

**Cramming.**

Mr. De La Mare, a graduate of Victoria College, spoke trenchantly last week for university reform, at a meeting of the Graduates' Association. "It is of necessity," he said, "to a university degree in New Zealand that a candidate should have seen a university college, that he should have spoken to a university man, that he should have listened to a university professor. He need not even listen to the Chancellor's speech on opening day, but may send his fee by letter and receive his scroll by return post. University training in the sense of attendance at a university institution is no necessary qualification for our university degree." Speaking of Victoria College, he says:—"I feel that I am understating the case when I say that a majority treat the college as a night school, and do not even take sufficient interest in the surroundings to buy the college magazine. There is a scramble for a degree which is within the reach of any sturdy crammer. Soft subjects are in demand, and brainy men strain for the extraordinary results, double firsts and double-banked degrees, which mean mental gluttony, and end in mental indigestion. A Rhodes scholarship may be granted on the strength of the very thing which has made the candidate forsake his fellows, and which would, if it were an ordinary trust, ensure his disqualification."

"We have night lectures," continued the speaker, "and offer degrees to hard-worked school-teachers, public servants, and law students, who begin their study after a day's work. To such the degree means something practical, and they cannot be blamed for taking the shortest road, the road which is free and open to all. Now I do not contend that these should be prevented from taking their degrees. I believe that a great national work is achieved by opening to such the highest road, but I see clearly this, that the time is coming when the university will have to choose between two paths. It will have to say, "No purely night students," or "Degrees only on the guarantee that real university training has been received." W cannot be content with shams, and the present system is doomed."

**East Coast Railway.**

At the monthly meeting of the Waihi Borough Council last week, a letter was received from the secretary of the Auckland Railway League asking for the borough's co-operation in organising a trip of inspection over the route by representative men, including members of Parliament, with a view to convincing them of the necessity of immediately commencing the work of construction from the Waihi end. The council resolved to co-operate with the Auckland Railway League, undertaking to coach the inspecting party from Waihi to Taunanga and supply them with all necessary information.

**Harbour Board Representation.**

The Auckland Waterside Workers' Union have brought out a member to stand for a seat on the Auckland Harbour Board, the selected member being Mr. E. E. Canham, wharf labourer. The union consider that the time has arrived when the Waterside Workers' Unions of the Dominion should be represented on the different Harbour Boards, and they asked the Hon. J. A. Millar (Minister for Marine) to make provision in the Harbour Boards Amendment Act for representation of waterside workers' unions. The Minister did not see his way clear to grant the wishes of the union, and the step referred to above has been taken.

**New Zealand's Drink Bill.**

The following statement showing the "Drink Bill" for 1910 has been prepared by the Rev. Edward Walker, who for some years past has annually calculated and published the Dominion's expenditure on alcoholic liquors. The drink bill of the Dominion for 1910, calculated as usual at per gallon rates on the quantity which passed through the Customs and Excise amounted to £2,893,438, being an increase on the previous year of £175,301, or £3 13/11 per head of the population, this being an increase per head on the previous year of 2/02. The "bill" is like a barometer for showing the current spending power of the people. Anyone may form his own estimate of what the figures would be if this increase (after

passing the Customs and Excise) of the quantity of liquor by methods known to the trade and the actual cost to the consumers, not at per gallon, but as sold across the bar, could be calculated. Probably five million pounds sterling and five pounds per head of population, or £25 per householder is less than was really spent on liquor in New Zealand last year. For purposes of comparison, Mr. Walker says, the expenditures for both 1909 and 1910 may be quoted, the figures covering the period from January to December 31 inclusive.

Quantity in gals.	Decrease.	Total cost in £.	Cost per head.
1909.			
Spirits 719,130	22,478	1,439,260	1 5 2
Wine 138,679	10,136	277,358	0 5 5
Beer 262,450	19,370	75,785	0 1 5 1/2
(Imported)			
Beer 9,243,920	163,760	1,836,784	1 15 1/4
(Dominion)			
Totals		3,828,137	3 11 0 1/2
Decrease		123,831	8 0 5
Estimated population, 1,021,214.			
Increase, 26,780.			
1910.			
Spirits 767,617	48,487	1,635,234	1 0 6
Wine 132,418	14,799	306,836	0 5 10 1/2
Beer 277,600	19,150	81,480	0 1 9 1/2
(Imported)			
Beer 9,880,440	215,520	1,870,888	1 16 1 1/2
(Dominion)			
Totals		3,803,438	3 18 1 1/2
Increase		175,301	0 2 0 1/2
Estimated population, 1,040,442.			
Increase, 19,228.			

