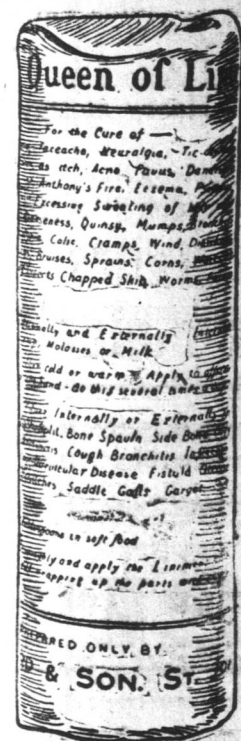


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### Empire Cruise

#### HOME-COMING OF THE SQUADRON —SAILOR MISSIONARIES.

PLYMOUTH, Sept. 29.—H.M.S. Hood, the flagship of Vice-Admiral Sir Frederick Field, H.M.S. Delhi, flagship of Rear-Admiral the Hon. Sir Hubert Bland, and H.M.S. Dauntless returned to port here to-day after their world cruise with as little demonstration as if they had just returned from target practice. Probably they have accomplished a great deal more than much target practice.

The first chapter of the return really began last night. A fine night it was, with a stiff wind blowing and—at least, so it was reported in Plymouth—storm signals out up and down the Channel. But really violent weather held off and thousands of people who went out after dinner to see what they could of the great ships' home-coming were able to cluster on the Hoe and the cliffs. They picked up the lights of the two cruisers just after 8 o'clock, and very soon afterwards those of the Hood. All three ships had berthed by 9 o'clock near the breakwater. There was a little play with searchlights, a cheer or two, the waving of a few hats in the darkness, the flicker of a signal, and that was all.

The second chapter began in the darkness of a September morning, when, round about 5 o'clock, the three ships of war left their berths and steamed slowly into Devonport Dockyard. They made a magnificent spectacle when morning began to pick out their lines and a glimmer of light caught here a gun muzzle and there a bit of polished brass. Lean and grey and rather grim and amazingly efficient they looked as they came stealthily on almost without a sound and moored at the docksides. Through-out the morning messengers and callers came in scores. Lady Field was one of the earliest arrivals on board H.M.S. Hood. The King's message of warm congratulations was one of the first to be received. Others came from the Board of Admiralty, from private individuals, and from places far away on the fringes of the Empire, where the visit of the King's ships is now a happy and inspiring memory.

Plymouth itself welcomed Sir Frederick Field and his companions with the briefest civic ceremony on the quarter-deck of the flagship. The Mayor spoke for the port—and, indeed, for the country—when he referred to the great services rendered by these naval ambassadors throughout the Empire and beyond it. Sir Frederick Field, in reply, said the Special Service Squadron had travelled 40,000 miles and twice only touched a port that was not part of the British Empire. He referred to the spontaneous demonstrations of loyalty to the King and the Empire that had been seen up and down the world wherever the British flag was flying. Wonderful welcomes had been given him, his officers, and the ships, but he would say that no welcome had been received with greater pleasure than that welcome home. It had been a great thing to see the squadron arrive in those distant ports; it was a message from the old country; but in Plymouth, where the arrival of ships from the uttermost parts of the sea was a daily occurrence, it was a very great compliment to receive a welcome home. If they had done their duty well, if they had done something for the Empire, then they were amply rewarded.

#### Sir F. Field on the Cruise.

Later in the day, when the quiet ceremonial of the return was ended, Sir Frederick Field found time to say a few words about the cruise itself and about some of the lessons that it had taught and some of the lessons that had been learned by those who had taken part in it. First of all, he said, such a cruise had been of very great value to all the officers, and particularly to all the young officers, who had taken part in it. Few, indeed, had received such an education in the days immediately before the war. Experience in handling big ships in all sorts of weather, in distant seas, in tropical climates, in rapidly changing conditions, had been gained by a large number of officers, some of long experience, some of short, and that experience must, indeed, be of the utmost value to all of them. It might happen that one day they would have to fight in the tropics, and then the wisdom in making that cruise would be clearly demonstrated.

On the more general and less specialist side of the question the British sailor was a magnificent missionary, Sir Frederick said. He had accomplished something in helping us and the peoples of the Dominions to know each other better. One of the things that had impressed him most in the Dominions was the vast spaces that were simply crying for the British race to fill them. What was wanted was more instruction for the younger generation in what the Empire was, what it stood for, and what were its resources. It was not to go to those open spaces and fill them with somebody else would do it for us. But it was no use telling people here at home that in the Dominions there were fortunes awaiting them. They would have to work for their living, and work hard. Was not that true of all callings in the end? A man did not leap to a position of seniority, with a

large salary attached to it, in the Navy, at any rate, and what the young men had got to realize was that luxurious living could only come, if it did come, after several years of steady labour.

Another point was that it was no good going out to the Dominions after one had settled to a given mode of life. Conditions there were different in many respects from those at home. The mature might find that it was not too easy a matter to grow accustomed to them. The secret of peopling the Empire with our race, then, was to send out young men before they had settled into a groove here, so that they could begin their real careers in the conditions in which they were afterwards going to live.

