SHIPPING.

High Water at Auckland—11.22 a.m.; 11.38 p.m.
" " Manukau—1.31 a.m.; 1.51 p.m.
Sun—Rises, 5.42 a.m.; sets, 5.46 p.m.
Moon—First quarter, to-morrow, 2.30 p.m.

WEATHER FORECAST.

Captain Edwin telegraphed yesterday:—"Wind: Strong from between west and south-west and south at places north of East Cape, Taupo, and New Plymouth, but changing at all places northward of Thames and Manukau to between north-east and north and west after 16 hours; gale between west and south-west and south at all places south of East Cape, Taupo, and New Plymouth."

ARRIVALS.

Chelmsford, s.s., 70, J. Taw, from Whangarei.—Northern S.S. Co., agents.
Empress, barque, 251, Harrison Douglas, from Newcastle.—N. Nicol, agent.

CLEARED OUTWARDS.

Muritai, s.s. 225, Joseph Dutbie, for the Great Barrier.—Northern S.S. Co., agents.
Waitangi, s.s., 197, P. A. Stein, for Kaeotuna, Mercury Bay, Tairua, Whangamata, and Tauranga.—Northern S.S. Co., agents.

DEPARTURES.

Muritai, s.s., for the Great Barrier.
Waitangi, s.s., for way ports and Tauranga.
Northern Chief, barque, for Kaipara.

EXPECTED ARRIVALS.

LYTTELTON:
Indramayo, s.s., due about September 23.
Aurigny barque, sailed June 16.
Manari, s.s. (direct) sailed August 16.
Te Kao, s.s., direct, sailed September 11.
Star of England, s.s., via Melbourne and Sydney, sailed August 19.
NEW YORK:
Queen Margaret, s.s., via Melbourne and Sydney, to sail September 25.
Nellie Brett, barque (direct), sailed May 29.
Alice, barque, sailed July 14.
Star of the East, barque, loading.
SAN FRANCISCO:
Mozna, R.M.S., September 27.
SYDNEY:
Waihora, s.s., Monday.
NEWCASTLE:
Vision, brig, sailed September 22.
FIJI:
Peberan, s.s., to-day.
Hauroto, s.s., early.
SAMOA:
Mozna, R.M.S., September 12.
TAHITI:
Orelan, s.s., to-morrow.
RAROTONGA:
Orelan, s.s., to-morrow.
DUNEDIN:
Jasper, barquentine, early.
WOLLONGONG:
Stanley, brigantine, sailed September 13.

PROJECTED DEPARTURES.

LONDON:
John o'Gaunt, barque, loading.
SAN FRANCISCO:
Mariposa, R.M.S., October 1.
HONOLULU:
Mariposa, R.M.S., October 1.
SAMOA:
Mariposa, R.M.S., October 1.
SYDNEY:
Manuka, s.s., Monday.
FIJI:
Tarimi, s.s., to-day.
TONGA:
Tarimi, s.s., to-day.

UNION S.S. CO.'S MOVEMENTS.

To-day: Tarimi leaves for Tonga and Samoa, via Fiji, at 5 p.m.; Peberan arrives from Fiji.
Friday: Orelan arrives from Tahiti and Rarotonga.
Saturday: Takapuna arrives at Onehunga from the South.

NORTHERN S.S. CO.'S MOVEMENTS.

To-day: Gairloch leaves for New Plymouth at 4 p.m.; Chelmsford leaves for Whangarei Town Wharf at 5 p.m.; Muritai arrives from the Great Barrier; Wellington arrives from Whangarei; Kaniere leaves for Waitara at 11.30 a.m.
Friday: Clansman arrives from Russell at 6 a.m.; Ngunguru leaves for Tauranga and Whakatane at 5 p.m.; Muritai leaves for Kennedy's Bay, Kaeotuna, and Mercury Bay at 9 p.m.; Wellington for Whangarei, Marsden Point, and Parua Bay at 10.30 p.m.
Thames Service: Steamers leave for Thames daily, for Paeroa daily, and for Coromandel daily. See advertisements daily papers.

IMPORTS.

For Empress, from Newcastle: 300 tons coal.

The Northern Company's steamer Chelmsford arrived from Whangarei yesterday, and leaves for the same place again this evening.

Last night the Northern Company's steamer Muritai left for the Great Barrier.

The Northern Company's steamer Waitangi left last night for Kaeotuna, Mercury Bay, Tairua, Whangamata, and Tauranga.

Yesterday morning the barque Northern Chief sailed for the Kaipara, to load timber for Sydney.

The Union Company's steamer Tarimi leaves this evening for Tonga, Samoa, Fiji, and Sydney. She calls in at Russell to-morrow for coal.

Yesterday the barquentine Hauraki Isle arrived at the Kaipara from Auckland, to load timber for Sydney.

The Union Company's steamer Hawea left the Bluff yesterday for way ports and Auckland.

Yesterday the Kauri Timber Company's brig Vision sailed from Newcastle for Auckland.

