

STEAMER ON ROCKS

DOOMED SHIP

THE WAIKOUAITI

STRANDED AT DOG ISLAND

MISHAP IN THICK FOG

VESSEL BADLY HOLED

(PER UNITED PRESS ASSOCIATION)

INVERCARGILL, Nov. 29.

Bound from Sydney to Lyttelton, the Union Company's intercolonial steamer Waikouaiti went aground on Dog Island, three miles off Bluff, in a heavy fog late last evening. Now hard and fast on the rocks about 150 yards off the south-west corner of the island, in Foveaux Strait, she seems to be a doomed ship. In her exposed position she is at the mercy of the elements.

How soon the sea will take its toll depends on the weather. As long as it is fair she can be expected to remain in her present position—tilted on her bow, which is towards the north-west with the stern well clear of the water. She has a list of about 25 degrees to port. Once a westerly storm breaks she may soon be pounded up. Already there is considerable water in her forward holds, and it seems only a matter of time before it reaches the stokehold.

The crew of the Waikouaiti, was never in danger. Their personal belongings were brought ashore on the pilot launch, which, after her first trip to the stranded ship, reached her berth at Bluff as the murky dawn was breaking. Thirty-eight bags of Australian mail were also brought on the launch, which returned to the Waikouaiti at 7.30 a.m. to tow in most of the crew. A few, including the master, Captain J. Bruce, and the chief officer, Mr W. A. Todd, remained with the ship.

The Waikouaiti struck a rocky point of Dog Island in a thick fog at 9.15 p.m. She was not bound for Bluff, but was on her way from Sydney to Lyttelton with mails and general cargo.

Inspection of Vessel

An inspection of the ship was made yesterday by Captain A. J. King, marine superintendent for the Union Company. A decision about salvage has not yet been announced.

Members of the crew had little to say about what happened after the ship struck the rocks. It is stated, however, that there was no undue excitement, and once it was realised that she was hard and fast the men calmly waited until they could be taken off in the morning. There was, it is stated, no big crash as the ship struck, but it was soon apparent, however, that she was badly damaged. Water entered Nos. 1 and 2 holds, and she began to tilt a little, the stern being clear of the water. A gentle swell caused a slight movement of the ship. The grinding of the hull on the rocks caused some wonder whether she would slip over the ledge, but she held firmly. Numerous rockets were fired to attract attention, and although the explosions were heard by some residents of Bluff, few, if any, realised that they meant that a ship was in distress.

Search in Thick Fog

When the pilot launch set out at 10 o'clock on Tuesday night to search for the Waikouaiti, a thick fog enveloped the harbour. A report was received that some persons had heard signals from the beach at the back of the Bluff, and so it was decided to search there. At first visibility was almost nil. After a cautious cruise for half an hour no signs of a ship in distress could be seen.

A course was then set for Dog Island. Through inky blackness the launch groped its way on a compass course, and eventually came up to the Waikouaiti. The sea was as smooth as ever, and at first sight it seemed that there was every prospect of refloating the ship. Instructions, therefore, were sent to Bluff to order the tug Awarua, which is at Port Chalmers for overhaul, to put to sea as soon as possible. In a short time it was announced that the tug would be ready to leave at 5 a.m., and that the Otago Harbour Board's tug Dunedin was on the way.

Refloating Proposal Abandoned

A further inspection of the stranded ship revealed that she was opening, and that water was entering the forward holds. It was then apparent that any attempt to refloat her was doomed to failure.

Word was sent to the mainland cancelling the previous instructions, and luckily it was possible to get in touch with the Awarua before the dock had been flooded. The tug Dunedin was also stopped, and she returned to port.

The Union Company's coastal vessel Waiana, which left Bluff at 3 p.m. yesterday for Dunedin, was ordered to return and stand by the Waikouaiti; but she, too, was later requested to resume her voyage north.

The first boat to reach the Waikouaiti after daybreak was a motor vessel chartered by the Southland Times. Cheery "Hallos" were shouted by those on the motor vessel as the Waikouaiti came within hailing distance, and these were answered enthusiastically by men at the deck rail. The sailors obviously were pleased to see a vessel from the mainland after their long and patient wait. Four or five men were whiling away the time fishing. They had evidently accepted the situation with the true seamen's philosophy.

