



MOTOR BOAT F.P.U.

## For Sale! Motor Boat F.P.U.

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. Nineteenths 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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## GERMAN AVIATOR DESCRIBES THRILLING BATTLE IN THE AIR

### Was Reconnoitring the Position of the Allied Troops and Artillery When He Was Attacked by Two Hostile Airships—How He Made His Escape

Berlin, via The Hague, Sept. 12.—The chief actors in the first actual "battle in the air," Sergeant Werner, of the German Aviation Corps, who piloted Lieut. von Heidsen in the latter's passage over Paris told me his story. It is a remarkable tale of adventure, eclipsing that of fiction writers. Attacked by a powerful British biplane and a 90-mile-an-hour Bleriot, Werner only escaped through a most fortunate combination of circumstances which led him to pilot his machine inside of the German lines.

"The men who hold the reserved seats in the theatre of war, who see the battles as not even the generals can see them, are the German aviators," said Werner to me when I saw him at Liege, just before I started for Berlin.

"That I am alive to-day is due to Providence, not to my own efforts."

### Dropped Three Bombs

"I had received orders to locate the English forces and to determine their exact battle lines and those of their French supports. Accompanied by Lieut. von Heidsen, who was detailed as expert observer, I went up in my big monoplane and headed directly south in the general direction of Paris, although on this trip we did not go across the city. Previously, on Sunday, we flew across Paris and dropped three bombs. One failed to explode. Another dropped on the roof of a house and set fire to it, and the third fell in a boulevard and made a big hole. But we flew back to our lines that time without being molested and we were so high the rifle fire did not reach us.

### Over English Headquarters

"On this trip to locate the enemy we flew directly south from Mons, following a broad and plainly marked road. En route we passed over the edge of a magnificent forest, in which more than 40,000 inhabitants of the surrounding country had taken refuge. After flying for more than an hour we passed directly over the English headquarters, and I was able to locate the positions of the commander-in-chief and his staff. We accurately mapped this position and then swept across the French position, paying special attention to the locations of their artillery, much of which was masked in places of woods and behind buildings and hedges.

### Made Rough Sketches

"Lieut. von Heidsen made rough sketches of everything. I was intently watching the country when suddenly the lieutenant pressed my arm. He pointed upward. At that time we were nearly 5,000 feet in the air. I looked in the direction in which he was pointing and there, fully 1,000 feet higher than we were, and coming at full speed directly towards us was a big Bristol biplane.

"It was evident from the start that he was far speedier than we were. I tried to climb upward, realizing that when he got over he would drop a bomb and we would be blown to pieces. But the effort was vain. The Bristol held me for speed. I could not get on a level with him. Soon the Bristol was directly over our heads. My God, man! I was not afraid, but this was a moment of suspense that took years off my life. I was sure the bomb was coming.

### Kept Pace With Him

"The Bristol had reduced her speed

until she was keeping pace with us. She was also slowly coming down. Swooping lower and lower, the Bristol came down. At last I knew how a bird feels when an eagle or a hawk is swooping down on it. I thought every minute was to be our last. I was certain that what the British were trying to do was to get so close that their bomb could not miss. My nerves were entirely unstrung and it was all that I could do to keep my monoplane on an even keel.

"Suddenly I saw a flash alongside of me. For a moment I thought that the expected bomb had struck. Then I realized that the lieutenant was shooting with his automatic pistol. The Englishmen had their propeller in front and so they could not shoot from that position. I was now certain they carried no bombs, as they veered off some 500 feet to the side, at the same time keeping 150 feet above us.

### Shot Struck Plane

"All this time we were headed northward again toward the German lines. The plunging of the aeroplane made accurate shooting difficult, although one shot struck my plane. It was very evident that the Englishman was shooting to disable our motor and we were doing the same thing on our part. The noise of the discharge of the automatics was drowned in the whirr of our propeller.

"There was a feeling of utter helplessness so far as we were concerned. Our machine was far slower and much more unwieldy than theirs. I kept figuring on when the next bullet would strike, as with their greater speed they seemed certain finally to get us. While this thought was passing through my mind the lieutenant again touched me and pointed thousands of feet higher.

