

The Wide World.

CABLE NEWS IN BRIEF.

IMPERIAL.

THE debate on the Budget in the House of Commons this week was a sharp contrast to the Budget debate of last year, being tame and free from sharp exchanges. Mr. Asquith, referring to charges made that the Government was responsible for excessive expenditure, said the growth of the Civil expenditure had been enormous, but it would be unjust for any section of the House to denounce this unless they were prepared to retrace the steps that had been made in the direction of social reform and similarly the granting of old age pensions was due to demands from all parts of the House. Mr. Lloyd George remarked that he hoped by 1912, when the German naval programme dropped 50 per cent, they would all return to more normal and saner conditions. Mr. Austen Chamberlain retorted that if Mr. Lloyd George disagreed with the Navy Estimates he should resign. It was reckless to hold out hopes of social reforms depending on the naval policy of a foreign Power. The Regency Bill, providing that Queen Mary shall be Regent should the King die before the Prince of Wales attains the age of 18, has passed the House of Commons. The Civil List has also been passed. It totals a similar amount to the last reign of £470,000, with £13,000 increase for the younger members of the family. There is a contingent annuity for Queen Mary in the event of her surviving King George.

Captain Mahan, in an article in the "Daily Mail" on the British v. German navy construction, argues that a disquieting feature of the situation is the apparent disposition towards slackness in the new votes in Britain, as against the resolute spirit and tremendous faculty for organising strength evident in Germany.

The Norddeutscher Lloyd announces that in case of a working agreement between the Orient and P. and O. Companies in October they will cut the first-class fares from Southampton to the Commonwealth to £60, and second-class to £32, plus 10 per cent. The company claims that since the English companies are running superior steamers, the Germans ought to be allowed to charge less. The Orient and P. and O. Companies contend that all rates on mail steamers should be the same. A rate war is feared.

FOREIGN.

The chief event of the week abroad was the fight for the world's heavy-weight championship between Jeffries and Johnson. Jeffries was never in the hunt, his negro opponent outpointing him in every stage of the fight, which lasted for fifteen rounds. Johnson, fighting savagely in the last three rounds, hit Jeffries when he liked, and knocked him out with a succession of terrific blows. As was anticipated, racial riots followed all over America. In these some thirteen negroes and one white were killed, while hundreds on both sides were wounded. Fearing further riots, many Mayors have prohibited the exhibition of the pictures.

A gang belonging to the Black Hand society waylaid and shot an Italian merchant named Piccolo at Brooklyn. The murdered man was picked up and carried to a hospital, and while he lay there dying the gang went to his home and strangled and knifed Mrs. Piccolo, both husband and wife being now dead. No arrests have been made.

A dreadful railway disaster occurred at Dayton, Ohio, a passenger train coming into collision with a freight train. The engine of the latter crashed through a smoking car and coach filled with women and children, many being killed. Several cars were overturned, and rolled over an embankment. Thirty-one bodies have been recovered. The list of the injured totals 87.

The "Journal des Debats" states that a Russo-Japanese agreement has been signed, which guarantees the status quo

in Manchuria, and provides that if the agreements Russia and Japan have concluded with China are menaced, the parties will take concerted measures for their defence.

COMMONWEALTH.

The Federal Parliament is debating the Address-in-Reply. Mr. Deakin, Leader of the Opposition, strongly condemned the system of government by caucus, and pointed out that the Government majority was so strong as to enable it to carry the whole of its policy into effect. Mr. Fisher, defending the system, said that Mr. Gladstone and Lord Salisbury had both consulted their supporters on returning to power.

Dr. Heincken, chairman of the North German Lloyd, says that Australia will profit by a good understanding with Germany should trouble arise over the white Australia policy.

A Melbourne girl named Alice Carton, aged 11, was beaten to death in a shocking manner with a broom handle by her father's cousin, who acted as housekeeper. The woman subsequently attempted to commit suicide. When she recovered consciousness she stated that she had beaten the girl for telling untruths, and had become distracted when she found that the child was dead, and accordingly attempted suicide.

