

## Von Hindenburg's Raid On Poland A Failure

**Russian Troops Are Advancing Rapidly Towards the Baltic**

London, March 19.—A special to the Daily Telegraph from Petrograd says:

General von Hindenburg's raid in the Suwalki, Lomza and Plock governments has not only failed to assert Germany's strength, but in very unmistakable manner has revealed her weakness. Most of northern Poland is now clear of Germans. Their outposts among the villages frequently are demoralized enough for the cry "the Cossacks are coming" to make them vanish.

The Germans are moving their best artillery to western Poland. The cessation of General von Hindenburg's entire northern plan, which was arrested by the defeat inflicted by the Russians at Przasnysz and Suwalki and along the Orzyc is undoubtedly due to the failure of the projected German campaign in eastern Galicia.

This scheme, believed to have been the really central purpose of his strategy since the new year, was dictated by Hungary's political design. But it would be erroneous to assume that the German strength is going to crumble away like touchwood, or to think victory can be won except at the cost of many bloody and arduous battles.

### Marching to Baltic

Petrograd, March 19.—Continuing their flanking movement against the left wing of General von Eichorn's army on the east Prussian frontier, Russian troops are advancing rapidly towards the Baltic, according to official advice received here today. They are nearing Nemel, and the civilian inhabitants of that city have fled to Konigsberg.

Though Nemel is a fortified town, its chief defences are on the side toward the Baltic and the Russians anticipate little difficulty in taking it. At the war office the opinion was expressed today that the German troops at Nemel would evacuate the town and permit its occupation without fighting.

South of the Vistula river thaws have caused a lull in all operations

except those of artillery. The Rawka and Bzura rivers and tributaries of the Pilica have overflowed their banks and compelled both Russians and Germans to abandon many trenches. Scores of soldiers caught in their "dug-outs" have been drowned.

The chief fighting is now along the Orzyc and Szkwa rivers, but the weather there is also making operations difficult. A great part of the flat lands in the region northeast of Przasnysz has been turned into a swamp by the melting of the deep snow there and the opposing troops are able to move only along the high ground.

### NO DACIA DECISION SOON

**Paul Govare Says the Verdict May be Delayed Two Years**

Paris, March 18.—Paul Govare, who is acting as attorney for Edward N. Breitung, says he represents his client only as the owner of the American cotton steamer Dacia. Nobody, so far as M. Govare knows, has been selected to appear, for the owner of the cargo, because cotton is not contraband of war and it is not necessary for the owner of the cargo to be represented before the prize court, he believes, the question of its seizure will not be raised.

M. Govare says he expects the trial will last a long time and that a year or two may intervene before a final decision is reached. He says French law will govern the case, but he assumes that the diplomatic attitude will determine the action of the French government. For this reason the government's prosecution of the case will be more or less determined by the future fortune of the American ship purchase project as expressed in bills before Congress.

A despatch from Brest says fifteen second hand dealers were present at the sale of auction of perishable foodstuffs for the crew of the Dacia.

The sale realized 340 francs (\$68). The Dacia had aboard preserved food for 100 days only.

### No Immediate Reply to British Note—Time Required For Study

Washington, March 17.—In explanation of her programme of cutting off all trade with Germany, Great Britain asks that the United States view this procedure as a modified form of blockade.

A formal statement regarding the new policy was received here yesterday as a note accompanying the copy of the Orders-in-Council handed to Ambassador Page Monday. This note not only contains a rejection of the American joint proposals to Great Britain and Germany suggesting a modification of their maritime policies, but also answers the United States "inquiries" as to what may be expected under the new orders by which the allies have announced their intention to prevent all trade with Germany.

Will be Published To-morrow  
The British Government asked that its communication on these subjects be withheld from the public by the United States Government until Thursday morning, when they will be also published in Great Britain.

It may be said authoritatively that the burden of the British statement regarding the new policy is that the operation should be regarded by neutrals as something less than a block-

ade, and therefore, though new to international precedent, less damaging to neutrals' interest than the more familiar blockade proper.

This explanation on the part of the British Government has in no way shaken the intention of the Administration to lodge as vigorous a protest as possible against the allies procedure in seeking to strangle all trade with Germany. The President's callers left the White House yesterday firmly convinced that Mr. Wilson feels very strongly on this issue, but the President himself declined to make any comment on the subject at this time.

### Up for "Rights."

It was declared in other quarters, however, that the United States would assert itself as vigorously as possible in defence of what are regarded as its rights.

