

BABY FACTOR IN FREEING ITS PARENTS

Arson Was Not Proved Against Jewish Couple; Besides Sunshine Was So Bright—Court Under Spell.

New York, July 20.—The baby did it. That was the conclusion of the jury in General Sessions yesterday when Charles Rubin and his wife Rebecca, with the baby in her arms, walked out of the court room to freedom.

For a week they had been on trial, charged with arson. For three months before the young mother and child and her husband had been locked up in the Tombs, although Justice Foster ordered them to trial as soon as he learned the facts.

From the moment the case was called, however, the judge, prosecutor, attorney, court, jury and the baby in the first place, so many of the talesmen examined acknowledged that their judgment would be like that of the jury.

Even Assistant District Attorney Adams couldn't resist the little "baby" as he called it in the unguarded moment outside of the court room.

Isidor Cohn, the Rubin's counsel, made an eloquent appeal for his clients, but when the jury filed out to decide whether or not Charles Rubin and his wife Rebecca were guilty of willfully setting fire to the tenement at No. 82 Jefferson street, where they lived last March, twelve pairs of eyes covertly glanced at the baby, and inside of an hour the owners returned to send the baby, with its mother and father, out to freedom instead of reporting a verdict that would have placed the mother and father in state prison and the baby in some other institution.

"That was the best baby I ever saw," remarked Judge Foster after the case was disposed of. "It didn't cry once while in court."

Other jurors made similar comments, and every one of the jurors as he passed the sobbing mother in the corridor, where she clasped the baby and another child scarcely three years old to her breast and received the congratulations of friends.

NO ARBITRATION IN GRAND TRUNK STRIKE

Continued from page 1. Island Pond, Vt., July 20.—The strike situation in Island Pond, the lay point on the main line of the Grand Trunk, where 150 trainmen, conductors and roundhouse men are out, was quiet tonight, but should freight traffic be further damaged to property is feared.

Gov. Prouty and 42 armed deputy sheriffs came here today and the governor's influence in the interest of order appeared to have good effect. The governor left town tonight.

The presence of deputies is due to damage done to car windows and switches, and other equipment by strike sympathizers against the expressed wishes of the strikers.

Much of the damage was done by young people and tonight a curfew order compelling minors to be at home by 3 p. m. went into effect.

The first freight train that has moved on the line between Montreal and Portland arrived here from Montreal early this evening and left for Portland some time later. There was no demonstration on its arrival other than a little jeering of the trainmen.

The evening passenger train due here at 7:30 was but 15 minutes behind schedule time and by morning it is said that the trains will be in operation as usual.

Trainer's Statement. Portland, Me., July 20.—J. J. Connelly, trainmaster of the Grand Trunk Railroad, said today of the Island Pond situation:

"We have appealed to the governor for protection for our trains at Island Pond, and he is there today. If the State of Vermont cannot do it, then we shall ask President Taft for protection."

"While the strikers at Island Pond are trying to make us believe that they are not causing us the trouble, the fact is that with the exception of a few other citizens and business men, everybody at that little place among the mountains, and close to the line, is a railroad man and about all of them are on strike."

INTERNATIONAL KEYNOTE OF CONSERVATIVE POLICY OF PRESERVATION

Wasted in the Past by Irresponsible Ministers, Glorious Heritage of Canadian People Must be Preserved, Declares Hon. Geo. E. Foster--Addresses by Dr. J. W. Daniel, M. P., and Other Local Leaders at Successful Moonlight Excursion of the Borden Club--

Text of Motion Adopted at Meeting Where F. D. Monk Openly Joined Forces With Henri Bourassa.

St. Eustache, Que., July 20.—Five thousand people were present Sunday afternoon at the open meeting called by the Hon. M. P., for a discussion on the government's naval policy, when the member for Jacques-Cartier was accompanied by Henri Bourassa, M.L.A., Bruno Nat. M.P., and others.

