

resolution in favour of ear-marking horses suitable for army and national defence purposes, and advocating State subsidies for the breeding of Army horses, was carried. The Earl of Errol says France spends £30,000 annually in encouraging horse-breeding, whilst Great Britain only gives £5000.

A conference at Bloemfontein to settle the language question in the Orange River Colony failed. General Hertzog (Minister for Education) declined to make any concession to the English-speaking parents.

Wales beat Scotland in international Rugby by 14 to nil.

FOREIGN.

The Paris floods caused over £50,000,000 damage in the capital and its environs alone, and 100,000 people were rendered homeless. Miles of streets in Paris were flooded, and many quarters resembled Venice. A boat service used the street to deliver food, etc. An idea of the extent of the floods may be gathered from the fact that the whole of the Seine Valley from Harvre to Paris was inundated. The relief funds were supported in a most noble manner. Nearly all the European monarchs gave £1000 each, and the public subscribed most liberally. The Mansion House fund on Monday stood at £50,000.

A terrible mining disaster is reported from Colorado. While the miners were at work in the Colorado Iron and Coal Company's mine an explosion occurred, and the exits were blocked. Out of 140 men entombed was only one survivor. The day after came news that an explosion occurred in a colliery at Drakebro, Kentucky, resulting in 40 men being entombed. Twenty bodies have been recovered, and it is feared that the other 20 have also perished.

The preliminary inquiry into the frauds perpetrated by M. Alberti has been concluded, and it appears that his defalcations amounted to £833,000. M. Alberti was formerly a member of the Danish Cabinet, and was concerned in very extensive frauds in connection with the dairying industry.

The German Ambassador in London (Count Paul Wolff-Metternich), at a banquet in London on the Kaiser's birthday, said the Germans were a peace-loving people. They had no thought of war for attaining their national aims, and cast no longing eyes on territory for settling their surplus population, for emigration had declined to an insignificant figure. What the German people required was employment at home, and therefore they depended to a larger extent on their exports. No market, continued the Ambassador, was gained by brute force, but the peaceful conquest of trade was accomplished by intellectual industry, skill, and knowledge.

The Greek crisis has advanced a stage during the week, King George having yielded to the demands of the Military League to call a National Assembly, and a provisional new ministry has been formed. M. Dracomis is Premier and Minister for Finance, M. Zorbas, Minister for War, and M. Kallergis, Minister for Foreign Affairs.

Jay Gould's estate is valued at £25,000,000. In 1903 his income amounted to £939,500.

COMMONWEALTH.

The arrest and imprisonment of Peter Bowling and his colleagues, seems to have taken the sting out of the coal strike, and some of the men are now talking about resuming work. The Newcastle mineowners, who at first stood out when the Board was appointed, have informed the Wages Board of their desire to come before the Court, and have submitted a list of claims, which is very comprehensive. The claims generally demand a reduction upon the present rates of payment. The reductions asked may be fairly gauged by taking any of the first-class seams on the basis of borehole seams. The lowering rate proposed is 3 10 per ton, when it is declared that the selling price of coal is 11/ with a rise or fall of 4d for every 1/ of alteration in the selling price. For working pillars the rate is 3d less, while for tops the claim is that the average earnings be compiled, and a rate struck to give 11/ a day. On the Maitland seam, for pick miners, the rate to be 2 2 per ton, with a selling price of 11/ with a decrease of 2d for every 1/ of the price falls. The wages of machine men to be fixed at 11/ a day. The rates proposed for filling dirt and working wet and deficient places are considerably lower than those demanded

by the miners. The owners demand eight hours at the face. Wednesday next was fixed as the date for the miners to file their replies to the owners' claims.

The damage done at Brewarrina, N.S.W., by a terrific cyclone amounted to £10,000. Unless there be further rain the danger from floods has passed.

Dr. Carlo Fiaschi and a nurse named Eleanor Young have been committed for trial at the Coroner's Court for the murder of a girl named Nightingale at Lithgow. Fiaschi, in evidence, stated that he performed an operation for hemorrhoids and the patient died from shock and Bright's disease. The medical evidence showed that there was no indication of an operation for hemorrhoids, while an important organ was missing. Bait was refused.

