

were most energetic in disposing of their wares. The Orehunua Brass Band was in attendance, and enlivened the proceedings with a choice selection of music. The bazaar which was a complete success, was closed on Saturday evening. The takings reached a very respectable figure.

St. Joseph's Ladies' Club, Dunedin

The annual meeting of St. Joseph's Ladies' Club was held in St. Joseph's Hall on Wednesday evening. Rev. Father Coffey, Adm., presided, and there was a large attendance. The committee in their annual report said:—We are glad to be able to report that we have had a successful session. The dressmaking class was much appreciated and did good work, and the committee desire to thank those members who undertook the instruction of the class. The other sewing class also proved a success. Several musical evenings were held during the season for the entertainment of the members and their friends. There was a large attendance at the general Communion of the members, who were afterwards entertained at a breakfast in St. Joseph's Hall. Since the last annual meeting a most useful and highly esteemed member in the person of Miss Johanna Carroll passed away. We would once more suggest that the members should try to increase the membership by inducing their friends and acquaintances to join the club. The committee trust that the members will do all in their power to help on the club and increase its usefulness. In conclusion the committee desire to thank the president (Miss Staunton) for her interest in and great amount of work she has done for the club, and also the clergy for their kind attention during the year.

The balance sheets showed the total receipts, including a sum of £2 1s 6d from last year, to be £13 15s, and the expenditure £10 13s 4d, leaving a balance of £3 1s 1d.

The report and balance sheet were adopted.

The Rev. Father Coffey congratulated the members on their successful season, and hoped to see more good and useful work done during the coming year.

The office-bearers for the ensuing year are:—President, Miss Staunton; secretary, Miss Hannagan; committee, Misses O'Reilly, Bryant, Hannan, Brady, and Clancy; representatives on the hall executive, Misses Staunton and Purton.

Battleship Tests

Those who had hoped for the cessation of armed conflict between nations from the deliberations of the Peace Congress at the Hague have been sadly disappointed at the little progress made towards that end. The Great Powers show what little faith they have in the results therefrom that nearly all of them are increasing their means of defence both by land and sea. The naval Powers especially are leaving nothing undone to perfect their armaments, and nearly every other day we hear of the launching of some great battleship, upon which vast sums have been expended, and on the minutest detail of its construction the highest engineering skill has been used. It is an anxious yet proud moment for the builders and designers of a big battleship when the tests are about to be applied which are to expose its faults, if any, lay bare its secret failings, and bring to the surface the manifold queer whims and caprices to which vessels, like horses, are peculiarly prone. The skill and labor of many months are about to undergo the ordeal of the most searching investigation which science and human foresight can apply, and a big cheque is about to change hands.

Here is a description of the launching of one of these huge leviathans, and an account of the trials and tests it underwent before being handed over to its future owners:—A complete staff of artificers, stokers, and a small crew of smart and seamanlike sailors stood under orders, prepared for any emergency which might arise, and preparations were made for the first trial, slow speed. After a six hours' run at two-thirds speed this test was pronounced satisfactory, and, as a matter of fact, it is the least formidable of the series in the eyes of interested parties. Then steering enthusiasts experimented with the steam-gear which actuates the rudder, performed evolutions at startling angles, and pronounced it excellent.

Next day, after the boilers had been carefully cleaned and overhauled, the engines were put at their top notch for speed and endurance, and no doubt during the run—ten miles—the anxieties of the engine-room authorities were neither few nor frivolous. But in

justice to the engineer it must be admitted that, while not exactly welcoming difficulties, he is seldom happier than when successfully meeting them.

Meanwhile the draught of water was being carefully noted, weights on board being verified, for all deficient armament, stores, etc., have been made up in water-ballast and coal. And talking of coal, the experts want to know to a pound how much of this precious fuel, which, by the way, is specially hand-picked and selected, is being consumed to maintain the steam pressure.

The anchor trials proved very interesting. These colossal masses of iron, several of them weighing nearly six tons apiece, were let go, to try their holding power on the sea-bottom, then drawn up again and stowed inboard, to satisfy the band of critics on deck that everything in this department of the vessel's internal economy was well formed and in perfect working order.

The auxiliary armament, as the smaller guns are termed, was next subjected to examination, and not only the weapons themselves, but their mountings had to pass muster, any defects or suggested alterations being, where possible, effected or remedied by the staff on the spot. Meanwhile the electrical fittings with which every modern war-ship is appointed, from light to telephones, had been overhauled and tested, and presently the torpedo trials were due.

The tubes from which these deadly missiles are discharged had been previously tested during the steaming trials by firing dummies, but now the real thing had to meet the approval of the experts. These tests are too technical for the average landsman to follow, but they are thorough. Truly, the officer who, seated in his steel conning-tower, touches a knob and releases one of these destruction-dealing engines in the direction of an enemy's warship holds terrible responsibilities in his hands. Perhaps one of

The Most Important Tests

is that applied to the big guns, and the consequences of their discharge, for after the regulation number of rounds have taken place the strength and construction of the vessel were minutely examined, to see that every rivet stood firm and that the decks had sustained no damage or strain from the terrific shock of the firing. Needless to say, during this trial the horizon was carefully scanned with glasses between rounds to obviate the chances of dropping projectiles into passing vessels.

Battleship trials in England are invariably conducted almost solely by the British staff who have been employed on the structure of the mighty fabric, and they work with wonderful enthusiasm and unceasing endeavor to get the very best possible out of that portion of the wonderful organisation under their charge, be it gun or engine. Nearly every article in the ship's equipment is duplicated, so that there shall be no difficulty or hitch in the trials for want of a new part to replace one which has collapsed under the strain.

The trials over, and even the technical expert satisfied, the captain of the new ship, who has followed each test as anxiously as the builders themselves, expresses his satisfaction to the officials concerned in the successful realisation of their plans. Then his subordinates present a list of items missing from the vessel's stores, the stokers and engineers receive a bonus (sometimes) for the herculean labors during the past few weeks, and the well-tried battleship is formally handed over to her purchasers.

Do not judge men by their raiment or by their speech. Flattery is a cheap and belittling thing, and many a shabby man has a noble soul.

A few days ago a two-year-old son of Mr. T. H. Barclay, of Norsewood, swallowed a brass screw from the top of a toy engine. At the Waipukurau Hospital next day the screw was located at the bottom of the windpipe, resting on the left lung, and it was extracted.

Mr. T. E. Donne says that the tourist traffic in New Zealand last season was the best on record. The largest percentage of visitors came from Australia, though a good number came from Home, but there was a decrease in Anglo-Indians, and fewer Americans toured the Dominion than during the previous five or six years. This is due to the stoppage of the 'Frisco service.

'The publication of an advertisement in a Catholic paper shows that the advertiser not only desires the patronage of Catholics, but pays them the compliment of seeking it through the medium of their own religious journal.' So says an esteemed and wide-awake American contemporary. A word to the wise is sufficient...