The First of St. John's New Industries.

ST. JOHN IS SAID TO BE on the eve of an industrial boom; powerful influences are at work to bring this about. What may therefore be justly claimed as the first of these new enterprises is THE DOMINION STEAM LAUNDRY of 640 to 648 Main Street, North End., which will be in full operation during the early part of next week.

WHILE THE CITY PROPER is well supplied with establishments of this kind, the Portland-Fairville-Millford-Millidgeville section has not been so served. But now a first-class and thoroughly up-to-date washing and ironing plant has been set up, bidding fair to secure a large patronage. It will be run by competent, hustling, painstaking hands.

RAPID AND THOROUGH Washing Machines, a 20-minute Drier of immense capacity; special contrivances to ensure Uniform Dampening, the proper treatment of Collar Bands, Wristbands and other fussy details; have been installed. In fact there is not an old-fashioned machine in the place. This will surely be appreciated by all.

CAREFUL MEN AND PARTICULAR ladies will have no worry or anxiety when placing their work with the DOMINION people for their motto will be; Promptitude, Care and Thoroughness. No slap-dash, rip-and-tear "cleaning" methods. Expert help will have the best machines and purest materials with which to work.

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Would be read by thousands every evening

The Wornout Nerves, The Weak Heart, The Tired Brain, The Wasted Strength.

What a multitude of women there are who feel that these words exactly suit their case. From early morn until late at night they have been on the go, year in and year out, attending to the daily household duties, looking after the wants of her children and spending the rest of her time attending to social and church work. Is it any wonder then that sooner or later there comes a general collapse? The action of the heart becomes weak and palpitating, the nerves become unstrung, the brain feels in a whirl half the time and the usual force of vitality is lacking.

It is at this time a woman should look after herself. If she does not, serious female disorders may set in and often cause weary months and years of helplessness and miserable suffering. What she wants is something to build up her system. For this purpose there is nothing to equal

MILBURN'S HEART AND NERVE PILLS

They are the women's friend in every sense of the word.

They will strengthen the weak heart, tone up the shaky, starved nerves, make the brain clear, and restore the lost vitality.

Mrs. George Lohnes, Stanley Section, N.S., writes: "I was greatly troubled with weak and dizzy spells and was so run down I could not attend to my household duties. I bought two boxes of Milburn's Heart and Nerve Pills and after taking them I found that my trouble had all passed away. I am now strong and healthy again."

Milburn's Heart and Nerve Pills are 50 cents per box or 3 for $1.25. If your dealer does not handle them, send direct to The Milburn Co., Ltd., Toronto, Ont.

FERRY INQUIRY IS ENDED

The investigation of the ferry committee into the causes of the recent accident to the Ludlow and the general condition of the service was concluded last evening. The committee subsequently held a private session and formulated recommendations to the council, which will likely be considered at a special meeting. They decline to tell what they have decided on.

Several matters of interest were brought out during the meeting.

Ald. Frink occupied the chair and Ald. Pickett, Bullock, Holder and Baxter were present with R. L. Brittain, city hall stenographer, and representatives of the Star and Telegraph.

Superintendent Glasgow continued his evidence.

The chairman—"Have you any information which might lead to a better service?"

Witness—"When the new boat enters the east side slip at very low water I think she might touch bottom, and it would be well to put a dredge in for a time. She draws eight and a half feet against six and a half by the old boats."

The chairman—"Has she been in at low tides?"

Witness—"Yes, but it would be safer. The boat also hangs outside the wharf too far, and the approaches on the lower side should be extended."

In reply to Ald. Pickett he said it would not be possible to take one of the floats away because the wharf would have to be cut.

At this juncture Ald. Bullock, who had been inspecting the log book of one of the captains discovered between the leaves a document which he pronounced to be a receipt for root beer. Amid the laughter of the committee he remarked that he viewed it with considerable suspicion in the light of some of the evidence they had had before them.

The chairman to the witness—"Do you think the staff in the service is utilized to the best advantage?"

Witness—"Yes; I think they have all as much as they can do."

The chairman—"Could the machine and blacksmith work be done more economically by the city?"

Witness—"No, I do not think so. The cost is very small."

At this point H. V. McKinnon, representative of the Sun, who was present at the previous meeting, appeared in the doorway.

The chairman—"Come in, Mr. McKinnon, while I explain the wishes of the committee. We desire to treat you with every courtesy. Sit down. As chairman I must remind you that the resolution of the committee was that the representative of the Sun, whom I presume you are, should be excluded from this investigation.

Mr. McKinnon—"Has the committee rescinded the resolution?"

The chairman (smiling)—"Not as yet."

Mr. McKinnon then withdrew.

In reply to questions the witness said there was no spare float, but an old one which could be used temporarily. Four new floats were made and put in last year.

He did not think it would be an advantage to have the street railway running down the floats. There was some danger from the railway tracks crossing Rodney wharf, but he understood a man was now put on duty there and a shanty had been built.

