

to the Vice-Consul for Norway a written complaint covering matters of food supply, etc., and demanding that they be paid off at this port. This Capt. Torgensen declined to agree to, and denied that there were any grounds for food complaints. The mates and seamen then refused to work, but declined to leave the ship. The result has been that shore labour has had to be employed in dis-

charging ballast. As things stand at present, the crew refuse to work or leave the ship, and the captain refuses to discharge them. It would seem that lack of jurisdiction over the flag prevents the rights and wrongs of the dispute being investigated in the Magistrate's Court. To have the case dealt with in Norway would be a protracted and expensive matter.

had been despatched during the previous afternoon to Puysegur Point lighthouse, and it was with great pleasure that its successful return was greeted. The boat was in charge of Mr. Appleyard (second officer), and ringing cheers greeted the excellent work of that officer and his men. They brought the welcome news that the s.s. Moura was being despatched from Dunedin, and that the imprisonment on "shipwreck island" would not be prolonged more than another night. They were all very excited when word was passed that H.M.s. Pioneer had unexpectedly appeared to take off the passengers and baggage. The stay of the passengers was shorter than was anticipated, as they had resigned themselves to wait for the relief ship. They were all intensely grateful for the attention and care bestowed on them by all the members of the ship's company.

had done for the passengers. There had been no shortage of food, tents or anything. One thing that had struck him in particular was the great promptitude with which life-belts were distributed and fixed, and the boats run down to the water. Two or three ladies reduced their clothing to scanty proportions, and had to be refitted out on shore, and that was the only unorthodox occurrence. The landing-place was a good one, and the surroundings comfortable, including a fine creek. It would have been hard to find a more suitable landing place.

Homeward Bound.

Passengers left the Bluff for the No. 96 by special train at 7.30 this morning, and gave hearty cheers on leaving for the New Zealand Government, Sir Joseph Ward, Commander Blunt, and the officers of H.M.s. Pioneer, Captain Newton, and the officers and crew and the stewards of the ill-fated Waikare.

H.M. Pioneer's Smart Work.

Upon arrival of H.M.s. Pioneer at Bluff this morning, Sir Joseph Ward personally, thanked Captain Blunt for his promptitude in proceeding so expeditiously to the wreck of the Waikare, and for the kindness and attention of himself, his officers and crew to those whom they brought back from the scene of the wreck in Dusky Sound, within the short space of 24 hours from leaving the Bluff. Sir Joseph also sent the following cable to Admiral Poore, Sydney:—

"On behalf of the Government, I wish, through you, to thank Commander Blunt, his officers and crew, for the splendid services, at short notice, rendered by them in proceeding to Dusky Sound and bringing safely to Bluff harbour, within twenty-four hours, two hundred and ten passengers and crew of the wrecked steamer Waikare, all of whom were made most comfortable aboard the Pioneer, and received the greatest attention and kindness from the Commander and his officers and men.—(Signed) Ward, Prime Minister."

Uncharted Dangers.

CHRISTCHURCH, Thursday.

Mr. H. F. Skey, officer in charge of the magnetic observatory in Christchurch, was a member of the scientific expedition which went to Dusky Sound last year, and which spent some time in the locality where the wreck took place. Mr. Skey says that the coast of the Sound is heavily timbered, apparently in all directions, the forests being very dense, and he thinks that the passengers must have had a rough time. The district is a very rainy one, and if rain has fallen during the last few days, as it did during the party's visit, the unfortunate people who have been put ashore must have been wet through. Mr. Skey landed at Pipersgill Harbour, and could see Indian Island. As to the Sound itself he stated that it has not been at all completely examined, that it abounds in sunken rocks, many of which have never been charted, and that it is a very dangerous locality. "As a matter of fact," he adds, "the whole place seems to be full of little rocky islets."

Chatting with a reporter, Mr. Wilson, of the local staff of the Union Company, gave some very interesting particulars of Dusky Sound, to which he has made several trips on different vessels including some on the ill-fated Waikare. Mr. Wilson said that there was always a good depth of water in the main channel, there being generally about 200 fathoms. Where the streams ran into the sound the water shoaled, but charts showed such places clearly. Across the entrance there was a chain of small islands, many of which had not been named, and he was of the opinion that Stop Island was one of them. Sandy beaches were frequently met with, and it would be easy enough to find a spot for beaching. The water was always smooth inside, the island chain breaking the force of the sea, and as the Sound was narrow, it was usual to run up the centre, giving passengers a view of both sides. There were many arms into which excursion steamers ran, and had to "back and fill" to get out, but he had never heard of uncharted rocks being a source of danger.

