NEW ZEALANDERS ABROAD.

Mr. and Mrs. Sydney C. Rathbone, of Auckland, and their daughter, arrived in London recently, intent on making holiday for eix months in the Old Country. After a spell in London they will pay visits to friends in Oxford and tour awhile in the West Country ere going north to spend a few weeks with Mr. Rathbone's relatives in Liverpool and in Cumberland. They will return South for the Healey Regatta and for a further spell in London, and will probably return to New Zerhand by way of Sucs.

Mr. H. W. Swales, of Auckland, who landed in England by the Baltic from New York last Saturday, had an evented and not altogether pleasant trip Home. He left New Zerland by the Tahiti for San Francisco, and on the voyage had the misfortune to break a couple of his ribs, which necessitated his

Tahiti for San Francisco, and on the voyage had the misfortune to break a couple of his ribs, which necessitated his taking matters very quietly and traveling in leisurely fashion across America. During the land trip he visited Salt Lake City, Denver, Chicugo and Niagara, and joined the Baltic on what proved to be a most gloomy voyage ewing to the Titanic disaster, of which the Baltic received intimation by wirelens, and at once proceeded at full speed toward the scene of the catastrophe, until turned back by the much discussed message stating that the ill-lated liner was being towed to Halfax. No one knows where that utterly false message originated, and probably its origin will never be known. Mr. Swales has in his possession several souvenirs of his memorable voyage across the Atlantic, including the course chart of the Baltic and the original subserption list with the signatures of passengers who gave towards the fundaised on board for the widows and of passengers who gave towards the fund raised on board for the widows and orphans of the Titanic's crew.

Mr. Charles Blombeld, of Auckland, who travelled from Australia by the Or-sova, left that ship at Toolon and spent

sova, left that ship at Toulon and spent a very pleasant spell in the Riviera, visiting Moste Carlo, Men'ne, Manares and Nice. Thence he went on tour in Italy, seeing something of Genea, Rome, Florence, Venice and Milan, ere making tracks for London by way of Lucerne and Paris, in both of which centres he amont seneral data sight-mening. He and Paris, in both of which sentres he spent several days sight-seeing. He serrived in London a week ago, and preposes to spend some time in the Mctropolis ere going on a trip in the provinces. A trip to Germany will complete his European itinerary, and in the middle of July he sets sail for New York, and will travel thence by the C.P.R. route to Vancouver, where he joins the steamer leaving for Auchland on August 7th.

Mr. Frank Lester Newsl! Tuck, who has been amainted third instructor in

Mr. Frank Lester Newall Tuck, who has been appointed chief instructor in physics and electrical engineering to the Seddon Memorial College at Auckland, is sailing for the Dominion by the Rotorus, which is due to leave Plymouth on May 11th. Mr. Tuck, who is in his 27th year, has occupied the position of assistant master in charge of arcial work at Taunton School, and was, at the time of his appointment to the Seddon Memorial College, estimating engineer in the foreign department of the Allagemeine Elektricitats Gesellschaft of Berlin. Mr. P. Beaver, of Auckland, who had a

Elektricitatas Gesellschaft of Berlin.

Mr. P. Beaver, of Auckland, who had a most enjoyable trip to England by the Persic from Sydney, and arrived here in mid-April, expects to be absent from New Zealand about twelve months in all. Whilst in the Old Country, and during his proposed travels on the Continent, Mr. Beaver intruds to make a close study of the conditions of life prevailing among the middle and working classes. He has already come to the conduction that New Zealand is a better place to live in than London or the provincial towns in England for the majority of the working and lower middle class, but his statement that "food and bring is dearer in England its open to serious question. If would be interesting to continue the working and of the continue of the cont dearer in England them in Australia and New Zealand" is open to serious ques-tion. It would be interesting to com-pare the domestic bills of a London or Liverpool middle-class household with those of a New Zealand city home of similar standing. I think it would be found that on the whole the prices paid at Home for necessities and luxuries were lower than those paid by the Colo-nial housewife.

nul housewise.

