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Our Railways and Its Management

Clareville, Nov. 19, '15.
(Editor Mail and Advocate)

DEAR SIR.—What was the cause of four cars becoming detached from a freight train going out of St. John's a few days ago, and running back unchecked to a point where two jumped the track, and as a result mixed board, iron, greasy—waste, flower, pork and butter in one pulverized heap?

Cars becoming uncoupled are sometimes unavoidable, as it is due to a high and low coupling or worn knuckle when the patent coupling is used; but in link-and-pin coupling the disconnection is caused by the smashing of the link or pin, or both. But the fact of the detached cars running away does not excuse those responsible for the air-brake system which work automatically, and if kept in working order, as it should, will certainly stop a train as soon as started.

The fact of these cars running away a few days ago is a brilliant proof that the air was cut out from the runaway cars, or the air brakes were not working effectively, for as soon as a hose-bag burst through pressure of compressed air, or become disconnected through the pin-coupling of cars, every brake on every car, (including engine) if working properly will fly automatically to an emergency position and lock the wheels in vice-like grip, which no engineer on this road or any other can deny.

If the air had been put in on every car of the train in question and brakes working properly, the detached cars would have stopped a few feet clear of the train from which they parted.

The rule is for every engineer before leaving a station to test his brakes, either by an application of air through the brake-valve in the engine-room or through the bleed-cocks on the air cylinder of every car that make up the full train. But I have seen engineers having a very small percentage of efficient brakes to test on a train of ten and twelve cars, and if the latter is the case with the engineer who was in charge of the runaway cars, who should be held responsible.

I have known engineers on this road who have most unwillingly gone east and west with trains uncontrollable and have many times owing to it just escaped a quick despatch into eternity.

Trains leaving a station at the foot of a heavy grade like that of St. John's without efficient brakes on every car is no pleasant joke, and our Government Inspectors of the rolling stock may some day wake up to the unmistakable fact and find for their carelessness a grave of passengers under a heap of debris in St. John's railway yard.

The Reid officials must certainly wink two eyes each time at our Government officials while their bosoms heave with peaceful rapture, when they think how they can bluff the Morris Government respecting their railroad system.

What would be done to American railroad officials if they were found guilty by the Inter-state Commerce Commission of despatching trains out with one man to conduct and handle freight as has been done by our railroad officials many times. The railroad officials of course would have a jury deal for their disregard to freight and passengers; while our railroad officials are permitted to do as they please—dispatch trains out with defective brakes, handle freight in a disgraceful way—while Sir Edward sits on his throne and follows them to do so.

One and all are expecting the incoming government to enact new laws that will line up our railroad system and make its officials get down to their duty in serving the public in a more satisfactory manner than they have done hitherto.

W. L. BUTLER.

Records of Motor Boats in 1915

NEW YORK, Nov. 12.—The motor boat season of 1915, while not especially brilliant, developed the miscellaneous boat, for which those interested in high-speed motor boats have been striving for a long time. This speed, however, was not maintained in a race, but was made in a series of trials over a half-mile course. Commodore James A. Pugh's Disturber IV, as the fastest boat in the world, and is in a measure a recompense to Commodore Pugh for his race for the British International trophy for motor boats against the Maple Leaf IV, but the war necessitated calling the series off, and Commodore Pugh came home disgusted with everything and declaring that he was through with the game.

During the winter he changed his mind and went to work to build another racer, and this year won the

Grand Bank Notes

Grand Bank is a very busy place these days. Samuel Harris, Ltd., loading two more schooners, for Europe; and Patten and Forsey have recently moved into their new offices which are a great addition to this prosperous firm's business. The offices are fitted with all modern office furniture.

Capt. J. B. Patten has been away of late purchasing fish and seeing to the shipping of same.

Mr. Felix Tibbo, of Forward and Tibbo, has been at Burin for some time attending to his firm's interest there.

Capt. Matthews left for Shelbourne, N.S., a few days ago to bring home a new schooner which is being built in Shelbourne for parties in Grand Bank.

Among the visitors here recently was the genial representative of the E. W. Gillett Co., T. T. Cartwright, who reports the sales of Magic Baking Powder &c. as, away in advance of any of the 19 years he has been visiting Newfoundland. The many friends of the genial T. T. were glad to see him looking so well after his recent accident.

Prohibition certainly took a great boost in Fortune Bay. Hurrah for Fortune Bay.

We are sorry Grand Bank did not give a larger vote.

Another well-known traveller was here recently, the irresistible John Mathewson.

Mr. George Tibbo is away at P. E. I. after a load of produce.

Mr. R. Dunford leaves by the S.S. Portia for St. John's and will be absent a week or two.

Mr. John E. Lake of Fortune has returned from quite an extensive visit to European points.

It is reported that a popular representative of a large Canadian Co. will soon join fortunes with one of Grand Bank's fair daughters. Congratulations.

No steamer in Grand Bank for over a week. Whose fault is it? Let's find out. Fanny Grand Bank without mail for a week.

Messrs. Lake and Lake of Fortune are having a new schooner built. This is a young progressive firm which is going to make good.