All joined in strongly denouncing the naval policy, and a lengthy resolution was adopted by the meeting which, after setting forth the loyalty of the people, said in part:

"We are opposed to any new policy, the result of which would be to draw us into distant wars, foreign to Canada, so long as the self-governing and the Empire shall not enjoy an equal footing, the sovereign power and authority which control the Imperial army and navy treaties of peace and alliance, foreign relations and the government of India and of the Crown colonies."

"We sincerely believe that such a policy of centralization and apparent Imperial unity, in the accomplishment of which the new naval law is but an initial step, will generate within the Empire misunderstanding, rivalries and conflicts which will threaten the peace and unity of the numerous countries and peoples of all races that are so proud now of their loyalty to the British Crown. We blame the government and the majority in parliament who have imposed on Canada the new naval legislation, thrown our country in the vortex of militarism, erstwhile so emphatically denounced by Sir Wilfrid Laurier, threatened the peace of Canada, and misappropriated for the construction of murderous weapons and the preparation of bloody wars millions destined to the development of our agriculture and means of transportation."

"We censure as well, the attitude of Mr. Borden and those of his followers who have urged the adoption of a no less nefarious policy. We maintain that parliament had no right thus to pledge the future of Canada to a policy which has never been submitted to the people, upon whom shall fall the tribute of blood and the load of military taxation."

day of the Somerset woolen company's mill at Moncton. The closing was announced by the company, and will continue at least the rest of the week and longer if the company is not able to secure a new supply of stock. The closing affects about 200 persons and is the first direct result of the strike in this vicinity. There are five other large mills in Moncton and others are likely to be obliged to close. The traffic is not so good as it was.

Passenger service over the lines of the New London Northern between London and Montreal, a leading line of the Central Vermont, was restored today.

Strikebreakers Quit. White River Junction, Vt., July 20.—Twenty-five of the 100 strikebreakers who were impeded this morning are huddled together in the depot tonight waiting for the early morning train to take them back to New York. One day of strikebreaking was enough for them and they threw up their places this evening. The other members of the party have been scattered at various points of the line and most of them have been working on the trains during the day.

The passenger service today has been maintained on schedule to one end of the line, but local to Windsor, having been cancelled as was yesterday. The 8:40 p. m. from Windsor, which was cancelled last night, ran as usual tonight and the Central Vermont officials announced that the morning train would resume tomorrow.

A few freight cars were hauled from the junction at West Lebanon but this was the only attempt made to handle the freight business. Eighteen officials have been on duty all day but there has been no trouble.

Berlin, July 20.—Although the several pulp mills in Berlin and vicinity secure the greater part of their stock from Canadian points by way of the Grand Trunk Railway, the shutting off of the freight service will have little or no effect upon them unless the tie-up should be continued for a considerable period. At present there is a supply of cordwood used in the manufacture of the pulp sufficient to keep the mills going for at least three months.

Passenger trains running through here today have been half an hour to an hour and three quarters behind time. Many of the trains are manned by strike breakers, but some familiar faces are seen among the train crews.

Cleveland, Ohio, July 20.—President Lee of the Brotherhood of Railway Trainmen will take no active part in the strike on the Grand Trunk system. Mr. Lee announced tonight that he had delegated all necessary authority to the Canadian union officials and would himself act merely in an advisory capacity in view of the Canadian law against United States union men participating in a strike in the Dominion.

The law, Mr. Lee explained, was a distinct benefit to the strikers as he maintained that the non-union men in Canada were too few in numbers to make any effective attempt to break the strike.

Detroit, Mich., July 20.—Local Grand Trunk railway officials today succeeded with the help of strike breakers in switching several cars of coal from Milwaukee Junction to the sidings of local dealers. With this exception not a pound of freight has been moved here since the striking trainmen left their posts Monday night.

Boston, July 20.—Because of the strike on the Grand Trunk system, the German steamship Rheingraf will sail from the Mystic wharf tomorrow without a full cargo. Ten carloads of soaked oats, 12,000 bushels, which were consigned to the steamer, are stalled at White River Junction, Vermont. The Boston and Maine railroad is claimed, was asked to send a locomotive to move the cars, but refused.