Recent calters at the Tigh Commissions's office: Mrn. Hay (Duncdin), Mins Rutherford (Wellington), Mrn. Satchell (Wellington), Mr. and Mrs. Jacka (Nelson), B. L. Catt (Auckland), W. C. N. S. B. Hoskin (New Plymouth), A. T. G. Taylor (Auckland), P. S. Redgravo (Christchurch), E. Pope (*** Innit), Mins Taylor (Auckland), Mrs. Henderson (Auckland), J. F. Cole (V. Ington), T.

Higgins (Napier), H. W. Swales (Wai-kato), A. D. Dellas (Otago), & Muir (Otago), Grace Hatton (Otago), A. La-becki - (Auckland), Charles Blomfield (Otago), Grace Hatton (Ofago), A. La-becki - (Auckland), Charles Blomfield (Auckland), H. Thomnon (Gisborne), Mr. and Mrs. S. Harcourt (Wellington), Mrs. Rulke, Mr. and Mrs. Sunderland, H. H. Robson (Christchurch), Mr. and Mrs. Giedles (Auckland), Mr. P. Beaver (Auck-land), W. M. Kircaldy (Dunedin), Dr. and Mrs. W. P. Wills (Feilding), Mr. Henry and Mrs. McElna (Ashbutton), Mrs. Catherine Turner, W. McFarlan (Otago), E. C. Rue (Luckland). Mr. A. Duffus Lubecki, of Arckland.

Mr. A. Duffus Lubecki, of Auckland, who left New Zealand early in February by the Morea and reached London early in April, anticipates staying in these latitudes for a considerable time to come. His mission is purely one of pleasure and to visit relations. For his spell in the homeland he has made his headquarters at East Croydon.

Mr. George Butler has two large pietures in the Paris Salou this season. One of them is "The Golden Dustman," of which the critics spoke highly when it was in the Royal Academy show has year, and the other is a football group.

The Titanic.

ENGLAND AND THE NEWS.

(From Our Special Correspondent.)

LONDON, April 21.

You will have had all the particulars of the Titanic wreck long ere this, but there is one point that perhaps has not been emphasised at your end. In the belief of her builders and owners the Titanie was practically unsinkable. This Titanic was practically unsinkable. This has not been questioned since the disaster. Certainly everything that human ingenuity has been able to devise was applied to her to make her so, her system of electrically controlled watertight doors being the most complete imaginable. Those giving communication between the various boiler-rooms and the engine-room were arranged on the drop system. They were of massive construction, and were provided with sil cataracts governing the clusing speed. Each door was held in the open position by a friction clutch which could be instantly released by means of a powerful released by means of a powerful released by means of a powerful moving a switch, instantly close the doors throughout, and it was claimed that this made the vessel practically unsinkable. In addition, each door could be immediately closed from below by a releasing lever fitted in connection with the friction clutch. As a still further precaution foats were provided beneath the floor level, which, in the event of water accidentally entering any compartment, automatically lifted and elecet the doors materially lifted and elecet the doors has not been questioned since the disasdentally entering any compartment, auto-matically lifted and closed the doors opening into that department, if they had not already been dropped by those in charge of the vessel.

in charge of the vessel.

It is, however, very doubtful whether any precautions could ensue that a ship should be ussiskable by such a terrific shock as that caused by the impact upon a huge iceberg of a mass of 60,000 tous moving at even a moderate speed. In all probability the shock of the Titanie hitting what would be to her a practically unmovable object would produce extensive internal dislocations which would resulter it impossible to completely along ave internal dislocations which would render it impossible to completely close the watertight doors. In all probability the Titanic was moving at a fairly high speed, as at the time she struck she had gractically cleared the zone within which inchergs are awaily to be found at this time of the year. icebergs are usual time of the year.

AMERICAN "STORIES."

One striking feature of the terrible Titanic catastrophe was the utterly confusing and contradictory lature of the news cabled from America during the first 24 hours after the original instinction that the leviathan liner had collided with an iceberg. This same to hand on Honday evening, via Moatreal and New York, in the shape of a wireless message from the liner "Virginian," which reported that also had picked up a message from the Titanic announcing the collision and requesting assistance, and that she was hastening to the rescue. A fittle later Cape Race reported that the wireless operator on the Titanic reported weather calm and clear, and New York reported that a number of vessels were hastening to the liner's assistance; whilst still later Cape Race reported that the Titanic

was sinking by the head, and that the women were taken off by the lifeboata. New York neat reported that most of the passengers had been put into the lifeboats, that the sea was calm, and that the White Star line officials in New York stated that the Virginian was standing by so that there was no danger of loss of life.