Note.—Spirits and wines estimated at £2 per gallon; imported beer at 6/ per gallon; Dominion beer at 4/ per gallon. The population is calculated by taking the mean of the four quarterly estimates issued by the Registrar-General, and adding Maoris 247,731, as per last Census, but not the population (12,430) of the Cook and other islands in the Pacific annexed to the Dominion in 1910. The slight apparent excess in the totals is accounted for by unexpressed fractions of a farthing in the amount standing over them.

Mr. C. M. Gray, of Christchurch, who for a number of years calculated and published the annual drink bill, estimated from the Customs and Excise returns calculates that for the 16 years from 1870 to 1885 inclusive it averaged £2,569,553 per annum. This would give for the fifteen years from 1870 to 1884 inclusive a total of £38,991,295. Following this are given below the annual expenditures for the twenty-six years which have since elapsed to 1910 inclusive. The estimated population prior to 1896 and onward has been inclusive of them. For 1897 and onward the year's expenditure is reckoned for the 12 months from January 1 to December 31 (inclusive), but for the year 1896 for the twelve months from March 30, 1896, to March 30, 1897, and similarly for the years prior thereto.

Year.	Estimated population.	Estimated cost of liquor consumed.	Cost per head of population.
1885	600,000	2,080,514	3 16 0
1886	600,850	2,134,855	3 11 9
1887	610,361	2,083,200	3 4 0
1888	607,389	2,082,162	3 4 0
1889	620,279	1,911,788	3 1 0
1890	625,506	2,111,498	3 4 0
1891	634,038	2,082,808	3 2 0
1892	630,433	2,169,166	3 4 0
1893	672,263	2,108,833	3 1 0
1894	680,128	2,099,552	3 1 0
1895	708,360	2,129,119	3 0 5
1896	757,303	2,268,900	2 19 8 1/2
1897	770,679	2,371,738	3 0 7 1/2
1898	776,283	2,374,898	3 0 7 1/2
1899	770,347	2,537,968	3 3 9
1900	819,332	2,747,170	3 3 4 1/2
1901	822,778	2,925,982	3 11 0 1/2
1902	849,031	2,834,038	3 19 5 1/2
1903	865,560	3,038,510	3 10 4 1/2
1904	880,774	3,152,240	3 10 10 1/2
1905	915,009	3,120,705	3 3 2
1906	934,490	3,309,121	3 11 13 1/2
1907	947,617	3,427,370	3 15 13 1/2
1908	994,434	3,751,098	3 15 5 1/2
1909	1,021,214	3,728,137	3 11 0 1/2
1910	1,040,442	3,803,438	3 13 1 1/2
Total for 41 years		116,139,853	

Prior to 1870, in the days of the diggings, the drink bill per head per population was much heavier than it has been since, cheques and gold being "knocked down" with the utmost recklessness, so that, in the absence of the figures, it is difficult to form an estimate of the drink expenditure on the cost per gallon basis for the thirty years. Of the country's history up to 1870, an estimate which would bring the total to the present time up to £125,000,000 would

probably be much within the mark. It must be remembered that this cost is estimated upon the actual quantity of which the Customs and Excise has taken cognizance, and as if the customers purchased it all by the gallon at ordinary per gallon rates, and takes no account of dilution and adulteration, nor of the much greater cost of a gallon to the consumers when it is served to them by the glass or the nip, or of the cost to the man who "knocks down" his cheque for just what he may get when drunk and helpless. It is obvious, Mr. Gray says, that £250,000,000 might be a moderate estimate of the amount that has been squandered for liquor involving many millions more cost to the State to cope with the consequences.

Comparing the increase in the consumption of drink with figures taken from the police reports annually laid upon the table in Parliament Mr Gray gets the following results:—

1901, separate persons charged with drunkenness, 8,032; not known to have been previously convicted, 4,456; year 1902, 8244 and 5205; year 1903, 8815 and 4944; year 1904, 9615 and 5268; year 1905, 8707 and 5141; year 1906, 9,210 and 6144; year 1907, 10,203 and 5809; year 1908, 10,343 and 5,840; year 1909, 10,657 and 6,042—making 47,048 separate persons in nine years. If they were not official police figures, Mr Gray says, this one black record of a single form of the evil fruits of the liquor traffic would seem incredible. Yet only a fraction of the offenders reaches the court. It is obvious that if we had the figures for 1910 the last ten years would show over 50,000 separate persons brought before the court for drunkenness, against whom there was not traceable any previous conviction. Such experience, taking the present population roundly at a million (it was only 823,000 in 1901, and allowing for those who have come and gone in the ten years we were to make so large an allowance as that) these 50,000 have been taken from a population of one and a half millions. That would mean one person in every thirty each fresh year.