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Continued From Page One. When the call of the Borden club came to me it stirred me as if it were a blast of Gabriel's horn, and though, in the opinion of some of the Liberal papers I am dead, I managed to rise again and hasten to obey the summons. And I may say that I feel very much alive.

The Borden club should feel the responsibilities of the name it has taken. Perhaps it is a great privilege for a club to bear the name of our great leader, but it should not be forgotten that all privileges bear their corresponding responsibilities.

In taking the name of our leader, you have assumed the responsibility of bound yourselves to live up to the principles, the ideals, the tradition, associated with the career and character of Mr. Borden.

You have a right to be glad of organizing under the aegis of such a name; you are under special obligations to uphold the banner of the party he leads, and to extend the understanding of the policy he stands for.

The Burden of Living. "It has been said that living is itself a great responsibility. In no age of history was this more true and trite than today. No previous epoch ever presented greater problems to its people, or summoned them to greater duties. Tremendous forces are at work; men today have mighty tasks to perform. The world stands on a higher plane of morals, and intellectual achievement than ever before, and for that reason the responsibilities it imposes upon the men of today are greater than ever before.

We have the privilege of citizenship in the greatest empire the world has ever seen. For a thousand years the British people have led the van of progress, and today we are engaged in a noble enterprise in all phases of human endeavor. No agency of progress ever stood higher than the British Empire; it is the foremost country in the civilized world, and to be a citizen of that Empire is a mighty responsibility. We who take today the name of that Empire do so not only to enjoy it, but to fulfill the duties it imposes upon us.

In this great Empire of ours, one phase of development trends upon the heels of another, but there is no dislocation—nothing to disturb the orderly course of development. Only here and there a spark of the great fire of progress is kindled, and the great King it has ever known, in the person of Edward the Peace-maker, who passed away amid the tears and lamentations of his people. But another has taken his place, and we never perceived a tremor in the march of our Empire's history.

The Place of Kingship. There is something powerful in things that it can act as a binding centre of an empire, whose component parts are scattered over the earth.

"Are you prepared to see that kingship which holds our vast Empire together by bonds that are stronger than steel, because they are bonds of sentiment and patriotic feeling? No man believes in the abolition of kingship, and I do not. But I would not have democracy minus the great imperial tie of kingship which gives life and power to the Empire. And I believe that it behooves us to ponder deeply the great struggle which we see in progress within the Empire, the struggle which is going to determine whether or not kingship shall endure in British Dominions."

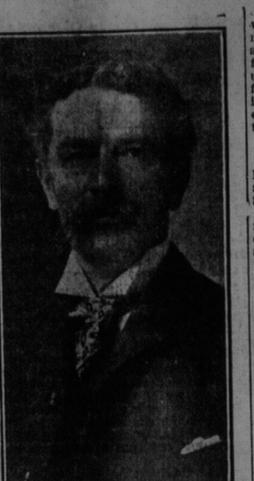
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The Day of Democracy. You will agree that every man of us has a special duty to perform in the development and working out of the democratic spirit of the day. In former ages God ruled; governments were theocratic. Later manhood was ruled by oligarchy, and all the other forms of absolutism.

But today is the era of democracy, the power of government has been transferred to the many. And this is a mighty responsibility. I would sooner be ruled by a benevolent despot than an unenlightened democracy. If democracy is to be successful, it must rest upon the shoulders of education, by ending the individual with conscience, and buttressing him by the saving grace of a deep-rooted love of principle, truth and righteousness. Unless the democracy is educated to its duties, governments will be corrupt, and the grafter and boodler will rule over us. The curse of democracy is indifference. Time was when men would shoulder their duty, and governments did what was done today with impunity.

Bad government is the result of indifference, and indifference is something we cannot afford. The great duty today is that the people should be seized with a sense of responsibility. Our schools and teachers should teach this lesson—should try to give to the people the intelligence and conscience. When the democracy is alive to what is going on, and realizes its responsibility, progress towards good government will be rapid.

