years—since the age of "hurry began."

The proposal of the Polymorphians to organize a musical night for the citizens in King Square next Monday for the benefit of the Campbellton fire sufferers is well worthy of support. Many who would not care to see their names on a subscription list, but would gladly add their mite to the fund, will welcome the opportunity. As one of the leaders in the movement said last night, "It will give the poor man a chance to give a little." There is much truth in the old saying "Many a little makes a muckle," and this is an excellent way to prove it.

CURRENT COMMENT

(Canada, London, England.)

It is the custom of some insurance companies to insert in accident insurance policies a clause restricting the liability of the insurance company to only one-twentieth of the indemnity in case of "exposure to unnecessary danger." An action against the Dominion of Canada Guarantee and Insurance Company, brought by the widow of a railway employe who lost his life on the Canadian Pacific Railway, is of much interest, and points an obvious moral. The deceased, whom a conductor of a train suspected of being drunk, was forced from the platform on to the track by the side of the train, and half an hour afterwards was killed by an incoming train, although he was seen to raise his arm to stop it. The widow claimed $2,000. The Guarantee Company declined to pay more than $100, basing their decision on the aforementioned clause. Plaintiff obtained judgment for $2,000, with interest from date of service and costs, the learned judge relying for his verdict upon the improbability of a railway employe voluntarily lying down between the rails, and upon his conviction that the man was stunned and incapacitated by the violent ejectment. The moral appears to be that if insurance companies desire to promote universal insurance, it does not behove them to put too great a strain upon provisions placed in insurance policies for their own protection.

(Toronto World.)

It is interesting to compare the passing of the bill in England modifying the language, insulting to Catholics, of the coronation declaration of the King, with the sending of the ultimatum on the same day by the Vatican to Spain, demanding that Protestants shall not have the freedom of public worship in that country.

(London Free Press.)

Hon. Mr. Pugsley has been to Campbellton. He saw the desolation that followed the fire, the people housed in sheds and lacking the necessaries of life. His heart was touched. His impulses of sympathy were stirred. At once he gave orders that the Government building should be restored and a wharf built.

(Ottawa Citizen.)

The Australasian Dreadnoughts have been named Australia and New Zealand respectively. Canada's Dreadnought's name is Mud.

IN DEATH

How still the room is! But a while ago
The sound of sobbing voices vexed my ears,
And on my face there fell a rain of tears—
I scarce knew why or whence, but now I know.

For this sweet speaking silence, this surcease
Of the dumb, desperate struggle after breath,
This painless consciousness of perfect peace,
Which fills the place of anguish—it is Death!

What folly to have feared it! Not the best
Of all we know of life can equal this,
Blending in one the sense of utter rest,
The vivid certainty of boundless bliss!
O Death, the loveliness that is in thee,
Could the world know, the world would cease to be.

—Mary Emily Bradley.

THE NECESSITY OF FRIENDSHIP.

Shall you, whose life is so brief, become weary of enduring the wicked, and that, too, when you, yourself, are one of them? Our nature is too closely bound up with the fabric of the universe to make it possible to adopt an attitude of antagonism toward our fellows. A branch cut off from the adjacent branch must, of necessity, be cut off from the whole tree also. Soo, too, a man, when he is separated from another man, has fallen off from the whole social community. Now, as to a branch, another cuts it off, but a man, by his own act, separates himself from his neighbor, when he hates him and turns away from him; and he does not know that at the same time he has cut himself off from the whole social system.

AURELIUS.

Then it Happened

Angus Sachetbag was fastidious, but he was not superstitious. He laughed at the old lore of omens—tee-hee, like that.

Immaculately dressed Angus tripped down street to visit his Angelina.

On the way was the inevitable ladder.

On the ladder was a pot of green paint.

"Push tush," said Angus walked boldly beneath the ladder, jarring it slightly.

Oh, cream puffs!"

(The End.)

JOSH WISE SAYS.

"Don't grumble. But ef ye must—grin."

