

FROM ALL OVER THE MARITIME PROVINCES

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Mr. Spurgeon Henderson, of Maine, is the guest of his sister, Mrs. Geo. A. Read, Middle Sackville.

Mrs. W. H. Carter is spending a few days at Springhill the guest of her parents, Dr. and Mrs. Campbell.

The death of Henry Richard, son of Andrew Richard, occurred Monday after a short illness, of a grippe, which developed into paralysis of the brain.

The death of Geo. McConnell occurred yesterday at his home, Middle Sackville, after a few weeks' illness of cancer of the stomach.

Robert, the little son of Mr. and Mrs. H. C. Read, continues critically ill with little hope of recovery.

Mr. and Mrs. Wm. V. Fawcett's only child, Arthur, is critically ill.

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PURE WOOL HENSON AMHERST WEEDS This brand on suit or piece of tweed guarantees PURE WOOL.

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at 11.00 a.m. payable in advance...

ADVERTISING RATES Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch...

IMPORTANT NOTICE All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company...

AUTHORIZED AGENT The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz.: Wm. Somerville

Semi-Weekly Telegraph ST. JOHN, N. B., FEBRUARY 20, 1907

THE LEGISLATURE

The Provincial Legislature Thursday began what may be the last session before the elections, although quite recently in some quarters it has been suggested that there would be no appeal to the polls before 1908.

Mr. Hazen sought to minimize this achievement by asserting that the money will come out of the people of the province. It certainly will not come out of the sky; but it is to be remembered that this is a time of surplus at Ottawa and that the importance of this large addition to the provincial revenue at this time is not to be doubted.

As to the uses to which this money and the usual revenue are to be put the government lays down quite an extensive programme. It includes a proposal to increase the salaries of the school teachers, create the salaries of a confidential will be commensurate everywhere in New Brunswick.

MR. POTTINGER AND THE ALLANS Many accounts of the state of affairs at the Intercolonial berth have been given, most of them by men who were not in a position to know the facts. Now comes the statement of Mr. Pottinger that the depth of water available there for the Allan steamers, or for any others, is thirty feet.

SIR RICHARD CARTWRIGHT HEARD FROM Sir Richard Cartwright, interviewed last evening, gives the Allan line story a new turn. The Allans intended to leave St. John, but the announcement of their intention, made a little too soon, is likely to result in their mail ships continuing to come here as the contract directs.

Practical men say that at any time since last summer a first class dredge could have done in three or four days whatever work was necessary at the Intercolonial berth. Probably even the portable dredge of the Intercolonial could have done all of the work if it had been begun early enough.

many of those interested in the question that the Department of Trade and Commerce could not know the facts if it took any such action as has been reported. It must be very plain that this whole matter requires clearing up.

Our despatches announce that the St. John delegation on harbor improvements is to have an appointment with the acting Minister of Public Works, Hon. Mr. Fisher, on Tuesday next. It is of the utmost importance that the delegates should be agreed as to exactly what they want the government to do.

LOCAL TELEPHONE DEVELOPMENTS The representatives of the municipalities who formed an organization here the other day passed a resolution referring to the telephone merger.

THE DIFFERENCE The Ottawa view of Imperial questions and the London view—how little they agree. The British newspapers and British politicians as a rule are discussing the self-governing colonies as they mentally picture them, not as they are.

CHAMPLAIN The 300th anniversary of the founding of Quebec is to be celebrated on a scale of magnificence never before approached in Canada if those who are promoting the movement are able to carry out their plan.

MORE HORRORS In these days the man who buys a railroad ticket in the United States has grave reason for misgivings about the journey.

TWO CASES A British municipal journal called "Mind Your Own Business" supplies some interesting information concerning the gas supply in Liverpool and Manchester.

LIVERPOOL Capital... \$9,500,035.00 Net cost... \$9,162,260.00 Price... \$1.00 per thousand feet Gross profit... \$337,775.00

even be accommodated for one trip or two on the West Side, in the absence of the Empress. We refer to these things to show that there is no excuse for the withdrawal of the Allan mail ships from St. John at this time even if conditions at the Intercolonial berth should be somewhat less favorable than Mr. Pottinger reports them.