Crew Taken Ashore

On board ship there was a scurry of activity as the men gathered together those possessions that had not been taken ashore by the pilot launch on her first trip and donned regulation life belts. Four boats were on the davits ready to be lowered, but three were used, the other apparently being for use by those who remained on the ship. It was a thrilling sight as the boats rattled down to the water and the sailors scrambled down rope ladders into them. One man, more energetic than the rest, wrapped his legs around the bundle of thin ropes running from the ship to the boat and slid down with amazing agility.

The blade of the ship's propeller, which was uncovered momentarily by each movement of the sea, was damaged apparently through striking a submerged rock.

As the men began leaving the ship a train of smoke issuing from the single funnel showed that there was still some life in her. Within a few minutes the pilot launch had the three boats in tow, and the short journey to Bluff was begun.

Master Remains on Board

The departure of the boats was watched by the master, Captain Bruce, a solitary figure standing at a corner of the bridge. Several strangely silent seagulls had taken up vantage points in the rigging and at the masthead.

FATE OF VESSEL

OPINION OF LAUNCH CREW

FIRST TRIP TO SCENE OF STRANDING

MAILS AND LUGGAGE BROUGHT ASHORE

(SPECIAL TO DAILY TIMES)

INVERCARGILL, Nov. 29.

A little before 4 o'clock this morning word was received that the Bluff Harbour Board's launch had passed Stirling Point on the way to her berth after her first trip to the stranded vessel. Dawn was just breaking, and the little knot of men waiting on the wharf heard a shrill blast from a ship's whistle, and then the navigating light of the launch was seen bobbing out of the dim light of the murky dawn. As she neared the mooring place it was seen that her deck was piled with luggage.

When the launch slid into the wharf the burning question was quickly put and answered: "How is she?" "She's gone. Her stern is high in the air, and her bow is buried. She's full of water forward."

That was the first definite word heard in Bluff of the fate of the Waikouaiti. The launch was piled high forward with mail bags, 38 of them, and the remainder of the deck was piled with luggage and the personal effects of the Waikouaiti's crew. The mail was quickly under lock and key, and then the miscellaneous luggage was unloaded. It was a truly miscellaneous collection. A cage of remarkably small white birds, which chirped cheerfully as though being shipwrecked was an everyday happening, was one of the first articles landed. A radio, golf clubs, a typewriter, dozens of suitcases, and many sacks, bags, and boxes followed.

The Waikouaiti carried a cargo of coal, iron, and steel, hardwood poles and general goods, the bulk of the cargo being for northern ports.

CREW LANDED AT BLUFF

TOWED IN SHIP'S BOATS

WORK OF PILOT LAUNCH

(SPECIAL TO DAILY TIMES)

INVERCARGILL, Nov. 29.

A smart piece of work was carried out by the harbourmaster (Captain N. W. Hasyard) and his assistants in bringing the majority of the crew of the Waikouaiti to Bluff. They set out in the pilot launch about 7.30 a.m. and were alongside the stranded ship three-quarters of an hour later. Three of the ship's boats which had been swung out during the night, were lowered to the calm water and after a few more personal effects had been dropped into them, the men took up their positions. The two boats on the port side of the Waikouaiti were taken in tow by the pilot launch, and the third was rowed round from the starboard side and linked up.

With the pilot launch in the lead the convoy moved off towards port at a fairly brisk pace, the harbourmaster choosing the north channel to take advantage of the smooth water. Soon after 9 o'clock the launch and its trailers were alongside the wharf and the disembarkation of the men was begun.

Weary Sailors

A crowd lined the wharf about the pilot launch's mooring place and welcomed the weary sailors to Bluff. It was a rather thrilling sight as the pilot launch sliced her way through the dead calm sea, pulling three ship's boats full of shipwrecked sailors. The ship's boats, each making a brave show at the end of its section of the rope, slid into berthage and the sailors with regulation lifebelts strapped around their shoulders cheerfully answered the welcoming hails from those on the wharf. Once the sailors were on the wharf a dash was made for the Customhouse, where the personal effects of the crew had been stored after the return of the pilot launch from her first trip out to the ship.

