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MAGNIFICENT VIEWS FROM THE BALCONY OF RIVER SEA AND COUNTRYSIDE.

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Four Minutes from Train and Steamer.

A Sydney man, writing from London, relates a little story showing what an important part a "meat card" plays in the social life of the day in unmerrie England. The correspondent says he was strolling through Trafalgar Square one evening not long ago, when he met an old friend, a very wealthy landowner from the north of England. The Englishman was delighted to meet the Australian, and insisted upon him having dinner with him. The invitation was accepted with pleasure, and the two strolled along to London's most swagger hotel for an impromptu meal. When the waiter came round for the order and demanded the meat cards, it was discovered that the Sydney man had left his at home, and although the host was financially in a position to buy up the whole hotel, he could not secure one ounce more meat than his own card entitled him to, so the meal proceeded with a division of the minute portion allowed for one, and as there was very little else except fish and a few kickshaws, the two friends had to console themselves with intellectual conversation.

Mr. M. W. P. Lascelles, at the conclusion of a lecture in Dunedin on Y.M.C.A. work, mentioned that he had seen during his visits to the various fronts, the keen disappointment of some of our soldiers upon hearing time after time the words "Nothing for you to-day" when they applied at the window for letters. Many expressed surprise that church folk, members of lodges, and so on had not taken the trouble to write soldier members who were away fighting. It was all very well, said Mr. Lascelles, to have a Roll of Honour in church or lodge room, and to feel pride in reading it, and to pray for those whose names were on it. But they could do more—they could write the lads. Nothing made a soldier "buck up" more than a letter from home.

They were at present compelled to plant a certain number of trees each year, and so exports of coconuts were increased through their planting. The scheme was directed towards promoting further plantations by natives in the vicinity of their villages. The Government would assist in the matter, and part of the products would be directed to the full benefit of the natives, and the rest would go indirectly for educational purposes, particularly technical education. It was intended to impose a tax for the purpose. If possible machinery would be used in the developments. The population was 350,000, and 8000 natives were employed on indentures at present, and 2000 casually. The trouble was that life could so easily be sustained in that country that great effort was difficult to promote. The chief missions were the Anglican, Catholic, Wesleyan, and London Missionary Society. The Wesleyans had a similar system in Fiji, and it had done good. Such were the general outlines awaiting final settlement. The tax also would be applied towards preventing and abating the diseases indigenous to the natives. Hook worms were one of the worst, and a doctor from the Carnegie Institute in America had been in Papua and reported upon it. One of the objects of the Carnegie Institute was to attend to such matters.

"Was I wounded?" exclaimed the exasperated Tommy in surprise. "No, num, not at all. You see, there's a careless chap in our company, and the night I got hurt he'd been eating oranges, and throwing the peel all over the battlefield. So, of course, when I went to see 'Aig ter ask if the night were dark enough ter have some fireworks, blow me if I didn't slip on one of them bits o' peel and cut me finger on a salmon tin."

CHILDREN'S RESTLESSNESS.
A feverish and fretful child is a great bother in a household and disturbs the rest of others. Narcotics and soothing syrups should be avoided. Half-teaspoonful doses of Fluenzol (1/8 and 2/6) will rapidly allay feverishness without any injurious effects whatsoever. Health authorities commend Fluenzol.

Something of the appalling power of submarine mines similar to those laid by the raider Wolff off the shores of New Zealand was demonstrated at Bridlington, England, recently, when a mine which was washed up by the sea exploded against a wall on the esplanade. As a result of the explosion, houses along the sea front were partially wrecked and hundreds of windows shattered. A number of people were cut and bruised, but no one was seriously hurt. Whole terraces of houses near the sea front had their windows blown out, ceilings brought down and doors smashed. One hotel has not a single window left whole. The force of the explosion threw sea water over the rooftops in the promenade 300 yards away. People who witnessed the Scarborough bombardment state that the damage at Bridlington seems to be greater than that wrought on the sea front at Scarborough. There is not glass enough in the town to replace one-tenth of that which has been destroyed.

According to the "New Zealand Locomotive Engineers' Journal," "the depletion of the locomotive running staff—caused by resignations and enlistments—is becoming a more serious matter than some people seem to realise. There are few cleaners entering the service, and those who do so are in a year or two called to the 'colours,' so it seems a waste of time taking them on at all unless exempted from military duty. This system, of course, is going to hit the man in charge of a locomotive very hard, because there will be no trained men to assist him in his work in running the train. When we get back to a normal state of affairs it will be found that locomotives will be manned by firemen who have had no practical training, and this will place a great load of responsibility upon the engineer. The inevitable result of such a state of affairs will be a very serious accident, and, as usual, we expect, the engineer will be called upon to 'carry the baby.' There have been object lessons given all over the world of placing unskilled men upon a locomotive, and many homes have been plunged into deep mourning, and the State has had to shoulder huge compensation claims. The depletion of the staff on our railways in the locomotive department has got far below the safety line, and if not taken in hand soon will prove to be irrecoverable."

Sir Samuel Evans, in the Prize Court, London, recently gave judgment in the cases raised by neutral shipowners practically contesting the legality of the British Order in Council, compelling neutral ships to call at a British port. The Order, he said, had for its object restriction of the commerce of the enemy in retaliation for their submarine campaign. Could it ever be forgotten that the Lusitania was torpedoed and sunk when she was carrying nearly 2000 persons? "No more callous or cruel crime," Sir Samuel said, "has been committed since the day of Cain. The first murderer seemed to have felt some shame and remorse as she denied the crime at the outset, and afterwards moaned that his iniquity was more than could be forgiven. But the authors and instigators of the inhuman, fiendish atrocity of the Lusitania were such beings as could rejoice and revel in it. Lest the civilised world, which stood aghast at the crime, might misunderstand or forget it, they struck a medal of a vile kind to celebrate and commemorate it." Sir Samuel decided that the British Order was not excessive, and gave judgment against the neutral shipowners. Leave to appeal was granted.

In a recent Gazette the Secretary of Marine issues the following warning:—"It has been brought under the notice of this Department that a package of charged electric cell batteries was recently shipped at an overseas port and brought to New Zealand. Such charged batteries are very dangerous, as they are liable to start fires in a ship's hold. Shipmasters are therefore cautioned against accepting them for shipment on their vessels."

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Discussing the industrial aspect of Papua, the Australian Minister for Territories (Mr. Glynn) recently stated, says the Melbourne "Argus," that he had finally settled a scheme in conference with the Lieutenant-Governor of Papua, which aimed at greater production by the natives.