Ald. Baxter thought a set of signals operated by the man from the shanty would meet the case. The approach was good and fortunately people could easily take care of themselves. He was in favor of the street railway running down the wharf and of having an overhead way for passengers constructed at the crossing if necessary.

In reply to the chairman the witness said: The most important thing wanted, to his mind, was a place to keep the new boat. He did not know now where to keep it.

Ald. Baxter—"That is a thing which will be remedied as soon as the new wharf is built."

To Ald. Bullock the witness said it would not have been possible to have repaired more floats than were done.

The chairman mentioned that there had been great delay in the public works department in giving them the dredge. They expected to get it in April and did not get it until September."

Ald. Baxter—"Would you be in favor of taking the tolls on one side of the harbor only?"

The witness did not think it could be done.

Ald. Baxter—"Why not? The traffic balances. You could collect say on the East side from each passenger four cents cash, or a two-cent ticket. People would pay from east to west, and nothing to return. It would make practically no difference to anyone and the saving would be the salary of two collectors, or the present men could do other work.

"The same thing," he said, "might apply to teams. The objection that a man might return from the city by going round by the bridge does not amount to much."

Ald. Bullock—"And then he would not be able to make undisturbed observations from Navy Island." (Laughter.)

The chairman said he was impressed with a suggestion which had been made to him that a trestle bridge should be built from the end of King street, Carleton, to Navy Island and that the ferry floats should be transferred to Navy Island. The locality would be clear of railway tracks, there would be deep water and a short run across. If business increased he believed in a short time the present slip would have to be abandoned.

Ald. Baxter said there would be a strong tide, but the suggestion was well worth looking into.

The superintendent, in reply to further questions, said there was very little spitting or smoking on the boats since the ferry committee had made new regulations.

The chairman—"Do you attach any blame to Captain Nice for running aground the other night?"

Witness—"No, I don't know that I do, if he was on the look out. Anybody might get on the bar, but today I saw he went across with the pin out of the rudder. If the wheel had swung round it might have killed some one."

Ald. Pickett thought it would be advisable for the committee to have another night session and ask regular users of the ferry to appear and state what faults they found with the service or officials, and make suggestions for improvements.

Ald. Baxter—"If there is an attendance on the lines you suggest we shall need the York Theatre."

Ald. Bullock—"Radical changes are needed and the sooner the better. Who is the head of the whole business?"

The chairman—"The superintendent."

Ald. Bullock—"Then why not have recommendations put down in a forcible way and have them carried out. This committee will not have discharged its labors till this is done."

Ald. Pickett said if Ald. Frink and Baxter, who constantly used the ferry, would give them the benefit of their observations he would be satisfied without asking the public.

The chairman said he constantly used the ferry and he thought all who did so appreciated the changes which had been made since the committee was established.

The chairman was proceeding to relate an incident which he intimated need not be taken down by the reporters.

The representative of the Star continued to write.

The chairman—"Mr. Ervin, may I catch your eye for a minute?"

Ald. Baxter—"Perhaps Mr. Ervin may feel it his duty to report everything."

Mr. Ervin—"I have been told by the editor of the Star to report everything that happened at this meeting."

Ald. Pickett—"Forego the story."

Ald. Bullock—"What! Go on, and issue your instructions."

The chairman—"Let's get on with the business."

In reply to further questions, the superintendent said he thought two locomotive lights on the wharves would be an improvement, but a search light on the boat would be better.

The chairman mentioned that a search light could be installed on the Ludlow for $180. The power was already on the boat. The search light would take the place of the lights on the floats.

The superintendent recommended that dredging should be done near Navy Island. The dredge had never worked there and the rush of water in Buttermilk Channel washed the banks down and made the water very shallow.

Ald. Bullock—"Do you ever refer to the log."

Witness—"No, I never look at the log."

Ald. Holder—"Isn't it there for you to look at"

Witness—"That log is taken home and kept there."

Referring to a broken spile, the superintendent said he had not a spile in the place to replace it.

After Ald. Bullock had read some entries in the log book, Ald. Pickett said he thought the book should be inspected daily. He asked the superintendent if it would not also be well for the engineer to make entries of when the boat started late.

The superintendent said he thought it would and continued: "Look, here! I'm going to wake up now. I'm not twins. I have all the bills to make out, the tickets to inspect and the whole service to look after, and I tell you now I can't do it. I have to take the books home every Sunday. I won't do it any more. I'm tired. The work keeps piling on, and I've never come in yet to say I want a dollar."

Ald. Pickett—"If the pay were three times as large it would not give you more time. Can't Mr. Parks help you?"

The superintendent—"No, he has three boats to look after."

The chairman—"I can assure the committee Mr. Glasgow has few idle moments."

The superintendent—"Idle moments! I should think not!"

In reply to Ald. Bullock the superintendent said his salary was $800.

This concluded the evidence and the committee deliberated on their report in private, and subsequently adjourned.

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Birmingham, Ala., Jan. 16—Sells & Downs' circus, which went into winter quarters here this year, was sold today in one parcel at public auction to C. W. Thompson, of Boston, for $35,000.

G. E. Boak, of Halifax, was registered at the Royal yesterday.



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