A goods train, drawn by two engines from Ararat, Victoria, ran into the buffer stops. The two firemen and a driver were killed, whilst the other driver was badly scalded. The signalman states, to prevent a collision, he switched the goods train, which was running at a terrific speed, into the dead end. Complaints are made that the train crew were on duty for eighteen hours without a break.

SHARE LIST.

Paid-up.	Liability per share.	Company	Last quotation.
£ s. d.	£ s. d.		£ s. d.
3 6 8	34	BANKS—	
2 10 0	15	New Zealand ..	9 14 6
10 0 0	40	National ..	6 5 0
25 0 0	50	Australasia ..	115 0 4
25 0 0	20	Union of Australia ..	57 0 8
		New South Wales ..	50 0 0
2 0 0	8	INSURANCE—	
10 0 0	41	New Zealand, Limited ..	3 13 6
10 0 0	41	National ..	1 8 0
10 0 0	41	South British ..	2 16 0
10 0 0	41	Standard ..	1 3 0
10 0 0	81	FINANCIAL—	
10 0 0	81	N.Z. Loan & Mercantile ..	0 23
1 0 0	11	N.Z. and River Plate ..	1 16 0
8 7 4	26	COAL—	
10 0 0	11	Hikurangi ..	1 7 4
10 0 0	11	Northern Coal Co., Ltd. ..	0 13 0
1 0 0	11	Mauniri Mines ..	0 19 3
1 0 0	11	Westport ..	6 5 0
1 0 0	11	GAS—	
1 0 0	11	Auckland (not paid) ..	1 6 0
1 0 0	11	Auckland ..	15 10 0
1 0 0	11	Christchurch ..	10 6 0
1 0 0	11	Fielding ..	1 1 6
1 0 0	11	Gisborne ..	2 11 0
1 0 0	11	Hamilton ..	1 10 0
1 0 0	11	Napier ..	21 0 0
1 0 0	11	Wellington ..	12 7 6
1 0 0	11	New Plymouth ..	9 0 0
1 0 0	11	Thames ..	1 13 6
1 0 0	11	Wellington ..	12 5 0
1 0 0	11	Wellington ..	14 5 0
1 0 0	11	Palmerston North ..	8 5 0
1 0 0	11	SHIPPING—	
1 0 0	11	Union Steamship ..	1 14 0
1 0 0	11	New Zealand Shipping ..	1 2 6
0 4 6	11	Northern S.S. .. P.U.	0 13 6
0 7 0	11	Devonport Ferry .. Con	0 6 4
1 0 0	11	Devonport Ferry ..	1 13 0
5 0 0	11	WOOLLEN—	
5 0 0	11	Kaitiaki ..	5 0 0
5 0 0	11	Mosgiel ..	2 18 0
1 13 0	11	TIMBER—	
1 13 0	11	K.T. Co. .. Paid	1 14 6
1 13 0	11	W. & A. .. Con	0 15 6
1 13 0	11	W. & A. ..	1 13 0
1 13 0	11	W. & A. ..	1 23 0
1 13 0	11	Parker-Lamb ..	1 5 6
7 10 0	21	MINAT	
10 0 0	21	Christchurch ..	10 16 0
10 0 0	21	Christchurch ..	2 12 0
10 0 0	21	Wellington Meat Ex. ..	4 10 0
4 0 0	21	Wellington Meat Ex. ..	1 12 0
2 12 0	21	Wellington Meat Ex. ..	2 17 0
1 0 0	21	Otago ..	2 14 0
4 0 0	21	Otago ..	10 7 6
1 0 0	11	MISCELLANEOUS—	
1 0 0	11	Auckland Elec. Tr. Prof. ..	1 2 6
1 0 0	11	New Zealand Ind. Ord. ..	1 1 0
1 0 0	11	New Zealand Ind. Ord. ..	1 1 0
1 0 0	11	Shakland & Co. Ord. ..	1 1 6
1 0 0	11	Union Ord. ..	1 2 9
1 0 0	11	N.Z. Paper Mills ..	1 0 0
1 0 0	11	N.Z. Portland Cement ..	2 0 0
1 0 0	11	Wilson's .. Ord	2 3 6
1 0 0	11	Wilson's .. Pre	2 3 3
1 0 0	11	Donaghby Hope ..	1 0 0
1 0 0	11	Wigton Opera H. Ltd. ..	7 17 6
1 0 0	11	MINING.	
1 0 0	11	Waiti ..	9 10 0
1 0 0	11	Waiti Grand Junction ..	1 10 3
1 0 0	11	Waiti Grand Junction ..	1 10 0
1 0 0	11	Waiti Grand Junction ..	1 1 6
1 0 0	11	Waiti Grand Junction ..	0 18 0
1 0 0	11	Waiti Grand Junction ..	0 13 0
1 0 0	11	Waiti Grand Junction ..	0 5 0

