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Boat is fitted with a 27 H.P. Fraser Engine, which has given splendid satisfaction. The boat is 40 feet long and 9 feet wide, and would make an ideal mission boat.

She contains sleeping accommodation for four, and tanks for 250 gallons of fuel. Nine-tenths of the fuel consumed by the engine is Kero oil.

The reason for selling is, the boat is not large enough for the purpose she is now used for.

The boat cost about \$1800, and is well fitted in every respect. She is provided with sails. She would make a fine boat for collecting bait or for fishery uses.

Apply to
W. F. Coaker.

**Safety First, Is the
 Motto For Railroads**

Eye-Opening Letter from Mr. Butler

(Editor Mail and Advocate)

Dear Sir—It may be said that the whole aim in recent progress toward the illumination of preventable accidents on railroad is to reduce the element of human fallibility to the lowest possible minimum. That, says the St. Louis Post Dispatch, is the purpose of the "safety first" movement that is winning substantial triumphs in railroad operation. It is the special object of many ingenious automatic devices of decided utility in the protection of life.
 As the strain on men occupying the positions of large responsibility in the operating force is diminished by approved laws, efficient protective apparatus and observance of tested precautions of various sorts, the likelihood of blundering is materially decreased. The growing infrequency of the once common smashups in which from twenty to forty persons were killed has agreeably impressed newspaper readers.

The total disappearance of serious accidents under normal operating conditions, leaving in the record only those occurring under infrequent and unfavorable conditions, would strikingly demonstrate the value of "safety first."

The above is very true as far as America is concerned as regard what it says about laws, tests etc. In America there is a law that provides that all trains shall be equipped with an efficient power brake, that hand brakes shall work in harmony with the power brake, and a hundred and one other laws to reduce the element of human fallibility to the lowest possible minimum. In fact the laws have made it (like Glandstone's ideal Government) as easy as possible to do right and as hard as possible to do wrong. In this country we find just the reverse of that found in Canada and U.S.A. There are no laws to protect either the public who travel or the employees who are employed on the railroad. As a result the Reid system run their railing stock in all sorts of conditions.

They care not whether it suits the public or what risk the latter run as long as they can drag the cars to their destination. This kind of practice is due to lack of laws and if allowed to continue will sometime or other meet with disaster. So I think the Government would be well advised if it would enact laws similar to those of the Interstate Commerce Commission of the U. S. I have noticed that the general public do not seem to appreciate the necessity of the air brake. I suppose this is because they do not understand the part that this very important piece of machinery plays in train running, in fact the air-brake is more important than the engine for the lives of passengers are depending on the air-brake and not on the engine. In fact it is the greatest life-saver of modern times and the sooner our law-makers understand this the better it will be for all concerned.

To try and impress upon the minds of the public the importance of a brake I will tell what happened at Waterford Bridge sometime ago. One evening two train hands were shunt-

ing cars at Waterford Bridge and during the course of the shunt, one car started to go down the hill, before it had attained much speed one of the brakemen succeeded in catching it. After he got on the car of course the first thing he did was to go for the brake with the intention of applying it, but to his dismay the brake wasn't there (like a good many more brakes it may have been any where between St. John's and Port aux Basques). By this time the car had gained considerable speed and to use his own words my eyes began to pop out on my cheeks, anyway he started in to throw off ties with the hope of derailing the car but to all no use. So he began to obey the first law of nature by looking for a soft place to jump, when he saw an engine coming to his rescue. To use a railroad phrase the engine "scratched gravel" for the car and by a fluke or a kind of Providence the engine and car coupled, otherwise there would have been the greatest smashup in the history of Newfoundland railroading, because the express train was standing and the stand was crowded as usual. This is only one of many accidents that have been barely averted, all for the want of a brake.

It is not uncommon to see a car break clear of a train and run back to the bottom of a hill. To corroborate this statement all one need to do is to go to Brooklyn on the Bonavata Branch and there you will see the remains of a car that broke clear of a train six miles West of Brooklyn, but ran down a hill six miles long and turned bottom up at the base of the hill. Supposing there had been another train following this train, which is very often the case, what do you imagine would have happened? Whatever would have happened the poor train hands would have been blamed for it, altho very probably the conductor or the engineer protested against taking the car without a brake, but may have been forced to do so, which is very often the case.

The Reid system must amuse those who are familiar with up-to-date railroading. Take for instance the Motive Power Department. The head of this department is looked after, at more properly speaking an attempt to look after by a one Ladley who the Reids imported from Chicago and Arlington shops. How much does he know about the air brake? Why does he allow the braking system to remain in its present condition if he understands it. If he had no regard for the safety of the public one would think that he would try to earn all the money he could for his company and there is no other way that he can do better than keep an efficient brake system for an efficient braking system, gives a good showing on the credit side of the balance sheet.

Now Mr. Editor there is a lot more I want to say but will refrain from doing so at present as my letter is beginning to lengthen already and I know the Mail and Advocate has a lot of material to publish more interesting than anything that I might write. So I will quit for the present.

I am yours truly,
 W. L. BUTLER.

**Serving In
 The Dardanelles**

H. M. S. Cornwallis,
 May 23rd, 1915.

Dear Wife,—Just a few lines to let you know that I am well. We have spent a very good winter and my health holds good, for which I am very thankful. We are now anchored in the Dardanelles, just below the Narrows. I am getting quite accustomed to the new life and don't mind going into action at all. Indeed I quite enjoy the fun of it. Nevertheless, I shall be rather glad when it is over and I know you will too.

