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Good paint is **never** an expense, but a saving. By its use you save your buildings from a steady deterioration in value. Economy in painting demands the use of Quality Paint—Martin-Senour "100% Pure" Paint—the paint that protects and preserves. The use of cheap materials is a waste of money—a waste of time.

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wears longest, covers the greatest surface (900 sq. feet per gallon) and because of its even texture, takes least time and is easiest to apply. It is absolutely guaranteed—"100% Pure" White Lead, Zinc Oxide and highest quality Linseed Oil. It is admittedly the most economical paint on the market.

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Write for "Farmer's Color Set" and "Town and Country Homes". Just what you'll need in planning your painting. Mailed free.

The MARTIN-SENOUR Co.
LIMITED
GREENSHIELDS AVENUE, MONTREAL

Animals as Sentinels.

A wounded soldier, asked what had surprised him most in the battle zone, told of finding a robin's nest in an empty shell case.

As a rule birds are the finest sentinels among the lower down folk. They become aware of approaching aircraft long before man hears anything. Early in the war, parrots were kept at the Eiffel Tower as sentinels,

but they grew accustomed to the sound of enemy planes and were no longer of use. Pigeons always show restless and chatter noisily if Zeppelins are approaching, even when they are far away, so far that man can hear no sound.

What is perhaps stranger is the fact that such ordinary creatures as pigs should sight a balloon when it is coming over. The "blister" makes no sound, yet, should one appear against

the sky miles from a farmyard, the farmer will be made aware of the fact by the curious antics of his pigs and the clucking of his hens.

Toy dogs are always susceptible to the presence of danger, and many a pet shows uneasiness, before a raid. Cats, too, show fear of gun-fire and seem to know when danger threatens.

Dogs, birds, and horses are very sensitive to sound. Watch the birds during a daylight raid, listen to the dogs, and visit the stable where the horse restively stamps up and down. But that all animals can accustom themselves to sounds that cause fear is proved by our cavalry horses, dogs that accompany their masters into the firing line, and the robins nest in the empty shell case.

Why "Tanks?"

The story of the origin of the name "Tank" is an interesting one.

A certain Mr. Thomas Tank Burrell was the manager of a well-known Norfolk firm of engineers, still known as Messrs. Burrell and Sons, of Thorpe. Although the manager's name was similar to that of his employers in sound, he was not a relative.

Tank was the maiden name of his mother, and Mr. Burrell was called "Tank" for brevity by his friends.

An ingenious mechanical expert, his employers soon realized his value by making him manager of the Thetford Engineering Works. He was always devising some new improvement in agricultural and marine machinery.

At the Royal Agricultural Show at Derby in 1881 Messrs. Burrell showed what was described as a "most novel engine," a ten-horse power traction engine with a Landore steel boiler. It was said to be a curious type of compound engine, very simple, "with a new steam steering-gear which was the invention of Mr. Thomas Tank Burrell manager to Messrs. Burrell and Sons." The gear was stated to be well adapted for steering ships and for large marine engines, to which it has since been widely applied.

Realizing the difficulties these traction engines experienced in getting over ploughed fields and uneven ground, says a writer in "Strand Magazine," Mr. Tank Burrell conceived the idea of "pattens" for the wheels, and also the springs which are so much in use in all the better classes of traction engines.

The famous caterpillar wheels are the outcome of this invention, and have now led to the ultimate construction of the Tanks as engines of war. Mr. Burrell's ingenuity surprised his fellow-workers in the factory and they, in their admiration of his capacity and originality, gave these engines, with their "pattened" wheels, the name of Tanks, in compliment to their manager. Unfortunately, the clever expert's career was but a short one. Constantly overworking himself, the strain proved too great, and one day, while at his office-desk, he fell down dead, the result of heart-trouble.

MILBARD'S LINIMENT CURES GARTER GET IN COWS.

Diana Reaches Battle Harbor.

WINTER CONDITIONS IN THE STRAITS.

(Western Star.)

