

was now about to be made to raise the necessary funds to provide the mission with a new and thoroughly suitable ship. The Bishop of Tasmania spoke of the Bishop of Tasmania's work in connection with the Board of Missions in Australia, and said that, as a result of the work of the mission, there were now some 12,000 baptised Christians in the islands wherein it laboured. There were 42 islands which the mission claimed as its special sphere, but 16 of these islands it had at present been unable to touch because it had not enough men nor a swift enough vessel. It was understood that the 42 islands were to be worked by the Church of England, and the fact that their work was now threatened with interference by others behoved them all to work with renewed energy to strengthen the influence of the mission. Admiral Sir N. Howden-Smith, who was formerly in command of the Australian Station, when he personally visited many of the islands, testified to the excellence of the work carried on by the mission, and commended it to the support of the English people. Viscount Hampden said that both Lady Hampden and himself when in Australia were struck by the excellence of the methods adopted by the mission, and held Bishop Wilson in the greatest esteem. He did not think that hostile criticism of any kind could be directed with justice against the mission, which took the young of the islands when they could be moulded and turned them into God-fearing men and women. The Rev. J. J. Hornby, Provost of Eton, the Rev. R. P. Wilson, and others also addressed the meeting, and the Rev. L. R. Robin, the organising secretary, announced the receipt of a communication from Mr. Henry Goschen, the treasurer of the ship fund, to the effect that £3225 had now been collected in this country, which, with the amount collected in Australia, made about half the total amount required for the new ship, the Southern Cross.

Picked up in the Colonial Office:—

We timid wights, who greatly fear
To go on fast with Pushful Jo,
Are much delighted now to hear
He's got a mate who'll go Onslow.

The talented author of these facetious lines was more concerned with the exigencies of rhyme than of veracity. Lord Onslow has not the reputation of lacking "pushfulness;" indeed considering the manner in which he offended his party by prematurely throwing up the Viceroyalty of New Zealand he has got on surprisingly well. Whether he will agree with Mr Chamberlain is another matter. He knows far more about the colonies than his chief does, and holds decided views on most of the vital Antipodean questions. Also he and Lady Onslow are not proud, but reserved, and their means will forbid their entertaining globe-trotting colonists, etc., as generously as they would doubtless like to do.

Some Records of 1900.

NOTABLE THINGS DONE IN A NOTABLE YEAR.

Without doubt the record records of the last year of this wonderful century can be claimed, not by human beings, but by the machines they have constructed.

On June 14th last Charron, the famous French automobilist, in winning the Paris to Lyons race, covered a distance of 353½ miles in 9 hours and 9 minutes, a speed of almost 40 miles an hour. It is perhaps a question to whom the greatest credit of such a record belongs—the man who built a machine capable of such a performance, or the man who had the nerve to drive it at such a speed for such a length of time over open highroads.

The other great machine-speed record which the year saw smashed is the voyage across the Atlantic. This has twice been lowered during the past year, first by the "Kaiser Wilhelm der Grosse," which finished a passage at the rate of 22.59 knots an hour in August last, only to be beaten the very next day by her compatriot, the Hamburg-American "Deutschland." The latter ship arrived at Plymouth on August 14th, having covered

the distance from New York in 5 days, 11 hours, 45 mins. The speed averaged 23.324 knots an hour, and her best day's run was 552 miles. She has since succeeded in going one better even than this, having covered the journey in 5 days, 7 hours, 38 mins., her pace being 23.36 knots an hour.

If the latter part of the summer was specially favourable as to wind and weather for such record-breaking performances, the earlier spring was equally unpropitious. Captain Brown, of the "Parisian," recorded the appearance 160 miles to the east of the Straits of Belle Isle of an iceberg bigger than he had ever seen or heard of in the Western Ocean. This record iceberg was 75 miles long, and in places 300 to 400 feet in height.

Although the year cannot claim a bigger ship than that prodigy of 1899, the "Oceanic," yet it has seen the construction of the record pontoon. This was built on the Tyne, and is in six sections, and will be capable of bearing 12,000 tons.

American shipbuilders have also launched a creation which is of her kind the largest in the world. This is the monster schooner "George W. Wells," the first six-masted vessel ever built. She is 345 feet long over all, and 483 feet beam. Except one great iron vessel, once a steamer, she is the largest sailing vessel afloat, being able to carry 5,000 tons dead weight of cargo. Her masts, all of Oregon pine, tower 170 feet above the water, and on them can be spread 12,000 square yards of heavy canvas.

Britain's biggest railway station was opened early in 1900. This is the Waverley Station of the North British Railway at Edinburgh. It covers 23 acres—that is, half an acre more than Liverpool Street, London. Waverley Station has 19 platforms, aggregating 23 miles in length, and with an area of 32,520 square yards.