No step in the direction of a protest was taken yesterday. It was pointed out that time is required for study of the British Orders-in-Council and also of the British explanatory communication on the same subject.

The British explanatory statement is regarded by the British Government as of the utmost importance. It is held in London that this note to the United States should satisfy every question and every complaint of the American nation and all other neutrals.

### SPRINGFIELD EDITOR DEAD

**Managed For 37 Years the Paper Founded by Grandfather in 1824**

Springfield, N.Y., March 14.—Sam Bowles, editor and publisher of the Springfield Republican, died at 12.45 this morning.

Samuel Bowles was editor and principal owner of the Springfield Republican for nearly 37 years. In that period he kept the paper established by his grandfather, the first Samuel Bowles, in 1824, at the high mark set by his father, the second Samuel Bowles, who in his time ranked with Greeley, Dang, Ralstead and other famous editors of his day.

ADVERTISE IN THE MAIL AND ADVOCATE

### MANY INTERNED GERMAN SHIPS

**Tonnage of More Than 250,000 Held in Ports of the United States**

The total Hamburg-American tonnage in round numbers at all American ports is 250,000; North German Lloyd, 150,000; Deutsch-American Petroleum Company, 50,000; other steamships in American waters, 30,000. The money value of this colossal fleet is said to be close to \$60,000,000.

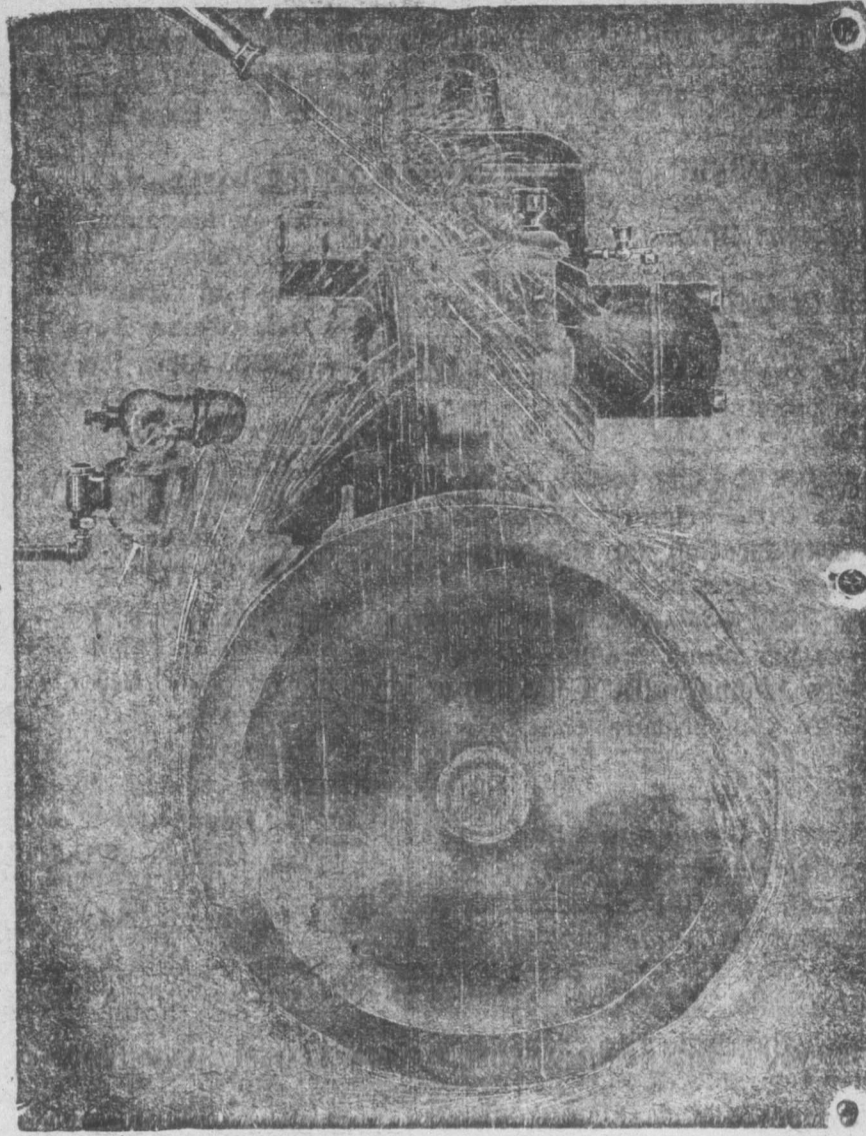
Interned at New York are also four Austrian steamships—the Martha Washington, the Dora, the Ida and the Himalaya. Three Austrian steamships are held up at New Orleans, two at Galveston, one at Philadelphia, one at Norfolk, and one at Boston of a total gross tonnage of 50,000.

