

# THE WEEKLY GRAPHIC

AND

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### The Week in Review.

#### Motor Accidents.

A SERIOUS motor accident, involving the death of one lady and the injury of three other persons, of a motor-car took place near Helensville last week. It appears that the car was on the point of being driven across the railway line, when an engine crashed into it, and the lighter vehicle was smashed to pieces. The motoring party had intended taking a 12 days' trip through the North, and had left Auckland early in the morning, thus their journey had hardly commenced when the accident took place. A similar mishap occurred near Invercargill, where a train from Kingson collided with a motor car as it was passing the level crossing near Grassmere. The five occupants of the car were all more or less injured, and three of them had to be sent to the hospital. At Palmerston North a motor cyclist collided with a trap, and sustained serious injuries to his chest. Hardly a week passes without some record of accidents caused through motors in England. In 1910, 873 persons were killed, and 20,226 were injured by motors as against 608 killed and 13,178 injured in the preceding year. Dr. Waldo, the City of London Coroner, says that fatal accidents due to motors are going up by leaps and bounds, and many of them show a callous indifference to life on the part of the drivers. The streets of our large cities are so crowded that the wonder is accidents are not more frequent in New Zealand. In the two cases under review, the accidents were due to level crossings, and the lack of proper means for insuring safety. These level crossings have always been a constant source of danger, both to pedestrians, riders, horse-drawn vehicles, and motors. It seems strange that with so many lessons before them the railway authorities do not take greater precautions both to warn people of dangerous crossings, of the approach of a train and to guard the crossings whilst a train is passing over them. At the same time some responsibility rests on those in charge of vehicles, whether trap or motor, to exercise full vigilance in using the public highways.

#### The Pacific Cable.

The completion of the laying of the direct Sydney to Auckland cable was commemorated at the Auckland Town Hall by a luncheon given by the Pacific Cable Board last week. The Postmaster-General paid a high tribute to the work done in postal matters by Sir Joseph Ward. He also stated that the Pacific Cable Board had broken up the monopoly that previously existed. He hoped to see the day when there would be an independent cable across the Atlantic, and thus the final link would be completed in the State-owned cable. He mentioned the possibilities of wireless, and thought that as long distance trials succeeded greater use would be made of the system. Mr. Milward, the Australasian manager, said that he hoped that within 50 years the original capital would have been repaid with interest, and that sufficient surplus would remain to lay a second cable. In eight years the traffic had shown an increase of 250 per cent. He briefly referred to the manner in which cable rates had been reduced, and thought that further benefits would accrue from the completion of the line between Sydney and Auckland. The Mayor Aast on the Imperial aspect of the Pacific cable, and Mr. W. A. Hedderley, the Canadian Trade

Commissioner, pointed out that it had been largely instrumental in bringing about the growing trade between the two Dominions.

#### Curates in Wales.

The proposal to allow consideration of the claim of 561 Welsh curates for compensation due to the loss of their income and position through the contemplated disendowment of the Church in Wales was negated by a narrow majority of 40 votes, and but for the Irish Roman Catholics the Government would have found itself in a minority of 30. It throws some light on the means which are being used to push this Bill through the House, that many radicals abstained from voting, and six Labour members, including Mr. Keir Hardie, voted with the Conservatives. The Welsh dissenters were helped in their attack on the Church by the Roman Catholics, and owed their victory solely to Papist influence. The main reasons which influenced many Radicals and several Labour members to oppose the disendowment clauses of the Bill were these: In the first place, it was felt that in disallowing all gifts to the Church made previous to the 17th century, an arbitrary distinction was being set up. In the second place, it has been contended by many who would otherwise support Mr. Asquith, that money given or left for distinctly religious purposes ought not to be diverted to purely secular objects. But as every one knows, Mr. Asquith has to depend for his tenure of office on three distinct sections of his party. The Irish Nationalists are helped to gain Home Rule by Welsh dissenters; the Welsh people are helped in their disestablishment scheme by the Roman Catholics, and both sections help the Labour Party in return for the Labour vote for Home Rule and disestablishment. Questions of abstract justice can hardly be expected to find a place in this mysterious alliance.

