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THE DIRECT MAIL SERVICE.



IRECT steam communication with New Zealand, by which alone such a voyage, whether of business or pleasure, has been rendered possible, was only inaugurated some half dozen years or so ago, although it is now quite a matter of course. In this respect Australia was the *Ultima Thule* of the trading lines of steamers which have long been very numerous, though none of them ever extended their service beyond that continent to the smaller colony of islands in the South Pacific, which, so far as rapid and direct steam communication with the Mother Country was concerned, was left out in the cold and isolated, so that the colonists desirous of visiting the 'home country' must needs make the journey *via* San Francisco or Melbourne. Colonial enterprise and support had certainly for some years established and maintained a line of fast-sailing clipper ships; and at length the Colonial Legislature took the initiative by passing resolutions to call for tenders for a direct steam service between New Zealand and the Mother Country, but the conditions imposed were practically prohibitory, and nothing came of it.

Such was the condition of affairs when the New Zealand Shipping Company, Limited, took the matter in hand pending further action by the authorities. The company accordingly started a regular monthly service, carried on by chartered steamers of a high character, awaiting the time when special steamships of their own should be built and set afloat. It was in October 1883 that this desirable consummation was attained by the company, and the first of their own steamers, the *Tongariro*, of 4,163 tons register and 3,000 horse-power, was despatched. She was rapidly followed by her sister vessels, the *Aorangi* and *Ruapehu*. Subsequently two larger steamers, the *Kaikoura* and *Rimutaka*, were constructed and added to the fleet, which now consists of these five steamers, and maintains a regular monthly departure to and fro between London and New Zealand. The company is under contract with the Colonial Government to carry Her Majesty's mails, and

to deliver them in forty-five days, which time has never been exceeded; indeed the run is frequently made in forty-two or forty-three days. These steamers have accommodation for eighty first-class and sixty second-class passengers, and they are furnished in a very luxurious manner, with music-rooms, boudoirs, smoking-rooms, etc., the saloons extending the whole width of the vessels which are lighted

Brothers of Dunedin) accompanies this notice. It is no exaggeration to say that Lieutenant Crutchley is one of the best known, most highly esteemed, and most distinguished captains in the merchant service.

The occasion of the first appearance of Captain Crutchley in New Zealand as a commander in the new line of steamers was on board the *Ruapehu*, in which he arrived at Auckland on the 27th of February, 1884, and where he, on behalf of the Company, entertained a large assemblage on a most magnificent scale.



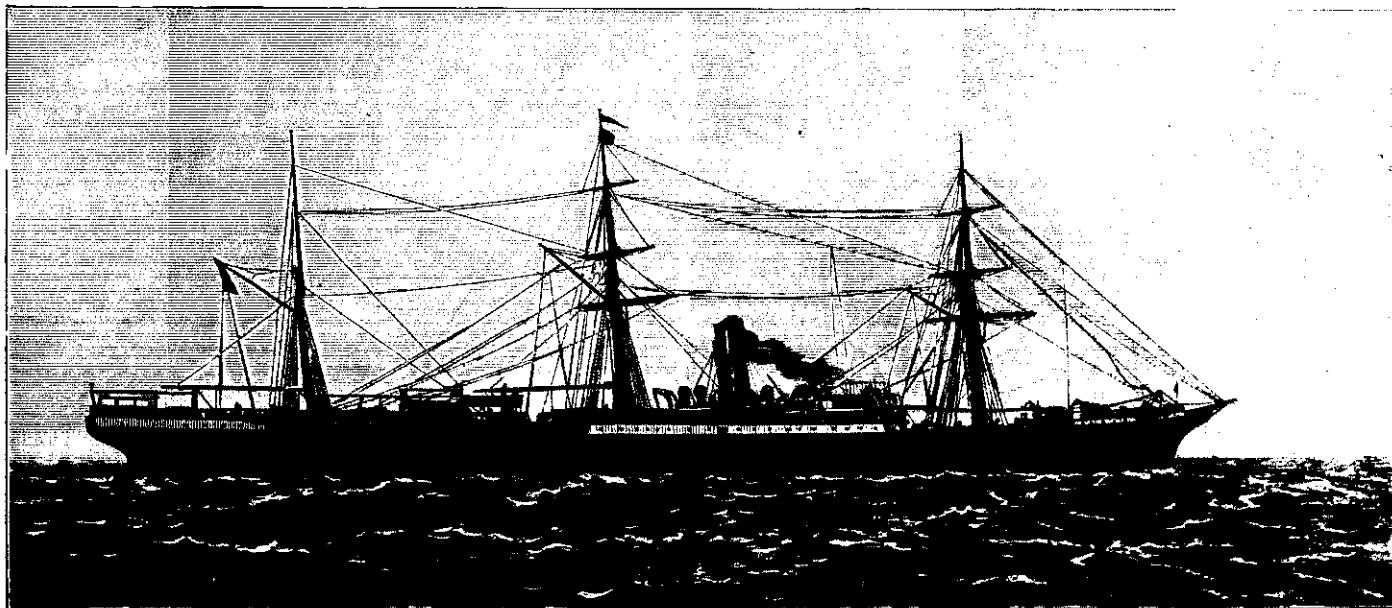
CAPTAIN W. C. CRUTCHLEY, LIEUT. R.N.R.

throughout with the electric light. A principal feature in these steamers is the sheltered deck, which is a protection in all weathers to passengers desiring deck exercise.

The *Kaikoura* (the subject of our illustration) is commanded by W. Caius-Crutchley, Lieut. R.N.R., whose clever papers on the arming of swift merchant steamers in time of war are familiar to the members of the Royal United Service Institution, and whose portrait (from a photograph by Burton

THE SINCERITY OF MARRIED LIFE.

SOME gentlemen had a discussion at their club the other night about the white lies it is necessary for a husband to tell his wife. All agreed that such lies were necessary to make the domestic wheels run smoothly. Women, they said, could never be made to see things from a man's standpoint. Little matters that were nothing at all to a man became crimes in the eyes of a woman; therefore it was necessary for a man to lie to his wife occasionally. This set me to wondering which lied to the other more, husbands or wives. Looking at the matter from behind the scenes on our side, I should say it was about even. I believe wives tell their husbands quite as many falsehoods as husbands tell them, but about far different things. Women deceive their husbands mostly in money matters or in things which concern their family affections. If a wife is held to a strict account for the money she spends, when she wants more than a certain sum she tells the breadwinner it is for groceries or a dressmaking bill. Then she takes it and makes a present to her dear mother, whom the husband hates, or pays a gambling debt for her brother, or gives it to her grown son or daughter to spend in extravagance, which the father does not approve. Sometimes she spends it for the church or her pastor. But she always gets the money somehow, and if she is afraid of her husband it goes down to expense accounts, which appear wholly open and innocent. A wife always deceives her husband where she is afraid of him. Yes, the falsehoods are about even on both sides. But is it not rather unfortunate that those who are supposed to be all in all to each other dare not trust each other.



N.Z. SHIPPING COMPANY'S ROYAL MAIL STEAMER KAIKOURA.