Most of the men looked the worse for their sleepless night on the rocks at Dog Island. It is unlikely that many members of the crew were asleep when the Waikouaiti struck, but several were in their bunks. One seaman noticed in Bluff after the crew was landed still wore pyjamas. A heavy overcoat covered gay striped flannel, and the sailor seemed little concerned about his unusual appearance.

Forty Years at Sea

The loss of the Waikouaiti has been a great blow to the master, Captain Bruce, for whom there is considerable sympathy among shipping men and others at Bluff. He has spent more than 40 years at sea without previously experiencing a serious mishap. For more than 20 years he has been in command of ships of the Union Company.

According to a Bluff resident of 50 years' standing, this is the first time a ship has foundered on Dog Island.

The officers of the Waikouaiti were: Captain J. Bruce (master), Messrs W. A. Todd (first mate), C. A. Spence (second mate), J. W. Wilson (third mate), C. E. Pegram (purser), S. J. Pollington (radio officer), P. H. Macdonald (chief engineer), A. R. Grant (second engineer), W. P. Hall (third engineer), and J. E. Robertson (fourth engineer). The total complement was 43.

CAPTAIN COMES ASHORE

VESSEL NOT OFFICIALLY ABANDONED

(SPECIAL TO DAILY TIMES)

INVERCARGILL, Nov. 29.

The captain, officers and the few men who remained on board the ship throughout the day left early this evening for Bluff.

Although the vessel has not been officially abandoned, any salvage decision will be made in Wellington.

TUGS ORDERED

DUNEDIN LATER RETURNS TO PORT

When the news was received in Dunedin that the Waikouaiti was in distress special efforts were made to undock the Bluff Harbour Board's tug Awarua, which is undergoing overhaul at Port Chalmers. The order for the use of this tug was countermanded early yesterday morning, however, but in the meantime the Otago Harbour Board's tug Dunedin was despatched south.

Later, however, it was advised that the services of the Dunedin would not be needed, and she was signalled to return. By that time she had reached the Nuggets.

OVERSEAS MAIL

(SPECIAL TO DAILY TIMES)

INVERCARGILL, Nov. 29.

Thirty-eight bags of mail were taken off the Waikouaiti and brought to Bluff by the Harbour Board's pilot launch.

Of the 38 bags, one was for Bluff, nine for Invercargill and Southland generally, and 28 for Otago and beyond. One bag contained air mail from London.

EARLIER WRECKS

FOVEAUX STRAIT

FOUNDERING OF KONINI RECALLED

VESSELS LOST LAST CENTURY

There have been several shipwrecks in the neighbourhood of Bluff. Prior to the foundering of the Waikouaiti, the most recent wreck was that of the Konini in 1924.

At 1.33 a.m. on December 22, 1924, in heavy rain and pitch darkness, the Union Steam Ship Company's new cargo steamer Konini, on her maiden voyage from England to New Zealand, went ashore at Whale Head, or South-West Point, on the coast at the back of Bluff Hill, about half a mile from Ocean Beach. The Konini was steaming at about nine knots at the time of the accident. She struck heavily on a ledge of rocks about two chains out from the rugged coastline and became a total wreck. A heavy swell was running, and in intense darkness the situation was precarious. The steamer's distress signals were heard, and the Bluff Harbour Board's tug arrived off the scene of the wreck about 4.20 a.m. and took off the members of the crew who left the Konini in the ship's boats, bringing most of their personal effects with them.

The vessel got off her course in the blackness of the night, rain contributing to the low visibility. Dog Island light was picked up soon after the Konini passed Centre Island. The distance between these two points is about 25 miles. The Konini was standing well out, a course being set to carry her round behind Dog Island, the usual course followed by vessels making round the coast for Dunedin, but Captain S. Vint, who had been on the bridge since 6 p.m. lost sight of Dog Island light in a blinding rain squall. Dog Island light was not picked up again, and the first realisation of danger came when the Bluff Hill loomed out of the darkness, right ahead. The Konini struck head on, losing her rudder in doing so. When she settled, her bow pointed out to sea as if she had endeavoured to make seaward and had struck at the stern. She lifted and crunched on the rocks many times, until her plates were badly gashed. She made water rapidly and began to settle.