A revolution, happily, is taking place in the people's attitude to the problem of developing the natural resources of the country. The dominating idea of the future will be the principle of conservation.



DR. J. W. DANIEL, M. P.

I have no doubt. The great hearts of our people will cleave to the imperial connection, which has meant so much to us in the past, and which has an even greater meaning for the future. True there is a spirit in some quarters that looks to separation, that looks into the future and does not blush at the thought of independence. This spirit has its life in a spurious idea that if we cut the painter, if we cut adrift from the noble old craft that for a thousand years has braved the storms of fate, and borne the old flag to conquest on so many seas—that then when we have put off in our own little boat we will have greater liberty than we do today. It behoves me, and especially the young men of the country, to keep watch and ward against such tendencies—to see to it that while we develop independence within our borders we do not loose our hold upon the Empire.

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The Conservative party has made that principle the keynote of its policy. In the past Canada has been a spendthrift. Our people have said let us eat, drink and be merry, and have squandered the natural resources which are not private property, but a heritage in trust, an asset we are under special obligations to conserve for the use of generations yet unborn. We cannot continue our spendthrift policy; if one generation burns and destroys, the next will be without a country. We must conserve our heritage and hand it on to our children. We should take no fish from the sea, rivers or lakes, without making provision for the propagation of fishes.

We should farm no land so as to rob it of its innate fertility, but should have it down in better condition than we obtained it. We should cut no trees without planting trees to take their place.

We spend millions to bring immigrants to Canada. Would it not be better to spend these millions as to assure to every child the opportunity of growing up to become a useful citizen? It is wise to spend money in bringing in cranks, ignorant foreigners, and do nothing to prevent the destruction of hundreds of thousands of the children of our own people, sacrificed every year because we maintain conditions that promote disease?

Should Develop Heritage. While we should insist that our governments take measures to conserve our children we should also conserve the principles laid down by our fathers for the development of our heritage. Perhaps we have not the courage of the men who left their homes to come to these rocky shores and start their lives apart rather than be untrue to the flag and institutions they loved.

The Other Alarmists. In contrast with Sir Wilfrid's policy of building small ships, Australia and the other colonies were building Dreadnoughts—ships that would not have to run away and hide when war was declared. But Sir Wilfrid's policy is not likely to satisfy the people, and it will be a marvel if at the next

...ans they were bred under, but we should sometimes reflect that we need to develop their faith and courage, and their capacity for self-sacrifice. No man can do good service unless he has the capacity of sacrifice, is ready to undergo inconvenience to serve his country, and the empire, to which we are all so proud to belong.

DR. J. W. DANIEL, M. P. The chairman then introduced Dr. Daniel, as the most successful standard bearer the party had even had in St. John.

Dr. Daniel who was cheered as he rose, said it was an act of cruelty to suppress a modest man like himself to address an audience that had just listened to two so eloquent and able speakers as Hon. Geo. E. Foster and Premier Hazen.

They point to the fact that Mr. Rawns was operating vice president of the Illinois Central Railroad at the time fraudulent car repair contracts were put through, and that recently he has been drawn into the Illinois Central graft investigation as a chief witness.

They say that the action of Mr. Rawns' relatives in refusing the aid of the Chicago detective department to search for the alleged murderer is suspicious.

They declare that there exists a lack of convincing evidence that an intruder had actually been in the Rawns residence.

Mrs. Rawns, widow of the dead man, H.C. Corburn his son-in-law, Mrs. Corburn and two children and three maids were in the house when the tragedy occurred.

Mrs. Rawns' Story. Mrs. Rawns says that her husband was aroused from sleep at 1:30 o'clock in the morning by a noise on the first floor of the residence. She says Mr. Rawns picked up a revolver in his room on the second floor, started downstairs and was shot on a landing halfway down. Both Mrs. Rawns and Corburn say that two shots were fired. A minute search of the hall and adjoining rooms of the residence, however, showed but one bullet, that fired from Mr. Rawns' revolver, and which apparently had passed through Mr. Rawns' body just below the heart.