It would be well to find out why it is that every winter this particular company betrays so much anxiety to take leave of St. John and why it goes about the thing so quietly. It appears to be the Montrealers who are responsible for the dredging at the Intercolonial pier, and it remains to be seen whether the steamship company can effectively challenge the government's estimate of the condition of the berth.

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STEAMER SINKING "Almost immediately after this Mr. Wiman and the quartermaster reported to me that the Larchmont was in a sinking condition and I think told me it was the request of the chief engineer that I should beach the boat as soon as possible.

THOSE IN CAPTAIN'S BOAT "The names of those who were in my boat were: George McVey, master of the Larchmont; Oscar Young, purser of the Larchmont; Mr. Staples, one of the quartermasters; two firemen, whose names I do not know.

LEAVE FISHERMAN DROWNED Halifax, Feb. 17.—(Special)—On the arrival of the fishing schooner Latooka, Captain Wentzell, at Lunenburg yesterday afternoon, the loss of Simon Walters was reported.

EX-MANAGER MCGILL NOW IN STRIPES Toronto, Feb. 17.—(Special) Charles McGill, ex-manager of the Intercolonial Railway, is now in Kingston penitentiary. He was taken east Saturday to serve five years. His hand-picked partner was John Doherty, burglar.

overworked, inferior devices and equipment are used. Lives are sacrificed for dividends. In Europe the railroads are either owned by the State or are under rigid State control. That and that alone is the remedy for our condition.

THE I. C. R. BERTH It is now said that a survey made of the eastern berth at the Intercolonial pier on Saturday by Director Cushing shows that that berth will be in proper condition for steamers of the length and draught of the Allan turbines.

HEARD DANGER SIGNALS "Soon after reaching my room I heard several short and rapid blasts of the steam whistle from the Larchmont and knowing this to be the alarm whistle I at once jumped from my room into the pilot house.

THE HIDDEN STEAM Deep, deep within my breast flows on my love for you. Beneath the day's unrest, And all the long night through, Whether I laugh or weep, Let life be grave or gay, - Feel that current flow, Its full resistless way.

UNAWARES (Mrs. Emma A. Leat). They said "The Master is coming To honor the town today. And some can tell at what house or home The Master will choose to stay. And I thought while I sat and read wildly What if he should come to mine. How would I strive to entertain him, And honour the Guest Divine.

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of the Larchmont had got ashore at Block Island half or three-quarters of an hour before I had and it was afterwards reported to me that our boats and two life rafts had come ashore after me. It was also reported to me that many had perished with the cold before they had got ashore at Block Island.

SANK 32 MINUTES AFTER COLLISION "At the time the collision occurred to the best of my judgment Watch Hill light bore about northwest, distance about four miles. To the best of my knowledge and belief the steamship Larchmont sank out of sight about 32 minutes after the collision.

RESPECTFULLY YOURS, "G. W. McVEY. "Master of the S. S. Larchmont, "111 Johns Street, Providence (R. I.)

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CAPTAIN McVEY TELLS HIS STORY

Declares He Rendered All the Aid Possible to Larchmont's Passengers

HAD TO MOVE QUICKLY

Says 32 Minutes After Collision the Steamer Went Down—Took Seven in His Boat and Could Find No One Else to Rescue.

Providence, R. I., Feb. 16.—For two long hours today James Staples, the quartermaster of the Joy line steamer Larchmont and one of the seventeen survivors of the many who sailed on that craft on her last voyage last Monday night, was subjected to a most searching examination by the United States steamboat inspectors for the Providence district. Staples was plied with countless questions but he answered them all without hesitation.



PICTURE SHOWING HOW THE COLLISION OCCURRED

the officers following the collision, corroborate in nearly every detail the statement of Captain McVey, which was made public tonight.

Capt. McVey's Story.

Captain McVey after detailing that part of the trip up till just before the collision says: "I got to my room I had to pass through the pilot house and I stopped for a moment to exchange a few words with the man in charge of the pilot house. I then proceeded to my room to look over some papers and at this time the night was clear, but very dark. It was blowing a gale of wind and the water was quite rough. At the time that I passed through the pilot house the pilot in charge was causing the regular course to be steered.

