

also £700 to the Christchurch Cathedral. He has left £400 to the Waimate church, and £200 to the Makikihi church. The convents at Waimate, Christchurch, and Timaru receive £50 each, and to other institutions and other church purposes he has left bequests making in all about £3000.

At the ordinary meeting of the Hibernian Society, held on Monday last, five more members were initiated and six candidates proposed. The greatest enthusiasm is shown in strengthening the numbers of the branch, and most of the young men in the district are enrolling at a phenomenal rate.

During the week the port of Timaru was visited by three large ocean liners—the N.Z.S. Co.'s 'Rakaia,' the White Star liner, 'Delphic,' and the South African liner, 'Suffolk.' The chief items exported in them were oats and frozen mutton. The two last-named occupied the whole of the berthage of the main wharf, their combined length being over 900 feet. The arrival or departure of these large liners is quite a different incident to what it used to be a few years ago. Now little notice is taken of them, while the writer remembers a few years ago a special train was run from Timaru to Lyttelton to enable Timaru people to visit the s.s. Rimutaka.

The pupils of the Marist Brothers' schools have had their play ground much improved by the removal of the fences of the adjoining sections, the area of the whole being thrown into one, and so affording them much more space for their games. The boys, under Brother Martin, as coach, seem to be keeping up their reputation in the football field, and last Saturday scored another victory by beating a team from the Oamaru Catholic Boys' school on the Athletic grounds by 6 points to nil. Mr. Duggan brought his boys up from Oamaru, and as they hold this year's premiership for the North Otago primary schools, it was thought that the Marist Brothers boys would meet with a reverse. However, the local boys won with the satisfactory score mentioned. P. Gillespie and J. Wade played well, and secured a try each for Timaru. Dare and Sullivan were very distinct amongst the Timaru forwards, Falconer playing a good game for Oamaru. Mr. Tasker, as referee, gave every satisfaction. The Oamaru boys left by evening train under charge of their genial coach, Mr. Duggan, having been previously entertained at the Ship Hotel by the Timaru team.

DIocese of AUCKLAND.

(From our own correspondent.)

August 20.

The 'Te Deum' was sung in St. Patrick's last Sunday evening in thanksgiving for the election of his Holiness Pope Pius X.

The half-yearly meeting of the New Zealand No. 3 District Board of the H.A.C.B.S. is fixed for Wednesday evening.

On Sunday next his Lordship the Bishop will visit Onehunga, the parish over which the venerable Monsignor Paul, V.G., has so long and faithfully presided, when the Sacrament of Confirmation will be administered. I regret to say that his Lordship is far from well, and his devoted priests and people pray that he may be soon restored to health and strength.

On Sunday there was Solemn High Mass at St. Benedict's, Rev. Father Furlong being celebrant, Rev. Father Tormey deacon, and Rev. Father Gillan, sub-deacon. The music was Maydn's Imperial Mass, which was done full justice to by the choir. There was Exposition of the Blessed Sacrament from Mass until Vespers, and in the evening there was a renewal of baptismal vows.

The Austrian Consul in Auckland notifies his countrymen, through the local press, that on next Sunday the 'Te Deum' will be sung at St. Patrick's in honor of the anniversary of the birth of their present Emperor, Francis Joseph, and inviting them all to be present on the occasion.

The Hon. Wm. Beehan, M.L.C., District President H.A.C.B. Society, left Auckland for Wellington last Sunday. He will open the new branch of the Society in Palmerston North on Sunday next, 23rd inst. It is to be hoped that Wanganui will fall into line, and once more establish a branch of the Society.

The Royal yacht squadron, of Auckland, last week cabled to Sir Thomas Lipton, New York, wishing success to his racer the Shamrock III. in the forthcoming contest for the American Cup. The cable was sent in the fine old Irish tongue, and on Saturday Sir Thomas cabled in reply, and heartily thanked the Club for their good wishes and kind thoughtfulness.