The Konini, which was more than two months on the voyage out from Grangemouth, was battered to such an extent that there was no possibility of salvaging the cargo. She was a vessel of 1450 tons gross and 833 tons net register.

Wreck Last Century

The iron barque England's Glory completed two voyages from England to New Zealand under charter to the New Zealand Shipping Company. When the England's Glory was built she was a full-rigged ship, and after being launched made a voyage to Port Chalmers, under command of Captain Moon in 1870. The third passage of the vessel from London to New Zealand ended in disaster, the England's Glory being wrecked at Bluff. This was on November 7, 1881, when she was rigged as a barque and registered at Padstow, Cornwall.

The barque had a fair passage until off the Cape of Good Hope, when she encountered heavy weather, and the iron cargo began to work and shift. It was found necessary to jettison the general cargo from the main hold to reach the iron. Endeavours were made to secure the iron by means of toms, which were made from spare parts and stunsail booms. The toms, however, failed to hold the mass of moving iron, and as the ship could not be made seaworthy or safe, a course was set for Mauritius, where the cargo was discharged, and the barque left Mauritius three weeks later for Nelson, where she eventually arrived and discharged part of the cargo. She then sailed for Bluff, but after leaving Nelson very bad weather was encountered on the West Coast.

During a heavy gale the ship was hove to, and the iron again shifted, carrying away the midship stanchions as it rolled from side to side. As there was great danger, the England's Glory was put before the wind, and a course was set for Foveaux Strait. She reached the lee of Stewart Island at night in very bad weather. The vessel then sailed for Bluff, and struck the rocks at Lookout Point. Previous to this a pilot had boarded her. There was not sufficient wind to take her clear of the shore, and after striking she bumped on the rocks for about an hour and a-half, when she began to fill and rapidly sank. The officers and crew landed in safety by means of the ship's boat at Bluff on November 7.

Loss of Brig

The brig Hindu, 55 days out from Foo Chow with a cargo of tea for Dunedin, passed the Solanders on March 26, 1871. Running through Foveaux Strait, the weather became thick and stormy, concealing the light on Dog Island. The night was so dark that the land was invisible, and the first intimation of danger was the sight of the outer line of breakers. Soundings were taken, the lead showing a depth of seven fathoms, but almost immediately afterwards, at 3 a.m. on March 27, the brig struck.

The Hindu stranded inside the half-passage rocks on the Riverton Beach, about 20 miles from Riverton and near the New River Heads. Soon after striking the mainmast went by the board, breaking off a few feet above the deck. All hands, numbering 15, landed safely with the assistance of a party of Maoris. The brig was sold by auction, realising £315. Her cargo of tea, a large portion of which was undamaged, was sold for £346.

CARGO URGENTLY NEEDED

CONSIGNMENTS FOR DUNEDIN

The Waikouaiti's cargo included a number of items of merchandise which Dunedin merchants have been anxiously awaiting.

The vessel has on board about 70,000lb of tea for South Island ports as well as a quantity of cream of tartar stocks of which are reported to be very low locally. Coal for the City Gasworks, rum, wines, dried and canned fruits, rice, sago, Australian hardwoods, and a large consignment of steel are also included in the cargo on board the vessel.

LONG AND USEFUL CAREER

ORIGINALLY A GERMAN STEAMER

SERVICE TO SOUTH ISLAND PORTS

For something like 20 years, the Waikouaiti traded between Newcastle and Sydney and South Island ports of New Zealand. Built in 1914 at Rostock, Germany, she was launched in December of that year as the Irmgard. In 1919 she was bought by the Union Steam Ship Company in the Prize Court, having been ceded by Germany to the Admiralty as war compensation. In length 326 feet, the Waikouaiti has a beam of 50ft and a depth of 23ft 6in. Her gross tonnage is 3926 and her net tonnage 2379.

The Waikouaiti was one of the most familiar visitors to this port, as she was seldom on any other run, and in the course of her years of service in the Tasman she has weathered some of the worst of the Tasman storms. Last year she experienced the worst crossing of her career, reaching Bluff on June 23, 24 hours late, after suffering a heavy pounding by mountainous seas. On that occasion she suffered a fair amount of damage, but the experience served to prove her seaworthiness.

