

Official Luncheon at Bally Haly

Prime Minister Entertains Admiral Field and Officers of the Squadron.

A large gathering attended the luncheon yesterday which was tendered to Vice-Admiral Sir Frederick Field and the officers in command of the ships of the Special Service Squadron by the Prime Minister Hon. S. S. Monroe, at Bally Haly. Among those present were his Excellency the Governor, his Lordship the Bishop of Newfoundland, Chief Justice Sir William Horwood, Mr. Batterbee of the Colonial Office, the Members of the Legislature, and the Consular representatives of France and the United States.

The spacious hall at Bally Haly during the splendid view across the lake to the Southside Hills in the distance was an ideal scene for such a function, and nothing had been omitted by the Club staff in the way of floral design and culinary art to make the affair memorable. Following the luncheon and the toast to his Majesty the King, the Prime Minister rose to propose the health of the Special Service Squadron, which he coupled with the name of Vice-Admiral Sir Frederick Field. His speech was as follows:

PRIME MINISTER'S SPEECH.

Your Excellency and Gentlemen. It is our privilege to have as our guests this afternoon Vice-Admiral Sir Frederick Field and the Commanding Officers of the three ships comprising the Special Service Squadron, who have done us the honour of paying us a visit on this the last day of their very successful tour of visitation of the British possessions around the world. When we think that it has taken this Squadron ten months to complete this visitation, and when you remember that it was of course entirely possible for them to touch the mere fringes of these possessions, we have I think reason to feel very proud of the vast Empire to which we belong. And if we have reason to feel proud of our Empire we have surely double reason to be proud of the British Navy that has made that Empire possible.

During the last ten months millions of British subjects have had the opportunity to inspect this Squadron, knowing it to be only a small detachment of the British Naval Force. They have had an opportunity of seeing Britain's greatest battleship, the greatest fighting unit afloat on the High Seas to-day, and I think that these cannot but have been impressions not only with the tremendous power of the British Navy, but also with the enormous burden that the British taxpayers have had to shoulder in order to sustain that Navy, to sustain it not only during the expensive period of the war, but right up to the present day.

In the presence of the Adelaide we saw the Squadron here to-day, we saw an illustration of the fact that Australia is alive to her responsibilities and I think that other great Dominions are becoming equally conscious of their responsibilities. The great Dominions are realizing that they are no longer the fledglings of the Empire, they are growing big and they are growing powerful, they are now great countries within themselves, with great resources and great wealth, and in their position they must see that it is up to them to defend themselves as far as possible. I think we may safely calculate that in the near future the Dominions will join with the Mother Country in assurance that the supremacy of the High Seas will up by sea power; and, on many occasions it has owed its existence to adequate sea power. After a great war, such as we have experienced, a reaction tending towards reduced sea power is, perhaps, but natural. People are sick of war; large sums of money have been spent, and the money is now required for other important objects by the Government of every country which participated in the Great War; better housing, better education, the increasing and building up of the trade which was lost; and in no country, do I think, are these important matters receiving more thought and consideration than in the Old Country. Last year there were about two million unemployed in England, and people are persistently calling upon the Government to reduce their expenditure on armament and to spend the money in a manner that will give them relief.

There have been many people, some of them with an axe to grind, others who are visionaries, who claim that navies are no longer going to be of any use in war. They claim that the submarine and the aeroplane, with their increasing efficiency, will in ten years time knock out the surface ships, and that the money now spent on these surface ships would better be employed for the development of air and underwater craft. I would like to explain that theory from a technical point of view. I happened to be, for three years after the war, at the head of the Designing Department of the Admiralty. We had at our disposal the whole of the experts of the war period, many big committees of experienced Naval Officers who drew their deductions from what they learned in the war, and to which was added familiarity with all the scientific principles known. The story is now old, of the nation which relied entirely on submarines; these, alone, proved insufficient. It takes comparatively little time to construct high speed, light draught surface vessels equipped with the latest submarine detecting apparatus, which can destroy a submarine easily, and a large number of these craft can bottle up the submarines of any country which relies entirely upon them, or keep them out and prevent them from getting back to their base if necessary. It then becomes necessary for the power relying on submarines to build surface vessels a little more powerful and a little faster still, in order to drive off the surface vessels of the submarine power, and destroy its submarines. And so the process goes on until what is known as the Capital ship is arrived at. The Hood is the type of the capital ship of today. In ten years time that type will probably alter, but alterations will not be gradual, they are gradual. I have seen a great many alterations during the forty years I have been in the Navy, but these alterations of construction would only be made after careful thought and experiment.

