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JAPAN AND the WAR

What the Mikado's Navy Has Done for the Allied Cause.

(By Adachi Kinnoike.)

What has the Japanese navy done, safe from the German raiders. Their work has been unnoted and unsung. They seem to count it lucky that they did not, like Gray's Gem of purest ray serene, end by adorning some dark unfathomed cave of ocean. But from the way their men talk, the German raiders were about the easiest enemy they had to contend with. Typhoons, monsoons and other moods of the temperamental South Pacific and Indian Oceans were much worse. But the worst storms encountered were as nothing compared to the laughs of the swivel chair critics at home and abroad. Such critics can patrol the sea lane from Sydney to Suez in a sentence of ten words: naturally they don't think it much of a job. The newspaper readers read the sentence in half a second; they think of it even less than does the erudite author. But to the men and ships of the Nippon navy who measure the sea at 10 and 15 knots an hour, it looks entirely different—this business of patrolling the 6,000-mile path through the world's widest waters, from Sydney to Aden. This task is anything but a joke, anything but a sinecure, when the crew is rolling and staggering through three feet of water above deck, with the captain on the bridge looking like a drowned rat.

When that famous German raider "Emden" was having her little game with the merchantmen to the tune of 20 ships and \$20,000,000, the query, "Where's the Japanese Navy?" was persistent enough to get on the nerves of the men of the Nippon navy. When the raider was at last sent to the place whence she will never come back—not by a ship of the Japanese navy, but by a modest little Australian cruiser—the query turned into a laugh. It was not a pleasant laugh in anybody's ears, more especially so not in the ears of the men of the Imperial Japanese navy. The world laughed at them—then. All that has changed a little since.

When the commander of the Japanese squadron which convoyed the British Colonial troop ships all the way from the Far East to Europe reached London, the men of the British navy said nice things to him, gave him a little silver trophy as the token of their high appreciation of his work, and told him at a public banquet that it was due entirely to the work of the Japanese navy that the Australian cruiser, "Sydney," was able to get on the track of the "Emden" and sink her off Cocos Island.

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Both the "Nittaka" and the "Hirato" have been out on patrol duty—keeping the sea lane from the Far Eastern ports to Suez not only open, but safe from the German raiders.



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Unlike the ordinary cereal Grape-Nuts requires no sugar, little milk or cream, and requires no cooking or other preparation in serving.

A trial is well worth while for those who sincerely desire to save.

"There's a Reason"
Canadian Postum Cereal Co., Ltd.
Windsor, Ont.

Admiral Sato which is fighting U-boats in the Mediterranean in co-operation with the ships of the Entente navies. He meant that the Japanese navy yards had built a number of destroyers for the use of the French navy. He did not specify the exact number—he merely indicated that it was more than ten. And according to the same high authority, the Japanese navy did more than build these destroyers for the French navy. When they were ready for service they were delivered—the men of the Japanese navy took them from a Japanese port clear over to the French waters.

Not so many weeks ago, one of the sons of an ex-President of the United States was aboard an American transport making for a French port. The ship was passing through a danger zone. The ex-President's son and his comrades noticed that the transport was being convoyed by warships. What they did not expect to see was the flag of the Japanese navy; but it was there just as red and just as white as ever. The sight was something of a shock—decidedly pleasant to the ex-President's son as the story goes. It seems to have sent the first definite realization that Japan is in fact one of the fighting allies in this great world war.

But when the Japanese navy turns to thoughts of Russia, then a wistful shadow falls athwart its war reflections. For after all, it is neither France nor the British Empire to which the Japanese navy has devoted its greatest efforts. From the very opening of the war, Russia claimed its prime and instant attention. As soon as Japan entered the war on the side of the Entente Allies, the Japanese navy sold back to Russia three ships of war which it had captured from her in the war of 1905—the battleship "Sagami," the "Peresviet" of Russian memory, of 12,674 tons; the battleship "Tango" of 10,960 which once was the Russian Poltava, and the famous "Varyag," renamed "Soya." These ships had been almost completely rebuilt and refitted since they had been captured from Russia, and so improved that they were very far from being a lot of antiquated tubs rich only in heroic memories. The Japanese did very well in selling them over to Russia; for it was at once a very graceful act and, from the standpoint of the Entente cause, an effective one. It wiped off the last vestige for Russia of the humiliating memory of the Russo-Japanese war, and at the same time added three good ships ready and fitted for instant service under the Russian flag.

But of course selling the three ships was a mere preliminary bow of courtesy. The real service which the Japanese navy rendered to Russia was in freeing her entire fleet from any further war duties and especially from any duties in connection with the guarding of the line of communications and supplies from Japan and the United States. It has even been said that the Japanese navy so far forgot its dignity in its eager desire to serve its Russian ally that it even played the good natured errand boy and brought the Russian gold all the way across the Pacific to a North American port. And while the present state of Russia is quite enough to make her friends shake their heads more or less gently, even so, the Japanese navy does not seem to take the view that all its past arduous efforts in Russia's behalf are altogether in vain.

