

deputy of Music for the Liszt Scholarship for pianoforte or composition.

Mr. Acton-Adams has returned from Redwood to 74, Park Mansions, Knightsbridge, for a month. He leaves on November 5, via Canada and Fiji, for New Zealand, to visit his sons and his estates. He will remain there for a couple of months, and then return via Australia and Suez or the Siberian Railway to London, arriving about mid-May, 1911.

Mr. and Mrs. W. R. Holmes, of Auckland, who have been spending the past summer on a holiday trip to the Old Country, intended returning home by the Morea, via Suez, leaving London on October 21. They have done a good deal of motoring in England and Scotland during their visit, and have thoroughly enjoyed the holiday. The weather has been splendid, and they are charmed with the beauty of Old England.

Mr. S. N. Ziman, one of the New Zealand Rhodes scholars, who passed 71st in the Indian Civil Service examination this year, has been assigned to the Bombay division of the I.C.S. Mr. Ziman was educated at the Auckland Grammar School, the N.Z. University, and Balliol College, Oxford.

Mr. and Mrs. J. Liddell Kelly, of Wellington, left London to-day by the Otway, en route for New Zealand, via Suez. They will leave the steamer at Melbourne and proceed to New Zealand via Hobart, a route which will enable them to see various places which neither of them have visited.

Visitors to the High Commissioner's office.—Mr. Fredk. Marten, Messrs. J. and A. Clark-on (Christchurch), T. A. Munro (Wanganui), Mr. Stephen Highman (Christchurch), Mr. Wm. Stouton (Blenheim).

The Hon. T. Mackenzie, of New Zealand, is among the Colonial Cabinet Ministers to whom invitations have been sent through the Colonial Office by the Royal Agricultural Society, to attend the Society's annual show next year at Norwich. Colonel Heard and Captain J. T. Burnett Stuart left London to-day by the Otway, bound for New Zealand, to take up staff appointments in the Defence Force of the Dominion. Mr. C. Wray Palliser, representing the High Commissioner, saw them off at St. Pancras. Capt. D. C. Spencer-Smith, staff officer to the new Commandant of the New Zealand forces, will join the Otway at Marseilles.

Lady Stout, who is one of the speakers at the Suffrage meeting at the Queen's Hall on Monday, is still busy making speeches in various parts of the country in support of votes for women. To-day she addresses two meetings of the Lancashire Convention of the Women's Christian Temperance Union.

New Zealand Liner.

THE NEW ROTORUA.

LONDON, October 14.

The new 11,000-ton steamer Rotorua, which the New Zealand Shipping Company claim will be the finest liner on the New Zealand route, is to be on view at London Docks on October 22, and the company have invited a number of well-known New Zealanders to luncheon on board in honour of the occasion. The Rotorua is the largest steamer ever built in Dumbarton, where so many boats for the New Zealand trade have been launched. She is also remarkable by reason of her machinery, which, like the Otaki's, is a combination of turbine and reciprocating engines. She is the second combination steamer built in Dumbarton, and the same company own both.

Mr. Peter Denny, who presided at the luncheon which followed the Rotorua's trials, said the trials were considered quite satisfactory, but those on board had also seen how smoothly the ship ran; both things confirming their belief in the good qualities of the combined turbine engine, one of the latest examples of Mr. Parsons' great genius. Other things Mr. Parsons was now investigating, and he (the chairman) was convinced that further success would wait upon him. This was the tenth vessel the New Zealand Shipping Company has received from them. His firm has yet another vessel on their stocks for the company, and he trusted the connection would be maintained. To build vessels for this line was no mean achievement. It was a long voyage, and reliability must be the watchword of every appliance on board, mechanical and otherwise. A large number of passengers were carried, and no one, he thought, would go through the ship without being

New Zealand and Bristol.

IMPROVING THE SERVICE.

LONDON, October 14.

Approach the arrival of the Federal-Houlder-Shire liner "Nairnshire" at Avonmouth with a cargo of produce from New Zealand, the "Western Daily Press" reviews the present position of this direct service between the west coast of England and the Dominion.

This trade has now been established for several years, and these boats, besides taking out large quantities of general cargo, largely consisting of galvanised iron from the well-known local firm of Messrs. John Lysaght, Ltd., bring back perishable goods of all kinds, such as frozen meat, butter, cheese, rabbits, etc. It is unfortunately true that these steamers bring very little butter to this port, although a large quantity is consumed in this district, but it all comes via London, and thence to Bristol by rail.

As a set off against the decrease of the butter shipments can be put an increase in the trade of frozen meat and cheese. During the last season over 33,000 crates of cheese were landed at the Avonmouth Docks direct from New Zealand, and distributed to all parts of the west of England, South Wales, and the Midlands, and it is confidently anticipated that this cargo will show an increase from year to year.

When the service was first started there were frequent complaints that the steamers went into River Plate ports to pick up frozen meat, which delayed their arrival on this side, and which the owners maintained was necessary owing to the small quantity of cargo that offered to Bristol. On making inquiries we learn that recently the service has been improved, and that during this year no boat has been allowed to call at any port for cargo after leaving New Zealand, although this has meant that several boats have sailed from New Zealand having a lot of vacant space in the holds, which means a heavy loss to the shipowners. The average passage this year is 51 days, and this is likely to be improved, as some of the older boats have been taken off this route.