THE EMPRESS.

The barque Empress, Captain H. Douglas, arrived from Newcastle yesterday morning, after a good passage across of seven days, bringing a cargo of coal for Mr. J. J. Craig. Whilst at Sydney the barque underwent a thorough overhaul, and is now in splendid order. Of the passage, the master reports having sailed from Newcastle at 6 p.m. on the 13th inst. Fine breezes from the west and south-west prevailed across the Tasman Sea. The Three Kings were sighted at 7 a.m., the North Cape rounded at 6 p.m., and Cape Brett passed at midnight on the 19th. The barque made Tiritiri on Tuesday night, and worked up to port, arriving early yesterday morning. She was berthed at the Railway Wharf in the afternoon, and will commence discharging cargo this morning. The Empress will take the cargo of timber of the disabled barquentine Ma across to Sydney.

THE STATESMINSTER-SELKIRK.

This fine ketch barque, now bar-bound at Kaipara Heads, was built at Arendal, a Norwegian town noted for the construction of wooden vessels. She is of 575 tons, and is owned by the enterprising firm of Sydeman and Co., of that town. Since her launching in 1884 she had been trading to various European ports, and also to Asia (principally the East Indies), and frequently to the Australian colonies. Last May, on the return voyage from Delagoa Bay to Newcastle, she encountered the full force of the terrific gale which proved so disastrous to the Fiji and other vessels. In that gale, which blew continuously for two days and two nights, the Statesminster lost several sails, and was so severely strained that she had to be docked. After being repaired the loaded coal at Newcastle for Wellington, and is now bound for Melbourne with 43,000 of ours and Bault kauri. The barque is well found in every respect, and is commanded by Captain Carle Johnson, who during his sojourn at the loading port earned well-merited popularity.

THE WRECK OFF SYDNEY HEADS.

On the measure of the barque Oregon from Puget Sound to Adelaide, it will be remembered Captain Parker reported sighting a wreck when to the seaward of Sydney Heads. The wreck, he stated, was lying on a shoal, and shipping people expressed the opinion that the derelict might possibly have brought up on the Jerusalem bank. This danger was reported by the captain of the Aberdeen barque of that name some years ago, and though a search steamer was sent out from Sydney at the time, the patch was never discovered, and the position has since been marked "doubtful" on the chart. Captain Parker, writing to the Sydney Daily Telegraph from Adelaide, confirms the report of the passing of the wreck. He says:—"It was on August 5 that we sighted the wreck at 9.30 o'clock in the morning. I am certain that the wreck was resting on the bottom, as I took bearings on passing, and though a high sea was running at the time there was no motion whatever in the wreck. Only the masts were visible, about 20ft showing out of the water. One mast was carried away, and I should judge that it was 18in in diameter. The mizzen-mast was standing fully 30ft out of the water, having white painted blocks and rolls with rope hanging to it. I passed within 500ft of the wreck, and had a good view of it. The report that the wreck was sighted on Crocodile Shoal is incorrect. I told the reporter upon arrival that I was in the latitude of the Jerusalem bank, the position of which I think is incorrectly given on the chart." With a view to locating the wreck and the supposed bank, Captain Parker has forwarded the position as follows:—Lat. 34.47 south, long. 152.38 east.

THE ISLAND STEAMERS.

The Union Company's steamer Peberan is due from Fiji to-day with a cargo of raw sugar.

The Union Company's steamer Orelan is due to-morrow from Tahiti and Rarotonga.

PORT OF ONEHUNGA.

ARRIVALS.

Rotoiti, s.s., J. Robertson, from Wellington, Nelson, and New Plymouth. Passengers: Misses Collier (2), Stewart, Turner, Mackinnon Orr, Jenks, Gray, Ralph, Loveday, Dr. McFarlane, Messrs. Paton, Orr, Gray (2), Sanker, Arnold, Brunton, Clarke, Green, Ralph, Rodgers, Larkin, Montague, Loveday, Aitken, Gilmour, Somers, Williams, Wade, Blackmore, Hong Kew. Auckland football team (18), and 17 steerage.—Union S.S. Co., agents.
Gairloch, s.s., W. F. Norbury, from New Plymouth. Passengers: Miss Fraser, Mrs. Reid and family, Messrs. Parry, Wilber, Longwood, Reid, Jones, Smith, Laird, McKee (2), and 6 steerage.—Northern S.S. Co., agents.

DEPARTURES.

Rotoiti, s.s., J. Robertson, for New Plymouth and Wellington. Passengers: Mr. and Mrs. Hume, Mr. and Mrs. Schultz, Mr. and Mrs. Phillips, Napahema McLean, Naylor, Williams, Keere, Misses McLean, Donaldson, Turbott, Donald, Messrs. G. Palmer, Naylor, W. H. Lewis, Hislop, L. Schultz, Clayton, McLean, Hawley, Kenrick, Woods, Clarke (2), and 6 steerage.—Union S.S. Co., agents.

