DEATH OF HON. A. G. BLAIR AT FREDERICTON, N. B.

Former Minister of Railways in the Laurier Cabinet Passes Away in Dramatic Manner---No Indication of Ill Health Recently Manifested---A Distinguished Career---The Creator of the Railway Commission

(Special Despatch to The Leader.)

FREDERICTON, N. B., Jan. 25.—The Hon. Andrew G. Blair, formerly Minister of Railways in the Laurier Cabinet, dropped dead at his residence here this afternoon.

(Special Despatch to The Leader.)

OTTAWA, Jan. 25.—The news of the sudden death of Hon. A. G. Blair at Fredericton, N. B., today, cast a gloom over Parliamentary circles to-night. The ex-Minister of Railways was present at some functions given here during the early part of the week in honor of the the visit of United States Secretary Root and was to all appearances in excellent health. He went to New Brunswick on a business trip, little knowing that he was never to return.

During the past few months Mr. Blair was working in harmony with his old political associates of his native province, and his decision to re-enter active political life brought him more in touch with his old-time friends than had been the case since his resignation from the Cabinet. That he was to be a candidate for one of the New Brunswick constituencies, in all probability St. John City, was freely talked over, if not decided upon.

In Parliament he had many friends. A hard hitter, he provoked often strong antagonism, but he cherished no animosities, and in every sense of the word he was one of Canada's most prominent men.

Had it not been for Blair, there might have been no Railway Commission. It certainly would have been delayed. Few knew at the time that his resignation was in the hands of the Premier when he was pushing the bill creating a commission through committee, with all the railway interests of the Dominion confronting him. And fewer still ever thought that he was to become the head of the same commission from which he had resigned in rather tragic manner, since his resignation he has been devoting himself to the practice of his profession, and, as already said, was preparing to return to the political arena.

The late Hon. A. G. Blair, K. C., was of Scotch descent, and was born in Fredericton, N. B., March 7, 1841. Educated at the Collegiate School, Fredericton, he was called to the bar in 1866, and made a Q. C. in 1891. He entered the New Brunswick Assembly in 1878 for York County and was chosen leader of the Opposition in February, 1879, remaining in the Legislature until 1896. In March, 1883, he defeated the Hannington Ministry and formed the new Ministry, his government being subsequently sustained in the four general elections of 1886, 1890, 1892 and 1895. Willing to join the new Laurier administration at Ottawa, he resigned as Premier of New Brunswick, and accepted the portfolio of Railways and Canals in 1896, being returned to the House of Commons for Queens-Sunbury August 25, 1896. As Minister of Railways he secured the extension of the I.C.R. from Levis to Montreal, March, 1898. He let contracts for the Improvements on the St. Lawrence Canals in the beginning of 1897, so as to complete the 14-foot waterway from the Great Lakes to the sea. He left the Laurier Cabinet owing to disagreement with Ministry's G.T.P. policy, accepting the chairmanship of the Railway Commission, which to a great extent owed its inception to him. His resignation from this position took place dramatically at the height of the last general election, when it was generally believed he would take the stump against his former colleagues, which, however, he failed to do. Quite recently he appeared upon the same platform with his successor in the position of Minister of Railways, Hon. Mr. Emerson, and became once again reconciled with the Liberal party. He was married October 13, 1866, to Annie, daughter of the late George Thompson, of Fredericton.

RICH MADWOMAN PASSING AWAY

Margaret Folsom, Who Is Worth $4,000,000, Spends 35 Years in an Asylum

NEW YORK, Jan. 22.—Margaret Winthrop Folsom, probably the wealthiest insane woman in the world, is reported to be dying in a sanitorium in Waverly, Mass. There she has spent most of the 35 years since she was declared incompetent to conduct an estate which she inherited in 1872. The estate was extremely large for those days, and is now enormous. It consists almost entirely of realty in this city and is probably close to $4,000,000 in actual value.

The Folsom family, of which she is a member, 50 years ago was one of the most prominent in society and politics in this state. Today her only relative and heir is her brother, Geo. Winthrop. She collected an income of $150,000 a year from the 20 properties which she owns, and from the bonds, stocks and mortgages amounting to a quarter of a million dollars included in her estate. For his services as committee of her person and estate, her brother is allowed $50,000 a year by the supreme court. He has no other occupation.

