

The S. S. Portia

will leave the wharf of
Bowring Brothers, Ltd.

ON
FRIDAY, the 2nd of October, at 10 a.m.
calling at the following places:

Cape Broyle	Ferryland	Fermeuse
Trepassey	St. Mary's	Salmonier
Placentia	Marystown	Burin
St. Lawrence	Lamaline	Fortune
Grand Bank	Belleoram	St. Jacques
Harbor Breton	Pass Island	Hermitage
Gaultois	Pushthrough	Richards Hr.
Francois	Cape LaHune	Ramea
Burgeo	Rose Blanche	Channel
Bay of Islands	Bonne Bay	

Freight received until 6 p.m. on THURSDAY. For freight or passage apply to the Coastal Office of

Bowring Brothers, Ltd.
TELEPHONE 306

For Sale!

A6h.p. Stationary Engine

Master workman make, suitable for running a Stave Mill or Machine Shop.

Engine is fitted with a Patent Clutch Pulley and regulated with a Governor, and is in first-class condition.

Price \$150.

Apply to

Fishermen's Union Trading Co., Ltd.

CANADIAN COMMANDER

Something About Major General A. H. Alderson in Command of the Canadian Force

Major-General Alfred Herve Alderson, C.B., is one of the best commanders in the British Army, with a splendid record of active service in many parts of the world. He was born on April 8, 1859, the son of the late Edward Mott Alderson, of Ipswich.

He was educated privately and early in life entered the West Kent Regiment. He saw service with the Mounted Infantry in the Boer War of 1881, and gained a vast amount of experience in the Egyptian war taking part with the Mounted Infantry at the two actions at Kassassin and at Tel-el-Kebr in 1882, receiving medal with clasp and the Khedive's Star. He accompanied the Nile Expedition with the Mounted Infantry Camel Regiment 1884-85, receiving two clasps.

Record in South Africa.

In 1896 he was sent to South Africa, and placed in command of the Mounted Infantry and other troops in Mashonaland, with the brevet of lieutenant-colonel, and was mentioned in despatches and received a medal for his services.

Returning home, he served as Deputy Assistant Adjutant General at Aldershot from 1897 to 1899. On the outbreak of the South African War, he was at once sent to the front, and commanded the Mounted Infantry for two years, 1900 and 1901. He distinguished himself in action, and was mentioned in despatches three times, receiving medal with five clasps and brevet of colonel, also appointment of A.D.C. to the King.

His Later Services.

For the next two years he held the post of Inspector-General of the Mounted Infantry Services of South Africa, with the rank of Brigadier-General. Returning home he served as Brigadier-General Commanding the 2nd Infantry Brigade of the 1st Army Corps, from 1903 to 1907. His next service was in India, where he commanded the 6th (Poona) Division from 1908 to 1912. In addition to his military decorations, he holds the bronze medal of the Royal Humane Society, awarded in 1885.

Major-General Alderson has written considerably on military affairs,

'DIE LIKE MAN' SAID BRITON

To Companion When Engine of Airship Broke Down at Attitude of 3000 Feet

John Baker, of the Royal Flying Corps, who is in hospital at Nether-avon, tells in a letter to his parents at Boston, Lines, of a thrilling experience he had when flying to France as a mechanic with an officer of the Flying Corps. He is suffering from a broken leg and other injuries.

He says: "While flying over Boulogne at a height of 3,000 feet something went wrong with the machine, and the engine stopped.

The officer said, 'Baker, our time has come. Be brave, and die like a man. Good-bye,' and shook hands with me.

"I shall always remember the ten minutes that followed. 'The next I remembered was that I was in a barn. I was removed to Boulogne, and afterwards to Nether-avon, being conveyed from Southampton by motor ambulance."

PREPARE FOR THE WORST.

Are you prepared for a fire? Most folk are not! One of my liberal policies will make the calamity easier to bear. It will cost you nothing to ask for a low rate and very little to be perfectly secure with Percie Johnson's insurance agency.

Don't Be Content

To have your garments patched by inexperienced workers; have them retailed as they should be done by

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

and has published, "With the Mounted Infantry and Mashonaland Field Force," 1896; "Pink and Scarlet, or Hunting as a School for Soldiering," 1900; and "Lessons from 100 Notes Made in Peace and War."