Official statistics show a considerable falling off in Australia's sugar production. A total of 214,242 tons was produced in 1907, against 161,253 tons last year. While exports fell from 11,077 to 2051 tons, imports increased from 6167 to 99,689 tons.

Rolls' Great Flight.

ACROSS THE CHANNEL AND BACK.

RECORD ACHIEVEMENT.

The English aviator, Hon. Charles Rolls, third son of Lord Llangatock, on the 2nd inst., aviated two fresh flying records. He is the first Englishman to cross the Channel on an aeroplane, and the first aviator to aeroplane the double aerial journey from Dover to Calais and back. The flight is thus described by the London "Daily Telegraph" of the 3rd inst.:

The Outward Journey.

There was a large crowd of spectators at the starting point. As the machine went down the gliding rail and rose into the air in splendid style, they gave Rolls a rousing cheer. He made one big sweep towards Dover Castle, and then flew along the cliffs, and arriving directly out over the Channel, the biplane rushed over the cliffs at a height of about 600ft. Gradually ascending, he passed over the southern breakwater, a mile from the edge of the cliffs, then flying at a height of 800ft, increasing his speed the whole time. When he had got up full speed, he was judged by seamen to be travelling at 40 miles an hour. The sky was remarkably clear, and the breeze was apparently a light westerly, but in the higher atmosphere it was evidently a good deal stronger, as the after part of the machine was being carried around by the force of the wind. When in the middle of the Channel, Rolls was heading directly for Baraquez, whence Blieriot and De Lesseps started on their flight to Dover, but the aeroplane continued to make a slightly westerly course, still travelling at a tremendous pace. Rolls' destination then appeared to be the slopes to the east of Cape Blanc Nez, which looked as if it would afford a tempting easy landing. There was an anxious moment at 6.48, when the aviator was suddenly noticed to be dropping. He came down 100ft or more, and those who witnessed Latham's drop into the sea, a mile or two off Dover, were afraid that they were going to see a similar misfortune, but the machine gradually planed up again, until it regained its original height. At 6.55 Rolls was in a direct line for the Channel tunnel works at

Sandgate, whence Latham started his Channel attempts. There was a haze along the French coastline, and when he actually passed close over the land at Sandgate, it was impossible to time him from the tug.

Homeward Bound.

It was a surprise to everyone to learn soon after 7.30 that intimation had been received from France that Rolls was making a return flight to Dover. The sea front, piers, and cliffs were thronged with people in intense excitement. It was not long before ocular evidence of the aviator's splendid pluck could be obtained. By 7.40 p.m. the biplane had been made out with powerful glasses, travelling at about the same height as on the outward journey. The aeroplane quickly assumed larger dimensions, as it raced through the air with remarkable steadiness and stability, driven by a man who must have nerves of steel. When the biplane was over the Dover lightslip two and a-half miles from shore, the Channel steamers, steam yachts and every vessel in the harbour set their whistles blowing in piercing shrieks, and the thousands of people on the sea front roared full-throated cheers. Surprise was evinced when Rolls shaped his course westward of his aeroplane shed on the eastern cliff, and came speeding across the harbour.

Circleing Dover Castle.

When close over the promenade pier he made a splendid sweep around, and the public got the first intimation that another feature was to be added to this feat by the airman circleing the castle, as the Frenchmen had been talking about doing. Immediately it dawned upon the thousands of people watching the flight that Rolls intended to carry out this manoeuvre, another great roar of cheering broke out, whilst the sirens of the shipping were again set shrieking. The sounds must have reached the aviator, 800ft up, but he could be seen in an almost statuesque attitude, working his levers as if he were part of the machine. Gradually decreasing the height and slightly reducing the speed, Rolls circled over the outer towers of Dover Castle; and then made a beautifully judged encircling movement of the ancient Norman keep. He had the biplane under most perfect control. If it had been one of the racing motors on which he had made so many great records, it could not have been under more absolute control. On reaching the Northfall Down, Rolls did not immediately land at his aeroplane shed, but made a wide and graceful circleing movement, and returned, dropping lightly into a field 150 yards from the shed.

Vive L'entente.