Miss Folsom is 64 years old. In a sanitorium she occupies a suite of four rooms with a dining room. Two nurses are in constant attendance and everything that money can buy is given to add to her comfort or gratify her slightest wish. But her wants are few. Last year the cost of her maintenance was only $5,432.

WOMAN THE HEROINE OF BIG FOUR WRECK

Wife of Road's General Manager Directed Work of Rescue—23 Persons Killed.

FOWLER, Ind., Jan. 23—With the chaotic confusion that has existed subsiding, it becomes possible to connect the facts of the wreck that near here of the Big Four Queen City special and to relate for the first time the heroism of a woman whose presence of mind and indefatigable efforts resulted in the saving of many lives that might have been lost but their salvation depended upon many of the men who rushed about like maniacs.

The heroine was Mrs. Schaff, wife of the general manager of the road, who had charge of her husband's private car attached to the ill-fated train. Though buried from her berth and bruised by the crash, the woman realized the value of cool-headedness and, dressing hurriedly, took charge of the rescue work. She directed the removal of the injured from the wreck, herself assisting to arrange her car for hospital purpose.

After acting as a nurse in charge of the car on its way to Kankakee she insisted on returning to the scene of the wreck, where, her face, ghastly with horror, she urged the men to work in rescuing those under the debris.

"I'll stay until the last body is taken out," she answered to the railroad men who begged her to leave the spot.

It is now established that at least twenty-three persons perished and forty-one were injured when the passenger crashed into the freight.

CHICAGO, Jan. 25.—The executors of the estate of Marshall Field yesterday filed in the probate court their inventory of the estate. No statement is given showing the present cash value of securities. It is impossible, therefore, to make an accurate estimate of the value of the estate from the inventory, but counsel for the executors place the total value of the property described in the inventory at $75,000,000,00.

THE GROWTH OF CULTURE

The day is past when culture and true social enjoyment were confined to the few—to the privileged classes. We live in a day of enlightenment and democracy. Equal educational advantage, equal opportunities for culture and enjoyment of those things in life that are best worth while.

The luxuries of yesterday are the necessities of to-day, and in the musical world nothing is more noticeable than the demand of all classes for the highest possible grade of piano. The piano manufacturer who meets this demand is never slack for want of orders.

THE New Scale Williams PIANO

is Canada's greatest piano. Its improvements and latest features have gone far toward creating a better appreciation of good music all over Canada. It more nearly approaches the ideal piano than any other.

Its tone, quality, construction and architectural beauty are unequalled. For good music, for accompanying the solo voice or chorus of song, great artists all over the world are loud in its praises. And yet it is a Canadian instrument—perhaps the highest exponent of Canadian industry.

If you will fill in the coupon below, cut it out and forward it to your dealer or send to the WILLIAMS Piano Co., we will send you ABSOLUTELY FREE SEVERAL BEAUTIFUL BOOKLETS. "The Making of a Great Piano," etc. We will also tell you where to purchase a piano that will interest you.

The Williams Piano Co., Limited, Oshawa, Ont.

F. de S. Henwood, South Railway St., Regina.

DOCTOR PASTEUR HEADS THE LIST

Greatest French Citizen of the Nineteenth Century—Victor Hugo Comes Next.

PARIS, Jan. 24.—The word plebiscite has been for more than thirty years a word of ill-omen in France. One of the most widely-circulated of French newspapers, the Petit Parisien, has, however, been rehabilitating the word during the past few weeks in a way too striking to be ignored. It appealed to its readers all over the country to vote on the question of the relative pre-eminence of the great Frenchmen of the last century. Fifteen million answers have been received, and what gives striking demonstration, is that the opinion of average France is recorded, not that of a political coterie or of a cultivated elite.

The world knows approximately what France thinks of her great men, and what her conception is of civic duty, as well as of civil and moral distinction. It is the revelation to the foreigner of an idealism hitherto unsuspected. Only those observers who have had the privilege of studying the evolution of the French mind and feeling over an unbroken series of years on the spot, were aware of the profound transformation which the republican school system and stable republican government in general have affected in the points of view of the present generations of Frenchmen.

