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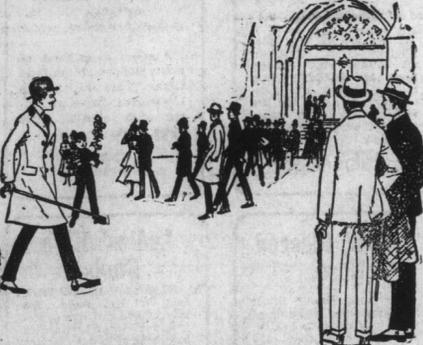
A nutritious, delicious and digestive beverage, prepared with a view to sustaining and invigorating the mind and body. It is a delectable drink and a true "Pick-me-up."

Can now be obtained at all grocers.

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To order your Spring Suit and Overcoat. We are showing a splendid line of Serges, Tweeds and Worsteds in the latest designs. Our reputation of Fit, Style and Finish assures you of thorough satisfaction. Our Cutter, Mr. McCafferty, due on Rosalind from New York with the very latest New York Styles and Fashions.

CHAS. J. ELLIS,
High Class Tailor, 302 Water Street.

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Oranges & Apples

now in stock. Good quality.

200 Barrels Good Winter Keeping Apples--No. 1
100 Cases California Oranges--Navel.

Sizes: 252, 216, 176.

BURT & LAWRENCE,
14 New Gower Street.

SPECIAL!

Choice Pickled Trout, 9c. lb.
Labrador Herring, Pickled Salmon,
Fresh Rabbits,
P. E. I. Potatoes and Turnips.

DUFFY'S STORE,
CABOT STREET.

Death of Count Zeppelin.

General of Cavalry, Ferdinand, Count Zeppelin, died at Charlottenburg, near Berlin, from inflammation of the lungs, on March 8, 1917, at one of the lowest points that the curious ebb and flow of his fortunes ever reached. Count Zeppelin was born at Constance on July 8, 1838, and became an officer at the age of 20, and later took part as a volunteer on the Northern side, in the American war. It was there, perhaps, that his taste for aeronautics originated from his experience in spying out the position of the Confederates from a balloon. In the Franco-German War, he distinguished himself by a dashing piece of reconnoitering work a few hours after the declaration of hostilities, by a rapid raid into the French territory, with four officers and seven men. One of his companions, Lieut. Winsloe, an Englishman, was the first to be killed on the side of the Germans; and the Count was the only member of the party who succeeded in returning. He continued his military career until 1891, when he retired. Thenceforth he devoted his time exclusively to the practical study of aeronautics, to aid him in fulfilling his ambition of constructing a dirigible balloon, and for some years he struggled with every form of difficulty, moral and material. He expended all his money in costly experiments, until he was reduced to make desperate appeals for funds in the newspapers. The German Society of Engineers gave him an grant in 1896, and in 1899 he formed a Company, the capital of which enabled him to build his first floating airship docks. In 1900 one of his airships succeeded in rising from earth and remaining in the air for nearly twenty minutes, but it was wrecked on attempting to land. His resources were not sufficient to carry out repairs, and he had to resume his search for money. In 1904 the proceeds of a lottery given him by the Government of Wurtemberg, enabled him to complete his work, and in October, 1906, he made two successful flights, covering sixty miles in two hours. The Government was disposed to help him, on condition that he should fly for 24 hours without alighting, and cover 450 miles in that time. He was several times disappointed, but his disaster, on August 5, 1905, when his ship was wrecked and burned at Echterdingen, was really the turning point in his fortunes. A National Zeppelin Fund was started, and subscriptions rapidly poured in, which almost put an end to his financial troubles. In 1910 one of his ships was wrecked in the Teutoburger Wald and another was burnt at Baden-Baden. In 1912 two were destroyed, and in 1913 no fewer than four perished, including the first two naval Zeppelins. The German Navy, however, adopted the Count's system, and when the war began, the Service possessed a dozen of his airships, which speedily proved their great value for scouting. They were also put to baser uses, as we all know. The German people believed that the super-Zeppelins, the construction of which began late in 1915, would lay London in ruins and bring Great Britain to her knees; and immense preparations were made, a great raid being delivered late in 1916. Count Zeppelin just lived to see his bubble burst by English airmen in the hour of his seeming triumph. His chief feat is to have killed and wounded 1,500 British citizens, most of them non-combatants, and to have given Germany the greatest disappointment of the war. But for the neglect of Government officials in England, however, few of these lives would have been lost. British brains had been at work and a well-known Bliley marksman named F. A. Hanks, invented an aerial range-finder by the use of which he guaranteed to bring down any enemy aerial target. Notwithstanding his claims a trial was refused for it, and so the raids continued until May, 1918, and hundreds of lives were uselessly sacrificed, both at home and on the battle fronts.

"It Was the Best Act of His Life," Says Fireman

Wife Overjoyed at Results of Tanlac Bought For Her By Husband.