Lloyd's Register
Foundation

W445-0107.1

GOING OVERSEAS TRUE TO TRADITION

AUSTRALIAN FORCE
AN INFANTRY DIVISION
LEAVING EARLY NEXT YEAR(United Press Association)
(By Electric Telegraph—Copyright)CANBERRA, Nov. 29.
(Received Nov. 30, at 1 a.m.)

The Prime Minister, Mr R. G. Menzies, reviewing defence activities to-day in the House of Representatives, indicated that an Australian expeditionary force would be despatched overseas early in the new year as soon as it reached a suitable stage of training. He pointed out that an adequate assurance had been given to the Government in respect to the capacity and availability of the navy, which was after all Australia's first line of defence, to give Australia protection against major aggression. In these circumstances the Government was of the opinion that it was most desirable to send a special infantry division abroad.

Mr J. Curtin, leader of the Opposition, regretted the Prime Minister's announcement and claimed that Australia's manpower was required for the defence and safety of the Commonwealth.



PILOT OFFICER H. J. KELLER, A son of Mr P. Keller (district public works engineer for Otago and Southland), who is reported missing, and is believed to have been killed on active service. He had been serving with the R.A.F. since February of this year.

GERMAN CARGO BOATS

TWO CAPTURED BY FRENCH

PARIS, Nov. 29.
(Received Nov. 29, at 10.30 p.m.)

It has been officially announced that French warships captured two German cargo boats, the Trifels and the Santa Fe, on the high seas and brought them into a French port.

BRITISH PLANES

RAID ON GERMAN BASE

LONDON, Nov. 28.
(Received Nov. 29, at 11 p.m.)

The German radio declares that low-flying British battle planes attempted a raid on the airbase at Borkum Island. They used machine-guns but were repulsed. No bombs were dropped.

GERMAN AIR RAIDS

OVER FRENCH TERRITORY

ROME, Nov. 29.
(Received Nov. 29, at 11 p.m.)

The radio announced that German reconnaissance planes penetrated the South of France and reached Paris. They were driven off and no bombs were dropped.

DEFENCE REGULATIONS

REVISION IN BRITAIN

(British Official Wireless)

RUGBY, Nov. 28.

Following criticism in the House of Commons that certain defence regulations as drawn up constituted too great an infringement on civil liberty, the Home Secretary, Sir John Anderson, consulted a committee consisting of members of all political parties. The discussions resulted in agreement to revise them, and the amended regulations as agreed upon were laid on the table in the House of Commons to-day.

ABBOTT ORAM,
WELLINGTON,

THE WELL-KNOWN IMPORTERS OF
MODEL GARMENTS. RETIRE FROM
BUSINESS.

We were the successful tenderers for the greater portion of their stock, which comprised ranges of the smartest outerwear from London, Vienna, New York—all procured for the summer of 1939 and the autumn of 1940.

THE PURCHASE PROVIDES AN
OPPORTUNITY UNIQUE IN THE
DOMINION.

See Window Displays and Visit the
Showrooms, where, for the first time
this year, customers will receive a
real thrill!

A STRIKING ILLUSTRATION OF
WHAT PATRONS MAY EXPECT . . .
PERFECTLY TAILORED ENSEMBLES
in Irish and Scotch suitings.
West of England Costumes. Reception
Frocks from Vienna, Evening
Gowns, Summer Coats and Street
Frocks ranging from 100s to 150s.
YOUR CHOICE, 19s 6d and 29s 6d.

INSPECTION TO-DAY.
DOORS OPEN 9.15 a.m. TO-MORROW.

ARTHUR BARNETT, LTD.,
For further particulars see Page 7.
—Advt.

CREW OF THE RAWALPINDI
EXAMPLE AND INSPIRATION

MR CHAMBERLAIN'S TRIBUTE

(British Official Wireless)
(United Press Association)
(By Electric Telegraph—Copyright)

RUGBY, Nov. 28.