The S.S. Diana, Capt. Edward English, reached Battle Harbor on her last trip to the Straits of Belle Isle, and got back to Curling at half-past eight o'clock Monday evening. It was foggy when the ship was at Battle Harbor, and one could not see far, but residents said the ice had moved off a couple of days previous. In shore, however, there still remained much the appearance of winter. Whiteley's crew had the first sign of cod on Thursday. Fishermen generally, however, were only preparing to set their fishing gear and up to the arrival of the Diana in the Straits little or no effort had been made for cod. There was no sign of cod at Flower's Cove, but from Point Riche southward prospects were good. Current Island people only set their fishing gear last week. In St. John's Bay there was a good sign of cod with Jigger, while hook-and-line men were doing a little at some places. Similar conditions prevailed at Port Saunders. Grant's men at Blanc Sablon are suffering from a severe illness. About sixty of them were down with it when the Diana was there. It is thought to be a bad type of influenza.

With the Rod.

(Western Star.)

There is a good sign of salmon in Fischel's River.

Francis Young caught two salmon weighing 5 and 6 lbs., respectively, at the lower part of Fischel's River.

Chatter Shears, of Robinson's, caught five salmon weighing respectively, 5, 6, 7, 8 and 10 lbs., at Red Cliff Pool.

On Saturday P. Anthony, W. K. Buckley and A. H. Munn visited Fischel's from Robinson's and landed 60 very fine seat trout.

Walter Young, of Fischel's, caught the first salmon on that river this season. It weighed between 7 and 8 pounds. On Saturday he landed another weighing 12 pounds.

The first foreign sportsman to arrive at Fischel's River this season was J. L. Francis, of Philadelphia. On Monday he caught four salmon, on Tuesday 3 and on Friday one, from Red Cliff and Bridge Pools.

The King at the Nore.

Chats With Workers.

The King a few days ago visited the naval establishments at the Nore. His Majesty, who was in naval uniform, first made a tour of Sheerness Dockyard. In the course of this he went into practically every shop and talked with several employees, both men and women.

He also saw a number of warships of different kinds being refitted for further service. Among these was the battered hull of a little drifter which had withstood an attack by enemy craft and a submarine that had done a great deal of adventurous patrol work in German waters.

While inspecting the officers and men of the trawler patrol the King noticed among them an Australian named Jack Langford, whom he had seen 16 years ago in charge of a troop of Australian natives who gave an exhibition before His Majesty in the use of their native weapons. The King chatted with him for some time.

Among those presented was a naval commander, who voluntarily returned to service after having retired. The King said to him, "I think it is splendid of you to come back in this way after having so well earned your leisure."

37 Years on the Footplate. After leaving Sheerness for Chatham the King took luncheon in the royal train—a strictly rationed meal supplied from a luncheon basket. Before the train restarted his Majesty sent for William Waters, the driver, and complimented him on his excellent service. Waters has been in the railway company's service for 44 years—37 of these as a driver, and has driven many royal trains. Of his four sons, all of whom joined the Army, two have been killed and a third is missing.

The King inspected Chatham Dockyard, where he also talked with a number of the workers in the shops. He reviewed the officers and men of the local naval depot, and among those presented to him was Engineer-Commander Andrews, who was in the Kent during the Falkland Islands battle.

Before leaving the yard his Majesty shook hands with a number of ex-soldiers discharged through wounds and now working in the establishment. A review of a rifles training battalion and an informal inspection of Royal Marines brought the official program to a close.

The King returned to the train for London through gaily decorated streets filled with crowds of cheering people.—Daily Mail.

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GOOD NEWS FOR SEAMEN!

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International Code of Signals; Norries Epitome, Text, Vol. 1; Norries Epitome, Tables, Vol. 2; Norries Nautical Tables.

Newfoundland and Labrador Pilot,

Vols. 1 and 2, corrected to 1917.

Sun's true bearing or Azimuth Tables (Burdwood), Flags of all nations, with notes on Flags, Banners and Standards.

Nautical Almanac for 1919.

CHIEF OFFICERS' LOG BOOKS—

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Early Messages.

DEFEATED BY BOLSHIEVKS.

WASHINGTON, June 21. General Semenov's force of Cossacks in Siberia has been defeated by the Bolshevik troops and are retreating. The State Department was advised to-day in a dispatch sent from Harbin last Wednesday.

SUNK BY COLLISION.

WASHINGTON, June 21. The sinking of the American steamship in collision with the Ameri-

can steamship Carolina announced to parliament, but all the were saved, mer German

AMERICAN WITH FRANCE, the Rainbo service on to-day rec be kept by