

anointed with grease, and he was then burnt alive. Dr. Hammer died as a brave man and a martyr.

CIVILISING THE CHINESE.

The Western World (says the *Catholic Times*) has now some 50,000 international troops in the Celestial Empire, and holds the Pink City in the hollow of its hand. But the Chinese Government has fled, and our generals and diplomatists are kicking their heels in despair. What more can they do? When the weather is fine, they go out and shoot something—generally a heathen Chinaman. In this way they are busy spreading Western civilisation and impressing the benighted pagans with a due sense of European power and justice. But some of the reports that are reaching us make us wonder whether they are acting wisely. If private letters from German soldiers at the front may be believed, deeds are being done in China that will bring the blush of shame on every European's face. When the Kaiser bid his troops goodbye, he is said to have told them to give "no quarter"! They appear to be carrying out his instructions to the letter. One soldier writes of a battle near Pekin: "It was simply slaughter. None were spared, neither woman nor child. It was the purest savagery, unexampled even by Chinamen themselves." Another says: "We shoot or cut the throat of every Chinaman we meet, for the people are cunning, and must be prevented from playing any more tricks." The Kaiser has requested that no letters from the front shall be published; but in vain. They creep into the German papers, and deeply shock the public mind. Cannot Europe execute her vengeance on the real criminals? If she cannot, let her at any rate determine to spare the innocent. Surely Chinese women and children are guiltless?

TERRIBLE EXPERIENCE OF MISSIONARIES.

The band of fifteen White Fathers who have arrived at Scheut, near Brussels, from Mongolia, have endured hardships the severity of which can be compared only with the trials of their brother missionaries whom the Chinese have cruelly put to death. When Bishop Hammer bade them leave their missions in Mongolia, that vast country lying between Tibet and Siberia, they were sorely reluctant to go. It was heartbreaking to abandon even for a time the country where they had labored so earnestly and to say farewell to the good Bishop, but Christians were being butchered day by day, and Dr. Hammer's orders were imperative. They crossed the desert of Gobi, or Shamo, one of them being ill all the while from scarlatina. This desert, which occupies nearly the middle of the high table-land of Eastern Asia, is an immense tract consisting for the most part of loose sand, bare rock and shingle, alternating with firm sand scantily clothed with vegetation. The climate is extremely cold; even in July and August snow falls. The journey through the wilderness took 12 days. At Urgan the missionaries were received in the kindest manner by M. Van Root, the Russian Consul. By his aid they crossed the Chinese frontier and entered Russia. Then they proceeded to the Trans-Baikal Railway. Whilst they were crossing Lake Baikal the thermometer was at 13 degrees below zero. From Irkutsk they were able to travel in comparative comfort, the train taking them direct to Moscow, but it is astonishing that they have survived the perils and sufferings of the journey. But, like true soldiers of the Cross, they are going back to their missions in a little while and taking a number of recruits with them.

TWO GREAT CHURCHES.

The approaching erection of two noble cathedrals in New Zealand—the one at Wellington, the other at Christchurch—reminds us that two of the great capitals of the world are at present engaged in building monster churches, both of which are now well on the road towards completion. For each it is claimed that it will be 'the finest in the world.'

London's new Catholic Cathedral is to be at Westminster. For some years now it has been in course of erection, and the scaffolding still surrounds portions of the mighty edifice. The Cathedral is some 350 feet long and about 160 feet wide; in other words, as long as Chester Cathedral and rather wider than that at Canterbury. The style of architecture is Early Christian Byzantine, similar to that in which St. Sophia at Constantinople is built.

Although the shell of the building will first be completed, it will be some time before the finishing touches to the edifice are made. The interior of the Cathedral when complete will deserve the adjective 'magnificent.' The walls of the nave will pictorially illustrate the history of the Catholic Church in Britain from the earliest times down to the end of the nineteenth century.

The first site for the Cathedral was purchased in 1868 by the late Cardinal Manning for £36,500, but after a time the site was exchanged for that on which the present structure stands, although another £20,000 had to be raised in addition. Altogether, when the foundation-stone was laid in 1895, over £75,000 had been promised in subscriptions, but that figure was by no means sufficient.

It is estimated that the great Church of the National Vow at Paris—the Church of the Sacred Heart, to give the edifice its full title—by the time it is finished will have cost over a million pounds. It has been so long in building that it has been possible to raise this huge sum gradually, though a large proportion of it was given when the idea of its erection was first mooted. When France was defeated by Germany there were many who averred that it was due to the sins of the nation, and it was suggested that a monster cathedral should be put up as a token to succeeding generations that the French nation repented of its sins. When the project was first mentioned it made a stir in the world. The Montmartre Basilica at Paris is a trifle larger than that at Westminster, and the indications are that it will be more beautiful. But Paris has a start of 20 years, and by that time London may outstrip its rival.