The Prime Minister, Mr Neville Chamberlain, intervening in the debate on the Royal Address in the House of Commons, gave a review of the progress of the war, in which he said that so far as land operations were concerned the term "siege war" was not inappropriate. On the sea it was very different. There the fight was being carried on in deadly earnest, and if there had been no fleet actions there had been a number of individual combats of very considerable severity. He referred to the "heroic action on the North Sea against overwhelming odds by those naval reservists and naval pensioners who manned the Rawalpindi. These men must have

RUSSIANS AND GERMANS

BIG OFFENSIVE POSSIBLE

BALKANS AND NEAR EAST

ANKARA, Nov. 29.
(Received Nov. 29, at 11.55 p.m.)

Turkish leaders, including President Inonu and Marshal Fevzi Cakmak, the Chief of Staff, believe that within a few weeks Russian and German forces may launch a big offensive in the Balkans and the Near East.

Russia's task would be to gain control of Central Asia and seek a foothold on the threshold of India, while Germany would seek an outlet in the Mediterranean and access to oil, minerals and foodstuffs, which are abundant in Anatolia and Mesopotamia.

The Turks, however, aided by British and French staff officers, are preparing to meet such a threat. It is pointed out that the combined British, French and Turkish forces will be of such a strength in the Eastern Mediterranean in the spring-time that it seems Germany will embark on the venture only as a last desperate resort.

known as soon as they sighted the enemy that there was no chance for them, but they had no thought of surrender. They fought their guns until they could fight them no more. Then many of them went to their deaths, thereby carrying on the great traditions of the Royal Navy. Their example will be an inspiration."

Nazis Break Every Convention

Mr Chamberlain then mentioned the Reprisals Order-in-Council, published to-night, containing the measure the Allies have been compelled to take as a result of the numerous indefensible acts, in contravention of Germany's pledged word, taken by the enemy Government, which seemed to have no code of honour and broke every convention on the flimsiest pretext if it thought it served the Nazi purpose. The British Government recognised that the seizure of German exports might cause inconvenience and, perhaps, loss to neutrals, but if the measures helped to bring the Allied efforts to a successful issue they might well be worth to the neutrals themselves the sacrifices they entailed. The British Government was doing its best to cause the least possible injury. For example, the Order-in-Council purposely postponed the coming into effect of the measure till December 4—a fortnight after his original announcement—to give neutrals the opportunity to prepare.

Turning to events in the air, the Prime Minister thought the House would welcome the announcement that an agreement had been reached at Ottawa on the main principles and methods of the great inter-dominion scheme for the training of pilots—a scheme his Majesty's Government regarded as of the utmost value and importance to British mastery in the air.

BRITAIN'S PEACE AIMS

NEW AND BETTER WORLD

LONDON, Nov. 28.

After reviewing the progress of the war, Mr Chamberlain, in the House of Commons, said: "The peace aims to be achieved when the war is over cannot be laid down by Britain alone. The dominions, our Allies, and possibly the vanquished, must be consulted before it can be decided how a new and better world could be laid out. We have not entered the war vindictively, and we do not intend to impose a vindictive peace, but the condition in which Europe has been kept for so long by Germany's policy has made it impossible to progress in the building of a better world or to carry out the schemes of improvement which forced Britain and her Allies to take up arms. The conditions for achieving our peace aims cannot now be foreseen.

"None knew how long the war would last, nor how it would develop, nor who, when it ended, would be standing by our side and who would be against us. It would not only be futile but mischievous to attempt to lay down the conditions under which a new world could be created.

ALLEGED PROFITEERING

AUSTRALIAN BOOT FIRMS

CANBERRA, Nov. 28.

Ten bootmaking firms were named by the Acting-Minister of Supply, Sir Frederick Stewart, in the House of Representatives when he alleged that a "deliberate attempt at war profiteering" had been made in prices for army boots.

Sir Frederick Stewart announced that he intended to exercise the special powers under the national security regulations to obtain 100,000 pairs of boots at a price to be determined by arbitration.

THE AIR SCHEME

AUSTRALIA'S SHARE

PRODUCTION OF PLANES

STATEMENT BY MINISTER

(United Press Association)
(By Electric Telegraph—Copyright)

NEW YORK, Nov. 28.