Interviewed after landing, Rolls said: "The highest altitude I attained was 1000ft, and the greater part of the journey was made at that height. My engine acted in a most gratifying manner the whole distance, and never mis-

fred. It was so beautifully clear I could see Calais from the time I left Dover cliffs, so there was no difficulty in steering my course across, but with the result that I made the land at Sandgate, instead of Calais. It was 7.15 when I reached Sandgate, and I planed down to 800ft, and dropped three duplicate messages in weighted envelopes. Each bore the following: 'Greetings to Aero Club of France. Dropped from Wright aeroplane, crossing England to France.—C. S. Rolls. Vive l'entente!' "I started the return flight, and planned up to 1000ft. After leaving the coast there was a good deal of haze on that side of the Channel. I had about three parts completed the journey before I could pick out Dover Castle. I had to do the same as De Lesseps, and for a considerable part of the homeward course take flight by the sun. When I saw Dover Castle in the distance I decided, as I had plenty of petrol, and the engines were working splendidly, I would encircle the castle. On the double journey (including circleing over the land) I covered 50 miles. I have still enough petrol in the tank to carry me half-way across the Channel again."

Description of the Aeroplane.

The machine was a short, light aeroplane, fitted with a Wright engine, and weighs 9cwt. There is a 40ft spread across the wings, and 45ft length of planes. For the Channel flight there had been attached four airbags, filled with compressed air, to keep the machine aloft in case of accident over the Channel.

BEAUTY OF FORM FOR THE OBESE.

A CLASSIC RECIPE ALL STOUT PEOPLE SHOULD KNOW.

"Beauty is only skin deep" is an ancient dictum. It would be truer to say that "beauty is fat deep" in many cases; for when the body is overlaid with masses of subcutaneous fat there can be neither beauty of form nor that much more precious possession—the radiant beauty of perfect health. Men and women who have cause to lament the loss of a symmetrical shape through obesity will find the following mixture a true remedy which has been amazingly beneficial in thousands of cases: Take one ounce of fluid Extract of Glycerhiza B.P., one ounce of pure Glycerine B.P., one half-ounce of Marula, and mix with Peppermint Water to make six ounces in all. Any chemist will supply you with the ingredients or make up the preparation while you wait. The dose is two teaspoonfuls after each meal. This simple and harmless treatment interferes in no way with one's rational mode of living, and the rapid loss of weight that takes place is accompanied by an increased appetite and improved digestive powers. The whole system is re-stimulated and strengthened, and proper muscular development restored, the blood being enriched and purified.

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Steamers.	Tons.	Captains.	Leave Sydney.
MONGOLIA	10,000	C. F. Preston, R.N.R.	July 30
MARMOHA	10,000	C. H. C. Weston, R.N.R.	Aug. 13
MOREA	11,500	W. L. Brown, R.N.R.	Aug. 27
MUOLTAN	10,000	W. H. P. Sweeny, R.N.R.	Sept. 10
CHINA	8,000	E. Street	Sept. 24
INDIA	8,000	R. W. Haddock, R.N.R.	Oct. 8

Steamers.	Tons.	Captains.	Leave Auckland approximately.
Mongolia	10,000	C. F. Preston, R.N.R.	Nov. 23
Mooltan	10,000	G. C. Henning, R.N.R.	Dec. 21
1911.			
Mantua	11,000	F. W. Vibart, R.N.R.	Jan. 14
Marnora	10,000	C. H. C. Weston, R.N.R.	Feb. 15
Mongolia	10,000	C. F. Preston, R.N.R.	Mar. 15
Muoltan	10,000	G. C. Henning, R.N.R.	April 12

*Calling at Hobart.

RATES OF PASSAGE MONEY.—Single to London, £17 7s. to £24; Return, £25 10s. and £34; available for two years. Tourist's Tickets (India, China, and Japan) Special Holiday Tickets to Colombo, available for two months. Return Fare from Sydney, £11, First Saloon; £23 Second Saloon; plus 10 per cent. Pass age money can be paid here for Passages to or from England. Passengers arriving in Sydney by non-regular steamers may proceed on board at once.

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