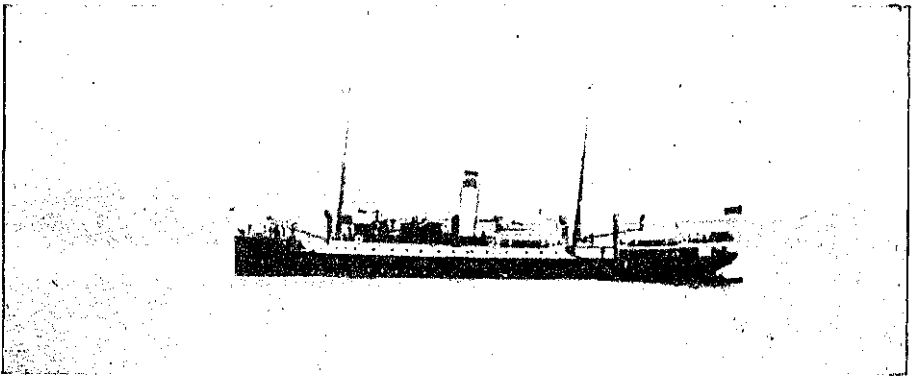


trouble would be definitely settled; and that the Capetown merchants, who most of them hold pro-Boer principles, are in no hurry whatever to see the end, as they are doing a rattling business, and the slump which must necessarily follow is not to their taste. He had a look at Cecil Rhodes' extensive estate, and his fine large house built in pronounced Dutch style, and expressed an opinion that that astute gentleman was an adept at keeping his weather eye open. The genial skipper has a fund of information gathered in the course of his trip, ready with which to regale travellers on his fine vessel, in what, we hope, will be her many trips in his charge, from the rolling Manukau Bar to the flourishing town at the foot of Mount Egmont.

particulars—she was half-an-inch less in draught, and had half a knot more speed than was expected. She has been built with a view to the greatest possible speed, compatible with safety and carrying capacity. Her dimensions are: Length over all, 200 feet; beam, 30 feet; depth, 13 feet 6 inches, and her gross tonnage is 680. The engines are 1,300 horse power, and on her trial trip she averaged 12.6 knots per hour. She has a steel hull, sub-divided by five water-tight bulkheads, and has conveniences for carrying water ballast. Her upper decks are of Indian teak. She is admirably fitted up to carry one hundred first-class passengers, and thirty second class. Her holds are arranged for carrying cattle. She is a model of what a coastal



S.S. NGAPUHI LEAVING DUNDEE FOR NEW ZEALAND.

**THE** handsome new steamer, Ngapuhi, arrived in Auckland from the yards of Messrs. Gourlay Bros. and Co., Dundee, on the 12th of last month. She was built to the order of the enterprising Northern Steamship Company, especially for the Auckland and New Plymouth trade. A model, specially prepared by Mr. George Gow, the Company's Superintending Engineer, was taken home by that gentleman to this well-known ship-building firm, and submitted to them. With some few necessary alterations the original designs were carried out under Mr. Gow's supervision, and the result was that the completed steamer only differed in two

steamer should be, and the Northern Company have certainly taken a step in the right direction in securing an up-to-date vessel for the trade, as the fast-increasing coastal passenger traffic demands that every effort should be made to ensure their comfort. The Ngapuhi performed the voyage out in eighty-three days, and looked little the worse for her long voyage, but was put in dock on her arrival to smarten up a bit before commencing her coastal career. Captain Norbury and Mr. Gow received an enthusiastic reception on arrival from Mr. C. Ranson, the manager, and the directors of the Company. The new steamer runs her first trip to New Plymouth on the fourth of this month.