



"Oh, You Do Look So Strong and Well"

"AND why shouldn't I?"
 "You always wrote about how well you were, but we never thought you would be so hearty-looking as you are after all the hardships of camp and trench life."
 "Oh, we had our share of hardships, all right, but except on rare occasions we had plenty of good, wholesome food and lots of fresh air and exercise. That is what makes a person strong and well. But I don't think I have it much over you. What have you been doing to look so hearty?"
 "Didn't I tell you I was using Dr. Chase's Nerve Food?"
 "You don't mean to say that has made such a difference. You were so thin and pale when I went away."
 "Yes, it certainly has, and after you went away I had a regular break-down, and was in a bad state for some months."

I had nervous headaches, could not sleep, and grew down-hearted and discouraged. Mother got after me to try the Nerve Food, and I am so glad I did, for I did want to be well to welcome you home."
 "It is a joy to me to find you so well. And now that we have such a good start surely we can keep well and enjoy life. My experience overseas has caused me to place a greater value on life and health than I ever did before, and your experience with Dr. Chase's Nerve Food convinces me that you women folks need not be pale and weak and nervous if you will but use it when you feel tired out and run down."

Dr. Chase's Medicines are sold by all Druggists and Dealers in Newfoundland.
 Wholesale from GERALD S. DOYLE, St. John's, Distributing Agent.

Catalina Isld. at California
 More Than a Coincidence.

(H. F. SHORTIS.)
 I was very much interested when I read an article in the Harbor Standard, of a recent issue, of the purchase of the above island by the world-famed manufacturer of chewing gum, for \$4,000,000.
 I drew my particular attention to the fact that two of our citizens, Hon. Donald Morrison and Mr. A. Mann recently visited the island. I feel certain that the Evening Telegram will be pleased to give numerous readers at home and abroad a brief sketch of that far-off island which has so lately come into prominence, as the name Catalina, a household word with us. Al-Belgium and Romania on the restoration, Poland and Serbia be re-created; the lost provinces stored to France and Italy; and along the line. But over it all sinister shadow of an Ireland noted."—Archbishop Glennon.
 The town crier of Swansea, recently paraded the streets of the village declaring there was no place in the place, but that a plentiful supply could be had in Kingston, a large five miles away. It happens that under the rationing system the available supply of wine and liquors for a given house or even an entire community is consumed at one sitting, and must then be a long wait until regulations permit delivery of a lot.

In 1534, and they named it San Salvador. In the next century it is named on the charts Catalina, and although some maps have it marked as Santa Catalina, it has always been known locally as—Catalina. There is a tradition that it was the resort of buccanniers and privateers, or as the Spaniards called those hardy old South of England sailors—pirates.
 I have been looking up the records of the earliest English circum-navigators, Sir Francis Drake, William Dampier, Lord Anson and others and find that this was the very locality on the coast of California where these famous sailors way-laid the Spanish galleons on their way from Manila and the Spice Islands of the Pacific with their valuable cargoes of silver and silks, etc., etc., very often worth millions of dollars. These galleons were slow sailers with large crews, and they made for San Pedro, which was their nearest port, as after a long voyage across the Pacific Ocean they were always badly in need of fresh water and suitable vegetable foods to assist in preventing or conquering the ravages of scurvy which was such a trouble to those old navigators.
 Sir Francis Drake and William Dampier as well as other famous buccanniers knew to a certainty when those galleons were expected at San Pedro, and therefore they quietly waited at the Island of Catalina, off the harbor, for the arrival of the treasure ships, when they pounced on them. Resistance was useless when men of this stamp were in charge—men who had no hesitation in attacking the city of Cadiz and "singing the beard of the King of Spain himself," as our historians tell us. Those old English sailors had learned their navigation and experience on their yearly visits to Newfoundland in search of the sportive codfish, and therefore there is nothing remarkable that they should recognize these places in the Pacific by the familiar Newfoundland names. In proof of this I need only state that Dampier in his biography tells us that he spent a year fishing in Newfoundland, but owing to his being "pinched" by the cold climate he sought his fortune in more southern latitudes. Traditions in Carbonear are handed down to this very day, pointing out the locality where Dampier had his fishing stage, which was just where the McCarthy Hotel stood previous to the recent fire. This again is not remarkable, for Dampier was a celebrated man in his day, and like Homer every place wished to show their close connection with him.
 In conclusion our name Catalina was certainly derived from the old Spanish sailors who frequented our coast over four hundred years ago. The name Avalon is pure English, of rather in Welsh mythology, from which it was derived—and means a Heavenly Kingdom, and was afterwards an "early paradise" in the Western Seas. There were University men and scholars among the old English adventurers and rovers, and this was no doubt the reason that this classical name was first given to the principal peninsula in the island of Newfoundland and afterwards to the harbor in the distant island off the coast of California. I do not suppose that anyone will dispute the origin of the name Sugar Loaf, which we hear so often on this coast, so I need not make further reference to it.