Now let us turn to air craft. If you think the British Empire can be defended by air craft, I think the range of a bombing plane is about two hundred miles, take a map of the world, put down an imaginary aeroplane and draw a circle, the equivalent of two hundred miles around it. You will then realize the thousands and thousands of miles of sea left unprotected. It is true that the narrow waters will be protected by air craft, but it is not the duty of surface vessels to protect Great Britain in narrow waters. The duty of the Navy is to protect our overseas trade, and when we realize that some of these trade routes are ten thousand miles long we can readily see that just as long as surface ships carry freight and raw material, just so long will surface ships be necessary to protect them.

Another fallacy, sometimes mooted, is that the fast light cruiser should be submersible, and in fact, people go so far as to advocate submersible battleships. Every ship is a compromise. With a limited tonnage, you can only have so much offensive power—the guns; so much protection, which is armour; so much speed—the boilers and engines; so much radius of action—the amount of fuel that can be carried. Each ship is designed for a particular purpose and these factors are proportioned in such a manner as will give the best results for the work required. If you were to add the ability to submerge to such a ship you have got to take away one-third of the tonnage in order to do it, and by making a light cruiser submersible the effect would be an inferior cruiser and a very poor submarine.

Some people say that money is being wasted on the Navy; perhaps the best argument against this is the fact that our Government, with all its needs at the present time, is not going to allow any money to be spent on the Navy unless it has been proved conclusively that the Navy is the best means of protection. The Great War proved that you must have a Navy. Our great friend, the great

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Prime Minister, Your Excellency, and Gentlemen:
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We live in an Empire, which, if we live to read history, we can easily see was built up by sea power; and, on many occasions it has owed its existence to adequate sea power. After a great war, such as we have experienced, a reaction tending towards reduced sea power is, perhaps, but natural. People are sick of war; large sums of money have been spent, and the money is now required for other important objects by the Government of every country which participated in the Great War; better housing, better education, the increasing and building up of the trade which was lost; and in no country, do I think, are these important matters receiving more thought and consideration than in the Old Country. Last year there were about two million unemployed in England, and people are persistently calling upon the Government to reduce their expenditure on armament and to spend the money in a manner that will give them relief.

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Republic to the South, also proved that battleships are necessary; they are maintaining them. They have made a great step and one for which we are grateful to them, in the signing of the Washington Treaty for disarmament. There are people who preach that the League of Nations will accomplish everything in the future. You have but to read of our faithful ally in the war and know what they think about security. Security is still necessary, I think, and people who are really honest do not believe that all nations will be so friendly in the future that we can absolutely do away with arms.

I have kept you longer than I intended, but before closing I may remind you that, now that the Navy has been reduced, we shall have to rely more on the Mercantile Marine. The Prime Minister has spoken to me about the Naval Reserve, and deplored the necessity of its discontinuance. We do not think that we have any need for anxiety regarding the help we shall receive from Newfoundland if danger threatens. We could not have coped with the submarine menace of Germany if we had not such men as the Newfoundland seamen. In case of war also, our splendid population of men, born to the sea, would readily acquire the few technicalities required to make them first-class men-of-war's men. In no other country have we found finer sailors than in Newfoundland.