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Don't let your stomach, liver and bowels make you miserable. Take Cascarets to-night; put an end to the headache, biliousness, dizziness, nervousness, sick, sour, gassy stomach, bad cold, offensive breath and all other distress; cleanse your inside organs of all the bile, gases and constipated matter which is producing the misery.

A 10-cent box means health, happiness and a clear head for months. All druggists sell Cascarets. Don't forget the children—their little insides need a gentle cleansing, too.

Serious Complaint.

Editor Evening Telegram.
Dear Mr. Editor,—Will you kindly give me space in your most widely circulated paper to show you and the general public how nice and kind our R. N. R. boys are treated. Mr. Editor, I've got a boy doing his part in Halifax serving on one of the C. D.'s, and like all other parents when Christmas time draws near they get a present for them, and in my case I thought nothing too good to send him, being his first one from home, and Mr. Editor, I got a cake and other things packed and put it in the Parcel Post; eight pounds weight—96 cents—paid for it. All right, sir, when the time was up that he should have had it, the letters

I received from him weekly told me he didn't get it. About the 1st of February I went to the Parcel Post and after waiting one quarter of an hour for a gossip between a clerk and a young lady to finish, I got my chance to ask if my parcel was sent out. After being ordered to the other window by the lady, I went from there to the P. M. G. Department. The gentleman there took every trouble with me and found out the parcel had gone, and took my address to drop me a note when he would hear from Halifax, but of course I haven't heard from him yet. The last letter I had from my boy he told me he went on board H. M. C. S. Niobe and after looking over the books said no. No such parcel there. From there he went on shore to the Post Office, they did the same there, no. No such parcel received. So he finished his letter by saying that it must be made away with or it never came out of the office at St. John's.

I have given it up as lost, stolen or strayed. Whatever, Mr. Editor, if we must try some other means beside the old lightning spring rat trap. So, sir, this finishes me with sending any more parcels through the post. Thanking you, sir, for space,
I remain, truly yours,
ONE DISGUSTED.

March 18th, 1918.

A Hint to the Food Controller.

Editor Evening Telegram.
Sir,—Following up "School Boys" remarks on food control in your issue of last night, may I direct attention to the fact, that it is contemplated starting a hog farm at Harbour Grace, and probably many will say what a great thing for Harbour Grace! Well, is it?

The Royal Society's Food Commission reports that a pig must consume seven pounds of barley to produce one pound of pork, and Prof. Starling's comment on the value of hog farms in Great Britain will equally apply to Newfoundland. He says "When we are faced by an acute food shortage, it is idle to discuss large ideals of agricultural policy. It is evident more economical of tonnage to import maize-fed bacon from America, than feeding-stuffs for home raised pigs."

Now what action will the Food Controller take?

Yours,
ECONOMIST.

March 21, 1918.

Numbers Waiting.

Mr. Eli Whiteway informed us yesterday that he has a large number of urgent cases for admission to the Hospital, but nothing whatever can be done to alleviate the inconveniences and suffering of those who are waiting admission. Amongst the number there is a large percentage of returned soldiers require immediate treatment. We were speaking to a young lad of Twillingate yesterday who has been waiting to receive admission into the hospital for months and no hope can be offered him as to what time he will be able to receive treatment. The lad in question will return to his home in Twillingate if unable within the next two weeks to receive admission. It is indeed a sad state of affairs and the authorities are helpless to make any improvement as at the present time there is not a vacant cot in the institution.

T. J. EDENS.

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7 lbs. 55c.