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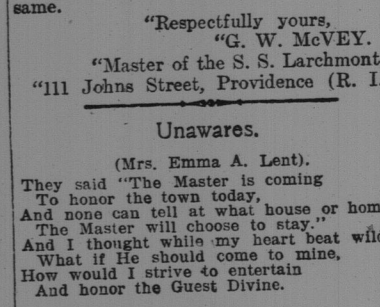
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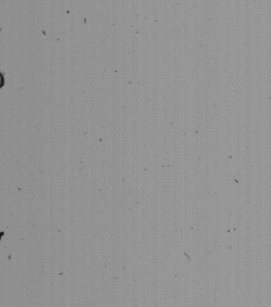
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TWENTY PEOPLE HURLED TO DEATH WHILE SPEEDING SEVENTY MILES AN HOUR

More Than One Hundred Others Injured and Some Are Likely to Die

Three Cars of Motor Train of New York Suburban Express Thrown from Rails While Rounding a Curve—Many of the Victims Were Terribly Mangled—Cause of Disaster Unknown, But Terrific Speed Likely Caused It.

New York, Feb. 17.—Twenty dead, two fatally hurt and 145 others more or less seriously injured, is the result of the wreck of an electric express train on the New York Central railroad at 205th street and Webster avenue, last night. Of the large number of injured, fifty are, according to hospital and police reports, seriously hurt and the death list may be increased within the next 24 hours.

Most of the others are suffering from lacerations or shock, and will recover. Following is a complete and revised list of the dead and injured:

Dead. Mrs. Florence Brady, Golden Bridge (N. Y.), died in Lincoln Hospital. Miss Linnie Elwell, stenographer, Hawthorne (N. Y.). Myron T. Evans, White Plains (N. Y.). Mrs. Katherine K. Farrand, Pleasantville (N. Y.). Miss Jessie M. Jubin, teacher, White Plains.

Seriously Injured. Ira J. Dutton, White Plains (N. Y.), both arms broken; will recover. Emily Fendler, White Plains (N. Y.), seriously. Miss Belle Fowler, Pleasantville (N. Y.), legs broken; probably fatal. Sarah Merritt, Englewood (N. Y.), arms and legs fractured; dangerous. Margaret Mahoney, Purdy Station (N. Y.), leg broken. Charlotte Young, Pleasantville, right arm broken. Unknown girl, unconscious in Fordham Hospital, skull fractured.

Advertisement for ERRS'S COCOA, describing it as a delicious drink and a sustaining food.

Thaw in Characteristic Trial Attitudes



THREE CHARACTERISTIC PHASES OF HARRY K. THAW

COURT OF APPEAL FOR NEW BRUNSWICK

Attorney General Pugsley Introduces Bill to Amend the Jurisdiction Act

Will Be Composed of Three Judges, Two of Whom Will Be Taken from the Supreme Court, Leaving That Body Four Members—Means Another Appointment to the Bench—Many Important Measures Introduced.

Frederickton, N. B., Feb. 15.—The house met at 3 o'clock. Hon. Mr. Tweedie laid on the table a return of the bonded debt of Sussex.

Mr. Hazen's Charges. In his speech in the legislature Thursday, J. D. Hazen, M. P. P., read two affidavits in support of his charge that in the recent provincial election in Restigouche James Reid, M. P., and the deputy returning officer, Dennis A. Arsenau, a lumber scaler in the employ of the local government, prevented a secret ballot in Balmoral.

To Amend Mining Act. Hon. Mr. Sweeney introduced a bill to amend the general mining act. He explained that it provided that where five or more male persons of the age of 25 years and upward bona fide engaged at work in any of the coal mines of this province shall be incorporated unless it was less than ten acres each and may receive applications from each of such applicants for one of such lots and on compliance with the following conditions: The erection of a dwelling house not less than 16x20 feet in size and continuous residence on such lot for three years and also being continuously employed for that length of time in one or more coal mines in the vicinity, the surveyor-general may issue a grant to such applicant.

Mr. King presented the petition of the N. B. Telephone Company in favor of a bill to amend their act. Mr. Fleming presented notices of inquiry with regard to the Hartland bridge, the Emerson-Paterson case and the highway act in Carleton county. Hon. Mr. Tweedie presented the report of the committee to name the standing committee of the house.

DOYLE AND CREW EXONERATED

Coroner's Jury Clears Trainmen from Causing Beaver Brook Disaster

Declares That Management of Intercolonial Do Not Give Sufficient Protection to Working Trains—Interesting Evidence at Saturday's Session.