British and German Gunnery.

Considerable discussion has been going on in the British press of the respective gunnery results in the British and German navies, particularly at the Battle of Jutland. Critics of the British methods claim that the sinking of three of Beatty's battle-cruisers in rapid succession proves that the German fire was more efficient. An explanation of this superiority is found in the supposition that the German salvoes were "bunched," whereas the British were, relatively, scattered, that is to say, the British aimed to get in one hit in every salvo, whereas the Germans expected that some salvoes would miss, but that several hits would be made in each salvo that did land.
 In explanation of the above it should be stated that no two guns of the same type, or mark, shoot exactly alike. This is due to slight, but apparently unavoidable, differences which serve to scatter the shots from a broadside, say, of a dozen 12-inch guns. Some of the shots will drop over, others short of the target, and the extreme difference may be as much as 1,000 yards at great ranges. To correct this, the guns are "calibrated"—certain corrections are made and the slight adjusted. After a broadside of guns has been calibrated, all the shots should, theoretically, fall on the same spot, though differences in the respective charges of powder may cause some dispersion in spite of calibration.
 However, let us suppose the calibration has been well done and that the powder is very uniform. In this case, if the range-finding is correct, and the gun-pointer expert, several shots of a salvo will land on a ship. Good—but if ranging is difficult and the gun-pointer is not quite up to form, the target will be missed altogether and not a shot will go home. Now it is these considerations that have made gunnery officers prefer to have some dispersion in their salvoes; for if the shots are spread out over several hundred yards, the mean point of impact does not have to be exactly on the ship; in other words, although aim may be a little long or short, one or more shots will have a good chance to land.
 The British favor—or, at least, they used to favor—having a certain amount of dispersion in their broadsides.
 Sir Percy Scott, the father of modern gunnery and particularly of direct-firing, once told the writer that when he took over a certain new dreadnought, he did not calibrate the guns closely, believing that he could obtain better target results in this way.
 In the earlier stages of every engagement the German gunnery was good; but as soon as the British got "on," there was a rapid falling off in accuracy. This may be explained by the possibility that the German system of direct-firing involved elaborate electrical connections, the breaking of which by landing shells disorganized the whole system. Or was it that German nerves were shaken by the burst of 13.5 and 15-inch shells?
 We are inclined to the belief that the comparative immunity of the German battle-cruisers, of which only one was sunk, was due more to superior protection than to better gunnery. The High Seas Fleet was built for service in the North Sea, the Grand Fleet for possible service in far distant waters. Coal capacity and berthing space were sacrificed in the German ships for elaborate subdivision of the hull, heavy side armor and complete armored decks.—Scientific American.

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 Health insurance for wage workers now is being considered by nine states.
 Lady Rhonda, "Britain's leading business woman," is a director in more than 40 great corporations.
 Norwegian experimenters have succeeded in producing a bread containing 20 per cent. of fish.
 New York produced as many apples in 1918 as all of the states west of the Mississippi River.
 Of 22,278 students enrolled in public schools of Hawaii, 13,380 are Japanese.

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