On behalf of the officers and men of the ships, I wish to thank the people of Newfoundland for their splendid hospitality. The many personal kindnesses received from private citizens are deeply appreciated, and for the special arrangement for the transportation of our men to and from the ships we are indeed grateful. We shall shortly be going back home, but my men, my associates, and I will never forget the great kindness received from you all.

Wedding Bells

KENNA-LEARY.

A very pretty wedding was held at St. Anne's Church, Neponset Ave., Dorchester, Mass., on Wednesday evening, September 17th, when Miss Bride Kenna, daughter of Mr. and Mrs. Jas. Kenna, of this city, was united in matrimony to Mr. Michael Leary, of Brooklyn, N.Y. The ceremony was performed by the Rev. Father Scanlon. The bride was given away by the groom's brother-in-law, Mr. Russell Kee. The bridesmaid was Miss Frances Leary, niece of the groom, and the best man was Mr. Thomas Burke, of this city. After the ceremony the happy couple motored to the home of Mrs. Russell Kee, where a reception was held. The health of the bride and groom was proposed by Rev. Fr. Scanlon and responded to by the groom and best man. The bride was attired in a white tulle gown with a long train, and the groom wore a tuxedo. The reception was given by Mrs. Russell Kee, and the happy couple remained until Sunday, then leaving for Brooklyn, N.Y., where they will reside in future. The gifts were many and costly showing the esteem in which both are held. The groom presented the bride with a pearl necklace and the bridesmaid with a gold bracelet. The Telegram joins with their many friends in wishing the happy couple many years of wedded bliss.

LEAGUE FOOTBALL — The Cup Series, St. George's Field, this evening at 6.15 sharp. Guards vs. C.L.B. Admission: Gents 10c, Boys 5c, Ladies free. Grandstand 10c. extra.—sept17,11

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Baby Week

The Baby Week exhibition continues successfully. All day yesterday interest was shown, and especially in the afternoon, when many babies came with their mothers to show their appreciation. At 5 p.m. Dr. Rendell spoke upon "Tuberculosis—A Community Disease." He gave statistics to show what a large proportion of the death rate was due to Tuberculosis, and, therefore, there should be continual warfare against this white plague. It was a community responsibility, every one was infected, but a "seed" had to have the right soil in which to grow, and bad housing, lack of fresh air, insufficient rest, all help the growth of this dreaded disease. He spoke to the nurses in the audience as to the possibility of infection when nursing Tuberculosis cases. With proper knowledge and precaution this disease was no more infectious to a nurse than many others, and he urged them to obtain greater knowledge of Tuberculosis than they were able to gain in their training. He ended by saying that cure was dependent upon the proper regulation of energy, to be summed up in the one word—rest. He pleaded for more consideration and a wider knowledge of Tuberculosis, in order to successfully overcome the enemy, concluding his talk with the four words, "Let their be light."

At 5 p.m. to-day Mrs. D. L. Nichol will speak on "The Child Mind."

Nfld. Nurse Appointed to Important Position

Miss Violet Roberts, the daughter of Mr. and Mrs. Samuel Roberts of Monroe Street and a sister of Mrs. A. Tooton, who for the past three years has been taking a nursing course at Chatham Hospital, Boston, graduated with honours in the recent examinations held there. As a result of her success Miss Roberts has been appointed to the important position of night superintendent at the Institution. Miss Roberts' many friends will be glad to learn of her success in the land of Uncle Sam.

Ranchers War on Wild Horses

A Humane Society of Seattle has asked the Federal Government to rid the Yakima Indian reservation, in Southern Washington, of 15,000 cayuses or Indian ponies. These animals constitute one of the few remaining herds of these small wild horses in the Northwest. Many of the herds were practically wiped out two years ago by the failure of range pastures and others were depleted by ranchmen who suffered by their foraging expeditions, says the New York Herald.