Questioned as to the probable cause of the vessel's striking, Mr. Wilson said that the surveys of the sounds were sometimes considered imperfect, and he could account for the accident only by the presence of a pinnacle rock that had been overlooked, and which had probably been passed dozens of times previously. Navigation in the Sounds was

The Last of the Waikare

ON AN UNCHARTED ROCK—WHILE AT FULL SPEED.

BLUFF, Thursday.

An official report upon the wreck in Dusky Sound of the Union Company's fine passenger steamer Waikare, at noon on Tuesday, is unobtainable, the officer declining to give any information upon the subject. What can be gleaned from passengers and members of the crew, however, shows that the vessel struck an uncharted pinnacle rock about half a mile from Indian Island in Dusky Sound at 12.25 o'clock midday.

The Waikare, with 270 passengers, had completed her Sounds excursion, and was making for the open sea, when the disastrous occurrence arrested her progress, and eventually left her a wreck upon Stop Island, a couple of miles distant from the spot of contact.

In the afternoon the oil launch, under Mr. Appleyard (second mate) set out on a long and venturesome voyage to Puysegur lighthouse, to telephone for assistance. They succeeded in reaching their destination, and the public were acquainted of the fact that the Waikare had been wrecked, and that the whole of her passengers and crew were safe.

Dispatch of H.C.S. Pioneer.

Word reached the Premier (Sir Joseph Ward) at Bluff shortly after 10 p.m., and, with the promptitude of a war scare, H.M.S. Pioneer left at daybreak for the scene of the wreck. At 6 a.m. Commander Blunt signalled the collier Rosamond from Westport, but this vessel had no tidings. The war vessel, despite heavy seas, and the fact that she had not been overhauled since June, kept a uniform speed of about 16 to 17 knots, and, but for a strong contrary current in the Straits, would have made better time. The Pioneer unsuccessfully signalled Puysegur Point at 11.30 a.m., and reached Dusky Sound shortly before two o'clock. The Waikare was seen, hull down, beached on Stop Island—an unexpected sight—because all on board had been led to believe that the steamer had sunk totally in deep water. Delay was occasioned on account of a party of eighteen ladies being stationed in the caretaker's cottage on Resolution Island, but the Pioneer was enabled to start with passengers and baggage on the return journey to Bluff at 5 p.m., arriving there under easy steam at 5.45 this morning.

Scene of the Wreck.

The island upon which the Waikare was beached is known by two names, "Stotty" or "Stop Island," and is situated about a mile from Anchor Island.

The island has an area of, roughly, a couple of square miles, and an altitude of up to 200 feet. It is bush-covered to the edge of cliffs or water, and is about 2½ miles from Indian Island, near which the uncharted rock was encountered. An inspection of the wreck revealed nothing new beyond an impression that the steamer would turn turtle and disappear into deep water at no very distant hour. The core where the camp was made comprises a shelving rock, which was literally strewn with dunnage removed from the wreck. Tents, chairs, tables, bunks, baggage, and provision, cases, tarpaulins, etc., were all over the place and up the side of the hill. It was a coast landing.

Other Particulars.

A testimonial testifying to the excellent care of Captain Newton has been unanimously signed by the passengers. The wrecked passengers have subscribed £8 5/0 to be divided among the cook and his helpers, the carpenter and the boats-

Captain Newton and the first and sec-

ond officers remained with the vessel, but will probably return by the s.s. Moura, which reached Dusky Sound today.

An excellent house boat was erected by the crew with the aid of oars and tarpaulins, and was used by them.

A wireless telegraphic plant on the Waikare would have resulted in the Pioneer reaching the spot on Tuesday evening, instead of Wednesday afternoon, thus showing that the proposed installation on various vessels of the Union Company's fleet will have its advantages, though there should be no land stations.

The officers, shortly after the wreck, made a search for the mysterious rock, but were unable to find it. Another uncharted one in the proximity to the supposed pinnacle rock was, however, sounded at 7 fathoms, and a buoy was affixed to facilitate further search.

Every credit is due to the commander, officers and crew of the Pioneer for their great promptitude in reaching the scene. Had there been anything seriously wrong with the passengers, as those on the Pioneer had been led to expect, the expedition with which Commander Blunt got under way would have resulted in untold relief to those standing by the wreck.

A Medico's Story.