"There, coming at tremendous speed, was a small Bleriot monoplane. It looked for all the world like an eagle coming to join in the attack. I felt certain now that the end was in sight, as all of the French aviators we have captured up to the present have carried bombs and the speed of the newcomer—it was far greater than the Bristol—gave him still more advantage.

### Bleriot Opens Fire

"But the Bleriot also failed to have bombs and was forced to depend on pistols. Swooping up and down, encircling us and all the time firing at us, the Bleriot kept on. Minutes seemed like hours to us. I was certain there could be only one end to this unequal fight, although the lieutenant kept firing in return as calmly as at the rifle range.

"Suddenly, however, German troops appeared below us. They began firing at the enemy and the Bleriot and the Bristol, finally exhausting their ammunition, sailed off to the south unharmed. We then landed with our reports, which were especially valuable because of the location of the French artillery. However, I do not want to go through such an experience again."

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Motor Engine, new  
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and Engine will be  
sold at a bargain if  
applied for immediately.

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## GERMAN WARSHIP PLAYED SLICK TRICK ON CABLE STATION

### Flying the French Flag, the Nurnberg Landed Party at Fanning Island and Cut the Cable Without Opposition

Ottawa, Sept. 12.—A trick characteristic of German war methods was played by the commander of the Nurnberg in the raid on the Pacific cable station at Fanning Island. The Nurnberg slipped away from Honolulu and the pursuing Australian ships, and raced to the south. Approaching the cable station she hoisted the French flag.

Official messages received here from Fanning Island, via the Bamfield station, describes the arrival of the Nurnberg. The Bamfield station received three messages from Fanning Island, first that a large steamer was approaching, probably the Nurnberg; second, that a large four-funnelled man-of-war flying the French flag was off the station, and the third that sentinels were outside the office with guns, some of them going into the office of the superintendent. Electric light wires had been cut. A subsequent test proved the cable to have been cut.

The Nurnberg is evidently out to do what damage she can before she is overtaken and sent to the bottom by the Australian ships. She is a fast cruiser, but no match for the dreadnought Australia, which is chasing her. The naval service department states that the broken cable will be repaired without delay.

### LOVE LETTERS TO THE KAISER

### British Sailors Attach Notes To Shells They Fired at The Germans

London, Sept. 12.—The projectiles which we sent into the German ships in the Heligoland battle were covered with chalked messages, such as "Love to the Kaiser," and "Regards from England," writes Gunner George Brown in a letter received in London today, with mail from the fleet.

"The sight of the sinking German ships was gloriously terrible. There was not a sign of affliction on the part of any of our crew. From the youngest to the oldest every man did his duty earnestly and eagerly with a smile on his face. We finished them off in fine style.

### BRAVE RESCUE BY TRAWLERS

### How They Took Off the Crew Of the Wrecked 'Oceanic'

London, Sept. 11.—Captain Armor of the Aberdeen trawler Glenovill told the following story of his rescue of the crew of the White Star liner Oceanic to the Aberdeen correspondent of the Central News:

"It was misty and very dark Tuesday morning off the north coast of Scotland and our attention was arrested, on our homeward way, by signals of distress in the direction of the coast.

### Required Good Seamanship.

"It required skilful seamanship, which would have been impossible to a large boat than ours, to bring the Glenovill near enough to discover the Oceanic on the rocks.

"Finally, after a long and hard tussle in the nasty sea, we brought ourselves alongside. Ropes and ladders were lowered over the side of the liner down which the crew scrambled and tumbled to the deck of our boat.

"In a short time practically every available inch of our space was occupied by men from the big boat. We got 400 of them and steamed off—we could hold no more—and emptied them on a large steamer which was standing off in the distance unable to get any nearer without herself running on the rocks of this dangerous coast.

### Second Trip

"After transferring our human freight we returned quickly but cautiously and took off the remainder who were similarly transferred to the boat in the offing.

"The rescue was attended with great risk on account of the heavy sea and darkness and the dangerous rocks all about. The captain of the Oceanic was the last to leave his ship. He paid us a high compliment and thanked us warmly."

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

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