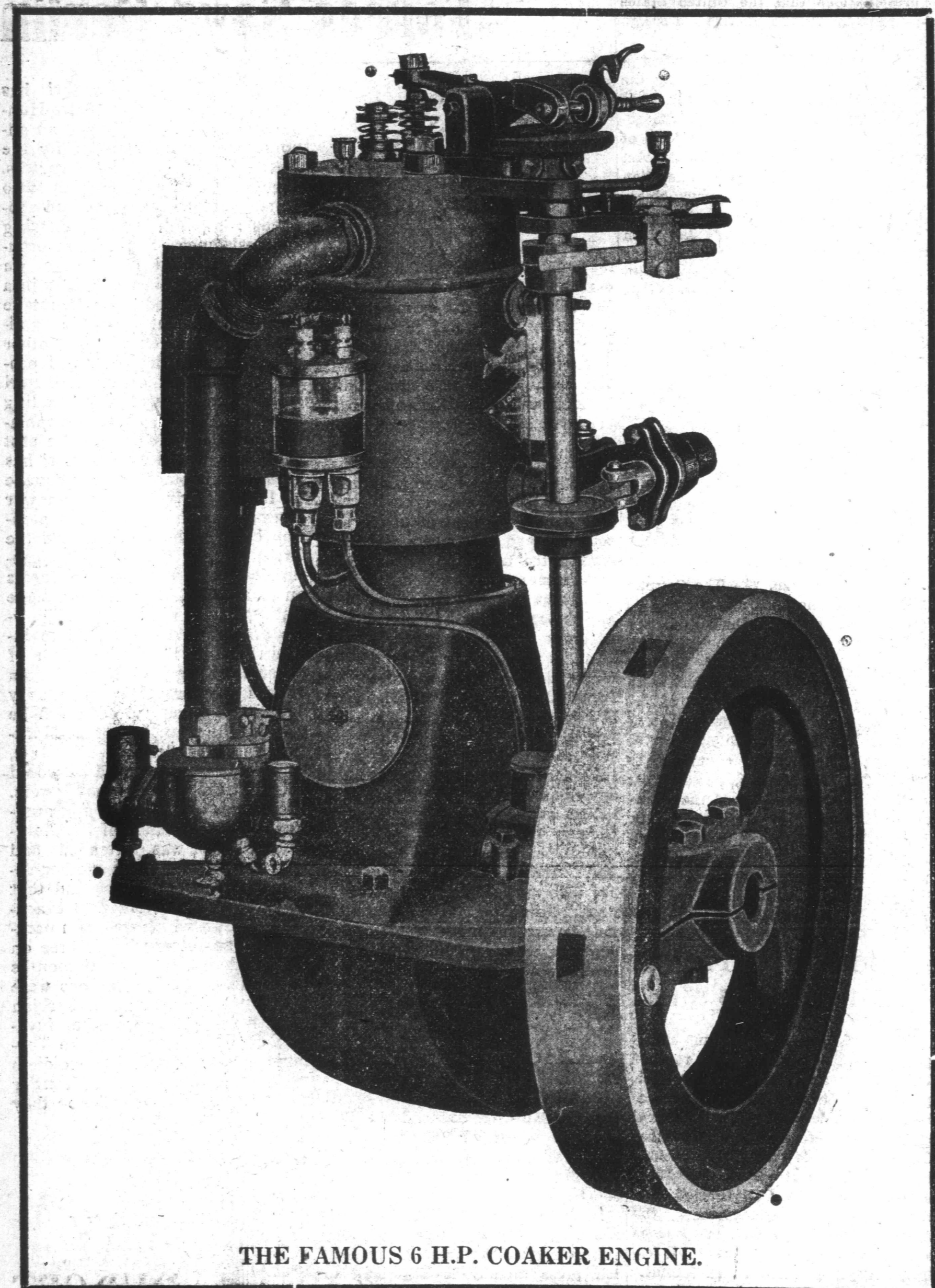


# READ THIS!

## TO THE FISHERMEN:--

**"THE COAKER" Motor Engine is the favorite Engine with the Fishermen.**

**A Motor Engine made for the Union Trading Company by the largest Motor Engine Manufacturers in America.**



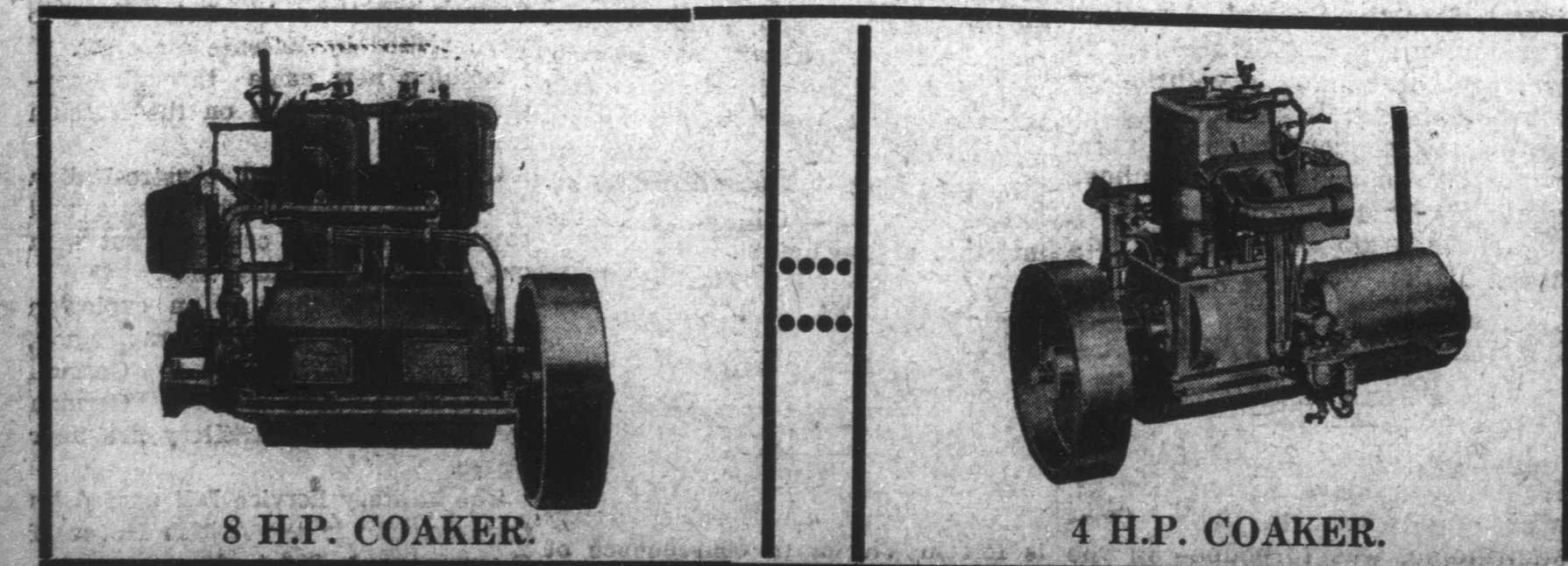
THE FAMOUS 6 H.P. COAKER ENGINE.

THE "COAKER" 4 cycle 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 the fishermen's use and expressly for Trap Skiffs and large size Fishing Bullies. It is sold to Union members at wholesale prices, all commission and middlemen's profits being cut out. We have them on exhibition at our wharf premises; we carry parts and fittings in stock. We guarantee the Engine. Write for particulars and terms, applying to Chairman 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 gasoline, and when started operates on kerosene oil. The very latest improvements on Motor Engines will be found on the "COAKER." The man who buys a "COAKER" Engine from us saves \$50.00 on a 6 H.P., \$80.00 on a 8 H.P. and \$40.00 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. Send along your orders for spring delivery.

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8 H.P. COAKER.

4 H.P. COAKER.

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

## TERRIBLE STORY OF FLIGHT OF SERBIANS

**Dante Never Conceived Anything to Equal the Sights and Sounds Seen and Heard, Says a Hospital Nurse.**

A terrible story of the flight of the Serbian population before the advancing German-Austrian forces is told by an Edinburgh lady on the staff of one of the hospitals:

"Dante never received anything to equal in horror the sights and sounds we have been through, and those of us who have come through will never forget the sights. On the main road from — to — where I had my first view of the fleeing multitudes there was one never ending stream of horrified women and children and old men, varied here and there by a broken-spirited and dejected straggler from the fighting ranks who crawled along with shamed mien as though he were conscious that he was out of place in that panic-stricken throng.

"Just beyond the road becomes a mountain track, rough and rising upward with a gradient that sorely taxed the strength of the fugitives. The snow had fallen over night and it was in a bleak, biting, cold stretch of hillside that the fleeing mass I witnessed found themselves at dawn on the morning of Friday. Burdened with their household goods and what scanty food they could collect, the mass of weary fugitives kept struggling onward in spite of increasing weariness until the upward climb became too much for them and they fell by the wayside.

**A Terrible March.**  
"Of those who fell thus, the fate at times, was terrible. They were trampled under foot by the mass of their fellows coming after, who were so thick on that narrow path that permitted greater freedom of movement, the fate of those who fell out was hardly better.

There they lay exhausted on the couch until merciful death claimed them. Some of the sights were indescribably terrible, as for instance, The weary mothers in pain who sank down by the wayside to give a few brief seconds of life to their babies, in happier times perhaps, looked forward to as hopefully as those of any British mother. It was heart-rending to come on such scenes. They were by no means infrequent but we were helpless to give aid.