"When Australia's contribution to the Empire air scheme reaches its peak the Commonwealth will be producing service aircraft at the rate closely approaching a first class Power," said the Australian Minister for Air, Mr J. V. Fairbairn, in an interview with the Associated Press. "This is also most important, due to home defence aspects, because Australia's training force domestically will then command a greater body of fighting planes for training purposes alone than previously contemplated for the entire domestic defence force."

Asked to comment on the current observations that the Empire scheme bore distinctly the "Australian stamp," Mr Fairbairn said Australia's pre-war advances in aeroplane building and aviation generally made possible an extremely wide contribution to the Empire scheme. "We were ready at the briefest notice actively to participate in the full scale," he said.

Allies' Superiority

Asked when the Allies would achieve air superiority, Mr Fairbairn replied that the exact moment of such was hard to say. To date there had only been air skirmishes. There was a deduction current from this that qualitatively the Allies were already superior, but whether this was the case quantitatively was yet to be seen. He was certain, however, that the Empire scheme would turn the balance. It was worth stressing, he added, that those being trained in Australia would use modern bombers and pursuit planes instead of training planes. This would give the force advantages which could not be minimised, and enable it to maintain home defence simultaneously.

Mr Fairbairn said he would consult the Allied Air Ministries, visit the front, confer with the chiefs of the Air Service, familiarise himself with combat conditions, return to Australia by air, and begin immediately on Australia's share in the Empire scheme, of which there now remained only the details. He expressed satisfaction with the announcement of the Lockheed Company, and said he had seen some of these planes in production and was enthusiastic about them.

AIR FORCE CASUALTY LIST

THIRTY-FIVE DEATHS

LONDON, Nov. 28.

An Air Ministry casualty list reports a total of 35 dead. Details are as follows:—Killed in action, 3; previously missing, now killed in action, 7; killed on active service, 22; missing, believed killed on active service, 1; missing, 7; died on active service, 3; previously missing, now prisoner, 1.

THE TOTAL CASUALTIES

NEARLY FOUR HUNDRED

LONDON, Nov. 28.

(Received Nov. 29, at 10 p.m.)

An official analysis of the Royal Air Force casualties during the war shows that the total is 385, as follows:—

Killed in action, 58.
Died of wounds in action, 2.
Missing, believed killed in action, 14.
Wounded in action, 1.
Missing, believed prisoners, 9.
Missing, 73.
Prisoners, 8.
Killed on active service, 150.
Died on active service, 59.
Died of wounds on active service, 1.
Missing, believed killed on active service, 3.
Wounded on active service, 7.

AWARDS FOR GALLANTRY

THREE AIR FORCE PILOTS

(British Official Wireless)

RUGBY, Nov. 28.

(Received Nov. 29, at 7 p.m.)

The Air Ministry announces that his Majesty has approved of three further Distinguished Flying Cross awards to pilots.

Squadron-leader Barwell has been awarded the decoration for a high standard of gallantry and leadership in leading six aircraft in an attack on nine enemy bombers approaching a convoy in the North Sea, resulting in the destruction of at least six and probably seven enemy aircraft.

Flight-lieutenant Gifford, of the auxiliary Air Force, receives the award for leading a section twice to attack enemy bombers with such skill, daring, and determination as to destroy the enemy on each occasion.

Flight-lieutenant Pinkerton is the third recipient of the D.F.C. for skill and initiative in leading a patrol into clouds, pursuing enemy bombers, and bringing guns to bear at 50 yards distance, causing the enemy to crash in the sea.

SAVING CERTIFICATES

HEAVY DEMAND IN BRITAIN

(British Official Wireless)

RUGBY, Nov. 28.

Small investors who have been given the first opportunity in this war of contributing to the national funds have been quick to respond, and heavy demands have been made for national saving certificates and the prospectus for defence bonds. In the meanwhile groups are rapidly proceeding. Many large firms which in peace time organised their own saving schemes for their employees are now making arrangements to save for investment in Government securities.

One of the large banks stated that up to November 26 it had issued through its branches defence bonds, free of income tax, and of which no person can hold more than 500, to a total value of £365,390. The same bank sold £463,860 of the 15s unit savings certificates of the new issue.