Then the Exchange Telegraph Company

of loss of life.

Then the Exchange Telegraph Company sent out a message from Halifax stating that all the pussengers were taken off the Titunic at 3.30 a.m. (10.30 English the Titanie at 3.30 a.m. (10.30 English time), and Italiax sent per Montreal areport that the Titanie was still affoat and making her way slowly to Halifax, with her iurward compartments full of water, but was expected to make port. Next New York reported, through from the Virginian, that the Titanie was sinking, and Boston came along with a message from St. Johns, Newfoundland, to the effect that the stricken liner was struggling slowly towards Cape Race. Later still, Reuter's from New York, reported that the Titanic had sunk at 2.20 Later still, Kenter's from New xork, reported that the Titauic had sunk at 2.20
a.m. (Monday), and that no lives were
lost, but quickly following this up with a
White Star official statement that "probably a number of lives had been lost, but that no definite estimate could be made until it was known positively whether the Parisian and Virginian had

any rescued passengers on board."
Within five minutes of despatching this
wire, Reuter's New York man cabled an
official statement from the White Staw official statement from the White Diag Company to the effect that "Captaia Haddock, of the Olympic, had sent a wireless message that the Titanic sank at 220 a.m. en Monday, after all the pas-sengers and crew had been lowered into lifeboats and transferred to the Vir-

hifeboats and transferred to the Virginian, and that the steamer Carpathia, with several hundred passengers from the Titanie was on her way to New York."

At 8.40 p.m., Reuter's reported from New York an admission by the White Star officials that many lives had been lost, and Cape Race simultaneously reported a wireless message from the Olympic to the effect that the steamer Carpathia "Reached the Titanie's position at daybreak, but found boats and Carpathia "Reached the Titanies pus-tion at daybreak, but found boats and wreekage only. She reported that the Titanic foundered about 2.20 a.m. in lat. 41deg. 16min., long. 50deg. 14min. All the Titanies boats are accounted for. About 675 souls have been saved of the crew and passengers. The latter are ew and passengers. The latter are early all women and children. The Ley-nd liner California, is remaining and searching the vicinity of the disaster. The Carpathia is returning to New York with the survivors."

At 9 p.m. the "Times" own corresp ent intervened with the following

"The International Mercantile Marine "The International Mercantile Marine Company has received a private message from the Olymple that the Titanic foundered at 2.20 this morning, and that the Carpathia is proceeding to New York with passengers. Vice-President Franklin positively refused to give out the full text of a private message, which leads to the belief that possibly there has been loss of life. Later, Mr. Franklin said that he could not state with certainty that everybody had been saved."

Half an hour later Reuter's reported

that everybody had been saved."

Hall an hour later Reuter's reported that Mr. Franklin admitted that there had been "horrible loss of life," and tatted that he had no information to disprove a Press despatch from Cape Race which stated that only 675 passengers and reew had been rescued. A quarter of an hour afterwards, Reuter's sent the evil tidings that the White Star people frankly admitted that probably only 675 out of the Titanic's passengers had been aveed. had been saved.

Even later messages were in a great measure conflicting, and it was not until late on Tuesday evening that we were in receipt of what we could accept as really authentic news concerning the receipt of what we could accept as really authentic news roscerning the disaster. From what has now transpired, it would appear that many of the partier messages received from America must have been purely imaginative efforts, or that the wireless messages received at the Cape Rare station and elsewhere from the various liners hastening to the rescue of the Titanic, got terribly mutitated or mixed up with one another. The air within a few hundred miles of Cape Rare would seem to have been alive with wireless messages from a dosen liners all seeking to obtain or impart information. And to make matters worse, it appears that a number of amateurs possessing private wireless installations were taking advantage of the occasion to tout their appearatus, with the result that serious interruptions to official messages were apparatus, with the result that merous interruptions to official messages were caused. Whether these things in any way added to the disaster cannot yet be stated, but it is clear that in certain

onses it might have such a result, and the question arises whether the time is not yet ripe for an international convenregulating the sending of wireless me sages.