SOME INVENTIONS OF THE CENTURY.

THE following are a few of the many scientific discoveries and inventions during the nineteenth century:—

Just 100 years ago sugar was first made from beet. Four years prior to this the first electric telegraph was set up in England. (Although not coming under this head, still it is a matter worth mentioning that the slave trade was abolished in the British Empire in 1807.) Six years later Westminster Bridge was lighted by gas for the first time. In 1814 George Stevenson constructed the first locomotive, which travelled at the rate of six miles an hour. Some of our New Zealand settlers can appreciate the advance which has been made since that time when they can travel on some of the branch railway lines of this Colony at almost double that speed nowadays. The century was just 15 years old when Sir Humphry Davy made humanity his debtor by the invention of the safety lamp. About this time several scientists were engaged in devising means for improving the electric telegraph, which was still in its rudimentary stage. It was only in 1818 that Macadam's method of making roads was introduced, and it was not until the early 30's that Soubeiran discovered chloroform. In 1838 the first steamer made a trip across the Atlantic. A year or two later penny postage was introduced into England, and almost at the same time envelopes began to be generally used. The next 10 years saw the invention of the steam hammer, gun cotton, and chloroform applied for the first time as an anæsthetic. Just half a century ago paraffin oil was used for lighting purposes, and 1851 saw the beginning of those great international exhibitions, the first one being held that year in the Crystal Palace, London, which had been specially built for the purpose. About this time Krupp and Bessemer took out patents for improvements in the manufacture of iron and steel. Just five and thirty years ago a problem, which had baffled explorers for many years, was solved—the source of the Nile, which was found to be in Lake Albert Nyanza. In the following year the Atlantic Cable connecting Europe and America was completed, and in 1867 an electric light was substituted for an oil lamp at Dungeness lighthouse. It was about this period that Nobel, the distinguished chemist, invented dynamite. It is of interest to know in connection with the fact that a steamer left Wellington for England a few weeks ago having on board meat to the value of £300,000, that it was in 1879 the problem of the successful transportation of fresh meat to distant markets was solved. In March of that year the steamer *Circassia* delivered in England the first cargo of fresh meat artificially preserved, which was taken in a Bell-Colman refrigerator. The first shipment from Australia was delivered in London in February, 1880, and in 1882 the sailing ship *Dunedin* took from this Colony to London over 4000 carcasses of mutton, and some 22 pigs, all of which were delivered in splendid condition after a voyage of nearly 100 days. In 1877 steam tram-cars were run for the first time in Glasgow, and in the same year Edison invented the phonograph. Immediately after he announced several discoveries in connection with electric light, and also the invention of the carbon loud-speaking telephone. In 1882 an electric railway was opened in Berlin, and a year later saw the first electric tramway in the United Kingdom—that from Portrush to the Giants' Causeway in the North of Ireland. Three years later Professor Pasteur made successful experiments in inoculation for hydrophobia. A year or two ago Marconi demonstrated in a practical manner the feasibility of sending telegraphic messages without the aid of wires.

A LABOR OF LOVE.

THE paper on 'Civic Helpfulness,' written by Theodore Roosevelt and published in the *October Century*, treats with high commendation the quiet work done by 'the really hard-working philanthropists, who spend their lives in doing good to their neighbors.' He says that only those who have seen something of such work at close quarters realise how much of it goes on without the slightest outside show, and how much it represents to many lives that else would be passed in gray squalor. He singles out for special notice a Paulist Father, now dead, and he also pays the following high tribute to Sisters whose community will be readily recognised, although unnamed by him: 'Let me call to mind an institution, not in New York City, but in Albany, where the Sisters of a religious organisation devote their entire lives to helping girls who either have slipped, and would go down to be trampled underfoot in the blackest mire if they were not helped, or who, by force of their surroundings, would surely slip if the hand were not held out to them in time. It is the kind of work the doing of which is of infinite importance, both from the standpoint of the state and from the standpoint of the individual; yet it is a work which, to be successful, must emphatically be a labor of love. Most men and women, even among those who appreciate the need of the work and who are not wholly insensible to the demands made upon them by the spirit of brotherly love for mankind, lack either the time, the opportunity, or the moral and mental qualities to succeed in such work; and to very many the sheer distaste of it would prevent their doing it well. There is nothing attractive in it save for those who are entirely earnest and disinterested. There is no reputation, there is not even any notoriety, to be gained from it. Surely people who realise that such a work ought to be done, and realise also how exceedingly distasteful it would be for them to do it, ought to feel a sense of the most profound gratitude to those who with whole-hearted sincerity have undertaken it, and should support them in every way. This particular institution is under the management of a creed not my own, but few things gave me greater pleasure than to sign a bill increasing its power and usefulness.'

Miss Amy Castles is now under the tuition of Boritrey, a great and distinguished German master, in Paris.

W. LANGFORD,

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