Pittsburg, America, home of millionaire Carnegie's new railroad shops, has turned out an engine which quite puts in the shade anything yet built, and has, it is said, reached the limit of weight which railway lines as at present constructed will bear. With its tender, this giant locomotive weighs 180 tons; without it, 125. The tender will carry 14 tons of coal, and the boiler exceeds the capacity of any other yet constructed by 500 gallons.

Long-distance athletes have been well to the fore. Hollbin, the cyclist, has turned his attention to aquatics, and beaten Captain Webb's record swim from Blackwall to Gravesend by over seven minutes. Edward Hale has achieved another record-breaking cycling feat by covering 100 miles a day for a year, with the exception of Sundays. The total distance he covered works out at 32,470 miles.

Another notable athletic record is the jump of Mr Kraenzlein, of the University of Pennsylvania, who cleared in practice 24ft 8½in, beating the previous record by 1½in.

A Sunderland gentleman, Mr A. H. Binus, lately achieved a performance hitherto unequalled in Swiss mountaineering. He ascended and descended the tremendous peak of the Matterhorn—from the sleeping hut to the summit and back to the Mont Rosa Hotel—in eight and a half hours.

There are two curious postal records which have come to light during the last twelve months. Alexander Willis, a letter carrier of Great Shelford, began delivering letters in July, 1861, and for 38 years has never missed a single delivery. He has covered a six mile circuit daily, and has, therefore, walked in all a total distance of 34,000 miles.

The other record is less to the credit of the postal service of this country. On July 2nd, 1879, a letter was posted at Newcastle-on-Tyne. On August 15th, 1900, the letter arrived at St. Martin's and was delivered to its address in Smithfield 21 years after its posting.

Prices have been remarkably high during 1900. Coal reached a record height, and sold in London for 32s a ton. This was traced partly to the war. So too—or rather to charitable feelings engendered by the war—was the price given at the National War Bazaar for two drinks—£70 4s. Even prices in Ladysmith during the early spring of 1900 did not match this, though some of them may stand as records. Twenty-five shillings for a threepenny packet of cigarettes, £3 for a 4lb of Cavendish tobacco, and 1s/ for 12 matches will be hard to beat. But the price record of the year was

that paid by the Girllers' Company for the lunch they gave to the Secretary of State and the members of the Council of India last summer. The estimated value of this feast was 4,167,000,000. It would, of course, be absurd to suppose that the actual bill was even the five hundred thousandth part of this terrific total. The way the estimate is arrived at is curious. In 1734 a Mr Robert Bell, then Master of the Girllers, ordered from the East India Company a Persian carpet. One hundred and fifty pounds was the amount to be paid for this luxury, but in some way or other the bill was never settled, and has been accumulating at compound interest for more than a century and a half. The present Master of the Girllers, the Lord Mayor, discovered the debt in the 166th year of its life, and an agreement was entered into that the Girllers should wipe it off the slate by entertaining the descendants of their original debtors to a lunch. There were 75 guests present, so each one, so to speak, consumed a meal costing over £2,000,000.

In September last 21,619 individuals sat down to a banquet given by the Paris Municipality. They were the Mayors of every town in France.

Every diner had a bottle of wine. They drank between them 3000 bottles of liquors and smoked 22,000 cigars; 16,000 waiters were in attendance, and these received their orders from a commander-in-chief, who made signals by taps on a huge gong.

Many huge prices have been paid for animals, especially for horses. Edmond Blaac paid the gigantic sum of £38,350 for the Duke of Westminster's Derby winner, Flying Fox. But all records for yearlings were broken in the early summer of 1900, when a bay filly, a daughter of Ornament and Persimmon, sold to Mr Sievier for £10,000. Almost equally phenomenal is the £100 paid for a single Belgian hare, sent from England to California.

DOCTORS DIFFERED AGAIN
— BUT
VITADATIO CURED.

READ WHAT MR BAYSWATER WRITES.

Perth, June 5, 1900.

Mr S. A. PALMER.

Dear Sir,—I have been invalided for about 2 years and 3 months. The doctors treated me for inflammation of the Lungs, Bronchitis, and Pneumonia, but failed to cure me. I used to suffer with very severe pains through my back and chest, and had a very nasty cough. I was in the Perth Hospital three weeks, but the doctor told me he could do no more for me, and that I was as well as he could make me. I was laid aside for 12 weeks at Fremantle. The landlady of the Club Hotel advised me to try VITADATIO, which I have done, and after taking four bottles I am now in splendid health. I will be pleased to answer any enquiries that any sufferer may require in the hope that my humble testimony may be the means of leading others to health.

Yours respectfully,
(Signed)
FREDERICK DAVIS BAYSWATER
Witness: W. J. Fisk, Perth.

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