Newcastle, N. B., Feb. 15.—At the Newcastle this morning, Superintendent Price blamed Mr. Doyle for accepting Mr. Henderson's order and then for not following it after acceptance. Messrs. Doyle, Cameron, Horne and Malloney were suspended Saturday. Doctor Desmond testified that the three patients are very seriously injured, and would never recover their previous strength.

Driver Cameron testified that verbal instructions with dispatchers' orders were crossed. Lawyers were forbidden to cross-examine witnesses. Conductor Doyle was recalled and corroborated Cameron's previous evidence concerning verbal instructions received from Dispatcher Henderson in the presence of Foreman Condon to the effect that Doyle and Cameron were free to come to Beaver Brook at 12 o'clock for water and orders.

Chief Dispatcher MacNutt, the next witness, produced in court copies of all the orders placed in evidence. Under the railway system dispatchers had to use their own judgment in issuing orders to special and working trains. Sears and Irving both being ordered to look out for Doyle was a double safeguard to the latter. If Irving, authorized to run ahead of time, had reached Busby before 12 o'clock, he could have run Doyle into Beaver Brook. Yet Doyle was obliged to obey no orders but his own. One of them would have received the following order: "Warman will run special Newcastle to Beaver Brook regardless of all white signals and work between Beaver Brook and Busby till 11 o'clock regardless of white signals. When No. 38 and east bound specials come in sight run to Beaver Brook to cross, when west bound specials come in sight run to Busby to cross. No. 34 will run two hours fifty minutes late Bathurst to Newcastle."

Warman's orders permitted him to be at either Beaver Brook or Busby at 11 o'clock but he properly went to the former as water and orders could be got there. Conductor Bovard gave evidence that on Jan. 28 leaving a collision had disobeyed orders and remained at Beaver Brook, allowing the express to cross him there instead of at Busby. He thus obstructed running into Warman's train about one mile beyond Beaver Brook. He never knew any such danger before. He thought Warman might not be able to start in time to pass the express at Busby but that all three might come together on the main line. Warman returned to Beaver Brook. Had word proceeded beyond Beaver Brook, as Sears did the latter, the same accident might have occurred.

Adjoined to hear one more witness, Henderson, Saturday. Newcastle, N. B., Feb. 17.—Dispatcher Fred S. Henderson took the stand Saturday morning in the Beaver Brook wreck inquiry. He gave the orders to the working train the morning of the accident and considered he gave the correct and proper orders. Once before, in Newcastle, he had issued an order leaving the working train on the main line without being where she could get further orders. Usually the dispatcher placed working trains so that before their orders expired they could be procured. He would swear positively that he did not tell Cameron that his order would bring him to Beaver Brook at noon nor use any words with such a meaning. He would not swear that Cameron did not ask if the orders would bring them to Beaver Brook at noon. He did not remember such a question. He had no definite intention as to where Doyle would get orders after 12. He wished to get Sears over the road. He gave such orders when he wished to get specials over the road quickly. Doyle's order did not authorize him to go to Beaver Brook but his going there was according to the usual practice. He did not issue orders to Warman Jan. 28. The railway system gave dispatchers, under general rules, much discretion in issuing orders. By custom working trains are also allowed much freedom that are held responsible for.

Matthew McCarron, dispatcher, sworn: He disagreed with Superintendent Price as to Doyle's duty under the orders. Witness followed Henderson as dispatcher the morning of the 5th inst. He had ordered No. 38 to run ahead of time and warned her to look out for Doyle. Thirty-eight then at Red Pine could not reach Busby before 12. The court then went to William Condon's house for his evidence. Condon, sworn, said he as foreman of the crew of the working train told Doyle and Cameron to be careful to watch the signals. He was not to work between Beaver Brook and Busby at a point two miles east of Busby until 12 and after that west of Busby. To Cameron's question if his orders authorized him to go to Beaver Brook at 12 for water, Henderson, while handing the order to Cameron said, "Yes, certainly, and report for orders." This was in the presence of Doyle and himself. McCarron, recalled, said Henderson did not notify him of verbal instructions to Doyle. He did not know whether conductors, unless such orders as Doyle's, were generally brought trains to points where they can get further orders, there being no trains in sight. It is customary to give them time to reach such points and he did not consider Doyle had the right to go to either point without proper signals. His duty was to remain at the working point till 12, then signal himself in, and then to slowly follow a man with a red flag into the station. That would have kept Doyle on the main line till about 13 o'clock. On account of this and the fact that he had ordered No. 38 to look out for Doyle. When he gave orders to Sears he thought Sears would have time to get to Busby before 12. He interpreted Doyle's order to mean that Doyle should remain at the working point till 12 he would not have let Sears pass Beaver Brook. He would not have regarded verbal instructions had he known of them for such orders are no good. The system allows no movement on verbal orders in the yard but it does allow a move off Newcastle main line to deep water terminus without orders which is unjustifiable. He supposed there would be no complaint until an accident happened. Jury then went out to consider. After four or five hours they brought in a verdict that deceased came to death from blow in wreckage and that Doyle and Cameron were not blameable, as they carried out orders that day as they understood them and that Sears was not blameable and that the primary cause of collision was the loose system practiced by the management of the Intercolonial for the protection of working trains and ambiguous style of orders sometimes issued to such trains.