The Union Company's steamer Rotoiti, Captain Robertson, arrived at 10 a.m. yesterday, from Nelson, Wellington, and New Plymouth. She left again at noon for the same ports.

The Northern Company's steamer Gairloch arrived at 11.30 a.m. yesterday, from New Plymouth, with passengers and general cargo.

BY TELEGRAPH.

CAPE MARIA VAN DIEMEN.

September 21.—The Government steamer Hinemoa passed south at 12.15 p.m. to-day.

KAIPARA HEADS.

September 21.—Arrived: Hauraki Isle, barquentine, from Auckland.

MARSDEN POINT.

September 21.—Sailed: Saxon, schooner, for Auckland. The Atalanta, schooner, and Spitfire, cutter, are here windbound. It has been blowing a south-west gale yesterday and to-day.

WHANGAREI.

September 21.—Arrived: Wellington, s.s., from Auckland.

HOKIANGA.

September 21.—Arrived: Tutanekai, Government s.s., from the North.

OSBORNE.

September 21.—Arrived: Rangamiro, s.s., from Auckland.

WELLINGTON.

September 21.—Arrived: Penguin, s.s., from Lyttelton; Otaipere, s.s., from Auckland, via the East Coast; Takapuna, s.s., from Onehunga and Taranaki. Sailed: Mapourika, s.s., for Picton, Nelson, and the West Coast; Penguin, s.s., for Lyttelton.

LYTTELTON.

September 21.—Arrived: Onda, s.s., from Wellington; Mararoa, s.s., from Port Chalmers. Sailed: Mararoa, s.s., for Sydney, via Auckland. Passengers for Auckland: Miss Oliver, Mrs. Hill, Messrs. Morris, Lancaster, Forster, Norris, Ponder.

BLUFF.

September 21.—Sailed: Hawea, s.s., for Auckland, via ports.

SYDNEY.

September 21.—Arrived: Wahatipu, s.s., from Wellington.

NEWCASTLE.

September 21.—Sailed: Vision, brig, for Auckland; Alcestis, barque, for Timaru.

LONDON.

September 21.—Arrived: Star of Victoria, s.s., from Wellington (July 30). Sailed: Rangitiki, s.s., for Capetown, Hobart, and Wellington; Lutterworth, barque, for Nelson.

THE CANADIAN MAIL.

SYDNEY, September 21.—Arrived: Aorangi, R.M.S., from Vancouver and Wellington.

AN OVERDUE BARQUE.

WELLINGTON, September 21.—Some anxiety is felt in shipping circles for the safety of the barque Lake Ontario, now 148 days out from Liverpool to Wellington. She has 1,197 tons of cargo, mostly of weighty description, including a large quantity of bundle and bar iron. Of the cargo, 215 tons are for Lyttelton, 105 for Auckland, and 600 for Dunedin.

COMMERCIAL.

KAURI GUM MARKET.

The following are our quotations of kauri gum for the week ending September 21, 1898:—Poor ordinary, which comprises weak and rough-coated pieces, pickings, and washed nuts, £41 to £43; ordinary, meaning hard, rough-scraped gum, varying in price according to the quantity of washed nuts, £53 to £55; three-quarter-scraped, meaning hard rough gum, entirely free from washed nuts, price varying according to size, scraping, and quality, £56 and upwards; East Coast, £72 to £74; rescraped, £110 and upwards.

Arrivals for 21 days of September, 490 tons. There is no new feature in the market calling for comment. The above quotations for East Coast gum are for East Coast gum of usual good quality. Much gum now arriving from East Coast districts is very inferior in quality, and worth much less than above prices.

DUNEDIN OATS.

[BY TELEGRAPH.—PRESS ASSOCIATION.]

DUNEDIN, Wednesday.

The demand for oats is fair, but business is limited. Good to best feed quoted at 2s 1d to 2s 2d; fair to medium, 2s to 2s 0½d; discoloured and inferior, 1s 9d to 1s 11d; milling, 2s 3d to 2s 5d per bushel (sacks extra net).

AUSTRALIAN MARKETS.

SYDNEY, September 21.

Wheat: Chick, 2s 5d to 2s 6d; milling, nominal, 3s 3d. Flour, £8 10s to £8 5s. Oats: Market have, New Zealand unquoted; Tasmanian, 2s 6d; local, 2s 4d to 2s 5d. Barley, Cape, 2s 3d; peas, Prussian blue, 4s 9d; bran, 6½d; pollard, 7d. Potatoes: Tasmanian, £7 15s to £8; New Zealand, £7; local, £7 to £7 10s. Onions £13 to £14. Butter: Dairy-made, 6d to 7d; factory, 8d to 8½d. Cheese: Very firm, large, 5d; loaf, 5d. Bacon, 5d to 7d; mains, 2s 3d.

MELBOURNE, September 21.

