



THE FAMOUS 6 H.P. COAKER ENGINE.

# READ THIS! To The Fishermen:

## "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 "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., \$80 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



8 H.P. COAKER.

4 H.P. COAKER.

# The Fishermen's Union Trading Company, Ltd.

### Wheelman On The "Cornwallis"

(Editor Mail and Advocate) Dear Sir,—On Wednesday, 17th inst. ice slacked off shore considerably allowing some boats to get out into the water. Several seals were seen among the ice. They were some of the parrot hoods, but only one harp seal was landed in the afternoon. Although petitions have been largely signed for Kean's arrest he again commands the Florida. We hope in spite of his stubbornness combined with Mann and Bowring to command another sealer. We hope that no poor mother will have to mourn the loss of her son this spring through his blundering or "error in judgment," which plunged so many homes in grief last April. We are glad yet to think that President Coaker is first in the fight for the under-dogs in raising the price of fat. Mr. Coaker is certainly a mystery as some of our honourables have said long ago. Long may he live to remedy the existing evils which prevail in our dear old Colony. Only one letter was received by this mail from our boys who are serving on the other side of the Atlantic. The opinion of many is that ice conditions on the eastern coast resulted in delay of our mail. We often think of the great advantages derived by getting two mails a week instead of a weekly mail. Is the public treasury strong enough for improvements in our mail system? It is certainly genuine for railway extension. Flat Island pays her part of revenue and again in autumn sent one of every six of her young men in defence of the Union Jack, consequently news is of great importance to our settlement, especially during this great European conflict. We are proud to think that our little Island is represented in the Tray at the Dardanelles. Two of our boys, Edgar Moss and Joseph A. Samson, are serving on H.M.S. Cornwallis, the latter being one of her wheelmen. On account of the high postal rates many a poor mother who wishes to send her boy a pair of warm socks or cuffs almost has to abandon the idea.

It should be remembered that their sons are fighting in aid of the Motherland and postal rates to the United Kingdom ought to be reduced to such a measure would be a help up the hill to the poor. Tuesday and Wednesday of this week was a sample of spring weather. Such weather would not continue long before the sound of the caulking mallet would echo among the hills again. Mostly all the schooners here are picking up their crews for the fishery but it is evident that two of the number will remain at their anchors. Both young skippers are Reservists, who responded to duty's call last November. One at present is on board the training vessel and the other is on the H.M.S. Caluso, the other serving on the H.M.S. Rowen. It is the expressed wish of this community that both our young men will be spared to return and take their places among the fleet as formerly. I regret to see that even St. John's Orange lodges are trying to whitewash Bully Kean. I wonder how such subjects creep into their meetings for discussion. Is that the aim for which Orange lodges exist? If a dozen of the so-called honourables had perished on the frozen pangs through his blundering I presume their tone would be reversed. Among the dead were Orangemen, probably attired in canvas jackets. These Orangemen were as much in the eyes of our outposts as Judas Iscariot. As an Orangeman I resent the actions of such lodges and trust their good principles will not long tarry. To conclude, I wish the seafarers bumper trips, and hope that ice conditions will permit blundering Abram to give the Horse Islands a wide berth, otherwise the steel bottom of the Florida might not return as she went. ONE OF THE PETITIONERS. Flat Island, B.B.

## 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. Nineteen-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.**

### "Vive La France" Shouted the Crew As Bouvet Sank

Paris, March 25.—Standing at salute and shouting "Vive la France," the officers and crew of the French battleship Bouvet, which sank in the Dardanelles on March 18th, went down with their ship, according to the Tenedos correspondent of the Athens Patris, who thus described the action in which the Bouvet and the Gaulois were engaged. The captain of the Bouvet had been ordered to cross a dangerous mine zone and force a passage to Chanak Kalesi, thus making the allies masters of the straits as far as Nigara. At 1.30 p.m. the Bouvet was five miles off the straits and was firing at fort Dardanus. She had crossed two mine zones. The Gaulois followed firing all her guns. The commander of the Bouvet, by skilful manoeuvre, avoided two mines, which were exploded by a destroyer, but a third struck her in the region of her magazines and she sank by the head. Seven survivors of the Bouvet climbed into a boat and spent the night in a bay on the European side of the straits. They were taken off the next day by a British destroyer. When the captain of the Gaulois saw the Bouvet was sinking he ordered "full steam ahead" without an instant's hesitation, but his ship had been struck seven times and he was obliged to put back, anchoring off Navrais Island. A despatch from Mytilene says a division of the allied fleet is still keeping watch on the Gulf of Smyrna. A Greek ship picked up a floating mine near Imbros Island and another was found by fishermen near Lemnos. Gale Halts Action. Paris, March 25.—A gale blew through the Dardanelles straits yesterday and the allied warships did not leave their anchorages, says a Havas despatch from Athens. The morale of the crews on the vessels of the Franco-British fleet is said to be excellent, notwithstanding their losses and they are eager to get in action. It seems certain that forts Chanak Kalesi, Hamidieh and Kild Bahar still are capable of offering a stubborn resistance. A number of Turkish field batteries have been posted along the straits and German howitzers have been mounted on rails so they can be moved quickly to threatened points. This is supposed to explain the firing from certain forts, such as Kum Kale, which were supposed to have been destroyed.