This is a misprint for a limerick. Tinker it up to suit indicidual taste, by filling in the blanks. Garnish with spaghetti and onions and serve while hot:

There once was a chap named Horace Gink,
Who went to the ——— one day for a ———.
When he got back hum,
His wife said, you ———,
You are putting yourself on the ———."

First Summer Boarder—Hiram Hardescrabble seems to like green corn on the ear, doesn't he?

Second Summer Boarder—No, he just likes to smear it on his ear.

Weary Trampfoot—I tell ye, comrade, I hain't always been like this. I was once the prosperous lineman of a wireless telegraph.

Dustin' Thirsty—Yes, an' I used to be the head stoker on Pierpont Rockerbilt's gasoline launch.

ST. JOHN BATTERY MAY LEAD OTHERS

New Brunswick Artillerymen Returned Yesterday From Petewawa--Men Complain of Delay.

Major W. H. Harrison, of the 3rd N. B. Heavy Brigade C. A., returned from Petawawa yesterday morning.

"Forty men from each three batallions, and al competant officers were detailed for the annual practice at Petawawa, and we left for the camp on Saturday, July 23rd," said Major Harrison, describing the trip to the reporter yesterday. "No. 4 battery was commanded by myself; No. 5 by Capt. J. T. McGouin and No. 6, by Major L. W. Barker. Going up we had a splendid trip ariving Sunday morning at 8 o'clock. We had fine weather all week, but fortunately not too hot Col. C. E. English of the Royal Canadian Artillery was camp commandant.

"Monday, Tuesday and Wednesday were devoted to the examination of gunlayers, range-finders and other specialists and instructional practise on the 4.7 guns. On Thursday and Friday the competitive practise was held. The Canadian Artillery Association has a challenge out for the batallions winning first and second place, and there are also several cash prizes. The other competitors are the Montreal and P. E. I. heavy brigades and a Coburg Battery. The Island batteries came out on top last year, but the New Brunswick men are confident of success this season, as No. 4 battery from St. John did the best shooting that has yet been scored and the only competitor yet to shoot is the Coburg battery. Nos. 5 and 6 have also done good shooting.

"On the way home we spent a day in Montreal, leaving there at 11 o'clock at night. We also had a few hours at Campbellton and saw the ruined town. Our train arrived in town about six o'clock this morning."

There is a general feeling of indignation among the men at the action of the Lord's Day Alliance in holding up their train at Metapedia. This was a repetition of what occurred last year, and instead of arriving in town last night and allowing the men time to prepare for work this morning, they could not in consequence of this action get here until yesterday.

ARRESTED ON GRAVE CHARGE OF ASSAULT

Dennis Callahan Taken in Charge Yesterday Morning By Policeman Sheehan--Arranged and Remanded.

Dennis Callahan was arrested yesterday morning about 11 o'clock by Policeman Sheehan and is charged by thirteen year old Alice Dumphey of Pond street with assault. The case may result in a more serious charge than a common assault from the story that the young girl tells to the court officials.

She stated that on Saturday afternoon she with a little fellow was playing in the lot of land in the rear of the Fleming foundry when Callahan, who is a man about forty-five years of age came along and coaxed her to go with him into the foundry shed. She refused to acompany him and he then sat down alongside of her and had only been there a few moments when he caught hold of her and acted in an indecent manner.

Callahan was taken before Magistrate Ritchie and consented to be tried by his honor. The young girl made a statement to the court and the prisoner was remanded to jail.

LATE SHIPPING.

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Glasgow, August 1.—Ard. Stmr. Columbia, New York; 31st Salacia, Montreal.

Montreal, August 1.—Numidian, Boston; Hesperian, Montreal.

Christiansand, July 31.—Ard. Stmr. Oscar II, New York.

Liverpool, July 31.—Ard. Stmr. Cedric, New York.

Plymouth, August 1.—Ard. Stmr. Kron Prinz Welhelm, New York.

Dover, August 1.—Ard. Stmr. Kroonland, New York.

Glasgow, July 30.—Ard. Stmrs. Athenia, Montreal; Pretorian, Montreal.

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