There have been small sales of wheat at 2s 11d to 2s 0½d. Oats: Algerian, 1s 10d; Tartarian, 1s 9d to 2s 1d; stout white, 2s 2d to 2s 3d. Barley, fair malting, 4s 6d; mains, 2s 3½d; bran, 7d; pollard, 7d to 7½d; potatoes, £6 10s to £6 15s; onions, £15.

ADELAIDE, September 21.

Wheat, quiet, 2s 4d to 2s 5d; flour, £10. Oats: New Zealand, 2s 10d to 4s; local, 2s to 2s 3d. Barley, 2s 9d to 4s; bran, 8d; pollard, 9d.

LONDON.

LONDON, September 20.

The total quantity of wheat and flour afloat for the United Kingdom is 1,172,000 quarters, and for the Continent 850,000 quarters.

WELLINGTON, September 21.

The Agent-General cables:—Canadian cheese, £2, market firm; choicest Canadian butter, £4 12s to £4 16s, good demand.

LONDON WOOL SALES.

LONDON, September 20.

The fifth of the series of colonial wool sales opened to-day. Competition was brisk, and prices ran from par to 5 per cent. advance compared with closing sales of the last series.

LONDON, September 21.

The wool sales opened with the joint catalogues of Balme, Buxton, and Deeves. It comprised 12,300 bales of irregular selection, including 6631 bales from New Zealand. There was a large attendance, but no American buyers were present. There was keen competition, especially for Home requirements. Merinos were 5 per cent. above the July rates. Crossbreds were unchanged. Fine occasionally resulted in sellers' favour.

For New Zealand Loan and Mercantile Agency Co. (Limited).

LONDON, September 21.

The wool sales opened at an average advance of about 5 per cent. on last sales closing rates; except coarse crossbred, market easier. Competition by both Home and foreign buyers is active. Attendance by both Home and foreign buyers is good. The total quantity available, including wool held over from last series, is 202,000 bales, 56,000 of which have been forwarded to the manufacturing districts direct.

CAMBRIDGE.

An important sale of property was effected yesterday. Mr. T. Hartly, for the Bank of New South Wales, sold a six-acre paddock opposite the Church of England, to a well-known resident, the price being over £20 per acre.

AUCKLAND STOCK EXCHANGE.

BONUSES DUE.—New Zealand Talisman, 2s 6d; Great Barrier Gold and Silver, 2s 6d.

BUYERS.—National Bank, 46s; New Zealand Insurance, 85s; National Insurance, 16s; South British Insurance, 38s 6d; New Zealand Accident Insurance, 21s 6d; New Zealand and River Plate, 16s 6d; Auckland Gas, old, £13 15s; Auckland Gas, new (£5 10s), £9 15s; New Zealand Shipping, 90s; Northern Steamship, 6s 9d; Devonport Steam Ferry, 37s; Hikurangi Coal, 3s 9d; Taupiri Coal, 22s 9d; Westport Coal, 58s; Ralph's Taupiri Coal Co., 5s 6d; Union Oil 17s 6d; Colonial Sugar, £11; Kauri Timber, contributing, 5½d; New Alburnia, 1s 11d; Neapardi, 2d; Sheridan, paid up, 3d; Tararu Creek, 1s 9d; Victoria, 3d; Alpha, 2s 3d; Imperial, 4d; Komata Reefs, 3s; New Zealand Talisman, 2s 6d; Waihi Extended, 4½d; Waihi Silverton, 5s 9d; Waihi South, 9d; Young New Zealand, 1½d; Bunker's Hill, 9½d; Poor-to-Hand, 10d; Royal Oak of Hauraki, 1s 4d; Barrier Reefs, paid up, 4s 6d; Great Barrier Gold and Silver, 2s 9d.

SELLERS.—New Zealand Insurance, 87s 6d; National Insurance, 16s 9d; South British Insurance, 38s; New Zealand Accident Insurance, 23s; New Zealand and River Plate, 17s 6d; Auckland Gas, old, £14 7s 6d; Auckland Gas, new (£5 10s), £10 2s 6d; Thames Gas, 38s; Northern Steamship, 7s; Devonport Steam Ferry, 38s; Westport Coal, 60s; Ralph's Taupiri Coal Co., 6s; Sharland and Co., 12s 6d; Union Oil, 18s 6d; Broken Hill, 3d; City of Auckland, 6d; Kaiser, paid up, 5d; Kuranui, 6d; Karangahake-Caledonian, 1s 1d; Mahura Koral, 3s; May Queen Hauraki, 8s; May Queen Extended, 3d; Moanataiari, 1s 9d; Monowai, 5s; New Alburnia, 2s 3d; New Chum, 2d; Sheridan, paid up, 4d; Tararu Creek, 2s 1d; Victoria, 4d; Alpha, 2s 9d; Crown, 17s 6d; Imperial, 5d; Komata Reefs, 3s 9d; New Zealand Talisman, 2s 9d; Chimsonri Extension, 2s 3d; Portsea, 9d; Waihi, £5; Waihi Consols, 3d; Waihi Extended, 6d; Waihi Grand Junction, 12s; Waihi Silverton, 5s 9d; Waihi South, 9½d; Waitekauri, 8½; Bay View, 2d; Bunker's Hill, 9d; Coromandel Freehold Proprietary, 5½d; Golden Lead, 2d; Hauraki South, 5s; Hauraki New Zealand Amalgamated Gold Mines, 9d; Harbour View, 3d; Matawai 4d; New Golconda, 2d; Progress Castle Rock, 6d; Royal Oak of Hauraki, 1s 9d; Tokatea Consols, 6d; Welcome Find, 4½d; Great Barrier Gold and Silver, 2s 9d.