In 1886 he married Miss Alice Mary Sergeant, daughter of the Rev. O. P. Sergeant.

ONE BROADSIDE WAS SUFFICIENT

German Ship Make One Hit in Ten Minutes—Lion's First Shot Effective

An account of the fine shooting of the gunners on board the Lion and the sinking of one of the German cruisers in the recent fight off Heligoland is given by a young Wimbledon Navyman who is serving on board the flagship of the first destroyer squadron in the North Sea.

Decent Splash

We had a very decent splash last week off Heligoland, as doubtless you have read. Our ship was not hit at all, though some shots were pretty near. It was a fine sight to see the Lion demolish one cruiser. We could see her (the cruiser's) shots falling short, but still the Lion did not fire. For fully ten minutes the cruiser belted away without getting a hit.

Then the Lion, who was leading the line, hoisted "Open fire," turned slowly and majestically round and fired her broadside—once. It was quite sufficient. Up went a cloud of smoke and steam from the target, and when it cleared her aft funnel was at a rakish angle, and a huge rent appeared the length of her side.

Dirty Trick

After a few more "salvos" she was rapidly sinking by the stern. Shortly afterwards she half-hauled down her ensign, and as we were steaming up to stand by and rescue her survivors, she hoisted it again and opened fire. It was a dirty trick, but they got their deserts. Once again the Lion turned, and this time fired but five shots from her huge turrets. Amidst a shower of splinters, smoke, and fire she disappeared. We steamed over the spot, but although there was plenty of wreckage, not a single living thing was to be seen. This incident only lasted about forty-five minutes, although the whole battle was raging for eight hours.

FREE TO BOYS AND GIRLS

Watches, Printing Outfits, Cameras, Footballs, Fountain Pens, etc., etc., for selling 25 of our Beautiful Art Pictures, size 16x20 at 20c. each. Write for some today. Address GOLD MEDAL ART CO., P.O. Box 63, St. John's.

BOLINDER'S

DIRECT REVERSIBLE CRUDE OIL ENGINES.

First in 1893 Foremost in 1914

Built in sizes from 5 B.H.P. up to 320 B.H.P.

Nearly 100 vessels fitted with Bolinder's Engines for towage in the British Isles, the object of Messrs. Bolinder's design being for large Propellers at low revolutions and consequent efficiency. As an example mention might be made of the "MIRI" (160 B.H.P.) which tows regularly at Sea a 1500 Ton Tank Barge.

The Bolinder will run light indefinitely without any load whatever, and without any recourse to the Blow-lamps.

The Bolinder will run at any load down to a speed which only enables the engine to just turn over, this manoeuvring is carried out by a special device which entirely does away with the necessity for the Blow-lamps.

Bolinder Engines reverse in under 3 seconds—according to the power of the engine—and what is more reverse without a failure and without a strain on the crankshaft.

Alex. McDougall,

McBride's Cove, St. John's, N.F.

Telegrams: "McDougall, St. John's."

Telephone 180 P.O. Box 845

Herring NETS!

- 30 ran 2 1/4, 2 3/8, 2 1/2 in. mesh.
- 35 ran 2 1/4, 2 3/8, 2 1/2, 2 5/8 in. mesh.
- 40 ran 2 1/4, 2 3/8, 2 1/2, 2 5/8, 2 3/4 in. mesh.
- 45 ran 2 3/8, 2 1/2, 2 5/8, 2 3/4 in. mesh.

—ALSO—

TEN GILL NETS

best quality linen thread. These are the nets that got fish in the Straits when nothing else could.

Robert Templeton.