#### Settlers From Abroad.

Mr. Massey, speaking of the appointment of Captain Smith as Under-Secretary of the new Department of Immigration, said that New Zealand should be gaining at least 25,000 people each year by immigration. It was the especial intention of the Department to encourage men of the farming class, and suitable young people for domestic service. He mentioned that during the 12 months ending in December last the number of arrivals was 44,060, as compared with 41,389 during 1911 and 35,760 during 1910. As the departures last year only totalled 35,733, there was a net gain of 8,927. He paid a special tribute to the lands of the Far North, and said they ought to be settled with a farming population. Those who know these lands will agree that they could easily be made some of the most fertile in the Dominion. They are admirably adapted to fruit-growing, and the North might easily become the orchard of New Zealand. We have repeatedly pointed out the enormous advantages that our country offers to the intending immigrant. Our system of legislation is easily the first in the world. We have laws for everything, ranging from the crime of murder down to the crime of allowing little dogs to exercise their natatory powers in the water round the steps of our wharves. If the immigrant desires legislation in any direction he stands a reasonable chance of having his wishes met. Land agents abound who are only too willing to sell him productive farms, businesses,

or fine residential sites. Work is plentiful, and the rich luxuriance of our soil enables all who are willing to cultivate it to reap a competency, if not a fortune. Both his morals and his material welfare will be carefully safeguarded, and after the conditions which exist at Home the immigrant might be excused for imagining that he had reached the Paradise so vividly described by Eastern authors.

#### The Holiday Bill.

The amount of money spent during the holidays may be gauged from the fact that in Auckland alone 192,000 sovereigns were withdrawn from the Savings Banks to tide people over Christmas and the New Year. Doubtless a large part of this sum was spent in travelling and Christmas gifts; but from the totaliser returns, it is to be feared that a no inconsiderable portion was invested on the machine. Gambling has been described as our national vice, and there is some reason to believe that the indictment is true. It is a regrettable fact that to thousands of people in New Zealand the racing news is the most interesting part of the morning paper. Lord Crewe once remarked that one of the greatest uses of cheaper cables would be that important speeches of the events affecting the whole Empire might eventually hope to claim a quarter of the space and a tenth part of the attention that Australian papers and their readers at present devote to sport. The running of a horse is, doubtless, an event of far greater interest than the granting of Colonial Preference, or the concession of Home Rule to Ireland. But even these latter items are not wholly unimportant, and there are probably some few dozens of people scattered up and down the length and breadth of this Dominion to whom a debate on questions affecting the safety of the Empire and the well-being of its people is of almost as much interest as the New Zealand Cup.

#### An Ambitious Assault.

A determined effort to capture control of local politics is to be made by the United Labour Party in Wellington at the approaching elections. Candidates are to be run for the mayoralty, City Council, the Harbour Board, and the Hospital and Charitable Aid Board. Just what will be the success of this ambitious assault must remain in the speculative stage till the figures go up, but in the meantime it may be said as tolerably certain that Wellington certainly will not passively hand over control of local government to the labour leaders, no matter of what persuasion.

Necessarily all classes are entitled to representation in the administration of public affairs in a democratic country, but to see the fully of giving labour too much power one has only to take a glance at the recent happenings in Australia. There is no reason to suppose that labour administration in any branch of public affairs in this country would be any more successful.

#### East of England Trade.

Mr Austin Wilson, who was in Auckland a few days ago, in the course of his tour in the interests of the port of Hull as an attractive centre of distribution for New Zealand trade in Britain, in a letter which he has forwarded to the Auckland Chamber of Commerce, points out that Hull is the third port in Great Britain, basing on the values of exports and imports. It is the gateway to the densely populated northern and midland counties off England, and serves an area carrying a population of 10 million people, the bulk of whom are within three hours' journey of the port. Hull has 10 docks, the largest having a water space of 53½ acres, with a uniform depth of 30 feet. A new dock to be opened this year will have a water space of 85 acres, with a depth of 42 feet. There are also deep water quays in addition to these enclosed docks. Ships can deliver direct into trucks or overside into barges. Five separate railway companies give a fast service from Hull to all parts of the country, and navigable rivers and canals radiating inland from Hull serve one-sixth of the total area of England. The cold stores of the port, which are on the dock quays, have capacity for 300,000 carcasses of mutton. Ships can sling direct from their holds into the stores, thus reducing handling to a minimum. Hull's charges on frozen meat and wool are stated to be considerably lower than the charges at London.

#### The Albertland Settlers.

The second celebration in connection with the Jubilee of the Albertland Settlement was held at Naparua, and called to mind memories of an important episode in New Zealand history. This settlement differed from those in Canterbury and Otago, inasmuch as it was not connected with any land jobbing enterprise, but was due to the energy of two prominent English Nonconformists, Messrs. Brame and Barton. The Auckland Provincial Government offered forty-acre free land grants, and the settlement would have been quite as successful as others had it not been for the scandalous treatment which these settlers received at the hands of those who made the grants. When these pioneers arrived in New Zealand they

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