

Sayings of the Week

THE climate of Siberia is very pleasant, and the Siberian winter is not so bad a one as an English winter. The Russian officials are nothing like so black as they are painted in some quarters, and they differ very little, with naturally some exceptions, from the ordinary run of English officials. They are pleasant people to live among, and a person going to Siberia who intends to act to work in a *bona fide* manner can always be certain of very good treatment indeed from the officials.—*Mr. Theodore Harper, Nelson.*

Matters of finance would largely occupy the House. They could not indulge in the luxury of social reform without paying for it. Money would have to be found by methods and from sources consistent with respect and sound policy.—*The English Premier.*

Mr. Hogg is what Mr. Seddon in his later days used to call a "humanitarian," and he was taken in as a partner for Mr. Fowlds, who was feeling a bit lonely. But, joking aside, Mr. Fowlds has made one of the best Ministers for Education the country has had. Mr. Hogg may make a success of the portfolio of Labour, and if he does he will be entitled to stand on the highest rung of the ladder, not only as a politician, but as a statesman. The Cabinet is holding office at one of the most critical junctures in the history of the Dominion, and I am sure we all wish that Sir Joseph, with the aid of those he has called to his assistance, will prove equal to the situation.—*Mr. A. W. Rutherford.*

There were approximately 11,300 more acres under wheat in Otago this year than last, when the acreage was 45,058. Much of this extra sowing was in North Otago, where there was an increase of nearly 50 per cent., taking oats also into consideration. The areas sown in oats are not so large, taking the province as a whole, but there was an astonishing increase in the amount of rape sown. This indicated that farmers were realising the benefits to be derived from the exportation of fat lambs, for it was for fattening purposes that rape was used. The turnip crop everywhere was looking well, particularly in Southland.—*Mr. Bruce, of the Agricultural Department.*

It may be necessary, if these garrotting outrages continue, to inflict, in addition to a long term of imprisonment, the grave punishment of flogging. However ineffective the punishment may be to the person suffering, it may prove a deterrent to lawless men haunting the cities of this Dominion.—*Mr. Justice Cooper.*

The Union Steamship Company deserved great credit for the expeditious manner in which they sent out food, spirits and blankets to the survivors from the Penguin. Captain Naylor should also be commended for his unselfishness amongst the survivors. When those who were rescued came up to the homestead all the clothing and boots that could be scraped together were placed at the men's disposal, but the captain refused to take a stitch until everybody else was satisfied.—*Mr. McManamin, Terra Whiti.*

The development of manual training of some sort for all boys and girls will represent the greatest immediate forward step in secondary education. But the purpose of this training must be intellectual, not to teach a trade, and only secondarily to fit for the engineering courses of the universities.—*Mr. D. S. Gordon, of the United States.*

If a tittle of the money spent on drink were used for insuring against unemployment much misery would be saved.—*Mr. John Burns.*

The Waitemata crew deserved every credit for annexing at the Mercer Regatta the blue ribbon of the Dominion rowing world, and the victory would serve to stimulate increased interest in the sport in the Auckland district. The champions had shown excellent form, though he was not prepared to class them, in point of

merit, with southern combinations which had scored the honours in past years. The Blenheim crew had put up a sterling fight and only succumbed in the final stretches of the *Sney*.—*Mr. W. Coffey, Wellington.*

The Penguin disaster had assumed almost national dimensions, and he desired to express the great sympathy he felt with all those families throughout the Dominion who had been so suddenly afflicted. He was sure that he interpreted the feelings of the congregation when he said that they joined with him heartily in that expression of their sincere condolence with all the poor families that had been stricken, some of them in a most appalling manner.—*Archbishop Redwood.*

The prominent impressions formed by a broad review are that extensive improvements are being effected and enormous sums of money being expended to meet the demands of modern shipping, to attract trade, and anticipate the future, that increase of trade follows port improvement, and that the largest and most efficient business is done where developments have kept ahead of actual present requirements.—*Mr. W. H. Hamer, Engineer Auckland Harbour Board.*

It would be a week or so after his return to Wellington before the final route of the North of Auckland Main Trunk was announced, as it was first necessary for him to go through some data in various Departments. He and his colleagues were fully convinced that the line should go on as speedily as possible. There was not going to be any political curve in it.—*Hon. R. McKenzie.*

The only conditions upon which New Zealand would consent to remain affiliated to the Lawn Tennis Association of Australasia were that a council be formed of the Australian and New Zealand bodies for the purpose of carrying out international matches and sanctioning, regulating, and controlling national, intercolonial and Australasian championships, and that all profits arising from Davis Cup matches be equally divided between the governing bodies of the Commonwealth and New Zealand. If Australia did not agree to these terms, the only course open would be for New Zealand to apply for admission as a separate nation.—*Mr. Baxter, N.Z. Tennis Association.*

As far as the arrangements for the Davis Cup were concerned, Australia was represented by 12 and New Zealand by only two delegates and the Dominion was entitled to better representation.—*Mr. Barry, N.Z. Tennis Association.*

It might appear to be unjust for a "new chum" to attempt to comment upon the conditions of labour so soon after arrival in the Dominion, but I have been here quite long enough to realise that New Zealand is not a place where employment is so easily obtained as we have been led to believe before leaving home.—*Mr. F. Stott, Wellington.*

The citizens of Berlin substantially contributed to making King Edward's stay pleasant and joyous. The warmth of their welcome betokened an earnest desire on the part of the German people to cultivate and strengthen friendly relations with their kindred nation.—*The German Emperor.*