#### Demonstration of Loyalty.

As to the cruise itself and the places that had been visited, Sir Frederick Field referred with great emphasis to the remarkable demonstrations of affection and loyalty that had been seen throughout the Empire. The peoples scattered about all over the world, but all sharing a common citizenship, had been made to feel that in the heart of the Empire they were remembered, and they were, above all things, worth while. From that point of view alone it was impossible to exaggerate the good that the cruise had done. Those people were always "looking homeward," and their feelings must not be dulled. An interesting ceremony, but one of a wholly private nature, took place on the Hood this afternoon. This was the christening of the infant son—Peter John—of Paymaster Commander F. L. Horsey. The ship's bell was turned into a font for the ceremony, and a model of it, fashioned in brass in the engineer's room, took the place of a christening cup.

Some very interesting figures have been prepared showing the number of visitors to the ships of the Special Service Squadron during the cruise. The Hood alone received 752,049 members of the general public and others who took part in organized visits, and 35,770 guests attended "at homes" and dances in her. The total number of visitors for the squadron was 1,536,717. Several mascots have been brought home, including two beavers, which are going to the Zoo, and a wallaby. The latter shows no desire whatever to leave the Hood, and the crew certainly has no desire that it should depart.—The Times.

### "Raw From Eczema Doctors Do Their Best"

"Forty years I suffered. One day raw from foot to head. No living man could believe what I suffered. I was D.D.D. that relieved me, and for three years I haven't had a sign of eczema."

These words are taken from the letter of Mrs. Garrett, Chesham, Ontario. Mr. Garrett will answer any questions you care to ask him. If you haven't tried the cooling, healing D.D.D. for skin diseases we shall be glad to sell you a bottle today on our personal guarantee. \$1.50 a bottle. Try D.D.D. Soap, too.

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THE Lotion for Skin Diseases  
ALL DRUGGISTS.

#### Prince of Wales

TO OPEN FAMOUS OLD ENGLISH ROAD.

LONDON, Sept. 29 (A.P.)—The announcement that the Prince of Wales, upon returning from his American and Canadian trip, will on Nov. 19 formally open the reconstructed road between Dartford and Strood, draws attention to one of the oldest and most celebrated highways in Europe.

This patch of road is in reality part of Watling Street, a thoroughfare of great antiquity which still traverses the heart of London and, just back of St. Paul's Cathedral, to this day bears its ancient name. No one knows how old Watling Street is, but it had been long established when the Romans came to Britain two thousand years ago.

The motorist who to-day comes up to London from Canterbury traverses the same road, the famous Watling St. which Roman soldiers took when, on conquest bent, they marched through England. Jewish marauders in their day burned and plundered the countryside which it served. Traders from Gaul trudged over its stones long before the medieval age, in fact, the

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Read this advertisement for your parents, they know it's true:

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## Sunlight Soap Saves Time, Saves Clothes and Saves Money

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whole panorama of English history would be unrolled if this ancient way could speak.

And this old road which the Prince of Wales will again throw open to the public in November is to-day what it has ever been, the most convenient route between London and the ports of France.

### Canadian Sheep Produce Good Crop of Fine Wool

WINNIPEG, Man., Oct. 9 (A.P.)—Canada's wool clip will total 13,000,000 pounds with a value to sheepmen of \$4,000,000, according to a bulletin issued by the Dominion Department of Agriculture. The quality of the product is said to be the highest in recent years.

Approximately half the wool clip, the bulletin estimates, will remain in Canada for manufacture. Last year the Dominion exported 6,009,079 pounds of wool, of which the United States purchased 5,261,899 pounds and Great Britain 706,028 pounds.

Government wool grading and systematic marketing by the Co-operative Wool Growers, which handles 90 per cent. of the clip, have raised the quality of Canadian wool, the department said.

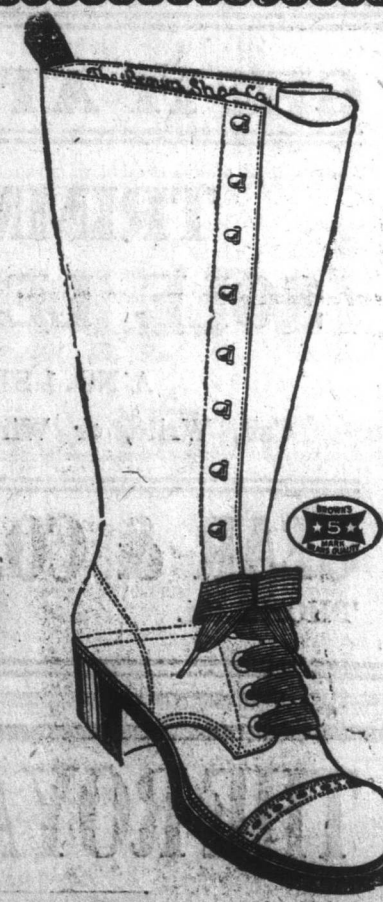
#### Sadder and Wiser

NEW YORK, Oct. 5 (C.P.)—Walter Garrett of Elizabeth, N.J., arrived here on his honeymoon trip on the night boat from Albany. A few minutes after he and his bride left the boat they discovered they had forgotten \$200 they had put in a pillowcase for safekeeping the evening before. When they went back to the boat the money was gone. The honeymooners gave up their trip and went home paying their fares with a \$10 gold piece which had been a wedding present to the bride.

Soda crackers are exceptionally nice when they are soaked in cold water, then well buttered and browned in a hot oven.

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