

THE SAFETY BOARD.

Fire and Police Matters Discussed at Yesterday's Meeting.

Fire department matters were discussed at the safety board meeting yesterday afternoon. Chief Kerr reported having investigated the complaints made by a woman about No. 1 Hook and Ladder station. The chief clears the men of any reflection upon them because of drinking, but finds the station was open after 11 p. m. Several changes in the department make-up were recommended, including one dismissal.

The matter of the keeping of a dog in No. 3 station, where the Salvage Corps quarters are, was referred to a future meeting.

Dr. C. M. Pratt was recommended as doctor of Salvage Corps No. 2 in place of the late Dr. T. E. Morris.

It was recommended that Policeman Ira D. Perry be given half pay for eleven day illness.

Ald. Frink asked Chief Kerr if the new fire alarm was satisfactory.

The chief said that with the exception of a part of No. 3 circuit, which was under examination, it was working well, and a great improvement.

Ald. McGoldrick thought substitutes should be provided on the police force to take the place of men on the sick list. Rockland road at the present time had no service.

The chairman said that they were anxious not to increase the overdraft at the present time. The matter dropped.

The chairman asked if the board's fire proof requirements at the Opera House had been complied with.

The director said fire escapes had been put on but Mr. Skinner had stated that he was unable to place stairways.

Chief Kerr said that the building inspector was of opinion that legislation would be required to alter the doors of the churches.

The question of fire escapes on the Clifton house was considered. The director said they were refused to put them on. The matter was left to the director to look into and report.

Ald. McGoldrick, Frink and Macrae were appointed a committee to look into the question of abolishing substitute firemen.

In connection with Chief Kerr's report regarding the firemen Ald. Macrae moved that 150 copies be printed and that regulations relating to the hour of closing, the drinking of liquor, etc., should be printed on cards, and placed in each engine house. There would then, he said, be no excuse for irregularities. The motion carried.

FABIAN LEAGUE.

Interesting Addresses for Next Thursday Evening on Education as Required in St. John.

The Fabian League have prepared an interesting schedule of lectures for the next three months. Their meeting on next Thursday evening will be addressed by Inspector W. S. Carter and T. B. Kidner, of Fredericton, on "Modern Education as required in St. John." Lady teachers are specially invited to attend.

The following are other lectures arranged for: Jan. 26—"Wages and Social Progress," Rev. A. J. W. Nicholson.

Feb. 9—"Is the Workman's Compensation Act a Benefit to Workmen?"—J. King Kelley.

Feb. 23—"Are Labor Unions a Help to Employer and Worker?"—P. C. Sharkey.

March 9—"Personal Hygiene and Public Sanitation," Dr. T. H. Lunney.

March 23—"Bribery: Its Cause and Effect," S. E. Morrill.

April 6—"Health and Mechanical Employment," Dr. G. G. Melvin.

STREET CAR SERVICE.

Complaints About Delays and Cold Cars and Long Waits.

"The cars must be running on ragtime," said a citizen as he stood shivering at the corner of Paradise Row and Main street, waiting for an up-town car.

"Guess the tracks are pretty clear too," remarked a man who happened to hear the remark.

"Well," said the first speaker, "I've seen four or five cars go towards Indiantown, but none have, so far, come the other way. I'll have to walk now, I can't wait any longer." And he turned in the direction of Mill street.

Nor was he the only one who was obliged to walk from Hawker's corner to the central part of the city in the bitter cold of last night. A conductor on the Paradise Row line, on being asked what detained the cars on the main line, replied that he didn't know. There has been a good deal of complaining about the street car service of late. A city school teacher told the Times that she boarded a car near the school, recently, and was disgusted to find the car very cold and the passengers grumbling. Some went so far as to say they wished they had walked. Taking off her glove she placed her hand on the stove and found it perfectly cold. Passengers have also been passed from time to time and complain bitterly that conductors are not sharply enough on the lookout for passengers.

A STUBBORN FIRE.

An alarm from box 14 brought the fire department out yesterday afternoon about 4:30 o'clock. The fire was in the upper portion of the three story frame building at 68 Brussels St., occupied by the owner, James McGilvery, on the ground floor, and Joseph Cook, the blind organist resided in the second story.

The fire was a stubborn one to fight, as it was chiefly confined between the walls of the McGilvery house and the Harrigan house.

Mr. Cook's furniture was looked after by the Salvage Corps, but his loss is considerable.

Mr. McGilvery has his building insured for \$300 in the Scottish Union and National company. Cook had no insurance.

MIRSKY RUSSIA'S HOPE IN THE PRESENT CRISIS.

He, if Any One Can Head off Internal Trouble—The Successor of Von Plehve is a Man of Kindly Feelings and of Wide Governmental Experience.

Everyone who knows Prince Mirsky, Russia's new Minister of the Interior, speaks enthusiastically of the gentle and gracious simplicity of his character. He is one of those rarely attractive natures whom everyone likes at first sight, without precisely knowing why, and then continues to like increasingly, as the fine qualities of his heart and mind show themselves, writes Charles Johnson in Harper's Weekly.