Dr. Crawford, of Kaiapoi, gave a very interesting account of his experience. He, his wife, and Mr. Barber (fourth officer) were chatting away on deck at 12.15 p.m., while the steamer was proceeding down the sound at full speed towards sea. They had just passed Indian Island when they were startled by a sudden severe shock to the vessel, which sensibly reduced her speed. This was followed almost immediately by a second shock, and a third (less severe). There was naturally considerable alarm amongst the passengers, but absolutely no panic ensued. In about three minutes the ship took a considerable list to starboard, and the order came from Capt. Newton to stand by the boats. Life belts were handed out, and, in ten minutes, a boat of ladies, in charge of two sailors and the doctor himself (who was the only male passenger on that boat), got away and landed on a small island half a mile from where the steamer struck, two of the ladies having taken an oar during the journey. Another boat landed, but in the meantime the Waikare had sailed on a couple of miles, and had been grounded on Stoney Island. The passengers were quickly transferred, together with a large quantity of stores, etc. The coast thereabout was very rocky, and the water deep close in shore.

Only the bow of the steamer was grounded, the stern being in very deep water, and, as there was considerable danger of the ship slipping off into the deep water, wire hawsers and ropes from stem and stern were made fast ashore. Fortunately, the weather, which during the whole trip had been very wet, had cleared during the morning, and the work of landing stores and baggage was proceeded with under favourable conditions.

The best of humour prevailed throughout, and all took the discomfiture of their position very lightheartedly. One wit played "We won't go home till morning" on the dinner table, and no one really got much sleep. It was with a sigh of relief that dawn was welcomed. At 7 a.m. the cooks, with praiseworthy success, and in the face of many drawbacks in the way of cooking utensils, produced an excellent repast of eggs and bacon, which was partaken of by all hands with great gusto. A motor launch

A Strange Premonition.

Mr. Wm. E. Peck, of New York, who is a traveller of very varied experience, and who has suffered shipwreck in South America previously, took a keen interest in the Waikare's end. Three ominous bumps, he said, indicated an inglorious termination to the vessel's excursion. Passengers who had previous experiences of this sort of thing did not have to be told what those tearing grating sounds meant, and immediately prepared to disembark. The quivering and subsequent listing of the vessel satisfied everyone, and as the whistle sounded, crews rushed to their respective boats, and within fifteen minutes all the passengers had disembarked and were safely landed on shore.

Some of the ladies who landed first handled large trunks as easily as experienced porters and when later on the men arrived they found that the ladies had accomplished a large part of the work. None of the ladies lost their heads, and they acted like veteran soldiers. Mr. Peck referred to the dripping rain that fell to their lot, and which soaked through the tarpaulin on to the sleepers underneath.

The Waikare, which had been beached on Stop Island, slowly sank, and by morning the engines and lower cabins were awash. Much dunnage was removed from the vessel, including the upper deck piano, while the Kodak fend was everywhere.

Mr. Peck added that Mrs. Peck, who had been a passenger, had such a strong premonition that something was going to happen to the Waikare that she left the vessel at Milford and returned overland. She did not know why it was, but she was determined not to go in the ship again, "and, by Jove, she was right!" added Mr. Peck, in conclusion.

Another Passenger's Experience.

Mr. M. Chapman, K.C., of Wellington, said that he felt a bump as though a big sea had hit the vessel, and presently there was another bump, and a grating sound. In a few minutes he could see that the steamer was settling down by the stern and getting a heavy list to starboard, on which side she had been struck. The fact that the screw was churning up the water showed that the vessel was settling down by the head as well. The skipper reversed his engines, and blew the boat station signal. Everything was carried out without the slightest hitch or the least delay. Within 15 minutes all the passengers were clear of the vessel which steamed another couple of miles and beached on Stop Island. She could not have gone any further, as all the fires were out, and the stokers, he understood, had worked up to their necks in water. As it was, she finished her effort with the last of her "way." There was no suspicion of a panic or anything like that while the stewards and crew could not do too much for the passengers, and were nothing but politeness. It seemed to him that the people did not realise that there had been a shipwreck at all, and the good humour of all concerned was a treat.

"I was having a little nap before lunch," said Mr. F. W. Freeman, surveyor, of Christchurch, "when I was wakened up by a bump. I looked out of the port hole, and, as I could see nothing unusual, turned over to sleep again. My cabin mate rushed down and told me to hurry up as the ship had struck. We hurried up on deck, and learned that the vessel had struck on an uncharted rock. There was no panic, and one could scarcely imagine that so serious a thing as a wreck had taken place."

Professor Benham's Impressions.

Professor Benham, of Otago University, said he would like to impress the point regarding what the officers and crew