J. M. LENNOX, Chairman.

1.56 p.m., September 21, 1898.

DAILY MEMORANDA.

SALES:
Messrs. Arthur and Gorrie.—Groceries, etc., 11 a.m.
Messrs. J. Clarkson and Co.—Furniture, Crockery, etc., 11 a.m.

MEETINGS:
Members Auckland Provincial Lodge of Instruction—Masonic Hall, Princes-street.
Auckland Regatta Club—Waitemata Hotel, 8 p.m.
Anglo-Israel Association—Y.M.C.A. Social Room, 7.30 p.m.
Y.M.C.A. Rooms—Evangelistic Service, 7.30 p.m.

AMUSEMENTS:
Opera House—Woods Dramatic Co., "Joseph of Canaan," 8 p.m.
Salvation Army Barracks—An Evening with the Bonbah Land Singers, 8 p.m.

AT IREDALE'S

THIS DAY.

DOUBLE-WIDTH DRESS GOODS,

9½d per yard; worth 1s 6d to 1s 9d.

AT IREDALE'S, THIS DAY.

TRADE MARK.

ASK FOR

HANCOCK'S

CELEBRATED

XXXX

ALES,

MADE FROM THE

FINEST MALT AND HOPS,

AND

FREE FROM ALL ANTISEPTICS OR DELETERIOUS ACIDS.

CAPTAIN COOK BREWERY

NEWMARKET.

PURIRI NATURAL MINERAL WATER.

INVALUABLE FOR

DYSPEPSIA, RHEUMATISM, GOUT,

AND

DISEASES OF THE KIDNEYS AND BLADDER.

RECOMMENDED BY THE MEDICAL FACULTY OF AUSTRALASIA.

MIXED WITH SPIRITS FORMS AN AGREEABLE BEVERAGE.

Analysis and testimonials as to the wonderful efficacy of

PURIRI NATURAL MINERAL WATER.

On application to

THE CAMPBELL AND KERSHEFIELD COMPANY (LIMITED), SOLE PROPRIETORS.

Say, Johnny Cope! are you smokin' yet?
And are your pipes unbroken yet?
If you're smokin' you should get COPE'S NAVY CUT in the morsels'.

COPE'S NAVY CUT TOBACCO.

AS SUPPLIED TO THE BRITISH NAVY.

COPE'S STAR OF THE WEST CIGARETTES.

BEST! BEST!! BEST!!!

WHOLESALE DEPOT: 32, PORT-STREET, AUCKLAND.

LONDON DENTAL INSTITUTE,

258, QUEEN-STREET, NEXT MILNE AND CHOTOW.

TEETH A Complete Set of Teeth from £1 1s.
TEETH Single Teeth from 5s.
TEETH First Prize Gold Medal Teeth.
TEETH PAINLESSLY FITTED BY ATMOSPHERIC SUCTION.
TEETH The most complete system in the world.
TEETH Guaranteed 10 years.
TEETH PURE GAS, 2s 6d; EXTRACTIONS, 2s 6d AND 1s.
TEETH Gold Stopping from 5s.
TEETH If required Teeth fitted over roots.
TEETH All the latest Appliances.
TEETH Skilful operations and Faithful Workmanship guaranteed.
TEETH ALL FEES LESS THAN HALF THE USUAL COST.

THE AUSTRALIAN WIDOWS' FUND

LIFE ASSURANCE SOCIETY (LIMITED).

Established 37 years.

Accumulated Funds ... ... £1,[illegible]
Annual Revenue exceeds ... £[illegible]

LIFE ASSURANCE,
ENDOWMENTS,
ANNUITIES,
Of every legitimate class and system.

THE ONLY LIFE OFFICE

In New Zealand that attaches to Policies the condition of non-forfeiture and ABSOLUTE EXEMPTION from the payment of premiums while the assured is either temporarily or permanently incapacitated through sickness, accident, or mental disorder.

WRITE FOR SPECIAL PROSPECTUS.

The Insurance and Banking Record says:—"THE NEW POLICY IS ONE OF THE MOST IMPORTANT AND VALUABLE BROUGHT OUT for many years."

LOCAL DIRECTORS:

JOSEPH C. MACKY (Macky, Logan, Sloss, and Co., Chairman.
ALEXANDER R. WATSON, Devonport.
GRAVES AICKIN, Auckland.
Resident Secretary, CHAS. J. FOWLER, Wellington.
W. FINLAY WILSON, R.A., District Secretary, Offices: 71, Queen-street, Auckland.