They all recognised that there had been a great change in the Liberal party since Sir Henry Campbell-Bannerman's death, and they were waiting to see whether the Imperial Roseberyite section or the Radical honest Home Rule section would prevail.—*Mr. John Dillon, M.P.*

That's one of the curses of the age—shouting.—*Mr. C. C. Kettle, S.M.*

A striking feature in European ports is the permanence of construction, and mostly the walls of harbours and docks are of masonry and concrete, either black or in caisson, mass or reinforced, either founded deep in the solid or supported

upon a rubble or pile-work base, as favoured on the Continent.—*Mr. W. H. Hamer, Engineer Auckland Harbour Board.*

There is a strong growing feeling against so many immigrants being encouraged to come here, and the policy of the Government in granting assisted passages is being condemned by many of the Parliamentary candidates, and also by a large section of the public. It has surprised me to find how many new-comers there are who regret having left the Old Country, and there are many here who would be glad to get back home again. There are many, of course, who have been more fortunate and are much better off than in the Old Country.—*Mr. F. Stott, Wellington.*

Railway progress in New Zealand was associated with the Liberal Government, and he trusted they would always remember this by returning a Liberal member for the district. He was really surprised from what he had seen of the country at the work the pioneer settlers had accomplished and the difficulties they had overcome. Wellsford would before long become an important centre of the North; now they had the railway every obstacle in the way of its advancement had been removed.—*Hon. T. McKenzie.*

It cannot be questioned that better and faster steamers on both the Atlantic and Pacific portions of the route would benefit very considerably the different parts of the Empire concerned, while in all probability they would soon pay their way. If the necessary capital cannot easily be obtained by the existing companies, the countries to be benefited must step in and take the responsibility.—*Lord Strathcona.*

I am not prepared to say that the Mercer course is preferable to either Wanganui or Picton; I leave others with ripier experience to decide that point. Anyway, the Auckland people can flatter themselves that the Mercer course takes a lot of beating.—*Mr. Coffey, Wellington.*

You meet New Zealanders everywhere. Wherever you find a man doing two or three men's work, and, perhaps, talking a little louder than anyone else, you will know he is either a New Zealander or an Australian.—*Mr. Theodore Harper, from Siberia.*

Past communication between the United Kingdom and Canada means a great deal to the relations of the two countries. It must invariably lead to more emigration, more general passenger travel, and more business.—*Lord Strathcona.*

It was necessary to increase the confidence of the investing public. The Government, by rash speech and action, had driven capital abroad. The folly of rejecting every method by which bargains could be effected with other nations and preference obtained for our own colonies should be obvious to everyone not hide-bound in formulas inherited from ancient writers.—*Rt. Hon. A. J. Balfour.*

He trusted that the formation of the Drainage Board would prove to be the prelude to the merging of all present numerous independent local bodies in one Council, having power to deal with all matters affecting the common welfare of the people of Auckland.—*Mr. A. M. Myers, Mayor of Auckland.*

Employers who had domestic help could assist in the matter of ensuring efficient domestic instruction by giving their domestics time off without loss of pay to attend technical classes, which

every authority controlling technical instruction had power to establish.—*Hon. G. Fowlds.*

Their relationship with the Liberal party was now hanging in the balance. They would know which it was going to be during the ensuing session, which would be a momentous one. If the Liberals entered upon a policy of Imperialism and high expenditure over the Navy, and put Home Rule in a back seat, the Irish party would irreconcilably oppose them.—*Mr. John Dillon, M.P.*

At Port Awani alone there had been an increase in export of 200 bulks as compared with last season. Stock had also largely increased, and there would be a good surplus. Since November 9,400 fat sheep had been disposed of off the Maori farms stretching between Tokomaru and East Cape, while it was expected to send down the coast another 3,000 or 4,000 before the end of the season. Even this would leave them with the usual surplus of fat ewes.—*Hon. A. T. Ngata.*

Generally in the equipment of modern ports the tendency everywhere is to install electricity, except for the slow movement of ponderous weights such as the heavy gates of locks, caissons and sluices—though these are often electrically controlled on the Continent and in Canada. A noticeable feature of the Continental ports is their great installation of cranes and transporters. Hamburg has over one thousand cranes at work.—*Mr. W. H. Hamer, Engineer Auckland Harbour Board.*

I think commerce is a great thing, and is to do a great deal in breaking down the barrier that has been existing through ignorance and prejudice between my people and yours.—*The Chinese Consul.*

Of all the civic undertakings in which he had been concerned during his term of office as Mayor of Auckland, there was none which he was more proud to have been associated than with the Auckland and Suburban Drainage Scheme.—*Mr. A. M. Myers, Mayor of Auckland.*

Chinese merchants of Australia want the same privileges extended to them that China concedes to all merchants from Western countries. We, the Chinese merchants of this State, are now making every effort to strengthen the bonds of commercialism between Australia and China, to the end that Australia shall not remain behind other nations in the struggle for trade pre-eminence.—*Mr. Ping Nam, Sydney.*

Lord Pirrie and Professor Biles recently stated at the Engineering Conference in London that a steamer 700ft. in length, with proportionate increased draught was 20 per cent. more economical than one of 500ft.—*Mr. W. H. Hamer, Engineer Auckland Harbour Board.*

The Transvaal is slowly recovering from the depression which followed the war. The old racial hatred is dying out, the union of South Africa will be of immense advantage to the whole country.—*General Douries.*

The results obtained from the enormous sums spent by the Canadian Government in the improvements to the river St. Lawrence and the construction of canals, to overcome the difficulty of the rapids and so form an important water highway, connecting the chain of the great lakes, are a magnificent object-lesson of unparalleled progress. There is through communication from the Atlantic ocean to Quebec, Montreal, Toron-

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