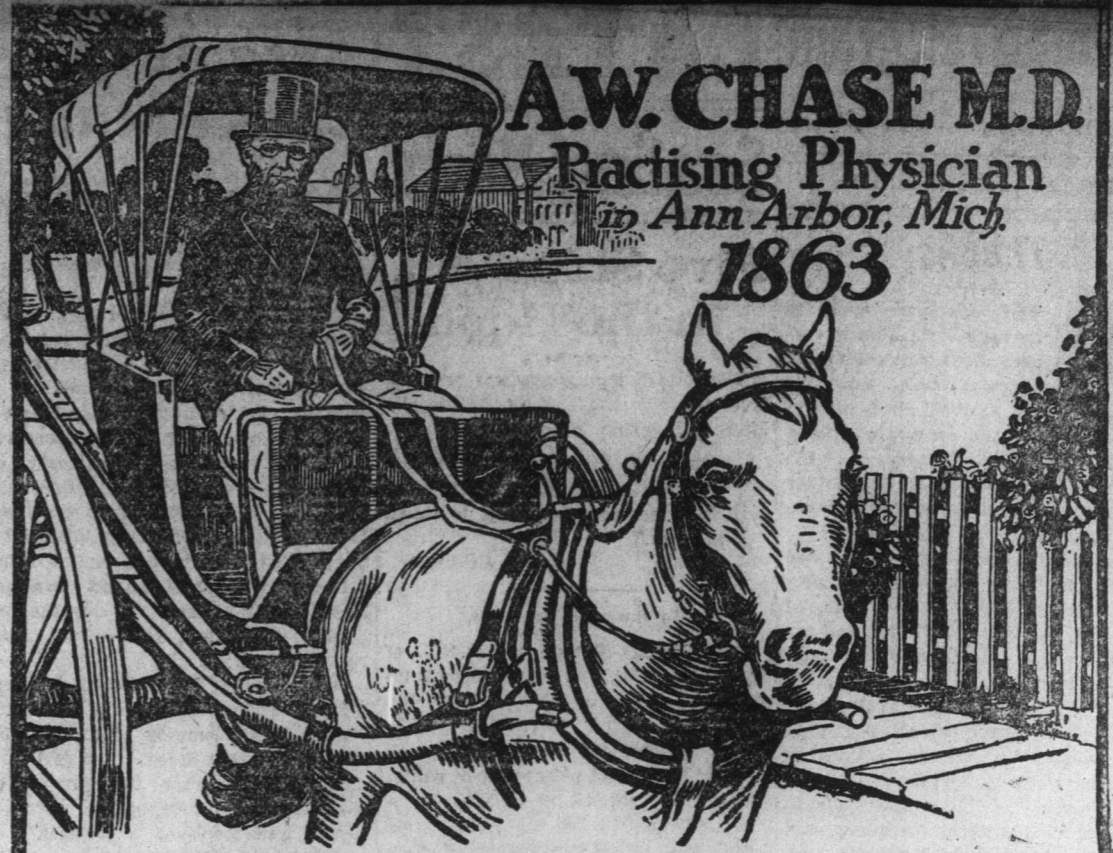
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Corn Syrup, 2 lb. tins. 25c.
Lunch Tongue, 1 lb. tins. 45c.
Succotash, 2 lb. tins. 15c.
Packard's Shoe Dressing, 15c. bottle.
Table Salt, 2 lb. box. 4c.
Lye, Washington 8c. tin
Lye, White Swan 10c. tin
Strawberries, tin 20c.
Peaches, 3 lb. tins 15c.
Bakeapples 28c. tin
Chow Chow, 16 oz. btl. 15c.
Cleaned Currants 20c. pkg.
Beans, Canadian 10c. lb.

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BOLOGNA SAUSAGES.

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A.W. CHASE M.D.
Practising Physician
Ann Arbor, Mich.
1863

"WHO IS THIS DR. CHASE?" we are sometimes asked by persons who know his medicines, but are not familiar with his interesting life story.

The boyhood days of Dr. A. W. Chase were spent in the vicinity of Buffalo, N.Y., and as he had early decided to be a medical doctor, he took the first opportunity of attendance at the University of Michigan, located at Ann Arbor.

After graduation he began the practice of medicine in Ann Arbor, Mich., and, at the time represented in the illustration, his reputation as a physician of exceptional skill had spread far beyond the confines of his State, and people came to him for treatment from many miles around.

As he was accustomed to travel across western Ontario to his native city of Buffalo he frequently stopped over at Canadian towns and cities for special consultation, and in this way made many friends in Canada. The character and personality of Dr. Chase was such that to

know him was to love him. He inspired confidence and respect, and made lasting friends wherever he went.

And thus it happened that when Dr. Chase placed his most successful prescriptions on the market, so that the people might obtain them more readily, they met with a reception in Canada as well as in the United States.

This letter from Mr. Parish will give you some idea of how Dr. Chase's Medicines became known throughout Canada.

Went to Dr. Chase in 1867

"In the year 1867 I was very bad with my kidneys. I could not work on account of my back being lame, sore and painful all the time. Though I carefully followed the directions of our family doctor he was unable to do me much good. At this time Dr. A. W. Chase was becoming known as an especially successful physician, and on the advice of my uncle, Charles Williams, I went to Dr. A. W. Chase at Ann Arbor, Michigan, and he gave me a box of his pills for kidney disease. "You can scarcely imagine how much good they did me. They helped me so much that I went back to the doctor and bought a dozen boxes. In my mind there is not a medicine half so good as Dr. A. W. CHASE'S KIDNEY-LIVER PILLS for kidney trouble and headache. We always keep them in the house as a family medicine, and I would not think of using any other."—Mr. G. W. Parish, Sturgeon Bay, Ont.

Note that the portrait and signature of A. W. Chase, M.D., the famous Receipt Book author, are on every box of his medicines.



"Dr. Chase's Medicines sold by Druggists and Dealers all over Newfoundland. For wholesale price-lists and samples write

GERALD S. DOYLE, Agent for Nfld., Water Street, St. John's.

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Black and Coloured.
Ready-to-Wear.
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SEE WINDOW.

STEER Brothers.

The Railway Passengers Assurance Company, the oldest Accident Company in the world, with combined Assets of £27,000,000, is, notwithstanding its heavy losses in the recent disaster, still writing all classes of Accident Insurance. Ask for Prospectus. HENRY C. DONNELLY, General Agent for Nfld., Board of Trade Building, mar7, eod, 11a

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50 barrels No. 2's Apples, all winter keeping stock.

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