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St. John's, Newfoundland.

"Father Time a Severe
But Honest Judge."

For seven years the "FERRO ENGINE" has held the leading place among the Engines used in the Newfoundland Fishery. These "ENGINES" were built to use Gasoline; but we have hundreds of testimonials where Kerosene has been used with equal results.

Other Engines have been introduced and have been claimed by their Manufacturers to be the "ONLY." But Father Time has been their Judge and they fell by the Wayside.

Hundreds of "FERRO ENGINES" have been used in Newfoundland during the last seven years, and many of them without a cent of repairs, and the "FERRO" is acknowledged today as the best two Cycle "ENGINE" on the Market.

"THE NEW FERRO
Kerosene Oil Engine."

We have on hand a car-load of the "NEW FERRO KEROSENE OIL ENGINES" which were built expressly for Newfoundland trade, and which have Float Feed, Water Jacketed, Kerosene Carburetors, and all the Gasoline it requires is priming, no extra Tanks being required. These "KEROSENE ENGINES" will be sold at no advance over the price quoted by our Former Agents for the "GASOLINE ENGINES" while we have on hand a number of the "GASOLINE ENGINES" which we will sell at a great reduction on their first cost to avoid the expense of shipping them back to the Factory.

The number of recommendations below should be satisfactory proof that these "ENGINES" though built for Gasoline will run satisfactorily on Kerosene.

La Scie, October 13th, 1914.

THE L. M. TRASK CO.

Dear Sirs,—I saw by Advocate where you stated you would wish to hear from every user of a "FERRO ENGINE," and receive the number of same, and you would send a Spark Plug of your own make, so I thought I would let you know the number. (The No. is) 3263, it is a 7 H.P., and to just give you the truth about the Engine, it is the best one made. We used it last Summer on a large Motor Boat, a Deck Boat about 7½ ft. wide, and about 3½ ft. deep and towed a trap skiff that would bring about 16 or 17 barrels of round Fish after her, and did good work fast enough, too good for the 9 H.P. F. Engine, and this year we have the Engine in a new trap skiff about 30 ft. long, 6 ft. 10 in. wide, 33 inches deep, and cares for nothing here, and there are lots of Engines here of different quality.

The 8 H.P. A Engine is here in a boat about the same size and they cannot do it, and for some, the A Engine, F Engine and all is here, have had plenty of trouble, and we have not had one hour's trouble since we had the "FERRO ENGINE." I say it is the best here.

Wishing you every success, I am yours sincerely,
(SGD.) MOSES BURTON.

Salvage, Bonavista Bay.

L. M. TRASK & CO., St. John's.

Dear Sirs,—We have been using one of your 5½ H.P. Ferro Gasoline Engines for two Summers, and it has given entire satisfaction in every way, it has never given one minutes' delay. We consider the Engine the best on the Market for fishing purposes, and would recommend it to anyone requiring a good Engine.

The number of the Engine is _____
(SGD.) ISAAC SQUIRES.

For Folder, Write to

L.M. Trask & Co.
140 Water Street.

BROUGHT TO THE EARTH,
BRITISH AIRMAN FOUGHT
UNTIL HE WAS WOUNDED

Finding He Could do Little
Effective Work From a
Great Height, Lt. Briggs
Bravely Flew Low Down

GERMAN SHELL
HIT HIS MACHINE

And He Was Forced to De-
scend, Keeping Up An
Heroic Fight Until He
Was Shot by Enemy

New York, Nov. 23.—A cable from London to The Herald says:

"No greater hero has been developed by the war, than Lieut. Briggs of the British Royal Naval Air Service, who was one of three aviators who tried to destroy the great Zeppelin sheds at Friedrichshaven. A despatch received here last night by way of Berlin and The Hague from Friedrichshaven state that Lieut. Briggs with his shell-pierced gas tank on fire volplaned across the sheds dropping many bombs, as he glided to the earth. Then with his pistol he fought single-handed until he was wounded.

Germans on Their Guard

The three British airmen whose starting point is not announced suddenly appeared to the Germans at two o'clock Saturday afternoon, while flying at a great height over Lake Constance, at great precautions which the Germans had taken to protect the Zeppelin works and its enormous dirigibles at Friedrichshaven were responsible for the detection of the aeroplanes. Word was telephoned ahead and when the three aviators approached the Zeppelin plant the Germans were ready for them.

A bombardment high in the sky was begun by the high powered Krupp guns, that have been mounted on roofs and in a wide area surrounding the Zeppelin plant. These guns specially designed to fire at high angles, sent scores of shells into the sky, the shells exploding near the aeroplanes. Two of the aeroplanes discreetly kept high enough to be out of range of the shrapnel shells. All three circled about the town and dropped six powerful bombs. These came so close to hitting the Zeppelin sheds that a tremor of apprehension spread through the thousands of persons who were watching the combat. Two other bombs were dropped into the town severely damaging several houses and killing a woman and a man.

Marksmanship Exceptionally Good

The marksmanship of the British airmen was exceptionally good considering the great height at which they were flying and after the two bombs had dropped into the streets many persons fled to cellars and other places where they fancied they would be safer than in the streets.

Lieut. Briggs apparently realized that not much could be accomplished by dropping bombs from such a height and the German report gives credit for making a "fearless attempt to cross the hangars, at a height of only a quarter of a mile."

They considered this fearless as they knew that it would mean almost certain death to the aviator. But Lt. Briggs bravely took the chances. After circling down like a hawk about to seize its prey his aeroplane glided across the hangars, within easy range of the powerful aeroplane guns, mounted on the hangars and on buildings near them.

