REID-NEWFOUNDLAND Co.

Bronze Motor Boat Propellers.

Our Bronze Propellers are designed o the true screw principal. They have large blade areas, and are therefore particularly efficient in attaining the highest speed and also give the Best Results when used in connection with heavy duty Engines, such as are now in use all around our coast.

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For the following ships will sign on the dates mentioned:

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JOB BROS. & CO., LTD.

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Crew will sign articles on 6th March, 1915, for the Seal Fishery.

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300 brls. Apples, rosy, sound, good keepers; 50 kegs Sweet Cluster Grapes; 30 cases Spanish Onions; 30 cases Valencia Oranges. Our P. E. I. Blue Potatoes are sound and free from frost. Full stocks Dried and Tinned EDWIN MURRAY.

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For seven years the Ferro Engine has held the leading place among the Engines used in the Newfoundland fishery. Other Engines have been introduced and have been claimed to be the "ONLY". But Father Time has been their Judge and they fell by the wayside. Hundreds of satisfied users all over Newfoundland declare the Ferro to be the best Engine on the market to-day. Such an enviable and widespread reputation can only be based upon one thing-Actual Merit.

Ferro Users are Ferro Boosters.

The following are a few among the many unsolicited testimonials we are continually receiv-

(Copy.) La Scie, Oct. 13, 1914.

ing from users:-

THE L. M. TRASK CO. Dear Sirs,—I saw by Advocate where you stated you would wish to hear from every user of a FERRO engine, and receive the number of same, and you would send a spark plug of your new make, or your own make, so I thought I would let you know the number. The number is 43263; it is a 7½ H.P., and to just give you the truth about the engine, it is the best one made. We used it last summer in a large motor boat, a deck boat about 7½ ft. wide, and about 3½ ft. deep, and towed a trap skiff that would bring about 16 or 17 barrels round fish after her, and did good work fast enough, too good for the 9 H.P. F—; and this year we have the engine in a new trap skiff about 30 ft, long, 6 ft. 10 inches wide, 33 inches deep, and cares for nothing here; and there is lots of engines here of different

The 8 H.P. A- is here in a boat about the same size and they cannot do it, and for some time the A—, F— and all is here have plenty of trouble, and we have not had one hour's trouble since we had the FERRO engine. I say it is the

Wishing you every success, I am,

Yours sincerely, (Signed) MOSES BURTON.

Cape Island, Bonavista Bay, December 15, 1914. MESSRS. L. M. TRASK & CO., St. John's. Dear Sir,—I have been using one of your 5½ H.P. Ferro Engines for two years and it has given good satisfaction in every way. We consider the Engine the best on the market

for fishing, and would recommend it to any one requiring a good Engine. We have been using it entirely on Kerosene Oil without any adapter. Yours truly, DARIUS VINCENT.

Wesleyville. Nov. 27, 1914. L. M. TRASK & CO., St. John's. Dear Sirs,—I have been using a 7½ H.P. Engine for two years, and find she runs equally as well on Kerosene as on Gasoline.

I would recommend the Ferro to any person requiring an Engine for fishing purposes. Yours truly,

JABEZ WINSOR. Flat Rock, Nov. 6, 1914. MESSRS. L. M. TRASK & CO., St. John's. Dear Sirs,—My Engine is a 7½ H.P., was purchased in 1913, and has been running the entire season, and has given good satisfaction, and I would recommend it to any one for fishing pur-

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