The Turks are very still to-day and there is not much doing. We get plenty to eat out here, but we don't get any fresh fish and I miss it very much. One shell hit our ship yesterday it did no damage. Tell some of the boys to write me before they go to the Labrador. The war is not going to last always, Julie, and I will be home as soon as it is over, please God. So good-bye.

From your loving husband,
 ALEXANDER PEDDLE,
 Formerly of Hodge's Cove, T.B.

The revolt in Portugal seems to indicate that the Republicans are fighting for freedom from the freedom for which they last fought.

A Correction

Boulogne,
 France, May 31, 1915

(Editor Mail and Advocate.)
 Dear Sir,—I see by a cutting from your paper, which has been forwarded to me in France, an error which I am sorry to correct. Namely, that I came out as a nurse under the Red Cross Society.

I am a member of Queen Alexandra's Imperial Military Nursing Service Reserve and as such I belong entirely to the Army and have nothing whatever to do with the Red Cross Society.

Thanking you for space,
 M. J. LODER,
 Of Snook's Hr.,
 Trinity Bay.

Lord Kitchener's Comment.

A new story about Lord Kitchener is told by the "Daily Mirror." He had been spending a considerable amount of his time in inspecting home-made trenches, but had never once vouchsafed a word of comment. Just as he was going someone with great temerity asked him what he thought of them. K. of K.'s reply was terse—and typical—"They wouldn't keep the Salvation Army out," he said, and walked away.

The piano practice of a girl is music to her ma only.

**Nurse Loder
 Writes Home**

Dear Father—I think I shall write to one or other of you every day while I am here, so it will be your turn to-day. It is just glorious here. I am sitting under the branches of a pine tree and the sun is simply pouring down on me. I have just got up after having breakfast in bed at 9 o'clock. Miss Engles, a member of the V. A. D. (Voluntary Aid Detachment) brought up my breakfast this morning. She is very nice.

Yesterday Lady Oinora brought it up. It really does seem strange to receive such a lot of attention, but no doubt it will not do the nurses any harm. I for one am thoroughly enjoying it and wish it could last for two weeks instead of one.

I am beginning to realize now what the poor men from the trenches must feel like when they come into Hospital. I don't wonder that they think they have reached Heaven at last.

The sun has got so hot that I have had to crawl further in under the branches. I received the "calling" and am glad you sent it to me. I am afraid that you did not understand that there is a difference between the Army and Red Cross nurse. The first is sent out by the War Office direct and may be either a Regular Army Nurse, one who was in the Service for some time before the war started (they wear a grey uniform with a full scarlet cape)—a "Queen Alexandra's Imperial Military Nursing Service Reserve," one whose name is on the reserve and who has to be called up once a year for about a fortnight and who receives a retaining fee of about £1 (they wear a grey uniform with grey cape faced with scarlet) or she may belong to the C. H. R. Civil Hospital Reserve (they wear the same uniform as the I. A. I. M. N. S. R. and rank the same. I do not know whether I am an I. A. M. I. N. S. R. or a C. H. R., but I have always been called the former, and as I was not connected with any hospital at the time, I expect they put my name down as such in the War Office in London. It was through the London Hospital, at the request of the War Office, that I came out.

The Red Cross is an absolutely separate society and has nothing whatever to do with the Army. Of course their nurses nurse the soldiers just as we do, but it is very different. As it is getting near lunch time, I must bring this epistle to a close. I hope you will have a very prosperous and happy summer.

From your loving daughter,
 MON.
 The writer of this letter is Martha Loder of Snook's Hr., T.B.

**The Migration
 Of the Cod Fish**

The tremendous amount of cod-liver oil used annually by the world has led the Norwegian government to a careful study of the habits of this fish, from which Norway derives an inconsiderable portion of its revenue. As a result, the director of fisheries, Dr. Johan Hjort, has just concluded some interesting experiments designed to ascertain the extent of the migrations of the cod and the rate of its growth, as well as the probable rate at which the supply is being exhausted.

Last year he caught 2400 of the fish and after marking them, returned them to the sea. Two hundred and seventy-nine of these were caught again the same season, which shows, of course, that the drain upon the supply of cod is even larger than has been popularly supposed.

A fish marked at Henningsvaer on March 17, was caught again on Feb. 12, the year following, at Sorvaag. As both places are on the Lofoten banks, a famous codfishery, it thus appears that the fish return to the banks from year to year.

The increase in the length of a fish marked on May 26 and caught on the 19th of the following February was considerably over 100 per cent. It was shown, too, that during the period named the fish had travelled fully 1,700 kilometers.

As a result of his studies, Dr. Hjort is not inclined to pessimism as to the outlook for the industry. While admitting that the proportion of fish caught every year is extremely large, he feels certain that the rapidity of their growth and the extent of their migrations are factors that will prevent a too serious drain upon the supply, especially when the fisheries are properly regulated by law.

**Redmond Suffers
 From Ptomaine Poison**

London, June 16.—John E. Redmond, the Irish Nationalist leader, is suffering from ptomaine poisoning and will be unable for some time to attend sessions of parliament.

The "bookies" may now stop making books and go in for making making shells.

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