## SOME CHALLENGE!

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CAILLE PERFECTION

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Photograph of Actual Test.

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World's Largest Builders of 2 Cycle Engines

F. G. HOUSE & CO., Columbus Building, St. John's.  
Sole Agents and Distributors.

## HELP THE POOR!

We hold 100 barrels of good

**Partridge Berries**

In air-tight packages, which we will deliver for

**\$4.00 per barrel**

We undertake to hand over to the Salvation Army funds for relieving destitution in St. John's half the proceeds of sales.

**The Fishermen's Union Trading Co., Ltd.**

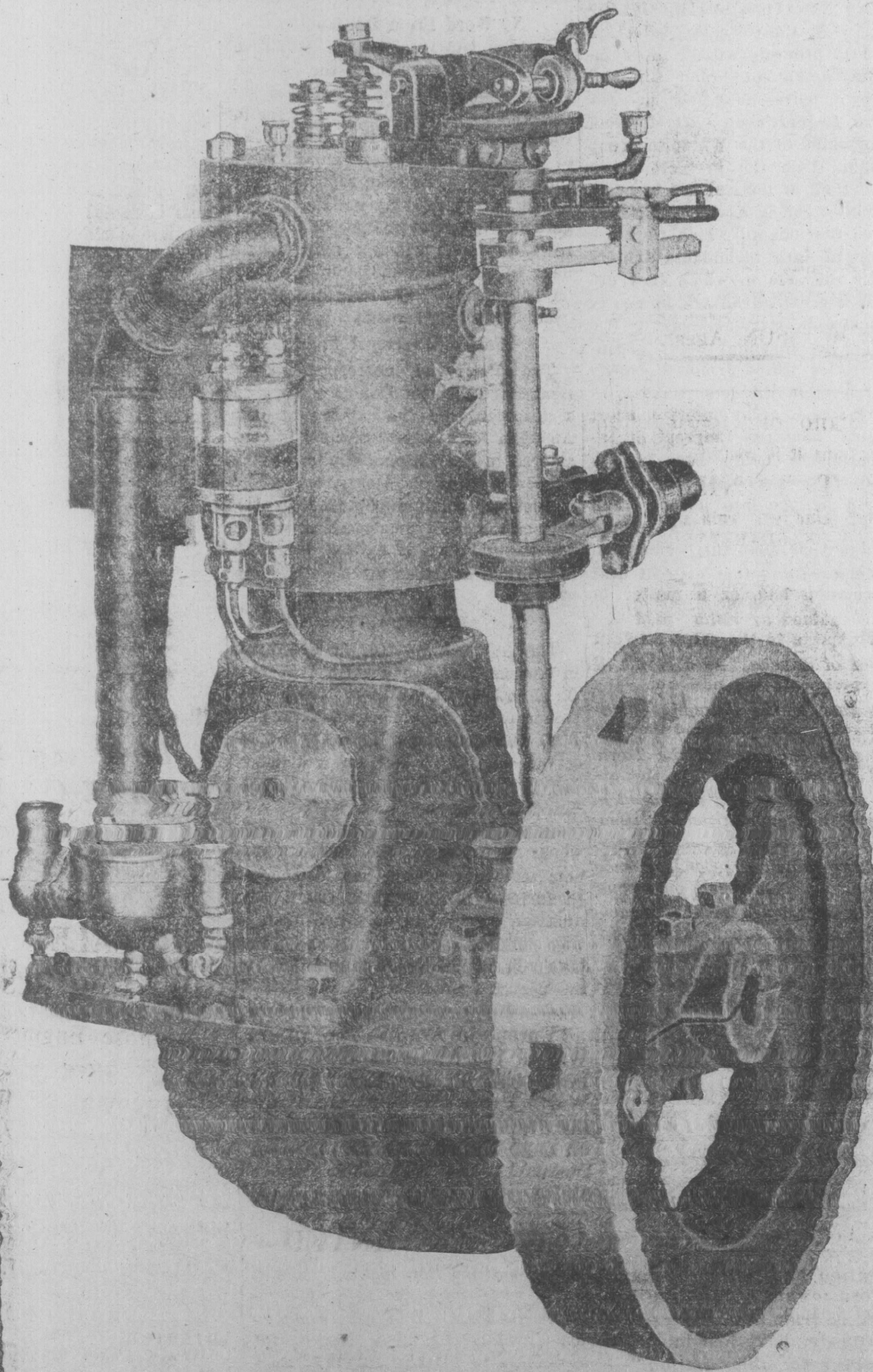
## READ THIS! To The Fishermen:

**"THE COAKER" Kerosene Motor Engine Is The Favourite!**

A Motor Engine made for The Union Trading Co.

by the Largest Motor Engine Manufacturers

in America is now available to the Fishermen.

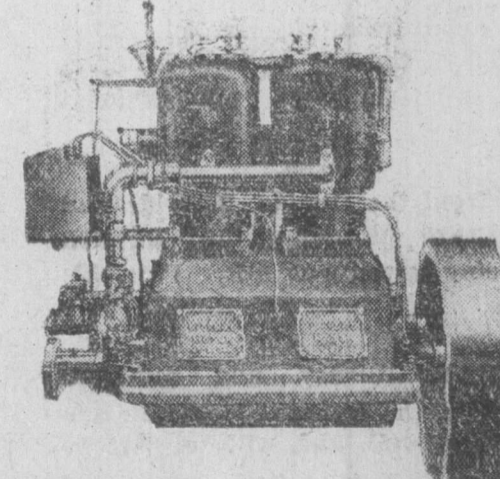


THE FAMOUS 6 H.P. COAKER ENGINE.

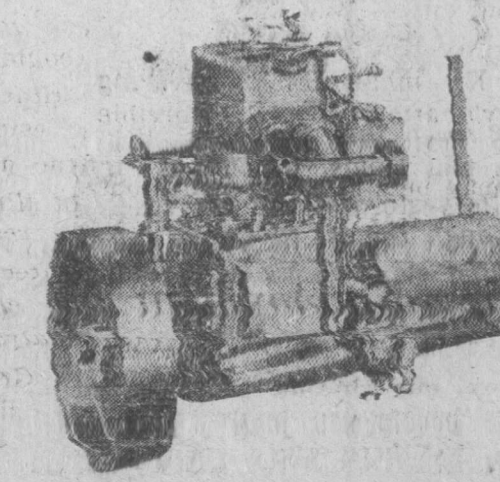
The "Coaker" 4 Cycle Engine can be operated on half the oil consumed by a 2 Cycle Engine. This Engine's power is equal to double the power of some 2 Cycle Engines. It is made for Fishermen's use and expressly for Trap Skiffs and the large size Fishing BULLIES. It is sold to Union Members at wholesale prices, all commission and middlemen's profits being cut out. We have contracted for the manufacture of 1000 of these Engines. We sell no engine but the "Coaker." We have them on exhibition at our wharf premises. We carry parts and fittings in stock. We will arrange reasonable terms of payment to meet the requirements of men unable to purchase for cash. **WE GUARANTEE THE ENGINE.** Write for particulars and terms, applying to Chairmen of F. P. U. Councils concerning this Engine. We confidently recommend the Engine as being of the very best make and material, of being exactly what is needed for the Fishermen's use and **GUARANTEED TO GIVE SATISFACTION.**

It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The Engine starts on Gasolene, and when started, operates on Kerosene oil. The very latest improvements on Motor Engines will be found on the "Coaker." We have sold 200 of these Engines the past spring and all are giving splendid satisfaction. No other firm can sell you a similar engine. We possess the sole rights to sell this Engine in Newfoundland. The man who buys a "Coaker" Engine from us saves \$50 on a 6 H.P., \$80 on a 8 H.P. and \$40 on a 4 H.P. Engine.

We have the 2, 4, 6, and 8 H.P. Engines on exhibition at our premises. We also sell 12, 16 and 24 H.P. "Coaker" Engines, all 4 Cycle make. We also sell 2 H.P. 2 Cycle Engines for small boats. This 2 H.P. Engine is fitted with a Kerosene adapter. No agents will be employed to sell these Engines. We will do our work through the Councils of the F. P. U. Send along your orders for Spring delivery. For full particulars, prices, etc., apply to



8 H.P. COAKER.



4 H.P. COAKER.

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