**Lady Rider Killed.**

Miss Beatrice Gray, aged 19, whilst riding a horse in the ladies' hack competition at the Rotorua show, was thrown, and struck a post and wire fence. The horse she was riding was a racehorse named Huiwai. It bolted, and went round the ring about three times. When nearing an exit it appeared to swerve, and threw its rider off. Miss Gray never regained consciousness, and died at the sanatorium at 7.15 in the evening. Deceased was the main support of her mother.

**The Mail Service.**

The report of the council of the Chamber of Commerce, Auckland, refers thus to the question of improving the mail service between America, Europe, and this Dominion:—"Correspondence with the San Francisco Chamber of Commerce and the Spreckels Company has given ground for hope of the re-establishment of the former San Francisco-Auckland service, which had proved so satisfactory in the past, but it was announced that the New Zealand Government had entered into an agreement with the Union Steam Ship Com-

pany to subsidise a service by that company's steamers between New Zealand and San Francisco, via Barotonga and Paapeete. This precluded any possibility of the restoration of the old service, with the Spreckels Company were prepared to undertake. The Chamber, by resolution of a general meeting of members, protested against the arrangement entered into, on account of the inferior class of boats to be employed and the length of time to be taken on the trip; also objecting to the relatively high subsidy paid. This contract expires in October next. The Vancouver service has received close attention throughout the year. From April to November last very pressing and important negotiations passed between your council and the Postmaster-General (Sir Joseph Ward). As publicly announced, success followed the efforts made, with the result that from August next the Vancouver steamer, under a five years' contract, will, every four weeks, call at Auckland. This fine service will be a very valuable asset to the commercial and other interests of this city and of the Dominion."

**NORTHERN STEAM SHIP COMPANY, LIMITED.**

Weather and other circumstances permitting, the Company's steamers will leave as under:—  
**For Russell.**  
 CLANSMAN ... Every Monday, at 7 p.m.  
**For Russell, Whangaroa, and Mangonui.**  
 CLANSMAN ... Every Wednesday, at 5.30 p.m. No Cargo for Russell.  
**For Awani, Waiharara, Houhora, Whangaroa, and Mangonui.**  
 PAEROA ... Every Monday, at 2 p.m. No Cargo Whangaroa and Mangonui.  
**For Whangaroa, Helina Bay, Takahaka, and Whauanaki.**  
 PAEROA ... Tuesday, 21st Feb., 2 p.m.  
**For Great Barrier.**  
 WAOTAHU ... Every Wednesday, midday  
**For Waiheke and Coromandel.**  
 LEAVE AUCKLAND  
 DAPHNE ... Every Mon. & Thurs. Forenoon  
 LEAVE COROMANDEL VIA WAIHEKE  
 DAPHNE ... Every Tues. and Fri., Early

**FROM ONEHUNGA.**  
**For Hokiang.**  
 CLAYMORE ... Every Thursday  
**For Raglan and Kawhia.**  
 CLAYMORE ... Every Monday

**WHANGAREI SERVICE.**  
 Steamers leave Whangarei as under:—  
 Train Whangarei S.S. Coromandel to Wharf. Leaves Bay.  
 Goods re. Pas. Mangonui, Parua  
 arrived till Train Bay.  
 2nd—11 p.m. day, 9.30 a.m. 7 a.m. 10 a.m.  
 4th—8.45 a.m. 11 a.m. No str. 11 a.m.  
 6th—No cargo. 9.30 a.m. No str. No str.  
 7th—8.45 a.m. 1 p.m. 11 a.m. No str.  
 9th—11.45 a.m. 3 p.m. Nostr. 3 p.m.  
 11th—11.45 a.m. 5 p.m. No str. 3 p.m.  
 13th—No cargo. 9.30 a.m. No str. No str.  
 14th—11 p.m. day, 9.30 a.m. 8 a.m. No str.  
 16th—8.45 a.m. 11 a.m. 8 a.m. 11 a.m.  
 18th—8.45 a.m. 11 a.m. No str. 11 a.m.  
 20th—No cargo. 9.30 a.m. No str. No str.  
 21st—8.45 a.m. 11 a.m. 10 a.m. No str.  
 23rd—11.45 a.m. 2 p.m. 11 a.m. 2 p.m.  
 25th—8.45 a.m. 1 p.m. No str. 1 p.m.  
 27th—No cargo. 9.30 a.m. No str. No str.  
 28th—11 p.m. day, 9.30 a.m. 8 a.m. No str.

\*Goods outward by steamers leaving on following dates, viz:— 2nd, 4th, 11th, 14th, 16th, 18th, 21st and 24th, must go from open country stations by afternoon  
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