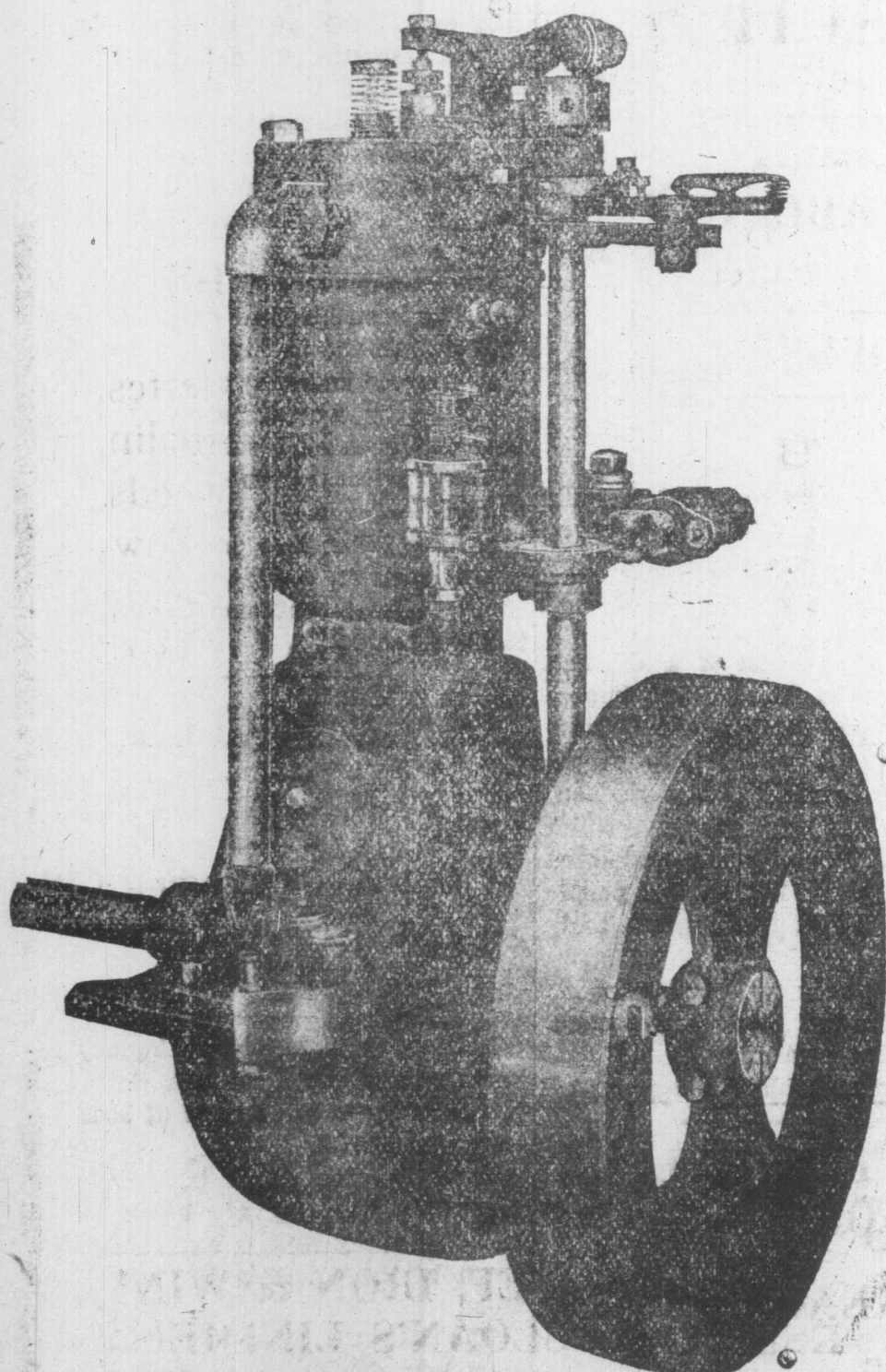
READ THIS! To The Fishermen:

"THE COAKER" Kerosene Motor Engine Is The Favorite!

A Motor Engine made for The Union Trading Co.

by one of the Largest Motor Engine Manufacturers

in America is now available to the Fishermen.



