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DAILY HERALD

THURSDAY, FEBRUARY 28, 1907.

INSURANCE COMMISSION REPORT.

The Herald publishes today the report of the Insurance Commission as presented to parliament and invites a careful perusal of that interesting and suggestive document.

The commission is an independent body of eminent men headed by Judge McTavish of Ottawa, one of the most upright and distinguished justices of the Ontario supreme court, a man above any suspicion of partisanship and enjoying a high personal reputation.

It has been declared during the progress of the insurance enquiry that the press reports exaggerated the seriousness of revelations concerning certain Tory members of parliament and their connection with the Foresters' funds and western land deals, but the commissioners' report quite justifies the public's conclusions as to the character of the western land speculations and the men who conducted them.

Messrs. Foster, Fowler and their associates have been appealing for sympathy and have denounced those who have drawn inferences from the testimony unfavorable to the speculators, but now they must answer to parliament and the discussion of the commissioners' report promises to be the hottest witnessed there for many years.

The speculators are put on the defensive and will not be able to escape a full and free discussion of the irregularities charged against them.

The verdict of parliament and of the country may appear of no consequence to the persons concerned in the condemnation, but they will be bold men if they seek to continue in representative positions after the revelations of the commission.

THAW'S LAWYER.

The New York prisoner, Harry L. Thaw, who is occupying so much of the world's attention just now is said to have paid his leading lawyer Delphir M. Delmas of California, a fee of \$100,000 to undertake the defence of Stanford White's slayer, and the advocate who is said to be able to mesmerize juries and obtain verdicts where other lawyers would assuredly fail, is doing his best to earn his generous wage.

Delmas is by birth a Frenchman. His people came to America at the time of the great gold rush, and settled in the Santa Clara valley. There in the Jesuit College young Delmas received the first part of his education. Subsequently he graduated from the Yale Law school, and was admitted to the Connecticut Bar. A characteristic story is told of his school days at Santa Clara, then as now recognized as one of the best classical colleges in America. Delmas was the best student of Greek in the institution, but in order to perfect himself he solicited private readings with Father White, the best Greek scholar of the Santa Clara faculty. For the first lesson he brought his own copy of Demosthenes, whereas Father White brought none. "Will you read from my book, father?" asked Delmas. "No," replied Father White; "I need no book; I know my text by heart."

For the next lesson Delmas came empty-handed. "Where is your book, my son," asked Father White. "I have learned my text by heart," "I have learned my text by heart," it has been thus all his life. In his own words, there is no such thing as genius. What has been so-called is only hard work. A former partner of his is authority for the statement that Delmas never made a speech in court which he had not thoroughly written out before and memorized word by word. One of these speeches alone covers 263 printed pages in the California court records. It is said, too, that he has never put a witness on the stand whom he had not previously examined and cross-examined in person.

Apart from Mr. Delmas' native ability and the genius due to hard work, he owes his high position as a leader of the California Bar largely to the character of some of the most prominent cases he has argued. He is the only lawyer of a standing in California who has consistently espoused the cause of the people against the Southern Pacific Rail-

road, and who has beaten the railroad thoroughly. In fact so successful have been his onslaughts on the big corporation that for years he has had a standing offer from the road of a retainer of \$200,000, provided only that he will take no more damage suits against the Southern Pacific.

BANKERS' TRANSFERS.

Bank managers belong to a migratory race. No sooner do they become nicely settled in a town than they are hustled off to some other place.

The transfer of Mr. Manning of the Bank of Nova Scotia from this city, to London, Ontario, and the departure of his estimable wife, will be sincerely regretted by their numerous friends in Fredericton. Mr. Manning has been five years here, and readily adapted himself to citizenship. He likes Fredericton and hates to leave it, but, then, there is the call to duty and promotion.

Mr. Benson, who succeeds Mr. Manning in the Fredericton branch, and his wife, are both New Brunswickers, of Chatham, the latter a much esteemed daughter of Premier Tweedie, and well known in Fredericton social circles.

