

much toward securing an improvement in this respect. If listeners follow him they will not be far wrong; in the case under review they will be perfectly right.—I am, etc.

WILLIAM W. BIRD.

Roseneath.

In a Hurry For Race Results

To the Editor.

Sir,—I wish to corroborate the complaint about race results as penned by "M.C.," Invercargill. I am a racing enthusiast, and being unable to attend the majority of meetings await with what patience I can muster the results over the air. On most occasions the announcers of the respective Y.A. stations minimise the interval between the race and the result, particularly 2YA. If this custom was adhered to it would give much satisfaction among the followers of "The Sport of Kings."

But enough of complaints, for now I must add my sincere congratulations on producing the dance session from 3YA on August 26. It certainly proved an enjoyable night's entertainment and I am eagerly looking forward to a repetition of the same.—I am, etc.,

WIN AND PLACE.

Hamilton.

Frank Broad Reminds Other Old-timers

To the Editor.

Sir,—Your two articles by Mr. F. Broad on music-hall memories in some recent issues of the "Radio Record" have no doubt been enjoyed by many who remember those happy hours spent within the music-halls of London many years ago. But I think your writer is hardly correct when he says that the song, "My Gal, She's a Highborn Lady," was sung by May Henderson. She may have sung it in pantomime but this was sung by Eugene Stratton. I heard him many times in this number. The same with Ella Shields in "Burlington Bertie." I think that Ves'a Tilly should be credited with that. A good many old music-hall patrons will remember her in her song of that name.

But the most popular number of hers was "The Midnight Son," and I saw her many times in the two-shows-a-night houses, and the people would never let her go until she had sung about eight songs. Her popularity never waned. Another artist not mentioned who was very popular at that time was G. H. Elliott, who sang "Good-bye, Mignonette" and "I've A-waiting For You, Josie." I must congratulate you on your paper; it is an interesting one from cover to cover, in spite of the growls you get from some readers.—I am, etc.,

OLD-TIMER.

Patetonga.

[New Zealand copyright law forbids the execution of your suggestion.—Ed.]

FUND TO ASSIST CAPT. HEWETT

DESCRIBED by Sir Charles Kingsford Smith as one of the finest, if not the finest, pilot in New Zealand, Squadron-Leader J. D. Hewett, who gained honours by his flight from England to Melbourne and on to New Zealand at the time of the Centenary Air Race, is now finding that honour and glory are not easy to capitalise. With

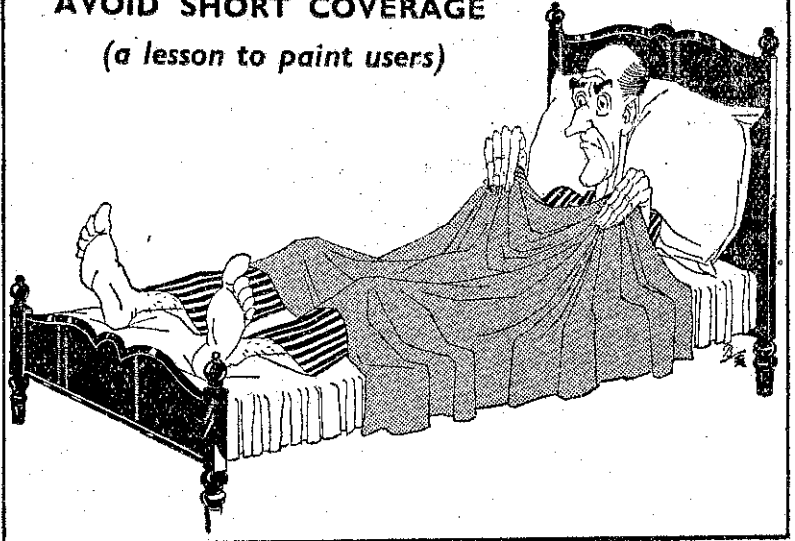
the object of re-establishing Captain Hewett in an air transport service from Auckland to Whangarei, a committee has been formed to receive donations from citizens for the purpose of helping to purchase a suitable aeroplane for his proposed service.

It may be remembered that when Captain Hewett entered for the air race he sold his own plane to help cover expenses, and as the Taimui was taken over from the pilot almost immediately on his return to New Zealand, Captain Hewett was left without his usual means of livelihood. Several public-minded men have already offered their assistance, but an aeroplane of the type suitable for the proposed service would cost about £2500.

Even if sufficient money is subscribed to pay a deposit this will give Captain Hewett an opportunity of paying the remainder from earnings. Meanwhile all the sports bodies of the Dominion are to be solicited for small donations among members, and others interested in reinstating this skilful pilot in his most valuable work are asked to communicate with Mr. G. B. Morton, hon. secretary of the Provincial Committee, 505 Colonial Mutual Buildings, Auckland, C.I.

The "Radio Record" has also opened a list, and contributions addressed to the Secretary, "N.Z. Radio Record," G.P.O. Box 1680, Wellington, will be acknowledged each week.

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