

THE ST. JOHN EVENING TIMES, FRIDAY, JANUARY 6, 1905.

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. 8 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 days illness.

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

The chief said that with the exception of a part of No. 8 circuit, which was under examination, it was working well, and a great improvement.

Ald. McEldrick 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 overhead 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 had been refused to put them on. The matter was left to the director to look into and report.

Ald. McGoldrick, Frink and Morris 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 Kelly.

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

March 8—"Personal Hygiene and Public Sanitation," Dr. T. H. Lunney.

March 22—"Bribery: Its Causes and Effect," S. B. Morrill.

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

STREET CAR SERVICE.

Complaints About Delays and Cold Cars and Long Waits.

"The cars must be running on a tight schedule," 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 Intertown, but none have, so far, come the other way. I'll have to wait 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 wait 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 street, occupied by the owner, James McElvey, 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 McElvey house and the Harrigan house.

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

Mr. McElvey 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 tyrannical 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 unspotted 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 temperament and sympathy is the real motive power in his dealings with the Russian press, with the zemstvos, with the much-enduring Russian Jews, and with 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 means to do his duty, in face of grave and serious difficulties.

If he can 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-headed 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 grandnephew of Nicholas II.

He was the centre of a vigorous artistic and intellectual life, which carried on the literary traditions of the Caucasus, enriched by Pushkin and Lermontov in the days of the exile.

Prince Mirsky the elder married a Georgian Princess, who gave her son the gentlemanly and graceful manner which flower so finely in some of the older Oriental races.

Prince Peter Dimitrievitch, the present Minister, thus grew up in the midst of a many-colored throng of Georgians, Armenians, Turks, Cossacks, and picturesque Orientals of a dozen different races and tongues.

He passed his boyhood amid the Oriental settings of Tiflis and Sochi, in the midst of forest-clad hills and torrents, and with the giant snow ranges of the Caucasus in his eyes and mind.

He was trained to the appreciation of that many-colored Asian life, so different from the monotonous grey of northern Russia.

Prince Peter Dimitrievitch (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 Nicholasievitch, his cousin, son of Nicholas the First, who was Commander-in-Chief of the Russian army in Asia, brought him at once into thick of the fight. It must be remembered that, while Russia in Europe was separated from the Caucasus by the whole of Rumania, which the Russian troops spent nearly two months marching through.

The Russian army in the Caucasus found itself actually on the Turkish frontier in the region known as northern Armenia, so that fighting began far earlier than in Europe, along the Danube.

OBITUARY.

John Mullin.

Word was received here yesterday, of the death of John Mullin, at Belmont (Mass.), 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 hear 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 five children. George E. Johnson, Mrs. Melburne Lynde, East Mountain; Mrs. Herbert Christie, Bible Hill; Mrs. Warren Lynde, East Mountain; Mrs. William Lynde, Belmont; and a daughter, Mrs. 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 failed to find fault with the heart, but the cause of death, Coroner Geo. M. Ewen arrived a few minutes later, and decided to hold and inquest. Later evening the inquest was held and the jury returned a verdict of death from heart failure complicated with pneumonia.

Mr. Palmer was travelling 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. McPharlin 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 married in 1874, and his wife and son at 72 Dorchester street, this city.

Danger of Living With Consumptives.

In real danger because the spoutum of affected persons diffuses itself through the air and finds lodgment in the systems of others. If exposed to consumption use fragrant incense Catarrhoxone, the most efficient germicide known. No case of Catarrh can withstand Catarrhoxone 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 Catarrhoxone is employed. "I don't know any remedy so good for catarrh and other chills as Catarrhoxone," writes N. T. Eaton of Knowlton. "It cured me from consumption. Two months' treatment \$1.00; trial size, 25c.

HARCOURT.

Harcourt, Jan. 6.—Miss Agnes E. Perry, of Fredericton, late teacher at Kent Junction, has been engaged to teach the school at Mortimore in this district.

The thermometer here this morning registered 20 degrees below zero.

IS THERE A MATTER TO WHICH YOU THINK PUBLIC ATTENTION SHOULD BE CALLED? TELL THE TIMES ABOUT IT.

MORNING NEWS IN BRIEF.

Local.

Eben Perkins, manager of the Maritime Mail Works, has been granted a patent in the United States, for a nail making machine.

W. T. Robertson, manager of the Bank of Nova Scotia, at Bridgetown (N. S.), has been appointed manager of the bank's branch at Windsor (N. S.), vacated by the resignation of H. Letroy Shaw.

At the monthly meeting of the Women's Art Association yesterday arrangements were made for a reception in the rooms tomorrow afternoon. The ladies in charge are Mrs. Silas Alward, and the afternoon Mrs. H. Murray, first vice-president, and Mrs. McEldrick, the first fortnightly lecture will be given Monday afternoon at 8 o'clock by Miss M. Barry Smith.

There was a pleasant Christmas tree and treat in Glad Tidings Hall last night at the conclusion of which a silver coffee pot was presented to Miss Edith Myles by the teachers of the Glad Tidings Sunday school.

On the eve of her departure to British Columbia, where she is to be married.

A New Year's entertainment was held last night in the King's Daughters' Guild, Chipman hall. About twenty-five members of the girls' evening classes and of the mothers' meetings sat down to supper. After the supper a literary and musical programme was given by the girls, assisted by some outside talent.

The Borden Club, held a meeting last evening and O. S. Crockett, M. P. for York county, delivered an address. The other speakers were J. W. Daniel, M. P., Ald. Maxwell, M. P., P.-elect, M. B. Agar and E. R. Chapman. Beverley R. Armstrong occupied the chair.

Provincial.

The people of St. George, yesterday elected their first council. The result was as follows:—Mayor Dewar, Ald. Robt. Dodd, James McLean, Emory Gearson, H. V. Dewar, Lawrence Murphy, Hugh R. Lawrence, A. S. Baldwin, and A. C. Kennedy.

Mayor Richardson of Sydney C. B. yesterday submitted to the citizens a statement of the civic business for the year just closed. The total indebtedness is \$925,000; \$395,000 bonds were sold during the year at eighty-four. Receipts from water service were \$13,325. There was an expenditure in fire service \$4,556. There were forty-nine alarms, with an estimated destruction to property of \$15,000.

A section man named William Hachey, of Bathurst, was instantly killed in Newcastle yard last night. Hachey had just come down to Newcastle and was going through the yard to board a train to return home when he was struck by the engine of No. 75 train and his skull badly smashed. He leaves a widow and five children. He was about fifty-five years old. An inquest is being held at Newcastle to-night.

TO ST. JOHN

NEXT APRIL.

Description of the New Allan Line Turbine Steamship Virginian.

Latest English mails bring advice concerning the launching of the new turbine steamer 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 steamer 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 1,650 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 and rigged for the reception of perishable cargo, chilled beef, etc.

In the passenger space, the first class, which is amply large, 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 angled-ended boilers fitted with forced draught. The boilers and a very complete installation of auxiliary machinery, have been supplied from the 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 28. 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 variously constipation which is quickly remedied by Dr. Hamilton's Pills of Mandrake and Butterum. Sure relief, and no-gripping pain. For a remedy that never fails, use Dr. Hamilton's Pills. Price 25c.

Gladys—I returned forty-two weeks ago, and he has been drinking heavily ever since—last night he was so drunk he stopped, celebrating?—Fuck.

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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SCOTCH WHISKIES
—ARE—

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GILBERT LANE DYE WORKS.
LACE CURTAINS cleaned and done up EQUAL TO NEW.
Carpet cleaned and beaten. Dyeing and scouring.

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