"My wife is now able to do her house-work for the first time in many years and I want everybody to know that it's all because of the good results she has gotten from 'Tanlac,'" said L. Constantine, a fireman employed by the Reid Newfoundland Railway, living at 87 Hamilton St., St. John's, Newfoundland, while telling of his wife's recovery since taking the medicine.

"For years and years," he continued, "my wife's health has been bad and she was so weak and thin I looked for her to give out and break down just any time. Her circulation was poor and she was so pale she hardly had the color of blood in her face. Her nerves were all on edge and at the least excitement or unusual noise she would shake like a leaf. Headache spells often came on her and at night it was next to impossible for her to sleep well. She had little or no appetite and it seemed that she had lost all her strength and energy and was so weak she was almost helpless. It looked like the more medicine she took the worse she got, and I can hardly understand how she managed to hold out as long as she did."

"A friend of mine who had been taking 'Tanlac' came to me and told me what it had done for him. I went straight to the drug store and bought some to see if it would help my wife. Well, sir, she seemed to improve with each dose and in a few days she was looking better and acting like a different person. Her appetite returned, everything she ate agreed with her and now, although it has been only a little over a month since she started taking 'Tanlac,' she has already gained about fifteen pounds. Her blood has been purified, she is stronger than in years and has now come back to doing her house-work. The headaches have left her and her nerves are steady and she now knows what it is to enjoy a good night's sleep and rest. She is so overjoyed at her recovery that she is praising 'Tanlac' all the time, and since I have seen what it has done for her, I believe that when I bought this medicine I did the best act of my life."

'Tanlac' is sold in St. John's by M. Connors, and by the leading Druggist in every town.—adv.

No Concessions to Lipton.

Challenger Had Narrow Escape From Destruction.

Boston, Feb. 25.—Although the New York Yacht Club yielded to Sir Thomas Lipton on many points in connection with the details of the coming international yacht races for the America's Cup, no concessions have been made to the English sportsman along technical lines which will have a distinct bearing on the outcome of the races.

It had been intended to sail the races toward the end of July or the beginning of August over the Brenton's Reef course off Newport. Then came the compromise on the date and the yielding to Lipton in the matter of the course.

The New York Yacht Club suggested the change from the Sandy Hook to the Brenton's Reef course but its representatives agreed with the idea of the challenger to sail the races over the former route because of historic reasons.

The choice of the American defender lies between the Resolute and the Vanitie, which will engage in a series of eliminations to determine which craft shall carry the American colors. Both are famous for their records of victories and achievements and the one selected should prove a worthy opponent.

New York, N.Y., Feb. 25.—Fire which broke out shortly before last midnight in the Robert Jacobs shipyard at City Island destroyed several yachts and three buildings. Sir Thomas Lipton's challenger for the America Cup, Shamrock IV., and the American trial yacht, Vanitie, were endangered by the flames but were saved by a shift in the wind.

A Novel Remedy for Insomnia.

The idea of wearing a pair of spectacles during sleep is one of the strangest of the many strange ideas that have come to our notice. The head of a large firm, who often traveled from one end of the country to the other, preferred to do so at night, so that he could sleep. Although his sight was perfect, his last act, before getting into his berth, was to put on a pair of spectacles, which were secured to the bridge of his nose by a good spring, and with this adornment he fell asleep.

Those who adopt this peculiar aid to drowsiness appear to sleep without twisting and turning, as some people do; they instinctively acquire a knack of turning only so far as is safe, and they awake unharmed in the morning, with the glasses just as nicely adjusted as when they went to bed. The commencement of the habit is mostly traceable to a difficulty in wooing slumber, and to an aversion to trying such dangerous remedies as morphine. Spectacles, when the eyes are not accustomed to them, have a somnolent effect, and the device afterwards becomes a habit.

HAPPY IS THE HOUSEWIFE WHO USES WINDSOR PATENT

It Makes the Most Wonderful Bread

CONGOLEUM REMNANTS!

We have received another shipment of 36 x 36 Congoleum Remnants, in a splendid assortment of patterns.

Do not overlook this opportunity to tastefully cover your floors for little money.

Congoleum is a wonder for long service. Cleaned with a wet cloth; lies flat without fastening. Cover your Kitchen, Pantry, Bathroom or any other room with Congoleum Remnants. You can get a dozen pieces of the same pattern.

PLEASE TAKE NOTICE.—Owing to increased freight rates and the present high American Exchange, we are obliged to sell the 36 x 36 size above our former price.

Small Size, 18 x 18,	15c each.
Medium Size, 18 x 36	35c
Large Size, 36 x 36,	85c

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Meitz & Weiss Oil Engines!

We can give immediate delivery on 2 75-Horsepower Meitz & Weiss Crude Oil Engines, complete.

A number of our foreign going vessels are fitted with Meitz and Weiss Engines and are giving every satisfaction.

The Meitz and Weiss is a powerful, reliable and economical engine and can always be depended on in an emergency.

Prices and specifications gladly furnished to anyone interested.

JOB'S Stores, Ltd.

Advertise in the Telegram.