Coroner Peter Hoffman took personal charge of the investigation. He refused to see a valet, either he thought the case was one of murder or of suicide. He stated, however, that powder marks had been found on Mr. Rawns' nightgown, indicating that the bullet which killed him was fired at close range.

Friends and business associates of the dead man say he has been looking badly for several weeks. Some of the investigation of the conspiracy by which the Illinois Central Railroad claims it was mulcted out of hundreds of thousands of dollars. This is now going on in the courts.

On two successive days last week, Mr. Rawns secured a postponement of his examination as a witness on the plea that his wife was ill. His examination was scheduled to be resumed next Tuesday.

Mr. Rawns left the Illinois Central railroad November 1909, and became president of the Chicago, Calumet and St. Louis Railway. Early this spring the Illinois Central fraud came to light. Though the investigation is not in such shape that any criminal responsibility for the frauds is fixed, it is declared that the railroad reputation of some persons involved would be ruined and their futures practically blotted out.

At the first hearing before master in chancery Thomas Taylor, Jr. Mr. Rawns testified that the car repair contracts all come under his supervision. He admitted that he was responsible for farming out the cars to the various repair companies.

Last April the Rawns moved from their residence in Chicago to Winnetka, Ill. Mr. Rawns has three daughters, all married. They are Mrs. Robt. C. Brinkley, Mrs. Ralph G. Coburn and Mrs. G. N. Bigelow. Mr. Rawns was born Aug. 20, 1855, at Delaware, Ohio. He entered the railway service in 1870, beginning as a telegraph operator for the Big Four. After rising to be trainmaster with that road he went to the Kentucky Central in 1887 as trainmaster of transportation division superintendent and superintendent of transportation of the Chesapeake and Ohio railroad. In 1890 he was made general superintendent of the Baltimore and Ohio Southwestern. He became general manager of that system in 1903 and in 1907 was made vice president in charge of operation of the Illinois Central lines. About a year ago he was elected president of the Monon.

UNUSUAL SLEEPING CARS. Illinois Traction Provides Fresh Air And Outside View For Upper Berths. Berths. An Illinois traction system has placed two unusual sleeping cars in service on its line between St. Louis and Peoria, Ill., a run of 172 miles. The cars are not provided with motors but will be used as trailers behind an ordinary service car, thus doing away with much of the noise.

Probably the most interesting feature of this new design of sleeping car is the window arrangement by which fresh air and an outside view are provided for the upper berths. Two narrow windows are provided for each upper berth. These are just above the ordinary windows of the cars and add much to the appearance of the exterior.

SUSPECT OF SUICIDE

Railway President Whose Family Say Was Shot By Burglar, May Have Taken His Own Life.

Chicago, July 20.—Ira G. Rawns, president of the Chicago Indianapolis and Louisville Railroad (the Monon route), died of a bullet wound at his summer residence in Winnetka, 15 miles north of Chicago early today.

Members of Mr. Rawns' family say he was killed by a burglar. The police are working on a theory that Mr. Rawns killed himself. As a basis for their suicide theory, the police advance the following reasons:

They point to the fact that Mr. Rawns was operating vice president of the Illinois Central Railroad at the time fraudulent car repair contracts were put through, and that recently he has been drawn into the Illinois Central graft investigation as a chief witness.

They say that the action of Mr. Rawns' relatives in refusing the aid of the Chicago detective department to search for the alleged murderer is suspicious.

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The cars are fifty-four feet long. They have ten upper and ten lower berths, both upper and lower being thirty-seven inches wide.

The arrangement of berths is very ingenious. The two end compartments are provided with seats for daytime use that form berths at night. In forming the berths the seat cushions slide together in conjunction with two auxiliary cushions stored during the day.

rection the people do not make their wishes known in an uncertain way. At the close of his address Dr. Daniel received a round of applause. Hon. Robt. Maxwell and Miles E. Ager also delivered stirring addresses, at the conclusion of which a vote of thanks, moved by H. B. Emerson and seconded by J. N. Harvey, was tendered to the Borden club and the speakers of the evening.