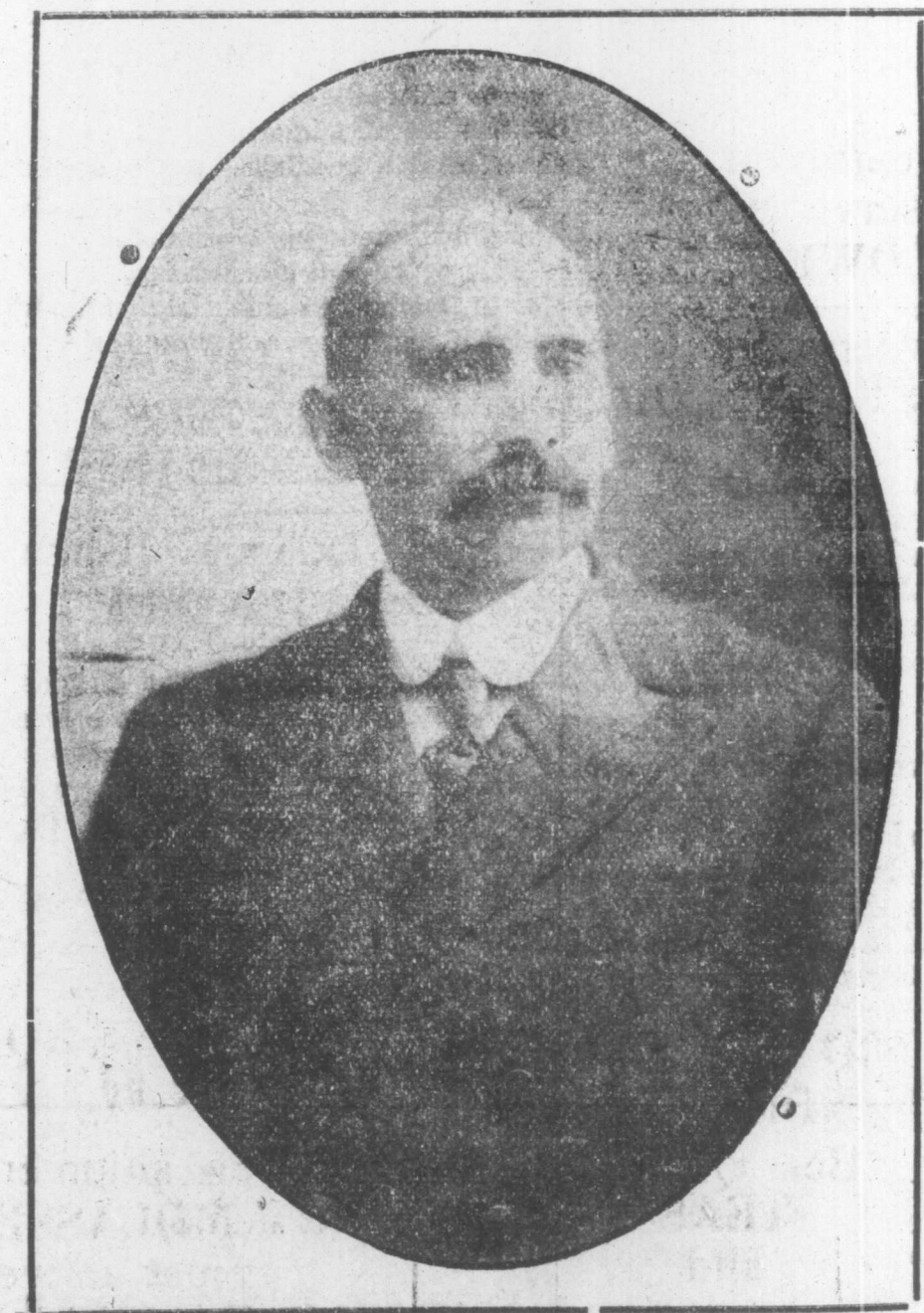
"THE COAKER ENGINE."

"THE COAKER" is a 6 H.P., 4 Cycle Engine, and can be operated on half the oil consumed by a 6 H.P., 2 Cycle Engine. This Engine's power is equal to the power of some 9 H.P., 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. These engines are the favorites carried in stock by us. We have a large stock on hand now 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.** An expert has been engaged to attend to the installation of our engines. 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 **GUARANTEE TO GIVE SATISFACTION.** It is above all durable, simple and capable of doing heavy work; it is not a toy engine. The spark plug is attached to the side and not the top. The Engine starts on gasolene, and when started operates on kerosene oil.

We have sold 200 of these engines the past spring and all are giving splendid satisfaction. Our cash price is \$200.00 No other firm can sell you a similar engine. We possess the sole rights to sell this engine. The man who buys a Coaker Engine from us saves \$50. We can ship this engine one hour after the order is received.

No agents will be employed to sell these engines. We will do our work through the Councils of the F.P.U.

We are now booking orders for a 4 H.P., 4 Cycle Coaker Engine. This 4 h.p. Engine is suitable for small trap skiffs and large size fishing punts, and will fill a long felt want.



The Fishermen's Union Trading Company Limited,