These cayuses on the Yakima reservation are not far from their place of origin, for their forbears were first captured and trained by the Cayuse Indians of Oregon. Wild horses were common on the Western plains a half century ago and there were many fine herds in what is now Western Oklahoma. These animals were frequently roped and broken by cowboys, who found them fleet and endowed with more endurance than the domesticated horses.

There are still bands of wild horses to be found in Western Texas and in Arizona and New Mexico. The Federal Government in these sections has been often called upon to help the settlers against the inroads made upon their crops by herds of a hundred or more. It is generally believed that the Indian ponies had their origin in the Southwest and that they were descendants of the mares and stallions that escaped from the early Spanish explorers. These animals were comparatively small but came from Moorish or Arabian stock. To this fact are attributed the small feet and trim legs of the cayuse and also its endurance and remarkable carrying capabilities.

Wild horses were dreaded by soldiers and settlers alike because they often stampeded valuable domesticated horses and took them away with their hands. This fact has formed the basis of many stories and traditions regarding the leadership of these herds. A splendid, fleet stallion, which was captured in the Sierra foothills of California, after a long hunt, was made the central figure of at least two romances of wild animal life. A large black horse which was caught by a cavalry troop was discovered to have been the mount of an army officer killed two years before in an Indian fight. The animal escaped from the battlefield and joined a band, of which it became leader. The head of a herd of wild horses in Lower California was found to be a horse which as a colt escaped from a Tin Juana racing stable. It evaded every effort made to capture it and was finally killed by an Indian hunter.

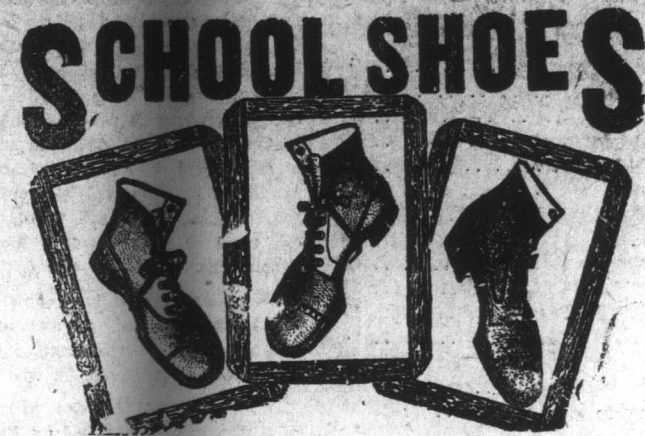
The charge against the cayuses of the Yakima reservation is that they are a nuisance—they molest the settler and ranchman and they refuse to be trained or broken to man's use. The Federal Government has not yet reported if it considers these sufficient reasons to pass the death sentence on 15,000 of their number.

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A dinner gown of deep purple crepe is trimmed with ostrich of the same shade.
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CHILD'S BLACK LACED HIGH CUT BOOTS—Sizes 6 to 10 Only \$2.00 per pair
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GIRLS' BLACK SKUFFER LACED BOOTS—Sizes 11 to 2 Only \$2.50 per pair
GIRLS' TAN LACED CLOTH TOP BOOTS—Sizes 11 to 2 Only \$2.50 per pair

BOYS' LACED BOOTS—Sizes 6 to 10 Only \$1.90 per pair
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Always we have prided ourselves on
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Sandy was a Scotsman, and Sandy
was broke. Perhaps he had spent all
his money on his friends—perhaps he
hadn't. But why should we conjecture?
Let us deal in facts. All he possessed
in the world was a penny and a signa-
tic thirt.

After wandering up and down for
some time, he at last entered a public-
house where a customer had just or-
dered a large whisky.

"I bet you a penny that I can drink
your whisky without you seeing me,"
he said to the other man.

"Done!" was the reply; whereupon
the Scot picked up the glass and drain-
ed it to the dregs before his eyes.

"Ah, but I saw you drink it!" said
the other man.

"Ay," replied Sandy, as he made for
the door—"ay; here's yer penny. Ye've
won yer bet!"