A former Fredericton boy, who has met with much success in banking, is involved in the transfers which removes Mr. Manning to London, where the vacancy is created by the promotion of Mr. R. B. Rossborough to the important agency at New Glasgow, N.S.

THE LATE MR. STEWART.

The death of Mr. J. J. Stewart, editor of the Halifax Herald, which occurred under tragic circumstances early Wednesday morning at his home in that city will be sincerely regretted by a large circle of friends all over Canada. Mr. Stewart, while not the founder of the Halifax Herald, really in conjunction with Mr. William Dennis, the present manager and chief proprietor put that paper on its feet as a business proposition, and for many years occupied the editorial chair and did vigorous work for his party.

Mr. Stewart, like the Blackadars of the Halifax Recorder, was also a capitalist. For some years he was a director of the Union bank, and was its president when the institution was observed by the Bank of Montreal.

Personally, Mr. Stewart was a very genial man and those who were closely associated with him in his work entertained the highest feelings of respect for him.

CURRENT COMMENT

Nova Scotia is taking an advance step in the matter of technical education.

Perhaps now that February is about to depart we shall have a cessation of this very frigid weather.

The country would experience a feeling of great relief were Messrs. Foster and Fowler to quietly retire from parliament and the public gaze.

If ever there was a year when Fredericton needed clear headed experienced business men at the city council, this is the time, yet the outlook for such a condition is most discouraging.

Without speaking from inspiration the Herald still adheres to the belief that Hon. L. J. Tweedie will be the next governor of this Province and that Hon. Dr. Pugsley will succeed to the premiership.

Among the New Brunswick political rumors which the Halifax Chronicle publishes is one that Hon. C. N. Skinner will be taken into the local government as Provincial Secretary.

It is said that Mr. Gray, the Tory candidate who was beaten by Hon. C. S. Hyman in the last election in London, Ontario, declines to face the minister of public works in the pending contest and that the latter may be elected by acclamation.

Isn't it remarkable? Mr. Fowler's Fredericton paper yesterday had no mention of the insurance commission's report to parliament. Funny that in a matter so intimately concerning its president, that Mr. Fowler's newspaper was a silent as the Sphinx.

1907, although only a couple of months old, has certainly been a record breaker in the number of human lives sacrificed in accidents by land and sea. Scarcely a day passes without some new and horrible catastrophe being added to the ghastly calendar.

Hamilton Times—Even the Montreal Star cannot excuse or condone Fowler's ruffianism in the house the other day. His hope to prevent the exposure of his own iniquities by threats to attack some Ministers' pri-

vate character must be disappointed. The issue must be faced, and no matter how unsavory the job he must be smoked out of his hole and exposed to the public. The country expects it.

Mr. Fowler, in his celebrated letter to "Dear Lefurgey" requested the Island M. P. to "keep mum" on the brilliant prospects of the land deals. How much it would have been to Mr. Fowler's credit had he followed his own advice and "kept mum" instead of uttering that foolish speech in parliament.

Moncton Transcript:—Where the Liberals are strong as in Carleton Co. the Tories do not wish to run the provincial general elections on party lines. But if any Liberal is fool enough to believe that the triumph of Mr. J. D. Hazen would not be heralded everywhere as a reverse for the minister of railways and the Liberal party, he merits pity.

BITS OF NEWS.

Mrs. Mary Howlan, widow of the Hon. George W. Howlan, ex-Lieutenant Governor of Prince Edward Island, died at Kingston, Ont., Tuesday at the family home of the Dorans, her maiden name.

Mrs. John Bohan, who died at Bath, Carleton County Wednesday was a daughter of the late Mr. Chas. Kearney, ex-collector of customs, Florenceville, and Elizabeth Doherty of St. John, and is survived by her husband, who is in the customs service and four young children. She had been ill only a few days.

The death rumber in the Grand Trunk wreck at Guelph, Ont., remains as given Wednesday, at three. There are fifty-seven names on the list. The death list may be increased to five. "It was frost in rails that snapped them and it was the engine of that train that did it," said Roadmaster Nixon of the G.T.R. "Frost often gets in the rails this weather and they break," he said.