"Near to — the strength of the stragglers began to give way more and more and the terrifying news went along the panic-stricken line that the enemy were at — only two days' march behind. Such was the terror inspired by the ravages of the enemy particularly the bands of Bulgarian irregulars, that the fugitives who were exhausted, resumed their march preferring to go on until they dropped dead rather than fall into the hands of the enemy.

"At the points where the stragglers dropped to die this was the fear ever present in their minds, that they should not die before the pursuing hosts were upon them. The farther we went upon our way the more terrible became the roadside scenes. Frozen corpses lay all round and the dogs were feeding on their carcasses. I have heard tales more terrible of creatures that once were men so far reduced by the ordeal they had gone through that they were as ready as the dogs to make a meal of their fellows whose troubles were over, but I only saw one such case myself and I prefer to believe the stories exaggerated.

"A turn in the mountain path brought us to a pathetic sight. Stretched on the hillside stiff and cold were the bodies of an old man and a woman, two younger women and four children, all huddled together as though for warmth. It looked like a family partly of three generations, that had followed the path until exhaustion had forced them to lie down for the sleep that is always the sleep of death under the conditions in which they were placed.

**A Terrible Disappointment.**  
"The flight was full of false hopes. A day's journey from — the news was passed along that the French and British were in the town in force. Then was such a load lifted from weary hearts and many who had previously felt that they could drag themselves no farther, summoned up stores of energy to take them the remaining distance to safety. Drooping from hunger, weary, bleeding or blistered feet, the mass of fugitives streamed into the haven of refuge late that night only to find that the hope that had made possible this last supreme effort of endurance was a false one.

The disappointment was terrible and hopeless despair laid hold of all — men and women and children sank down sobbing in the narrow, almost deserted streets where the stillness of the grave was only broken now

and then by the dismal howls of the starving dogs seeking prey.

"At — we crossed the path of a marauding band of Bulgars operating from the — region they laid waste one of the fairest bits of Serbia.

The still smoldering ruins of dwellings; were to be seen dotting the landscape everywhere and heaped on some were the charred bodies of men, women and children. On the women and young girls and a few of the men even nameless horrors had been perpetrated before or after death. It was through a long panorama of horrors such as these that we made our way to Salonika which was reached in safety after a week of terror."

## Mesopotamia Outlook

After the British forces under General Townshend retired from Ctesiphon to Kut-el-Amara a member of the British Government stated that there was no intention of having the Mesopotamia army advance again unless there was good prospect of success. The difficulties of campaigning in Mesopotamia are such that a British-Indian force could gain little advantage in forcing an advance against large and well organized Turk forces. The fact that there were able to surround British forces at Kut-el-Amara and besiege them while relieving forces were brought up from the Persian Gulf suggests that the number of defending Turks is far too large for a successful campaign against them.

The British forces have been on the defensive since the retirement from near Bagdad. Part of the forces have been in deep peril. The relieving columns themselves have had enemies on almost every side. The midwinter floods on the Tigris make water transport precarious, and no mad tribes of Arabs roam the sandy trails. It is questionable if the British commander, Sir Percy Lake, will find conditions opportune for further aggressive warfare. The withdrawal of Allied troops from the tip of the Gallipoli Peninsula has released large forces of well trained Turks, estimated at two hundred thousand, and these can be used either for aggressive operations against Egypt or in Mesopotamia. The probability is that the Turk forces facing the British at Kut-el-Amara will be formidably reinforced, in any event, and further progress in that difficult area barred for the time being. A condition of stalemate there, as in the case of Egypt, would be quite satisfactory pending the working out of the major task on the eastern and western fronts.—Ex.

## Economy Necessary

We have long been clear that thorough and systematic saving, public and private, has become imperatively necessary to bring about an early and successful termination of the war. The public do not yet realize how vital this matter is. The government, who know at least something of the truth, continue to act as though it had not come home to them, or as if they feared to face it. But bankers and financiers, whose business brings them into daily and intimate connection with the facts, and who have not the same reasons as politicians have for trying to delude the public and themselves, are convinced that the economic situation cannot be taken in hand too soon. These men are not pessimists. No class knows better the immense wealth and the immense resources of the country and of the empire. But they cannot shut their eyes to certain elementary factors in the actual position or to the consequences which must inevitably and rapidly follow from them, unless adequate remedies are speedily applied. All remedies resolve themselves at bottom into economy, and economy upon a scale not practiced in this generation, can save the state from serious embarrassment at an early date.—London Times.