TWO YEARS OF INDIGESTION CURED WITH LOASBY'S "WAHOO."

Ophir, January 8.

The Manager Loasby's "Wahoo" Manufacturing Company (Limited), Dunedin.

Dear Sir,—
I beg to say I suffered for two years from Indigestion and Constipation. After taking only two bottles of Loasby's "Wahoo" I am completely cured.
(Signed) JAMES HOWARDE.

LOASBY'S WAHOO, Price 1s 6d.
LOASBY'S KOOLIRAH cures all Strains and Muscular Pains. Invaluable to athletes. To be everywhere, or post free from LOASBY'S "WAHOO" MFG. CO. (LTD.), KING-STREET, DUNEDIN.

SUN FIRE OFFICE

(A.D. 1710.)

Having accepted an Agency of the Sun Fire Office, I shall continue to make Fire Insurance a Special Branch of my business.

H. RHES GEORGE,
PORT-STREET.

OPENING OF THE SPRING SEASON, 1898.

R. J. M. KEMP,
AUCKLAND HOUSE, PARNELL,
Has under Engagement
MR. W. SCOTT BEDFORD,
HIGH-CLASS TAILOR CUTTER,
Of large English experience: seven years Head Cutter of Herbert Hulme, of Dunedin; also of Kirmikle and Staine, of Wellington; where he has had one of the largest "clientele" in New Zealand for Ladies' Tailoring.

MRS. McDONALD,
HEAD DRESSMAKER,
Recently arrived from Jay's, Regent-street, London, with a complete knowledge of the Latest and Most Advanced Methods of Cutting and Fitting.
Orders Executed at the Shortest Notice.
PERFECT FIT GUARANTEED FOR ALL MEASUREMENTS AND A GOOD FITTING BODICE.
Designs and Sketches submitted at the Counter.
Business Strictly now by arrangement.

M. MURCHIE,

TAILOR AND DRAPER,

SHORTLAND-STREET.

Begs to announce the arrival of his first shipment of Spring and Summer Goods.

☞ AN INSPECTION INVITED.

NELSON, MOATE AND CO.'S

PURE TEAS.

They cost the Grocer more, but the Public have only to pay the same for them as they pay for common teas marked the same price.

WE ONLY BUY High Standard Teas, and we challenge any firm in Australasia to show the same QUALITY AND QUALITY OF Ceylon and Indian Tea. We are also prepared to prove (for the sake of the advertisement) the value of the tea bought in Ceylon or India by any Firm in the Southern Hemisphere does not equal the amount we pay the Government for duty alone. We are making this statement to convince the Public that the QUALITY WE SELL HAS STOOD all the MISREPRESENTATIONS that have been made by prejudiced opposition firms. QUALITY AND EXPERIENCE IN OUR STANDARD.

THE ONLY TEAS WORTH DRINKING.

OUR QUALITY HAS STOOD A TEST FOR 32 YEARS.

THE New Zealand Herald

AND DAILY SOUTHERN CROSS.

THURSDAY, SEPTEMBER 22, 1898.

It is the fate or the fortune of all eminent men that in their lifetimes they are never viewed impartially by their contemporaries, but only in the passionate light of the feelings engendered by the greatness and force of their character. These feelings in men's minds have their source oftentimes, not in the subject of review, but in the bearing which his principles, or his action, may have had on their interests or on the interests or the cause of those with whom they are identified by sympathy. This has been strikingly true in the case of the late Sir George Grey, and in the scenes more particularly in which his personality was most felt. It has always been his lot to have hosts of the most devoted friends, and of the most determined enemies, but now that his great personality has receded from view, and men stand beside the open grave of the great Pro-Consul, we venture to think that the voice of harsh criticism will be universally stilled, and though it may be impossible to the generality of men to form a correct and symmetrical estimate of the great and varied character of Sir George Grey till it is viewed in more distant perspective, there will be a unanimous tribute of praise to the genius and intellectual greatness of the man who has stood forth one of the conspicuous figures of his age. The deceased statesman took an affectionate pride in being a citizen of Auckland. We have long entertained a similar pride in knowing that the man who went familiarly in and out among us, who interested himself so kindly in the personal and family and social concerns of the community, who had always the frank greeting and kindly word for even the humblest of the people, was honoured and loved in the highest spheres of social, political, and intellectual life, not only in the central and governing circles of the Empire, but throughout the wide dominion of the Queen. Personally beloved by Her Majesty and trusted by her advisers, our late fellow townsman commanded the respect of the statesmen that stood around her throne, and more particularly in later years, after the warmth of former differences had passed away, and the truth and the greatness of his prescience had been proved by facts, his opinion and his counsel have been eagerly sought and valued by the eminent men who are engaged in solving the vast and intricate problems of the Empire. That from the highest to the lowest in Auckland we have felt an interest and a pride in such distinction attaching to a man who prided himself in being one of us, is a matter of common knowledge, and as in the demeanour of Sir George towards every citizen with whom he came in contact, there was an absolute absence of anything like the assumption of superiority, the respectful affection of our citizens towards our great fellow townsman was even purged of the faintest trace of jealousy or envy of his greatness. In all the honours resting on Sir George Grey, we felt honoured, and we cannot but feel that it is no mean thing that of all places in the world a man so eminent should have selected Auckland as the home of the evening of his days.