JUMPED THE TRACK.

Maritime Express Completely Derailed but Nobody Injured

Moncton Transcript:—The Montreal bound maritime express, which left Moncton shortly after three o'clock Wednesday morning, was completely derailed half a mile east of Beresford station situated some six miles north of Bathurst at nine o'clock. No one was injured in the accident, but the road was very badly blocked.

The accident occurred when the train was running at her usual rate of speed. The locomotive and entire train dished into the ditch, tearing up the track for nearly two train lengths before being brought to a standstill.

Every wheel of the express left the rails. The body of the engine remains in a standing position, while the tender had tipped over in the ditch. The baggage and mail cars were also down in the ditch, and were badly broken up. The second and first-class cars, the diner, and the sleeper, remained standing in line along the track.

It is considered fortunate that no one was injured in the wreck. On the derailed express was the body of Mrs. A. H. Seely, which was being taken to Montreal for cremation.

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Unique Programme put on by the Daughters of the Empire in aid of Victoria Hospital.

Admission 50, 35 and 25 cents.

Plan opens for sale of reserved seats at McMurray's book store on Wednesday morning, February 20th, Feb. 16-dead.

Colwell & Jennings,

COMPLETE HOUSE FURNISHERS.

Goods are moving, do not miss the opportunity to get some of the

Bargains.

1 Sofa, Oak Frame, Upholstered seat and back, Plush banded, slightly damaged, sale price \$3.90, reg. \$8.50.
1 Arm Chair, Upholstered in Velour, Plush trimmings, sale price \$3.45, reg. \$7.00.

5 piece Parlour Suit, Upholstered in Velour, sale price \$24.00, reg. \$32.00.

Fancy Gilt Arm Chair, Upholstered in Silk sale price \$4.95, reg. \$12.00.

Child's Lounge, sale price \$2.25 reg. \$3.75.

Oak Arm Chair, Upholstered seat and back, sale price \$3.75 reg. \$7.00

Ash Ext. Table 8 ft., Golden Finish slightly scratched, sale price \$5.75 reg. \$13.00.

A number of pictures at half price.

A Mantle Mirror, Gilt Frame, size 18x40, sale price \$6.40, reg. \$10.00.

CARPET SALE, COMMENCES MARCH 12th.

Albert E. Colwell,

John T. Jennings

Cistern water may be purified by charcoal put in a bag and hung in the water.

PRINCE EDWARD ISLAND RAILWAY.

TENDER.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for extension of Souris Wharf," will be received up to and including Thursday, February 28th, 1907, for an extension of the Railway Wharf at Souris, P. E. I.

Plans and specification may be seen at the office of the Secretary of the Department of Railways and Canals, Ottawa, Ont., at the Chief Engineer's Office, Moncton, N. B., at the Assistant Engineer's Office, Charlottetown, and at the Station Master's Office, Souris, P. E. I., at which places forms of tender may be obtained. All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B.,
February 13th, 1907.

Time for receiving tenders for the above work has been extended up to and including Thursday, 7th March, 1907.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B.
February 23rd, 1907.
Feb. 28-41.

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"Persons having normal vision will be able to read this print at a distance of 14 inches from the eye with ease and comfort; also will be able to read it with each eye separately. If unable to do so your eyes are defective and should have immediate attention. When the eyes become tired from reading or sewing, or if the letters look blurred and run together, it is a sure indication that glasses are needed. The lenses sold in the cheap goods are of inferior quality and have imperfectly formed surfaces. Continued use of these poorer lenses will result in positive injury from the constant strain upon the muscles of accommodation to supply the defects in the glass."

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A limited amount of stock is for sale at \$20. a share at present time.

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Are they red, rough and chapped? Then get a bottle of our

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Apply night and morning and note the result.
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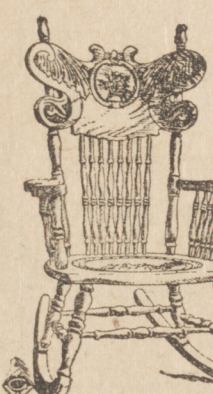


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