### Nine Months Without His Money

(Editor Mail and Advocate) Dear Sir,—Please allow me space in your esteemed paper to show how we are treated here as regards our mail service. Our mailman, who has to travel from 3 to 10 miles, and who has been doing this work now for the past nine months, has not as yet received one cent in payment for his labours. Now, sir, we want to know what is the meaning of this. How is this man to live? True, our patriotic(?) Premier draws no salary, so he said himself, but we have not as yet been able to make both ends meet by "hot air." Nine months is a long time for any man to wait for his money. For sure, the Postmaster-General must be asleep. He doesn't have to wait nine months for his hard-earned (?) cheque, and why does he not bestir himself and see justice done a faithful courier, as in this case. When the grab-all candidates were here last election they were going to do wonders for us people. How they must have enjoyed the fun of "codding" us litterate cullage. They have had their last laugh. Never again will we be fooled. Coaker is our man. We know he is the only man to-day in Newfoundland who is honestly fighting for the rights of us fishermen and we are at his back, and will support him through thick and thin. If we had Mr. Coaker premier of this country to-day, no man would be nine months without his pay. Wake up Mr. Postmaster and go asleep right. PAY HIM. Leading Tickers, Mar. 12, 1915.

### CHRISTIANITY

"This world is but a fleeting show." So Tommy Moore has told us. The angels weep for us below As they each day behold us. We play the part of hypocrites. There're some of them I'll mention. Not caring whom the cap fits It is my whole intention. First we'll take the grocer man A Christian he, and nice is. But still he's scheming all he can. He raises the food prices. And their we'll find God's choicest pearls. Are being plundered yearly. Our underpaid, hard-working girls, Who toil both late and early. 'Tis Christian folk who do the trick. They're holy on a Sunday. But they'd give points unto Old Nick, In scheming on a Monday. Now if we look we'll surely see If we their actions search man. A great lot of hypocrisy Among some goody churchmen. No matter at what shrine they kneel It doesn't seem to bind them. For their brother's woe to feel Ignoring them we'll find them. Full twenty hundred years have flown Since God called man his brother. But still that love we haven't shown We owe to one another. JAMES MURPHY. St. John's, Mar. 27, 1915.

### COAKER ENGINE CAN'T BE BEATEN SAYS FISHERMAN.

Mr. W. F. Coaker, M.H.A. Dear Sir,—Just a few lines concerning the Coaker Engine that I purchased from the U. T. Co. this spring. I have used this engine all the summer without any trouble or difficulty; it really works like a clock. We had our traps twelve miles from the schooner and that engine used to go there twice a day for a month, making its forty-eight miles a day back and forth, and used to tow another trap boat with her, which made a difference of about seven miles in forty-eight, so she actually ran fifty-five miles per day while at Belle Isle. At Mugford's Harbor she averaged about thirty-five miles a day from the 14th of August to the 10th of September. I would not change this engine for any other six horse power engine on the market, either for speed or simplicity of operation. I passed motors this summer up to nine horse power. I haven't seen one to go with her this summer. I advise all who want a good strong and reliable engine not to refuse the Coaker Engine, for she is certainly the best on the market. ELIAS KEAN.

### THE ANSWER

The Hun he prayed for punishment Upon our wicked land. Early and late the Hymn of Hate Obsessed the German band, But Britain seemed as if she dreamed. She would not understand. The Hun he piled the pirate's trade Beneath the rolling sea; Neutral and foe aloft must go At Wilhelm's stern decree. But Britain, still of stubborn will, Refused to bow the knee. The Hun he sank a ship or two Around the British coast; Around the less he must confess He failed to keep his boast. But the gentle smile we wore the while Was what annoyed him most. Today the Fleet of the Allies Make answer, keel by keel. Nor goods nor gain his shores may gain; The pirate yet shall feel No paper-made or bluff blockade But a ring of solid steel! TOUCHSTONE.