A genius is usually a person who has the reputation that he could do wonderful things, if only —  
**READ THE MAIL & ADVOCATE**

## Lucky Friday

A student of sea fights declares that if the British navy has a lucky day it is a Friday. It was on Friday, July 29th, 1588, that the Spanish Armada was destroyed. True it was also a Friday, Nov. 20th, 1652, when Van Tromp sailed the Channel with a broom at his mast-head to indicate that he had swept the English from the seas, but luck has a habit of turning, and according to the most reliable chronologies, Friday, June 13, 1653, was the decisive day in the battle off the North Foreland, when six of Van Tromp's ships were taken and eleven were sunk.

It was on a Friday, April 20th, 1657, that Blake won his greatest victory in the harbor of Santa Cruz; on Friday, July 30, 1779, that the American fleet was totally destroyed off the shores of New England; on Friday, April 12th, 1782, that Rodney defeated the French, taking the French admiral prisoner; and on Friday, September 13th of the same year that the British totally defeated the fleets of France and Spain in the Bay of Gibraltar.

It was also on Friday, July 14th, 1779, that the great siege of Gibraltar began, to end in the total overthrow of the hostile armaments. Trafalgar, indeed was fought on a Monday, but it was on a previous Friday that the French admiral made the fatal decision to come out and give battle. Nelson would have been the last to dispute the 'luckiness' of Friday, for he was born on that day, created a Viscount on that day, and it was on Friday, May 20th, 1803, that he assumed chief command in the Mediterranean.

Whether the luck still holds remains to be seen, but the Heligoland Fight action suggests that it does, and the fall of Tsingtau, which took place apparently on a Friday, seems to indicate that the luck is shared by the sea force of our Allies.

## Great Cold Wave is En Route Here

Chicago, Jan. 13.—Breaking records in the North-West, the excessive cold wave having its origin in the Canadian Rockies Wednesday, swept down the Mississippi Valley and Great Lakes States today, and brought subzero temperatures over the area extending practically from the Rockies to the Alleghenies. In many sections of the North-West and West Central States the frigid wave was accompanied by gales with a velocity as high as 78 miles an hour—at Buffalo to-night, as reported by Government forecasters.

The great area over which the cold wave has spread has entirely disorganized railroad traffic, and few trains were arriving in Chicago to-night from the west and north-west.

Despatches from Council Bluffs, Iowa, stated that 20 trains are stalled there. A Chicago, Milwaukee and St. Paul train from Minneapolis was reported as 24 hours late.

## The Dardanelles and Richmond

(From the Chicago Post)  
The complete collapse of the Gallipoli campaign strengthens the parallel with the first period of our own Civil War. It is the same story over again of stubborn defensive engagements, enormous losses and masterly retreats by a magnificent army, the same mournful tale of wasted opportunity and of great military reputations ruined by the new tests of warfare.

The failure of the Dardanelles expedition is perhaps no worse than the failure of the first "on to Richmond" campaign. The sense of disappointment and of discouragement can be no keener in London to-day than it was in Washington in 1862. The outburst against conscription in England curiosity echoes the draft riots in New York in 1863. But how far is the parallel to extend? Do the disasters to the British forces portend a new birth of national vigor promising ultimate victory.

The number of generals who have failed England in her hour of need in the Dardanelles and in Flanders is no greater than the number who disappointed the North in the Peninsula and around Richmond.

## FOUND STILL IN MONTREAL

Montreal, Jan. 14.—Verdun police this morning raided a private house and discovered a complete illicit distillery capable of turning out one hundred gallons of whiskey a day. The inmates of the house escaped.

## FOR SALE!

### SCHOONER "BRITISH EMPIRE"

36 tons, 12 years old; well found in running Tackling and ground Tackling, with or without Banking Gear.

Apply to  
**C.K. Kennedy, Holyrood**  
or  
**R. Templeton, St. John's.**



### A TASTE

of our Meat will convince you of its delicious flavor and splendid quality. We offer you only choice cuts of

### THE BEST MEATS.

Why not try ordering whatever you need for breakfast and dinner here to-morrow?

We feel sure that we can satisfy you both as to quality, fair weight and reasonable prices.

**M. CONNOLLY**  
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## At Lowest Prices

### Gasolene "Veedal" Motor Oil

In Casks and 1 and 5 gallon Tins.

**SMITH CO. Ltd.**

## J.J. St. John

**FLOUR, PORK, BEEF & OIL.**  
Likely to go high.

We can save you

—To arrive—

**FIVE ROSES QUAKER VERBENA ROBIN HOOD**

**Very Croice Ribbed PORK.**

**Small HOCKS. Choicest SPARE RIBS.**

**Best PLATE and N. Y. BEEF.**

Everybody is talking of our

**ECLIPSE TEA, 45c. lb**  
—as good as most 60c.

Silver-Ware ready to be delivered, so bring along your Coupons from Monday, 27th inst.

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