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GERMAN AND BRITISH BATTLE IN THE AIR

The Duels Continued for Hours, But No Machine on Either Side Was Brought Down --- Allies and Enemy's Trenches Only Few Yards Apart

GENERAL HEADQUARTERS OF THE BRITISH ARMY, IN FRANCE, April 23, via London.—The mud element which has so hampered both armies during the winter operations in France and Belgium now has practically disappeared along the British front. Dismal rainy days have been given way to almost unbroken weeks of sunshine, which has dried up the roads, trenches and lines of communication, making the soldiers' life a paradise compared with former conditions.

With the coming of clearer weather there also has been a marked increase in the number of aeroplanes reconnaissance on both sides, as a cloudless atmosphere is just what the observers want. Half a dozen aircraft manoeuvred over Ypres all Saturday afternoon. The majority were British, attempting to bring down a German plane who was trying to spot batteries at the rear of the British lines.

The sky was unpecked anywhere except by the cotton wool flakes of bursting shrapnel, as anti-aircraft guns sought the fliers. Although the duels continued for hours no machines on either side was brought down. Living amid the ruins of the Cloth Hall and other structures, the population of Ypres, almost daily under German

shell fire, seldom turned their eyes Heavenward.

Broadly speaking there has been no change in the British front, trench warfare continuing along the whole line, with only a few casualties here and there daily.

The Associated Press correspondent, spending the afternoon in the British trenches at Plogsteert, less than 100 yards from the German line, found the contending armies comparatively inactive. The men, secure behind ramparts of sand bags, merely did some sniping occasionally, and now and then set loose a trench mortar.

Peering through a periscope no sign of a living human being could be seen along the German line, though now and then bullets whizzed from loopholes, either singling close overhead or striking the sand bags with a vicious thud. No man dared show even the top of his head. The danger was emphasized when the correspondent, thrusting the periscope higher than was necessary, drew a bullet which seemed almost to graze the instrument. Nearby stood a young British officer calmly firing through a loophole at an opening in the rival trench, aiming, loading and commenting on his and misses, much as might a man at target practice.

This sort of thing has persisted for weeks, and generally describes the condition along the entire front. The

monotony is relieved only by such dashes as those which took place at Neuve Chapelle or the actions of the French, who are now engaged at certain places. Artillery both German and British, is keeping up only a desultory fire.

At one point, where the trenches are less than 200 yards apart, the correspondent saw three British shells fall in the German lines, one striking plumb in a trench and hurling debris high into the air. The Germans lately are using less artillery than the British, failing to reply even to persistent shelling, except where from their many observation posts they sight movements in the British lines.

German counter-attacks were stopped on Friday night.

Nationalization of Liquor Trade

London, April 18.—The fact that a rumored scheme for the nationalization of the liquor trade has not been denied by the Government, has led to something like a boom in whisky. Under the fear that spirits will be hoarded, many persons of a good class have bought in considerable stocks. Against this action there is already a very strong voluntary movement in favor of following the example of King George. Kitchener and other leaders of the nation, and several mass meetings are already announced to support restrictive legislation.

The Evening News claims to have authority for stating that the Government's scheme concerns England and Wales only, and that an expert estimate of the amount which would be expended for the expropriation by the State of the liquor industry places the figure around £300,000,000. The suggested basis of purchase is the Stock Exchange quotations on the securities of the concern before the war, or conversion on the basis of the profits for the past three years where there are no quotations of securities. The shareholders of the liquor industries will receive in return stock bearing interest of three or four per cent.

The views expressed by members of Parliament do not encourage hope that this scheme will go through, as even the Cabinet is lacking in unanimity on the proposal.

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F.P.U. (4 h.p.) and U.T.C. (6 h.p.) Motor Engines

Those Engines are 2 Cycle, made by Fraser. We sold scores of those Engines last year which gave splendid satisfaction. Those now in stock are fitted with Brass Kero Oil Adapters, and Carburetors with all fittings for running. They are the same make as the Engine installed in the F.P.U. Motor Boat and work splendidly with kerosene oil fuel.

We have no large stock of those Engines and will not again handle 2 Cycle Engines, having decided to sell only 4 Cycle Engines after our present stock of Fraser's is sold. These Engines are new; not second hand Engines. Union members can secure them at last year's prices and terms. Send along your order promptly.

The Fishermen's Union Trading Co. Ltd.

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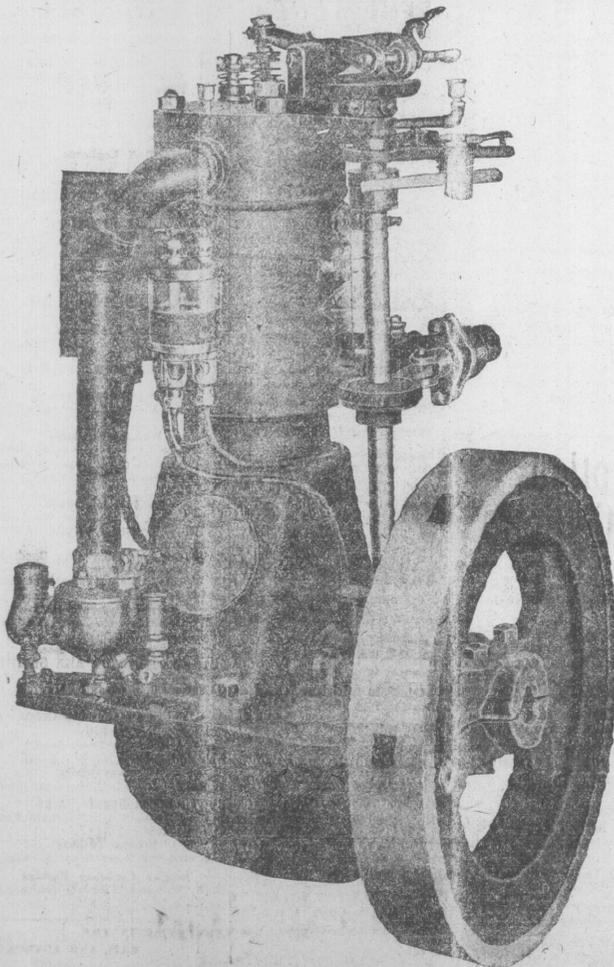
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"THE COAKER" Kerosene Motor Engine Is The Favourite!

A Motor Engine made for The Union Trading Co.

by the Largest Motor Engine Manufacturers

in America is now available to the Fishermen.

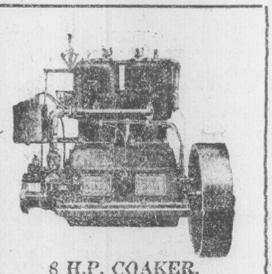


THE FAMOUS 6 H.P. COAKER ENGINE.

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., \$50 on a 8 H.P. and \$40 on a 4 H.P. Engine.

We have the 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



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