Advertisement for CASTORIA, for infants and children, with a signature and a testimonial.

VALUABLE FORMULA. A noted authority on diseases of the throat and lungs, who established a camp for consumptives in the pine woods of Maine, and whose remarkable cures there have attracted great attention from the medical world, says that his entire treatment consisted of Pure Virgin Oil of the White Pine Trees mixed with Glycerine and Glycerine, in the following proportions: Virgin Oil of Pine (Pure), 1 1/2; Glycerine, 2; Good Whisky, 8. Used in teaspoonful doses every four hours.

Advertisement for AMHERST PUREBRED STOCK SALE, listing various breeds and prices.

Advertisement for I. C. R. DRIVER INJURED AT MONCTON ROUNDHOUSE, detailing the accident and compensation.

Advertisement for ERRS'S COCOA, describing it as a delicious drink and a sustaining food.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, FEBRUARY 20, 1907.

EVELYN NESBIT THAW

THE WOMAN IN THE CASE

EVELYN NESBIT THAW is the woman in the case. Here is a little bunch of femininity tipping the scales at something less than 110 pounds—a fuss of feathers, a hank of hair, a frivolity of fringe, a pair of big eyes, such as artists-like, and a smile that means everything or nothing. For this woman the life of one man was sacrificed. For this woman the life of another man is in jeopardy. Is the game worth the electric volts?



By Frederick Boyd Stevenson

(Copyright, 1907, by Frederick Boyd Stevenson.)

At the first glance at the Thaw murder trial in New York one is impressed with the thought of sacrifice. Ten feet back of Harry K. Thaw, sitting in the second row of plain wooden chairs, is his mother. Her white hair is accentuated by the red flush on her face. The lines on her brow are painfully deep. On her right sits her daughter, Mrs. George Lauder Carnegie, or sometimes her other daughter, the Countess of Yarmouth. In the next seat is Evelyn Nesbit Thaw, and next to her is May Mackenzie, the show girl. They smile lightly at each other. Their interests are common interests. They are in perfect sympathy with each other. But the mother looks neither to the left nor to the right. She hears only the low, sonorous tones of Jerome, the relentless prosecutor, seeking to send her son to the chair, and the pleading voices of her son's counsel, seeking to save him from the chair. Her life has been the life of the good wife and the good mother. Her enforced association with this potent of a criminal court room has cut her pride to the quick.

But how about Evelyn Nesbit Thaw, the wife? If, by some psychological phenomenon, one's soul might follow the ritual of the believing Mahatma and become merged with the entity of another soul, one might see that other life from an unsuspected viewpoint. It is easy enough to say: "A weak, vain, foolish woman." It is easy enough to say: "She sees it as a player sees it." It is easy enough to say all that and more, but until one passes through the horrors of that night on the Madison Square Roof Garden, until one looks on the solemn faces of the jurors in the box, until one gazes on the morbid crowds in the court room, and until one