It would be out of place here to refer to the benefactions which he conferred on our city and district. He gave those gifts just because he loved Auckland, and because he felt that he had more a dwelling place in the hearts of the people of Auckland than he had in those of any other place, and though the death of Sir George Grey will touch a chord of sorrow throughout every land where the English tongue is spoken, we may well feel that we have a special, if a sorrowful, privilege in mourning for him as for the loss of a personal friend. Personal sentiments such as these must necessarily tinge the regrets which we feel in Auckland for one so long and so intimately associated with our interests, but there is nothing in the personal intercourse which we have enjoyed with Sir George Grey as a fellow townsman that detracts from the respect, amounting in many to reverence, for the commanding qualities of character that have commended the late statesman to the admiration of the eminent men of the time, and made him one of the great history makers of the era. His varied and extreme culture, his æsthetic tastes, his great and varied learning, his knowledge, his wisdom, his intellectual grasp, his singular prescience have each and all left their mark on the whole course of Sir George Grey's life, and excited the admiration of all that have come within the sphere of his influence. The provision which he made for education and benevolence and the general well-being, in the setting apart of endowments and reserves, will be to us a standing memorial of his wisdom; but his ideas were far more expansive than the sphere of his immediate environments. He was the first to strike the Imperial note many decades ago, when the spirit of the "little Englanders" was universal in the ruling circles of the nation. Federation of the colonies, federation of the Empire, federation or union of the Anglo-Saxon races, were familiar and earnest thoughts with him at a time when they were all but universally derided as the dreams of a visionary, and in the widespread sorrow at his death it is pleasing to know that the great statesman lived long enough to see those once-despised ideas attaining cordial acceptance, and rapidly advancing towards their entire realisation. No British statesman had ever nobler conceptions of the possibilities of the British race. Could his ideas have been only grasped by others, could they have been given effect to by those more immediately charged with the control of the destinies of the Empire, the position of the Empire would have been a more satisfactory one than it is to-day. That Sir George Grey was imperious by nature is not to be denied. Had he been otherwise he could not have exhibited that daring self-reliance which made him conqueror in so many a perplexing difficulty. But that firmness of character was ever allied with an intense sympathy for the weak, the wronged, or the oppressed, and a hatred of everything which to his mind seemed to be associated with unfairness in privilege or benefit. Whether he was always right in his conclusions, in the results which flowed from his actions, may, of course, be keenly contested by those of different political schools, but it is admitted that so far as his judgment served, he was ever actuated by a high conscientiousness, and by an earnest desire for the general good and for the interest of posterity, as he loved to phrase it "the unborn millions" of the human race. Of that striking trait in his character, the tenderness of his love for children, it is needless to speak to the people of Auckland, and there are few citizens whose sorrow for his death is not blended with the memory of such incidents of personal kindliness in Sir George Grey.

THE MAIN TRUNK RAILWAY.

The question raised by Mr. Duthie as to the causes which militate against the acceptability of the San Francisco mail service in the South is one that ought to be well weighed by Auckland citizens. It may be that Mr. Duthie's suggested remedy of hastening off the mails by steamer from the Manukau may not be always admissible, for time and tide wait for no man, but whether or not, the evil of delay is capable of mitigation, if not removal. We can readily gather that any such uncertainties or delays as these in the forwarding of mails to their destination must have the effect of hardening the feeling in the South, which is already strong enough against the continuance of the San Francisco service, and more particularly of Auckland as the port of call. It certainly does appear that everything is not done which might be done to expedite the despatch by the Manukau, just as we have been accustomed to see the dilatory way in which mails arriving from the South at Manukau have been sometimes retarded needlessly in their passage to Auckland. There have been cases of palpable delay in this regard. The member for Wellington does not in the least exaggerate the importance of the neglect, and the evil bearing which it has on the fates and fortunes of the San Francisco service.