NAPOLEON IS FOURTH

The winner of the recent contest is Pasteur. Victor Hugo runs him close, having received 1,223,103 votes, against 1,338,425 for the world-renowned man of science. But it is characteristic that two men of peaceful pursuits should precede on the lists these great Frenchmen who might have appeared at first sight to have contributed to the military glory which the French are supposed to so much admire. Gambetta follows Victor Hugo with 1,155,672 votes. Then comes Napoleon' I, and Thiers with 1,118,031 and 1,039,453 votes, respectively.

For the sixth place what foreigner would have suggested the name of Lazare Carnot. The order of the names which succeed Lazare Carnot's is interesting in the extreme. Curie, the inventor of radium; Alexander Dumas, pere, who has charmed several generations, not only Frenchmen, but also of Englishmen; Dr. Roux, the discoverer of the diphtheria serum; Parmentier, the introducer of the potato into France; then Ampere, the father of the dynamo electricity; Braun, the founder of the French West Africa; Zola, whose place here, the thirteenth on the list, shows conclusively what France now thinks of his courageous deed as author of "J'accuse"; Lamartine, a consoling selection for those who have always regarded the author of "The Lake" as the worthy exception to the rule after Dr. Michelet, who figures 23rd on the list after Dr. Laennec. That is a victory which shows how short-lived is French passion.

Ten years ago no plebiscite in France could have given such a result, the stupendous energy of the creator of the Suez Canal having been forgotten amid the tempest of the Panama scandals. The next four names are Jacquard, the inventor of the weaving machines; Jules Verne, President Loubet, and Denfert-Rochereau. The results constitute a lesson full of instruction, not only for the rulers of France, but for foreigners curious as to the temperament and the ideals of contemporary Frenchmen.

NO CRISIS TO ARISE OUT OF JAMAICAN INCIDENT

President Roosevelt Will Ignore Governor Swettenham's Boorish Conduct — British Government However, Will Deal With His Excellency as He Deserves—Newspaper Criticism of the Affair

(Associated Press Despatch.)

LONDON, Jan. 24.—President Roosevelt's assurance through assistant Secretary of State Bacon that the United States will pay no heed to the Kingston incident, coupled with press despatches stating that the United States officials consider the incident closed, elicit some appreciative expressions of satisfaction from officials and the public here, who do not desire to prolong the painful controversy. However, the closing of the incident is considered to apply to its international aspect only, as there remains a considerable reckoning between Great Britain and Governor Swettenham.

Several circumstances, quite independent of the incident in which Rear Admiral Davis was connected, and not coming through United States channels, are combining to create a prejudice against Swettenham's arbitrary course. A special despatch from Kingston announces that a number of ships are running there in the nick of time, as the local supplies of food were running short. The despatch, however, adds: "In view of the governor's action in refusing United States assistance and gifts, the disposition of the latter consignments is uncertain."

Hot Shot for Swettenham

KINGSTON, Jamaica, Jan. 24.—The Daily Telegraph in a scathing editorial article arraigns Governor Swettenham as follows: "We would be unfaithful to our duties as an exponent of public opinion if we failed to call attention to the extraordinary conduct of His Excellency in the present crisis. His general behavior at the moment of peril and difficulty was unworthy a responsible British official, and even of a cultured Englishman. His letter to Rear Admiral Davis was a production of which he ought to be ashamed and of which Jamaicans are ashamed. The United States is a friendly nation; their honor is British bone, and their flesh is British flesh, and no one but a blinded bigot would have refused to admit American landing parties. Men from the United States warships did magnificent work in removing debris and removing bodies, and their naval surgeons performed equally splendid service. The action of the governor was absolutely reprehensible. We want a man who does not spend his time riding about the city cursing officials who are endeavoring to work loyally. The people of this community have lost confidence in his power of guidance and are indignant at his autocratic bullying and insulting manner."

VICTORIA, B. C., Jan. 25.—Geo. Williams, a seal hunter, was lodged in the Provincial jail here to-night, charged with the murder of Alfred Douglas, a rancher, last night, at Beaver Point, Salt Spring Island. There seems to be no doubts as to Williams' responsibility for the extinguished life. The tragedy was the climax of a drinking bout, and the shooting was witnessed by several. Williams was apprehended today.