receives the sunken smile of the prisoner, who should be the nearest of all on earth to one, one cannot judge. Rather than to condemn too hastily, let us, then, follow out this idea of the Mahatma and look into the inner life of this woman. Do not judge her by the woman you see in the court room—one day cast down and gloomy, the next day, perhaps, smiling; one day the broken woman, the next day the same chic little chatterbox that delighted the hearts of ambitious artists by her sangfroid and grace. The artists' model, the chorus girl, the actress, the wife of the millionaire spendthrift, was not evolved during one revolution of the short hand of the clock. The teaching of the mother, the environment of the child, the associations of the young girl, the factory, the times, the glow of the white lights, the false angles on life—these were the attributes that formed the whole. The turning point in her career began twelve years ago, when she stopped a photographer passing along a street in Allegheny City (Pa.), and asked him to take her picture. The man looked down into the most beautiful little face that he had ever seen. It was round and full of life, full of glow and full of shadows, and surrounding it and falling down her back, was a mass of pretty curls. That was the beginning of her fame as a professional beauty; for soon after that Mrs. Darragh, of Philadelphia, made a painting of her head, and later Mr. Phillips made some photographic studies of her, and her mother, finding she could get well paid for the daughter's posing, encouraged her in that line of endeavor. Her father, Scott Nesbit, a lawyer in Pittsburg, with a penchant for gambling, had died some years before and her mother went to Allegheny City and kept a lodging house. Later, when she learned that Evelyn was in demand as an artist's model, she moved to New York with her son and daughter. model, Evelyn was trying to obtain a

position on the stage. She finally secured an engagement in Florida. "It was not an important engagement," said she, "but I was not in the chorus. With the posing and the Florida engagement, I made enough money to support our little family." At that time Evelyn Nesbit and her mother were living in two rooms in an apartment house opposite the Casino Theatre. Her earnings were small and all her stage and street gowns were made by her mother, who exercised the greatest ingenuity in turning and altering the materials she had to do with. Both mother and daughter were fond of going out to dinner, but the mother was careful that no "detrimentals," as she termed them, should be the escorts of her daughter. To the mother a "detrimental" meant a man without money. Along about this period Stanford White was the "guardian angel" of the Casino girls, and Evelyn Nesbit came under his guardianship. The Nesbits then moved into more pretentious apartments, Evelyn wore better clothes, soon had a "thinking part" in the Wild Rose, and later was in the chorus of a play at the Madison Square Theatre. She was only fifteen years old when she entered the Florida company, but even before this she began to get press notices that were the envy of girls who had been ten and more years in the theatrical busi-

ness. And these press notices began soon after the guardianship of Stanford White. Ask any theatrical manager or the friend of a theatrical manager, and, if he be so disposed, he will tell you how it is done. Thus we read back in 1904 in a New York evening paper, beneath a flattering photograph: "Miss Evelyn Florence Nesbit is perhaps the prettiest girl of 15 that has ever delighted the eyes and inspired the artists of this city, for whom she has posed as a model. She is a dainty little classic. Such artists as Carroll Beckwith, Levy, Carl Benner, Irving Wilder, Church and Randall Phillips declare her a well nigh perfect type of maidenly beauty. They have made portraits of her, which will be exhibited at the forthcoming exhibition. Miss Nesbit comes from one of the most prominent families in Pennsylvania. Her father was the late Winfield Scott Nesbit, one of the leading lawyers of Pittsburg. Her mother was Evelyn Florence McKenzie, a noted beauty of Richmond. Miss Nesbit hopes some day to be a great actress." Then when she left the studio for the

stage, to take part in the Spanish dances in Florida, a few months later, J. Wells Champey, the painter, was quoted as saying: "She has the most perfectly modeled foot I have ever seen. She will dance herself into fame in a few weeks." Less than a year the same subtle influence that had obtained for her scores of favorable press notices produced this: "Florence Nesbit, who has been playing the role of the gypsy's daughter in The Wild Rose since it was first produced at the Knickerbocker Theatre, is accounted one of the handsomest of the newer recruits to the stage. Her work has attracted the attention of several managers and she will probably be cast next season for an ingenue in a comedy soon to be produced." It was at the Madison Square Theatre where she first saw Harry Thaw, who immediately fell in love with her. Thaw began to shower presents upon her, but her mother from the start objected to him, preferring the guardianship of Stanford White. One day a piano mover rang the bell at the Nesbit flat. Mrs. Nesbit,