But whatever influence our members of Parliament may exercise in removing that evil, there can be no doubt that our hold on the San Francisco service will not be secure until the day when we can discharge the mails from the San Francisco steamer into a railway van that will be waiting to take them instantly off by rail to Wellington. When that is once possible, no one, even the most rabid and unreasoning opponent of Auckland, or of the San Francisco service, can ever raise a voice against our possession of the port of call; and cherishing as we do the San Francisco service as one of the principal factors in the future advancement of the city and district, the fact should be an additional stimulus to our immediately abandoning the suicidal course with which some of the people of Auckland are paralysing every hope of having the connecting railway constructed. Of course, on the part of many who are working up this fictitious excitement against the Central route it is a matter of sheer ignorance, and they are to be forgiven, for they know not what they do; but in the case of those who know or ought to know the impassable obstacles that stand in the way of the Stratford route being adopted they are guilty of an unpardonable crime in imperilling, if not destroying, the best chance that Auckland has had for many a year of having the connecting trunk line pushed forward to completion. It may probably be admitted that most of the Northern representatives left for Wellington with a favourable leaning towards the Stratford route. It is very certain that now every one of them is strongly an advocate of the Central route as the only route possible, with the exception of two, whose judgment does not count for much as against the practical minds of their colleagues. It is a significant thing, too, and in a sense remarkable, that all the four representatives of the Taranaki district itself are now firm in their support of the Central route, with a road connecting the railway with Stratford as the only practicable scheme, as well as being the best arrangement for their district.

The cause of this unanimity arrived at among the Northern members at Wellington is not far to seek. Without going further, it is found in the Act of 1886, entitled "An Act to limit and define the application of the North Island Main Trunk Railway Loan." It refers to the million loan as being "for the construction of the Main Trunk railway of the Northern Island," and proposes in the preamble "to make further provision for limiting the application of the moneys to be raised." And how does it do so? Why, in the second section it says:—"The North Island Main Trunk railway shall be deemed to be a railway from a point at or near Marton to Te Awamutu, via Murimoto, Taumaranui, and to Ongaruhe River Valley." That Act requires to be repealed before a farthing of the money raised or to be devoted to the Main Trunk railway can be diverted to the route to Stratford. Does anyone in his sane senses believe that the Wellington and Southern members generally will ever consent to the repeal of that Act? Certainly not. One-half of them could block it for ever, and even if the colonial idea of a central trunk railway were not stronger in its claim than the idea of a branch line to Taranaki, the impossibility of repealing the Act and diverting the balance of the million loan from its statutory purpose is absolutely fatal to the prospects of the Stratford route. This has been realised by the Northern members, and they know so much better than a mass meeting at the Grey-street fire-ball, who are misguided and incited apparently by those who know better, that they are not likely to make fools of themselves by attempting a confessed impossibility. Auckland is making a laughing-stock of itself in all the Southern parts of the colony.

NOTES AND COMMENTS.

The growth of the passion for amusement (says a London weekly journal) is at this moment the most noticeable thing in the life of a nation. It is visible not only in the limited class who make the pursuit of pleasure their sole object, but in the middle-classes and the working classes too. People demand more holidays. People of comfortable means must go away from London, not only for a summer outing, as the old fashion was, but at Christmas and at Easter, and at Whitsuntide, and whenever any pretext or opportunity occurs. Working people no longer remain at home on Sundays, but travel, as a matter of course, to see their friends. Servants no longer put by their savings against a rainy day, but spend them in taking a holiday at Margate. All classes alike expect more variety and amusement in their lives. Sundays are becoming holidays, in the sense in which they were holidays before the Puritan revolution brought the Jewish Sabbath into favour with the English people—days when the Thames, from Goring downwards, is a vast regatta, and every road beset with whirring wheels. Theatres grow, and the demand for them increases. Novels pour out upon the market, and the public for serious literature declines. Even in religion there must be something new and startling, and the result is the growth of ritualistic practices, to meet the restless appetite for change.

In the August number of the Nineteenth Century Magazine, Professor R. K. Douglas, under the heading of "A Gordon Myth," endeavours to show that with all his genius Gordon did not do the impossible in China. The army he built up to crush the Taepings was disciplined, was equipped with superior weapons to those of the rebels, had valuable support from the British and French garrisons at Shanghai, got aid from steamers, and above all had the incalculable advantage of being led by Gordon. With all that in their favour they were successful, but Mr. Douglas emphatically denies that the record proves the Chinese brave or powerful in any military sense. Gordon's own counsel afterwards was that their tactics should be confined to cutting off the baggage trains of the enemy by swift movements, that they should avoid pitched battles, and that if an enemy broke into a city the Chinese should leave it. They could either make a swoop on the enemy's communications, or they could run away outright. Probably, in his secret heart Gordon felt convinced that they would take the latter course. All this, though considerably after date, has an important bearing on the question as to whether Russia in Northern China, or England in the middle kingdom, will ever make of the Chinese such a fighting force as Kitchener, for instance, has made of the Egyptians. They seem distinctly a non-military people, and fated to remain so.

Sir George Grey's death, it is announced, was due to senile decay. Her Majesty has instructed Mr. Chamberlain to convey to the relatives of the deceased statesman her regret at the loss of a distinguished and loyal servant. The London Daily Chronicle is urging that he should be buried in St. Paul's. The Russian press is protesting against the Kaiser's proposed visit to Palestine as being detrimental to Russian interests in the East. General Miles estimates that it will be necessary to garrison America's new possessions with 80,000 troops. It is the intention of the Dutch Government to reorganise the finances and administration of their West India possessions. Additional American troops are to be sent to Manila. It is stated