Prince Mirsky is a man of fine military bearing, a type of "the soldier in civil employ," as we say in India. He is only forty-seven and is thus still in the season of hope, in every way a contrast to the grim winter of his tyrannous predecessor, Von Plehve. About middle height, he is of fair complexion, and wears a pointed beard, cut in the style made fashionable by King Edward VII. He has rather melancholy, thoughtful eyes, and his whole expression is one of gentleness and kindness, yet with much underlying strength. Perhaps the best recent testimony to his unspooled nature comes from a subordinate employee whom he had known in early years, and who visited him shortly after his appointment as Minister of the Interior. "He is just as kind as he used to be!" exclaimed the employee, coming out of the Minister's cabinet, with big round eyes of wonder. This temperamental sympathy is the real motive power in his dealings with the Russian press, with the zemstvos, with the much-enduring Russian Jews, as it was the secret of his success while he was Governor-General of White Russia, on the frontier of Poland, with its many national and religious wounds, so easily irritated, yet so easily soothed. He seems endowed with a rarely happy disposition, in face of grave and serious difficulties. If he can confront and successfully solve them, in spite of the tremendous forces which will leave no stone unturned to thwart and oppose him, he will stand forth as one of the greatest statesmen Russia has produced.

Let us consider the heredity and circumstances which helped to make Prince Mirsky the man he is today, the hope of a new era of Russian freedom. The first picture I have of him is as a brown-haired, bare-kneed boy

In Tiflis, very good-natured, and very fond of children. His father, Prince Dimitri Sviatopolk-Mirsky, was one of the high officials of the viceregal court of the Caucasus, standing close to the Governor-General, Grand Duke Michael. The Grand Duke, who is still a great and wise figure in Russian life, is the only surviving son of Nicholas I., and therefore granduncle of Nicholas II. His palace at Tiflis was the centre of a vigorous artistic and intellectual life, which carried on the literary traditions of the Caucasus, enriched by Pushkin and Lermontoff in the days of the exile. Prince Mirsky the elder married a Georgian Princess, who gave her son the gentleness and grace of manner which flower so finely in some of the older Oriental races. Prince Peter Dimitritsch Mirsky, the present Minister, thus grew up in the midst of a many-colored throng of Georgians, Armenians, Turks, Circassians, and picturesque Oriental of a dozen different races and tongues. He passed his boyhood amid the Oriental settings of Tiflis street scenes, in the midst of forest-clad hills and torrents, and with the giant snow ranges on the horizon. His eyes and mind were trained to the appreciation of that many-colored Asian life, so different from the monotonous grey of northern Russia.

Prince Peter Dimitritsch (that is Peter, son of Dimitri) went from Tiflis to St. Petersburg to school, entering the aristocratic and exclusive Corps de Pages, and afterwards studying for the army in the Academy of the General Staff. He got his commission and returned to the Caucasus just in time for the outbreak of the Russo-Turkish war of 1877, and his nearness to the Grand Duke Michael Nicolaievitch (that is, son of Nicholas the First), who was Commander-in-Chief of the Russian army in Asia, brought him at once into the thick of the fight. It must be remembered that, while Russia in Europe was separated from the Turkish Empire by the whole of Roumania, which the Russian troops spent nearly two months marching through, the Russian army in the Caucasus fought itself actually on the Turkish frontier, in the region known as northern Armenia, so that fighting began here far earlier than in Europe, along the Danube.

OBITUARY.

John Mullin.

Word was received here yesterday, of the death of John Mullin, at Belmont (Man.), December 26, after a short illness of pneumonia. He was a son of the late James Mullin, Coldbrook. He had many friends here, who will bear with much regret, the news of his death. He leaves a wife and family, six sisters, and one brother, William Mullin of Westmorland Road.

Ralph Johnson.

The death occurred yesterday at East Mountain, Truro, of Ralph Johnson, ex-councillor, and a prominent man in the district. He leaves a widow and five children, George E. Johnson, Mrs. Melburne Lynds, East Mountain; Mrs. Herbert Christie, Bible Hill; Mrs. Warren Little, and Mrs. Wilbert Lynds, of Belmont. Deceased was a brother of Justice J. W. Johnson, of Truro.

George H. Palmer.

George H. Palmer, of this city, dropped dead in Fredericton, yesterday.

He was writing a telegram in the office of the W. U. T. Co., about 4 o'clock in the afternoon when he fell to the floor and expired almost instantly. A physician who was called in said heart failure was the cause of death. Coroner Geo. M. Ewen arrived a few minutes later, and decided to hold and inquest. Last evening the inquest was held and the jury returned a verdict of death from heart failure complicated with pneumonia.

Mr. Palmer was traveller for Ewing and Company, cork manufacturers of Montreal.

He was a native of the old country and about fifty years of age. He went to Fredericton about twenty-five years ago, and worked at the drug business there. After leaving there he was for some time in the employ of C. C. Richards & Co., of Yarmouth (N. S.), and afterwards with S. McDiarmid of this city. His wife was Miss Thompson, and belongs to Fredericton.