The thirtieth anniversary of the local branch of the H.A.C.B. Society was fittingly celebrated by a most successful ball, which was held in the Hibernian Hall last Friday evening. The net proceeds were devoted to the new Marist Brothers' College. The hall was nicely decorated, while the table was all that could be desired.

Bros. Gordon, Stead, and Prince admirably performed the duties of M.C.'s. The committee comprised Bros. Little, Kane, Watson, Buckley, Flynn, and Kelly. Bro. Y. W. Williams, as hon. sec. to the committee, was indefatigable in carrying out his onerous duties.

A contributor in yesterday's 'Herald,' writing on 'The Anglican Church,' concluded thus: 'His (Bishop Neligan's) strictures re contributing to the Church are only to be responded to when the laity are assured of the loyalty of the bishops and clergy of the Church to the doctrines and practice of the Church.' Here is custom reversed and theology propounded from the pew instead of the pulpit.

Sunday trams is the engrossing question in city and suburbs now. The Tram Company, according to their terms of agreement with suburban boroughs, are enabled to run the cars through the said boroughs, but must stop at the city boundaries. In the city busses are allowed to run, but not electric cars. Hence the company run busses to the city boundary and connect with the cars. The Nonconformists are up in arms against introducing what they term 'the Continental Sunday'; while the Rev. Father Gillan, of St. Benedict's, has written to the manager of the Tram Company congratulating him upon inaugurating Sunday cars; the manager, in turn, communicated to the press Father Gillan's opinions.

Catholic Art

At the Conference of the English Catholic Truth Society in Liverpool last month Mr. Paul Woodroff, who read a paper on Catholic Art, said they could claim that Catholics were the foremost in the renaissance of art in England at the present time. He went on to plead that the authorities of the Church should not be satisfied with simply ordering from church furnishers, but to give more opportunities to clever native Catholic artists. The artist's work must be true because he loved it and tried to do his best. At present they were tending to put their best work in theatres, music halls, and rich soap boilers' mansions instead of into their churches. The Catholic Church had a duty in the matter to perform. Everything they did in the direction of employing true artists instead of church furnishers was a step in the right direction. They had a considerable number of Catholic artists, some of them very well known, as was exemplified in the selection of a Catholic architect for the Protestant Cathedral in Liverpool. The question of expense, of course, had to be taken into account, but he ventured to say that a little work well done was better than a lot of work badly done. Proceeding, he spoke of the work of the Catholic Art Society, which was formed as an auxiliary to the Truth Society, to provide good prints at a cheap rate. The work did not seem to be well known, and it was certainly no credit to Catholics that the chief patrons of the Art Society were non-Catholics. If Catholics knew more of the Society, he felt sure they would support it better.

The Motor-car Race

The motor-car race (writes a Dublin correspondent under date, July 10) was the one burning topic of interest in Ireland all last week, and even yet the echoes of its discussion have scarcely died away. The precautions taken to preserve public safety were almost entirely effective, and so far as it may be ascertained, not a single accident occurred which could be fairly debited to the competing motor cars. There was a slight accident at Kildare, but the responsibility lies rather with the onlookers than with the competitors. The excitement caused in the country was phenomenal. Dublin simply rose at the thing in a universal craze. The city was deserted all day on Thursday, and those compelled to remain behind could think or talk of nothing else than the news from the racecourse. The victory of Germany was rather unexpected, but it is by no means unpopular. If the German Emperor came to Ireland at the present time he would get a reception which President Loubet might sigh for in vain. Jenatzky, the winner, although he steered a German car, is himself a Belgian. His average speed over the course was 53½ miles per hour. When the delays and slowing-up necessary at the various 'control' points are taken into account, it is clear that for a considerable distance the winner must have driven at over 100 miles per hour—a perfectly giddy speed when one compares it with the speed of even the fastest express railway trains. The Frenchman who came in second made an average of about 53 miles per hour; Knyff's rate was 52½, Farman 52 1-3, Gabrielle's 51½.