"LIES-LIES AND AMERICAN NEWS."

The false news sent from America wase by no means confined to the first day of the disaster. During Wednesday and Thursday all sorts of utterly marchable matter was poured through the cables. Much of it has proved so flagrantly wide of fact as to suggest that it was deliberately invented to serve some special purpose. One message received from New York gave what purported to be a description of the foundering of the Titanic as received by wireless from the steamer Bruce. It is now absolutely certain that the Bruce was never even in touch with the Titanic or with any steamer near the scene of the disaster, and that no one on board of the Bruce sent any wireless message to anyone anywhere concerning the catastrophe. By the time that faked story came to hand English people had well night emptied their well of credulity, deep though it is, and had settled down to wait with what calmares they could muster for the true story which they knew must come ere the week was out. It came to hand yesterday in the shape of a statement said to have been issued to the Press by "a committee of survivors." The false news sent from American

heen issued to the Press by "a committee of survivors."

The underwriters at Lhyd's, by the way, are very sore over the quality of the Titanic intelligence supplied from America. The market was first shocked by the Lhyd's true telegram from Cape Race giving the wireless messages from the Titanic, and a rate of 50 per cent was at once quoted for reinsurance, which subsequently advanced to 60 per cent. That is to say, some underwriters who were not heavily committed, or thought they had reason to be optimistic, were ready to assume the original risk at that rate. Then came the "news" that that rate. Then came the "news" that that rate. Then came the "news" that that hat she was in tow of the Virginian, and that all the quasangers had been neved. Finally, came Mr. Franklin's statement that the vensel was unshable, and the rate gradually declined to 50, to 45, to 30, and finally to 25 per cent or lower. The rate could hardly have failen in a mero striking fashion had the "news" been inspired with the intention of dehuding the market.

According to the old tag there were three classes of hes.—"Lies, lies, and

the market, According to the old tag there were three classes of hes—"Lies, lies, and statistics." 'To-day one feels inclined to substitute "American sews" for statis-

HEAD AND FACE ONE MASS OF SORES

Was Ashamed to Let Anyone See Him. Could Have Torn Flesh Off with Scratching. Suffered 7 Years. Tried Everything. Guticura Soap and Ointment Certainly Cured Me.



"About seven years ago, I got eezema and have had it seenly every winter, off and on, since then. My bead and ears, soos, lips and chim were one mass of soven, and I was ashaned to let anyone see me. My head and ears, soos, lips and chim were one mass of soven, and I was ashaned to let anyone see me. My head, ears and face broke out with scale, and when I touched them the water ran from them. I could have torm the flesh off myself with scratching.

"I read of the Cuticura North and applied the Cuticura Soop and Ohitment. I continued with the Cuticura Soop and one of these times and applied the Cuticura Cointment, they eased the tethine. I continued with the Cuticura Soop and one of the tethine. I continued with the Cuticura Soop and one of the tethine. I continued with the Cuticura Soop and one of the tethine. I continued with the Cuticura Soop and one of the tethine. I continued with the Cuticura Soop and Ohitment, I had suffered seven years and bad tried ever so many things all to no advantage, until I tried the Cuticura Soop and Ohitment, and was entirely cured. They made my skin soot and baseline the safety of the cuticura Soop and Ohitment caterially cured me. Skined Ohitment, had been and partly and the safety of the cuticura Soop and Ohitment caterially cured me. Skined of the more than a generation, warm betting with Cuticura Soop and Ohitment have proved successful in the most distressing cases, of infastic, children and and mint will be sent fero on applications of Cuticura Ohitment, with a 32-pace book on the skin and hand will be sent fero on application to B. Towne & Co., Dept. 18 K, Sydney, N. E. Wenter of the control of the skin and hand man will be sent fero on application to B.

and hair will be sent free on application to B. Towns & Co., Dept. 18K, Sydney, N. S. W.