It is understood that the F.H.S. lines will not allow any more steamers to call at South America to load, so that Bristol merchants will be able to rely on a more regular service that has been the case in past years. In this connection it is interesting to note that the previous boat, the steamship "Sissex," 3,686 tons gross register, owned by the Federal Steam Navigation Company, Ltd., did the voyage from Lyttelton to Avonmouth in 47 days, which shows what can be expected with direct boats. It is also stated that boats with a large capacity for carrying cheese, butter, and meat are being put into this service during the coming year, so it is hoped that Bristol merchants will secure as much cargo as possible for shipment direct to Avonmouth, so that a still better service of steamers may be obtained. It is only by supporting the shipowners in this way that merchants can make sure of getting better facilities, and it has been recently stated that larger and quicker boats will be put into the trade as soon as the quantity of cargo offering warrants that step being taken.

otherwise than satisfied that in design for passenger accommodation she was a success. The New Zealand Shipping Company had backed up their faith in the combination engine by ordering this second steamer, and the comparisons with the vessels fitted with ordinary machinery would be made with skill, care, and great attention to every detail of the vessel's performance which characterised the New Zealand Shipping Company.

Mr. King, on behalf of the New Zealand Shipping Company, said all were well satisfied with the Rotorua. He thought she would be the best of her sort upon the New Zealand route, even including the Atlantic liners which went down there. This was entirely due to the assistance they had had from the builders and their own technical staff.

Whether considered from pastoral, agricultural, mining, or manufacturing view-points, Australia stood at the head of all new countries. With regard to the White Australia policy, they were protecting Australia for the Empire.—*Sir George Reid.*

Boy Marksmen's Farewell.

N.Z. CADETS ENTERTAINED.

LONDON, October 14.

Cadet-Sergeant Jack Morgan and Cadet-Sergeant Harold Clarkson, both from Onehunga, left London to-day by the Orient liner Otway on their return journey to New Zealand. By the time they reach their home they will have covered 32,571 miles in the course of their travels.

Both had been sent to England to compete at Bisley against the pick of the English cadets. Morgan holds the champion belt for cadet marksmanship in New Zealand, while his comrade, Clarkson, is the North Island gold medalist. At Bisley Morgan came second in the competition for the Gwendoline Guinness Trophy, finishing only two points behind the winner. He and Clarkson were then sent over to Canada with the British Imperial cadet contingent, and Morgan won several minor prizes there for individual shooting. At a luncheon given in London yesterday to welcome the cadets back from Canada and to bid farewell to the two New Zealanders, Cadet-Sergeant Morgan was presented with a rifle, the gift of Alderman Sir Charles Cheers Wakefield, one of the moving spirits in the sending of the cadet team to Canada.

Not the least interesting experience for these two young New Zealanders was the visit yesterday to the Merchant Tailors' Hall, in Threadneedle-street, where Alderman Sir Charles C. Wakefield entertained the British and New Zealand cadet teams to luncheon. After lunch, Sir Charles Wakefield welcomed the British cadets back from Canada, where they had won their match with the Canadian cadets, and he then addressed some words of welcome and farewell to the two young New Zealanders.

"You sail for New Zealand to-morrow morning," he said. "Will you take back with you a message of friendly greeting to your parents, comrades and officers in the Dominion. And yourselves, here and now, at Lord Roberts' express desire, I bid you on his behalf, personally, 'good-bye, and a safe return!'"

Lord Meath, of "Empire Day" fame, also addressed a few words to the departing New Zealand cadets. "I have been in your country," he said. "Only last year I was in Australia. I have seen something of their cadet movement and their scouts, and it rejoiced my heart to see that in the overseas dominions you know how to lead the way and show what patriotism is. I do not believe it will be very long before we follow your example; at least I hope it will not be long. I wish you God-speed on your journey home."

Amidst loud applause, Sir Charles Wakefield then presented Cadet-Sergeant Morgan with a rifle. "You have come 13,000 miles to win it," he remarked, as he handed it over.

Dr. R. J. E. Hanson, who had charge of the New Zealand cadets during their stay in England, said they had carried out the tradition set by Colour-Sergeant W. R. Friar, who had come to England in 1888 from the same township, curiously enough, as these two, namely, Onehunga, near Auckland. It was said that the national products of New Zealand were mutton and wool, but henceforth

boy-marksmen would have to be given pride of place. Cadet-Sergeants Morgan and Clarkson had left behind them in New Zealand more than 12,000 highly-trained cadet marksmen. There was no fake or nonsense about their training; it meant expense and hard work. If they were going to have in England a cadet system that was worth while, they, too, would have to face the cost. To teach the boys to shoot and drill properly and to help them towards their annual training under canvas, the nation had got to provide something like £2,750,000 a year. In that way they could secure full ranks for the Territorials; without it they would have to face a system much more drastic, probably on the German model.

Among those present at the luncheon were the Agents-General of British Columbia, and official representatives of Australia and United South Africa, but the New Zealand Government was not represented at all.

The crown I wear can only give me an assurance of success if based on the worth and personality of Christ, and is a symbol thereof.—*The Kaiser.*

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11th-8.45 a.m.	11 a.m.	No str.	11 a.m.
14th-8.45 a.m.	1 p.m.	11 a.m.	No str.
18th-8.45 a.m.	1 p.m.	11 a.m.	1 p.m.
18th-11.45 a.m.	2 p.m.	No str.	2 p.m.
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