Dropped Bombs

An avalanche of shells was hurled at him. They burst all about each explosion rocking the wings of his machine. But he fearlessly continued and as he was above the hangars he dropped two or three bombs. The heart of every German was in his throat, expecting to see the giant Zeppelins, being made ready for an invasion of England, blown to pieces. But the speed of Lt. Briggs aeroplane was so great that the bombs missed their mark and exploded a distance from the sheds doing small damage. While his aeroplane was over the hangars and as it was being rocked and dipped by the explosion of shells near it, a fragment of a shell pierced the British airman's gasoline tank. The spilling gasoline caught fire possibly from other shells bursting near it and Lt. Briggs with his aeroplane on fire realized that he could not escape.

Glided to Earth.

With his power thus cut off he could do nothing but volplane and as he glided down to the earth he unstrapped his heavy revolver. As the wounded aviator and burning aeroplane landed, only three hundred feet from the Zeppelin hall, Lt. Briggs hopped out and prepared to fight to the death.

He was alone and his enemy was the German army. The two other airmen, after dropping all the bombs they carried, had flown away across Lake Constance and toward the lines of the Allies.

Soldiers ran from the Zeppelin wharf toward Lt. Briggs. He waited calmly until they were within range of his pistol and then he opened fire. The German report fails to state what damage he did with his pistol, but they gave him full credit for his valor. Only when a German bullet had hit his head and knocked him senseless was he taken prisoner. Those who know him best believe that every cartridge in his revolver was discharged before he fell.

The officer was carried by the Germans to a hospital and so great was the admiration of the enemy for his valor and his heroic and hopeless defense that it is understood the best of treatment is being accorded to him.

MEN WHO KNOW

Prefer our service of
Cleaning, Pressing and
Repairing. Bear us in
mind for a trial.

C. M. HALL,
Genuine Tailor and Renovator.
243 THEATRE HILL

GERMANS OFTEN,
ACT THE BRUTE

Instances Given of Lonely,
Defenceless Women Being
Assaulted—Some Officers
Prove Gentlemen

Amiens, France, Nov. 25.—I have just returned from Montdidier, nine miles east of Roye, where the same deadlock seems to obtain as elsewhere along the line. I gleaned there, however, information regarding the German's treatment of women. This information tends to show that while discipline is severely maintained in the larger communities the Uhlans and scattered outposts in the country districts have committed pitiless outrages. I shall give one story illustrating each phase of the situation.

Acted the Brute

When the Germans reached Compiègne they found it almost empty of able-bodied men. Generally speaking, the invaders conducted themselves well. One Saxon, however, billeted on a house where there was a defenceless young woman, began to court her assiduously. When she resisted his advances he attacked her. She succeeded in escaping and complained to the commanding officer. The latter accompanied her to the house where he found every evidence of a violent struggle. The officer turned sternly to the soldier and said:

"I give you just two hours in which to kill yourself. If you are not dead in two hours you will be shot."

Shot Himself.

The soldier went behind the barricade and fired a revolver bullet into his brain.

While in Montdidier I went, accompanied by a soldier, to interview a young woman whose parents own a large farm close to a village near Roye. She is 25 years of age and has a sister of 24. Her mother is about 50. She has no brothers and all the male employees are in the army. Thus when about a dozen Uhlans came there were no able-bodied men to protect the women. The Uhlans ate and drank heartily, then began to make remarks which frightened the old woman, who ran in the cellar, where she had already concealed her daughters.

Narrow Escape.

Presently the Uhlans began to search the house. One came down the first steps to the cellar and shouted:

"See here, madame, were there no female domestics on this farm? Where are they?"

Terrified, the daughters crouched behind a big barrel. Seeing only the mother the Uhlans disappeared and all went away. The next day it was learned that the Uhlans had broken into a neighboring farm house where there were a woman, aged about 50, and her husband. The soldiers held revolvers to the husband's head while his wife was attacked.

TO LET

The office lately occupied by Mr. John Syme, Commission Merchant, situate on Water Street West, next to premises occupied by J. J. Mullaly, Coal Merchant. Apply to BAINE JOHNSTON & CO., Agents.—nov14

Extra
Great Battle!
The Height of the Struggle

The Allies have held their position at the edge of the woods facing rolling country, over which Germans are approaching. The foreground to the right the French field pieces are being fired by its last man who went give up the effort, to check the onrushing Germans, all of his companions being killed by a bursting shell. In the centre a hand-to-hand conflict between British officers and Germans. The onrush of the German lancers is appalling, but is met by the much-dreaded charge of the British Highlanders on the left. Other German columns are crossing the fields and will be met by the Allies beyond the burning farm house. The German siege and armored aeroplane guns are in the centre. In the sky is a German Zeppelin with its monoplane scout whose aerial supremacy is about to be disputed by an approaching French biplane. Maddened horses are rushing wildly about, and the bursting shells makes this picture a thrilling one.

The above represents an incident in one of the prolonged and desperate encounters along the lines north of Rheims, and the first of a series of pictures by a special artist. Cut this out for reference, as you will buy a picture.

Boys and girls in city and outports earn valuable prizes selling them. Send for a lot of 10 now. We trust you; 10 cents each prepaid. We frame pictures. Watch for the Overseas Daily Mirror every Thursday.

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Motor Boat
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Built for R. H. Silver, Esq., at their premises, Greenspond, in 1912. Used by President Coaker the last two summers during his cruises North.

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.

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