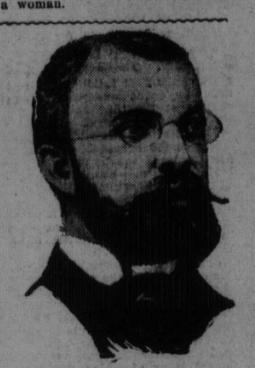
DR. CRIPPEN WAS TRACED TO DIEPPE

Believed He is Disguised As Woman—Pathetic Letter To His Companion Published By Her Father In Press.

London, July 20.—Scotland Yard has offered a reward of £250 for information which will lead to the arrest of Dr. Crippen, the alleged murderer of his wife, Belle Elmore, and Etzel, Clare Le Neve, the doctor's companion in his flight.

Definite trace of Dr. Crippen has been secured. Word has been received from Paris, July 12, and left for Paris. The identity of the couple is said to have been established beyond dispute. Because of this discovery the police in every city and town in France have been notified to exercise the greatest vigilance in looking for them. The Paris police say that if he is in that city they will probably get him and Miss Le Neve before nightfall.

If Dr. Crippen is in Paris and intended to leave the police are certain today that he will try to do so, disguised as a woman, and posing as the mother of Miss Le Neve. They assert that it would be extremely easy for Dr. Crippen to pass as a woman. He is said to possess mannerisms of a woman, and it is believed that he would materially aid him in assuming the guise of a woman.



DR. H. H. CRIPPEN.

Miss Le Neve's father, Walter Neve—the reason for the daughter calling herself Le Neve has received no other explanation than feminine affection—has given the press an open letter appealing to his daughter to return or surrender herself to the police. He writes:

"Dear Ethel:—Should this letter by any chance come before your notice I fervently appeal to you with all a father's and mother's love to return to London or to give yourself up to the police authorities of whatever country you may be in. Every hour you stay away you make the situation terribly worse for yourself. Do write me instantly. I assure you of my devotion and protection through this trouble. Your affectionate, DAD."

Mr. Neve says it is practically certain that his daughter is in France. She and Crippen after they declared they were married, spent quite a little time at Dieppe, Calais and other French resorts, generally staying at small, quiet hotels out of the usual track of tourists.

Mr. Neve thinks with the Paris police that Crippen is masquerading as a woman. His odd gait, effeminate mannerisms and soft manner all combine, says Mr. Neve, to make such a makeup easy for him.

Adelene Harrison, a writer of dramatic lyrics, records how Mrs. Crippen made him up as a woman on one occasion, pasting down his moustache. The illusion was perfect. She says that with the moustache gone and with Crippen's slight figure impersonation of a woman would be easy.

BIRD MAN PLUNGED TO EARTH YET LIVES

Lightning Bolt Struck Aeroplane in Air and it Shrivelled Away—Aviator Came Down on Wreck.

Paris, July 20.—While making a cross-country flight today, aviator Ehrmann's aeroplane was struck by lightning and fell blazing to the ground. The aviator had a miraculous escape from injury.

There was never a more startling aerial exhibition than that which Ehrmann unwillingly afforded, and those who witnessed it could hardly believe their eyes when the aviator emerged from the singed frame work none the worse for his experience. He was sailing along at a moderate height when he got in the path of a sky bolt. Instantly the aeroplane emerged from the singed frame work shrivelled up, and clinging to the skeleton of his craft, Ehrmann came down with a thud.

TECH. COMMISSIONER. Halifax, July 20.—The technical education commission which has been in session here for the past three days concluded its labors tonight and the members leave tomorrow for a tour of the eastern shores. At today's session the representatives of the different local labor organizations were examined.

Ice Famine Feared. Toronto, Ont., July 20.—A serious feature of the railway strike is the possibility of an ice famine in Toronto and, of course, in other places dependent on outside sources for supply. Little was delivered in Toronto yesterday and none will come in today.