now Mrs. Holman, opened the door. "Here is a grand piano, ma'am," said the man. "We have ordered no piano," said Mrs. Holman. "It is for you, ma'am; there is no mistake," insisted the man. "Here are the directions on the tag—they are plain enough, ma'am; 'Miss Evelyn Nesbit.'" "Who sent this piano?" asked the mother, sharply. "Mr. Harry Thaw, ma'am," was the answer. "Well, you take it right back to Mr. Harry Thaw with my compliments, and for it," rejoined Mrs. Holman. After that Miss Nesbit took a minor part in Tommy Rot, which was put on at Mrs. Osborne's playhouse, and Thaw paid attention to her there nightly. The girl was 16 years old then, and she and her mother decided that it would be well for her to obtain a better education than the public schools of the grammar grade had afforded her in Pittsburg and Allegheny. So she was sent to a school for young ladies at Pompton (N. J.) It was

an exclusive institution, the membership being limited to 25. In the meantime Harry Thaw, who began his attentions to Miss Nesbit while she was a show girl, continued them while she was a school girl, much to the annoyance of the principal of the school, who bluntly asked him to discontinue his visits there. But young Thaw was persistent and it began to be noised about that little Miss Nesbit's days at the exclusive institution at Pompton were nearing an end. Then she fell ill and Thaw went tearing out there in an automobile with a doctor from New York and a bushel basket full of cut roses, kissing her and shocking the entire school. Her school days thus suddenly brought to a close, Evelyn Nesbit went back to New York as an artist's model, and became the subject of Charles Dana Gibson's The Eternal Question, which is said to be one of his great triumphs. She made little progress in a theatrical way after her Wild Rose engagement, and, as there was scant promise of advancement in that line, she went with her mother to Europe. Thaw followed her and there mother and daughter quarreled, as Mrs. Holman said Evelyn was accepting the attentions of "that odious man," and she was done with her daughter forever. Evelyn Nesbit returned to New York alone, and to an intimate friend she is reported to have said: "Harry Thaw has all my jewels. He took them from me because he was afraid I was going to leave him." She secured an engagement with The Girl from Dixie, but remained only a few weeks. Thaw followed her to America, and induced her to return to Europe with him, where they remained till

November, 1904, when they came back to New York. This in brief is the story of Evelyn Nesbit Thaw's life, not a life filled with good deeds and impulses, not a life with high motives and ideals. But after all, one asks, if the girl was wholly to blame for that. There was one primordial factor that entered into her life and influenced it. That factor was Harry Thaw. We have all of us read a great deal of the shame of the Thaw family because of Harry Thaw's marriage to Evelyn Nesbit. When Harry Thaw met Evelyn Nesbit, Harry Thaw was no angel. As far back as 1887 we began to hear of Harry Thaw and Harry Thaw's escapades. In February of that year Christian Farley, a bartender for a resort known as "The Garrick," in West 22nd street, New York, caused the arrest of a man, and had him haled to the Yorkville court. This man was charged with having assaulted a little colored doorboy, and trying to wreck the cafe, and, after having been put out, with breaking the glass doors of the place. He appeared at the police station in an expensive fur coat and evening clothes with his hands and arms badly cut by the broken glass and gave the name of William Thompson, but in his pockets were found engraved cards bearing the legend: "Henry Kimball Thaw, Pittsburg (Pa.)." Three years later, when he was 30 years old, he is reported to have given a dinner costing \$8,000 to twenty-five persons in Paris. This dinner, it was said, was given to a dozen young women whose photographs were displayed in all the countries of Europe and America and whose faces were more apt to be seen when the lights were turned on than in the open glare of the day. At that time he met, in Paris, Prince Komatsu, brother of the Emperor of Japan, who represented the Mikado at the crowning of King Edward. During this meeting, it is reported that Harry Thaw gave to the Mikado's brother the liveliest ten days he ever had in his life. When Harry Thaw's father cut him (Continued on page 7, fifth column)

WANTED, Agents-Sermons by the Devil

WANTED-Two girls, one to do general housework, the other to wait on a lady

WANTED-For general housework, small family, good wages, first office

WANTED-A girl for general housework, Apply to Mrs. H. C. Wetmore, 141 Union street

WANTED-Second or third class male or female teacher for School District No. 2, Canada Forks

WANTED-Reliable and energetic men to sell for "CANADA'S GREAT"...

WANTED-Reliable men in every part of the province to sell for...