Sports and Pastimes.

WITH SAIL and MOTOR

NEWS FROM THE WATER

(Special to "Graphic.")

FIXTURES.

February 12 — Devonport Yacht Club's Picnic.
February 12 — North Shore Yacht Club's Cruising Race, to Kawau.

THE annual picnic of the Devonport Yacht Club takes place on Saturday afternoon.

The fourth cruising race of the North Shore Yacht Club will take place on Saturday afternoon, the destination being Kawau. At last the "weather god" has looked upon local yachtsmen with a friendly eye, Saturday and Sunday last being ideal days for yachting. There was a nice breeze from about east-north-east, which suited the sailing boats, whilst it was not strong enough to raise a sea to interfere with the power boats. There was a great fleet of all sorts of crafts afloat for the week-end cruise, and those on board had probably the most enjoyable time they have experienced this season.

I am of the opinion that something will have to be done to galvanise the Anniversary Regatta into life. The regatta of 1910 will be remembered as one of the most unfortunate aquatic carnivals ever held on the Waitemata. The question is, What is to be done? If extreme measures are not taken to save the situation, then the Anniversary Regatta will be a thing of the past. It seems pertinent to ask why the Royal New Zealand Yacht Squadron does not take the matter in hand. The Squadron was established for the purpose of encouraging aquatic sports in Auckland, and it is therefore reasonable to suggest that it comes within their province to see that the Anniversary Regatta is not allowed to fall through, or suffer the humiliating state of things that prevailed this year.

ROYAL NEW ZEALAND YACHT SQUADRON.

THE HORTON CUP.

The race for the cup presented to the Royal New Zealand Yacht Squadron by Mr C. E. Horton was sailed on Saturday afternoon under the most favourable conditions so far as the wind and weather was concerned. There were 11 entrants, and all faced the starter. The squadron officials had the new ferry steamer Pupuke chartered for the occasion, and for the first time for some years past those interested were enabled to watch the race from start to finish. The Pupuke left Quay-street Jetty No. 3 about 2.30 p.m., and the race was started at 2.35 p.m. by Mr J. C. Hewson, hon. secretary of the Squadron, from off the tower of the Harbour Board's shed at the eastern end of Queen-street wharf. The Pupuke, which was in charge of Mr C. P. Murdoch, as the officer of the day, was well patronised by the lady and gentlemen friends of the Squadron, all of whom took a very keen interest in the event. There was a nice breeze from about east-north-east, enabling the competing craft to carry all sail throughout the race, and a very pretty sight the eleven boats made as they got over the starting line, there being only a few seconds difference between them. Afternoon tea and refreshments were provided and heartily enjoyed during the progress of the race. It was a very good race throughout, and the winner turned up in Victory (Messrs Jagger Bros.), which has been one of the most consistent competitors in all the races of this season. The following are the details:—

Entries and handicaps.—Rainbow (scratch), Rawene (6m), Thistle (10m), Ilex (8 1/2m), Heartease (8 1/2m), Kotiri (14 1/2m), Ngatira (14 1/2m), Victory (11 m), Aorere (15m), Waione (15m), Thistle (20m). Course: From off the end of Queen-street wharf, round black buoy off Brown's Island, thence round black buoy near Rangitoto Beacon, finishing at the starting point. Distance, 15 knots. A very good start was af-

fected at 2.35 p.m., Heartease and Victory having the best of it, but there was very little difference between the boats. There was a nice breeze blowing from about east-north-east, with a strong flood tide. Some of the boats worked over to the northern shore, but the majority, kept on the southern side, and did much better on the beat down to the Brown's Island buoy, which was rounded as follows:—Rainbow, 3h 55m; Victory, 3h 57m; Rawene, 3h 58m; Kotiri, 4h 0m 50s; Ngatira, 4h 1m 50s; Heartease, 4h 3m 40s; Ilex, 4h 8m; Thistle, 4h 8m 30s. All soon had their balloon jibs out, and Rainbow was first round the Rangitoto mark.