Robert Peake, Western Union telegraph operator here is a nephew of the deceased. A son, George Palmer, is employed in Fairville. Mr. Palmer was an Oddfellow. He resided with his wife and son at 72 Dorchester street, this city.

Danger of Living With Consumptives.

Is real danger because the sputum of affected persons diffuses itself through the air and finds lodgment in the systems of others. If exposed to consumption use fragrant healing Catarrhzone, the most efficient germicide known. No case of Catarrh can withstand Catarrhzone which cures this loathsome disease thoroughly. Cold in the head is cured in a few minutes, and bronchitis, asthma and lung trouble are cured to stay cured if Catarrhzone is employed. "I don't know any remedy so good for catarrh and bronchitis as Catarrhzone," writes N. E. Eaton, of Knowlton. "It cured me after years of suffering and saved me from consumption." Two month's treatment \$1.00; trial size, 25c.

TO ST. JOHN NEXT APRIL.

Description of the New Allan Line Turbine Steamship Virginian.

Latest English mails bring advices concerning the launching of the new Allan line turbine SS. Virginian, at Linthouse, near Glasgow, a fortnight ago. The report includes a description of the new vessel, which will make her first trip to St. John next April, it is expected; The report says:—

Messrs Alexander Stephen & Sons, Limited, yesterday launched the new turbine steamship Virginian, 11,200 tons, which has been built at their yard, at Linthouse for the Allan Line Steamship Company, Limited, of Glasgow.

Like the Tunisian of 1900, the Virginian of 1904 is larger, faster, and in every respect an improvement on anything yet built for the Allan line. The Virginian's dimensions are 540 feet length over all, 60 feet beam, and 41 feet depth. She has been constructed under the supervision of Messrs. Allan's representatives. Mr. A. M. Gordon and Mr. David Johnston, to the highest class in the British corporation, and to the passenger requirements of both the British Board of Trade and the American laws.

She has accommodation for about 1,950 passengers—470 first class, 240 second class and 940 third class.

The vessel is specially designed for the conveyance of passengers and the Canadian mails; no less than five decks are fitted up for the accommodation of the latter. She has also a considerable cargo space in the holds fore and aft, one of them being fitted up and refrigerated for the reception of perishable cargo, chilled beef, etc.

In the passenger space, the first class, which is amidships has naturally the finest accommodation in the matter of sitting rooms and saloons, but in the staterooms it is difficult to distinguish between the first and second, the fittings being equally good, and much of the accommodation being arranged so as to be available for either class according to the particular requirements of a voyage.

Every provision has been made for the severe weather sometimes experienced in the Atlantic, and the cabin accommodation is heated throughout with steam, the pipes being so arranged that each individual passenger can modify the heat to suit himself. The emigrants are kept comfortable by an installation of the thermostat system, which combines the duties of heating and ventilation. The turbines, which are to be supplied by the Parsons Marine Steam Turbine Co., Limited, are expected to prove of ample power to drive the vessel at a high rate of speed.

Steam at high pressure will be supplied to the turbines by nine standard boilers fitted with forced draught. The boilers and a very complete installation of auxiliary machinery, have been supplied from the engine works of the builders, Messrs. Alex. Stephen & Sons, Limited.

The Virginian is intended to sail on April 6, 1905, on her first voyage from Liverpool to Halifax and St. John, N. B., the Victorian preceding

Always safe, pleasant and effectual for all coughs, colds, irritation of the throat. The Baird Company's

Wine of Tar, Honey and Wild Cherry

will give rest and comfort to the sleepless. Bronchial and asthmatic coughs are promptly relieved. At all dealers in medicine. THE BAIRD CO., LTD., Proprietors.

her on March 23. They will run regularly thereafter in the mail service of the Allan line between Liverpool and Canadian ports.

GRAND FALLS.

Grand Falls, Jan. 4.—Nathan Scheffer, who has been one of Grand Falls' leading business men during the past ten years, having kept a well stocked clothing and general dry goods store, has disposed of his stock, and departed yesterday for Montreal, where his wife and family preceded him several weeks ago.—He will open a large clothing store in the latter city.

L. W. Wilson, who was confined to his residence for over a week with a severe cold, has now sufficiently recovered to be enabled to attend to business again.

Frank St. Thomas, the young man who unfortunately cut his leg and blood poisoning developed, has been removed to the Sisters' Hospital in St. Basil, Madawaska county for treatment.

The Cause of Piles

Is variably constipation which is quickly remedied by Dr. Hamilton's Pills of Mandrake and Butternut. Sure relief, and no gripping pains. For a remedy that never fails, use Dr. Hamilton's Pills. Price 25c.

Glady's I refused Perry two weeks ago, and he has been drinking heavily ever since. Ethel—Isn't it about time he stopped celebrating?—Puck.

The paper that reaches the home is the paper you should advertise in. The Evening Times does this. Advertise in its columns and increase your business.

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Advertisement for D. & A. No. 468 corsets. Includes an illustration of a woman wearing a corset and text describing the product's benefits and availability.

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