Ambitious young men for large insurance company as agents

FOR SALE, ANADIA'S TRADE INCREASES \$47,000,000 IN PAST SEVEN MONTHS

Man insane over Thaw trial, Madison, Wis., Feb. 18-Violently insane over the Thaw trial

This Centrepiece FREE, WRITE FOR IT TODAY

Home Journal TORONTO, ONT.

BIRTHS, KING-On the 16th Feb., to the wife of H. W. King, a daughter

MARRIAGES, FRANK-HOWARD-On Feb. 17, 1907, at the Cathedral of St. John the Divine

DEATHS, HUNTER-At Toronto Junction, on Thursday the 15th inst., Henry M. Hunter

DEATHS, MITCHELL-In this city, at her home, 41 Simonds street, on Feb. 18, 1907

DEATHS, CAMPBELL-At Truroville, Kings county, Feb. 18, 1907, Mrs. Patricia Dutton

DEATHS, BROWN-At Truroville, Kings county, Feb. 18, 1907, Mrs. Elizabeth E. Brown

DEATHS, MURPHY-Margaret Murphy, widow of late John Murphy, died at her home

DEATHS, CAMPBELL-In this city, on Feb. 18, 1907, Annie Campbell, aged three years and eleven months

DEATHS, THOMPSON-In the General Public Hospital, St. John's, on Feb. 18, 1907

DEATHS, SHAW-In this city, on Feb. 18, 1907, Jane, widow of Alexander McParlane

DEATHS, WILLIAMS-At Wolford, on Feb. 18, 1907, second son of John and Eliza Willis

DEATHS, BAXTER-In this city, on Feb. 18, 1907, James J. Baxter, eldest son of Joseph and Margaret Baxter

DEATHS, SHAW-In this city, on Feb. 18, 1907, Jane, widow of Alexander McParlane

THOMAS A RANKINE DEAD, Head of Local Biscuit Manufacturing Firm and Good Citizen Expired Suddenly

Death robbed St. John of another of her most prominent sons when Friday afternoon last, Thomas A. Rankine very suddenly passed away

Thomas A. Rankine, senior member of the firm of T. Rankine & Sons, who conducted one of the largest baking establishments in the province

Mr. Rankine received his early business training from his father, who established the bakery which today is well known throughout the maritime provinces

Mr. Rankine's father, James Rankine, was born in 1822, and was employed at Edmund Kirk's Bakery in Cooper street, about two years ago

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EVERLYN NESBIT THAW, THE WOMAN IN THE CASE

(Continued from page 6.) off with an income of \$2,500 a year to check his desire to be a "good fellow"

After this marriage Mrs. Evelyn Nesbit was determined that Pittsburg should receive Mrs. Harry Thaw into its bosom

Along in 1905 a coldness seemed to spring up between Mrs. William and Mrs. Harry Thaw

Newly Thaw may blame Evelyn Nesbit Thaw as much as she please, but at the same time it must be observed that other members of the Thaw family have not always been out

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NEW YORK SOCIETY GETS ANOTHER JOLT, (Continued from page 1.)

sympathies were easily aroused by any tale of distress. She is a member of the Ladies Auxiliary Society of the Hebrew Sheltering Guardian Society

A Terrible Death List, The disastrous wreck on the New York Central on Saturday night, by which a score of persons were killed and 150 injured

Morse Gobbles More Steamship Lines, Charles W. Morse has bought the New York and Porto Rico Steamship Company

S. S. OPPOSITION FAVORS PROHIBITION, Halifax, Feb. 15-C. E. Tanner, leader of the opposition in the house of assembly

Five C. P. R. Laborers Injured, Port Arthur, Ont., Feb. 18-(Special)-Five Italians were injured in a collision between a freight train and a working train

CASTORIA advertisement with logo and text: "The Kind You Have Always Bought, and which has been in use for over 30 years"

Dr. J. Collis Browne's CHLORODYNE advertisement: "The Original and Only Genuine" with logo and text: "Colds, Coughs, Asthma, Bronchitis"

CHANGE IN MARITIME DAIRY COMPANY advertisement: "J. F. Tilley Succeeds J. D. Freer in the Management"

RECOMMENDS LOCAL GAME LAW CHANGES advertisement: "The chief game commissioner, L. J. Knight, in his annual report to the government"

"IDEAL" WIRE FENCE advertisement: "As you one of those old-fashioned farmers who contemplate improving their farm by erecting wire fences"