The finishing times were: Rainbow, 5h 5m 34s; Rawene, 5h 15m 15s; Victory, 5h 15m 26s; Heartease, 5h 18m 40s; Ilex, 5h 20m 17s; Waione, 5h 21m 10s; Kotiri, 5h 22m 3s; Ngatira, 5h 24m 15s; Aorere, 5h 26m 35s; Thistle, 5h 27m 32s; Thistle, 5h 30m 30s. On corrected times the result is:

Victory	1
Rainbow	2
Waione	3

Ponsonby Cruising Club.

The Ponsonby Cruising Club held the final cruising race of the season on Saturday afternoon. The course was from off the Clubhouse, St. Mary's Bay, round the red luminous buoy in Rangitoto Channel, finishing off Orakei Wharf. The entries and handicaps were: Alva scr, Gladly scr, Raneer scr, Mistletoe 2m, Echo 3m, Foam 5m, Waratah 12m. A good race ensued, Alva getting home first, Gladly second, and Mistletoe third. The corrected times make no difference in the positions.

Waitemata Dinghy Sailing Club.

The Waitemata Dinghy Sailing Club held a race on Saturday afternoon, the competition being for youths under 19 years of age. The entries and handicaps were as follows:—Ikateri scr, Olivene scr, She 10m. The three boats were sent away to an excellent start, crossing the line together, and a very good race ensued, Ikateri being first, Olivene second, and She third. On corrected times Ikateri is first, She second, and Olivene third.

OCEAN LAUNCH RACE.

MR W. J. PROUD'S TROPHY.

WON BY SYBILL.

The ocean launch race, over a 5 1/2-knot course, for Mr W. J. Proud's trophy, a silver tea and coffee service, valued at 80s, was concluded after our first edition went to press on Saturday last. The boats finished off the Queen-street wharf, and the end of the race was witnessed by a large number of spectators assembled on the wharf.

A heavy sea was encountered throughout the course, and a number of the boats received a severe shaking. By the time Centre Reef was reached the boats were drawing in close together. Here the limit boat, Marore, was overhauled by the Buffalo Bill, then by the Sybill, and she was overtaken by Ione halfway between the Bill and the Rangitoto beacon. Off the Rangitoto between the Sybill took the lead from Buffalo Bill. The scratch boat, Seabreeze, was going well up to within a short distance of the Bill, when her engine got out of order, the pumps refusing to work. The fact was reported to the officials at the finish of the race by the Eliza, which stated that she was helpless between Centre Reef and the Bill. It had been arranged that all boats should cross the finishing line, and as the Seabreeze did not cross a search was at once undertaken for her. The water front was searched, but our result, there being no sign of the boat in any of the bays round the foreshore. It was then decided to make a search from the point where the boat was last seen, and the Alorere and the Buffalo Bill spent the whole of Sunday in an unsuccessful hunt to find on returning to town that the boat had been hauled up on Lane's slip at five o'clock on Saturday afternoon. The Sybill ran well throughout, while the Buffalo Bill, which finished second, put up a splendid performance in finishing four minutes behind the Sybill. The order of finishing was:—

Sybill (W. E. Twigg), 4h 6m 7s.	1
Buffalo Bill (D. Reid), 4h 10m 45s.	2
Ione, 4h 26m 30s.	3

Other finishing times were: Winsome, 4h 25m 25s; Marore, 4h 38m 25s; Zephyr, 4h 48m 40s; Marore, 4h 51m 30s; Eliza, 4h 54m 18s. These were the only times taken. The first six boats receive prizes. The cut times occupied by the different boats in completing the course were as follows:—Sybill, 4h 38m 7s; Buffalo Bill, 4h 34m 45s; Ione, 4h 30m 50s; Winsome, 4h 33m 58s; Marore, 4h 36m 25s; Zephyr, 4h 42m 10s.