One of the largest businesses in Newfoundland is that conducted by Samuel Harris Ltd., and it is wonderful with what ease the Managing Director, Mr. G. C. Harris, does his business. Notwithstanding the amount of work he has on hand, he always finds time to give the travelling fraternity a glad hand and a mile, which is highly appreciated by the "Knights of the Grippe."

Grand Bank should have proper facilities for shipping. Some people are asking why Sir E. P. Morris does not keep his promise which he made before the election. Quite a good deal of talk is indulged in at the present in regard to Confederation with Canada.

Mr. K. Forsey, son of W. Forsey Esq., leaves for New York on the first steamer, where he has accepted a position with a large company.

The merchants who have bankers are already beginning to get ready for the Western winter fishery. Double the number of schooners will this winter prosecute the Grand Bank.

The storm was very bad here, the waves dashed over the breakwater. When shall we get the harbor promised us by Sir Edward.

CORRESPONDENT.
Grand Bank, Nov. 20, 1915.

Wrigley Trophy and established a new record in this country for speed. He averaged 49.4 miles an hour in one of the races for the Wrigley Cup, and his boat was eased during the last fifteen miles of the course. In the first fifteen miles the Disturber IV. averaged fifty-five miles an hour, and had she been driven to the finish she would have been credited with that speed, as there is little likelihood that she would have broken down. Commodore Pugh wisely took no chances, and having the race well in hand, ceased up his boat.

The best speed made in a race was by the Maple Leaf IV, in the international races in England, in 1913. She then made 49.2 nautical, or 55.44 statute miles an hour which stands as the world's record.

Superb Fur-Like Seal Sets.

THESE splendid sets of Fur-Like, Black Coney Seal, are made of a fabric that perfectly resembles the famous South Sea Seal—the fur of which throws off beautiful radiating, soft, deep, lustrous, velvety, black and maroon tones, that compel us to centre our attention, and at once crave to possess a garment made of such a rich fur.

Look at the illustration and notice the excellent contour of this fashionable and Comfortable Muff and Throwover—apart from the style and comfort the smart dressy appearance it gives to the wearer will be a source of pleasure as long as the set lasts.

These sets are well made, and richly lined with Black Silk, and styles exactly as illustrated are finished with silk medallions, and long fine, silk-thread tassels, truly marvelous value. These are copies of real, South Sea Seal, one-hundred-dollar sets. Price for this Muff and Throwover exactly as illustrated. A Set—\$7.00.

Price of Similar Coney Seal Sets in black, finished with wide, knotted, fine, silk-Thread fringe. A Set—\$3.30, \$4.50, \$5.70 and \$7.00.

Price of Black Coney Seal Sets finished without fringes—\$3.30, \$4.50, \$5.70 and \$7.00.

Remember these are often copied, but never equalled. You buy right, when you buy here. See them to-day, or mail your order to-day—mail now, we have many to choose from.



Anderson's, Water Street, St. John's, N.F.

Legs Useless Officer Leads His Company to Victory Carried Under His Arms by His Comrades.

LONDON.—My friend, the Russian author, Ivan Skooka, writes me from Petrograd:

"A young lieutenant of artillery, in private life a famous tenor at the Imperial Opera at Petrograd, had a chance to be promoted to a rank which would relieve him of the necessity of lying in the trenches, where he might easily lose his life, or at any rate, his voice. He refused.

"I cannot accept," he said. "I am too fond of my pals. My voice? Nitchevo, I have already an inflammation of the throat." He stayed with his battery and went through the dreadful December campaign. Cross

ing a river under heavy fire, he helped to drag a gun across by hand. Asked why he sacrificed all he had formerly lived for, he said:

"Germany is now the greatest danger to Europe and has for years kept Europe from living a life of culture. I want to take active part in the destruction of Prussian militarism."

"A cornet, in private life a Siberian merchant, and a very young man yet, came along, walking with difficulty. Asked if he was wounded he said: "No, I got rheumatism in the trenches last winter."

"You ought to try to get cured." "Oh, no. Why? I am much better now, but during the winter I was a wreck. I was in the trenches, unable to move, but I stuck to my post and intend to do so as long as I have a drop of blood left in my body. I have even been in a fight without legs. I was in command of a company. The Germans attacked us and I saw that a counter attack was necessary. To send out my men alone did not suit me, so I told them to take hold of me under the arms and we would go for them. We did and we beat them back before I was dragged back to the trench in the same way. We Siberians like to see a thing through the thoroughly. I imagine we resemble the Canadians a little. We have start

ed to fight and we intend to go on until we have beaten all the conceit out of the Germans."

"A cornet, ordinarily a lawyer, leading his men into attack, was wounded in the arm, which had to be amputated. His colonel, visiting him in the hospital, said he was going to get him a decoration."

"I thank you very much, colonel, but please don't do it. I am not fighting for decoration," was his answer. "A landed proprietor for the old nobility, leader of a gigantic commercial concern and a man of mature age, was called to the colors with the reserves and sent out to fight the Turks. He instantly disposed of his business interests regardless of the enormous loss and was radiant as he put on his uniform."

"It is all over with petty business cares and annoyances," he said. "I am glad fate has given a chance to become a hero if I have it in me. I would gladly fall before the walls of Constantinople. If I return I intend to begin life all over again, for I will look upon my return as a renaissance and the new man I shall then become has no need of the old business."

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