CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a newsy nature may be inserted at five cents a word, strictly payable in advance.

CRASWELL for photographs.

FOR JEWELLERY REPAIRS see Crockett's. 1-21-tf.

COOK'S for Photographs.

GUIDES' AND SCOUTS' Concert tonight, Prince of Wales College, 7.30. 2-22-1i

MEMBERS of the Knights of Columbus, their wives and friends meet at the hall Sunday evening at 8 p.m. for transportation to St. Dunstan's University. 2-22-2i

GIRL GUIDES sewing displayed in Rogers Hardware window. 2-22-1i

MONTHLY MEETING Legion Ladies' Auxiliary will be held tonight at the Legion Home at 7.30. 2-22-1i

GUIDES' AND SCOUTS' Concert tonight, Prince of Wales College, 7.30. 2-22-1i

WE ARE NOW SELLING below cost, Child's Sleighs, Carts and Wheelbarrows. The Rogers Hardware Company Limited. 2-20-4i.

THE NEWS ROUND-UP—Trans-Canada Network tonight at 11.15 to 11.30 will feature a broadcast interview with Lord Rodney one of the Scouts attending the first Scout Camp on Brownsea Island in 1907. Lord Rodney is a resident of Fort Saskatchewan, Alberta. 2-22-1i

ATTENTION Y. P. U. MEMBERS!—The M. R. E. C. School of Religious Education will be held in Charlottetown February 24th to 28th inclusive. Meetings each evening 7.30 at Trinity United Church. Arrangements will be made at close of Monday evening's meeting for afternoon discussion groups provided enough young people take advantage of this Winter School. 2-21-3i

BIRTHS

HARRIS—At the Kings County Hospital, Montague, P.E.I., on Feb. 19, 1946, to Mr. and Mrs. Wm. J. Harris, Murray Harbour P.E.I., a son.

POWELL—At the Kings County Hospital, Montague, P. E. I., on Feb. 19, 1946 to Mr. and Mrs. Edward Powell, Montague, P. E. I., a son.

CRAWFORD—At the Kings County Hospital, Montague, P. E. I., on Feb. 20, 1946, to Rev. Henry B. and Mrs. Crawford, Montague, P. E. I. a daughter.

LLEWELLYN—At the Kings County Hospital, Montague, P. E. I., on Feb. 12, 1946, to Mr. and Mrs. Harry Llewellyn, Montague, P. E. I., a daughter, Sandra Jean.

CRANE—At the King's County Hospital, Montague, P. E. I., on Feb. 13, 1946, to Mr. and Mrs. Robert Crane, Riverton, P. E. I., a son, Arthur Winslow.

STEELE—At the Kings County Hospital, Montague, P. E. I., on Feb. 18, 1946, to Mr. and Mrs. Howard Steele, Gaspereaux, P. E. I., a daughter.

WIGHT—At the Kings County Hospital, Montague, P.E.I., on Feb. 18, 1946 to Mr. and Mrs. Neil Wight, Georgetown, P.E.I., a son.

MARRIED

DAWSON - MacLEAN — At Zion Manse Wednesday, Feb. 20, 1946, by Rev. G. Carlyle Webster, Miss Pearl Evelyn MacLean of Albion Cross to Mr. Donald Hazen Dawson of Albany.

DEATHS

MacKENZIE—At Cable Head West on February 6, 1946, Mrs. Mary (Wm.) MacKenzie, aged 84 years.

DAVISON — At Fernwood Feb. 20, 1946, Mrs. Martha Davison, aged 79 years. Remains resting at the home of her daughter, Mrs. Harrison MacFarlane, until Saturday, thence to the United Church, Bedeque where funeral service will be held at 2 p.m.

Card of Thanks

Mrs. Roy E. McSwain and family wish to extend sincere thanks to Doctors, nurses and staff of the Provincial Sanatorium and their many friends for the floral tributes, letters of sympathy and many kindnesses received during their recent bereavement. 2-22-1i.

Card Of Thanks

The family and husband of the late Mrs. Fred MacKenzie, Sea View, wish to thank all the kind friends and neighbours; also Rev. D. E. Noel for their kindness and sympathy during the sickness and death of their Mother and Wife. 2-22-1i.

In Memoriam

In loving memory of

MRS. CHESTER SMITH

who departed this life three years ago today, February 22, 1943.

The days are sad without you,
Nothing seems just right,
A face we dearly loved has gone
A heart so kind and bright.

The flowers we place upon your grave
May wither and decay
But the love for you who sleeps beneath
Shall never fade away.

Ever Remembered by Husband and Daughters.

2-22-1i.

N. D. MacLean
UNDERTAKER
EMBALMER
North Wiltshire
Phone 100
Charlottetown and

FLUE FIRE — A flue fire at a residence on Upper Prince Street called the Fire Department out at 11 o'clock last night. There was no damage.

ATTENDING FARMERS' WEEK — The following patrons of the Dunk River Dairying Company are attending the Farmers' Week meetings here this week: Edwin Lord, R.A. Profitt, Vernon Craig, Hermas Myers, Frank Jardine, T.J. Inman, William Sherry, Earl Noonan, Thomas Hammill, Eldon Drummond, Roy Walker, Colby Lewis, Colin Waugh.

CORRECTION — Mr. Walter MacNutt will tutor the pupils of the schools at Central, East and West Royalties, Parkdale, Spring Park, South Milton and Harrington who are competing in a musical festival which the Women's Institutes of the districts are planning for May. The name inadvertently appeared as Mrs. MacNutt in yesterday's issue.

FUNERAL AT ST. PETER'S HARBOR — The funeral of the late Mrs. William Hawbolt was held yesterday afternoon from the residence of her son, Herbert Hawbolt, St. Peter's Harbor to Bristol United Church. Services were conducted by Rev. W.T. Mercer. Interment was in St. Peter's Cemetery. The pallbearers were, Frank Anderson, James MacDonald, George Barry, Patrick Baker, Sidney Anderson, Robert Squires.

AT Y'S MEN'S CLUB — Miss Margaret McLellan, Gold Cord Girl Guide, and Cub Master James Trainor gave interesting talks last night on Boy Scout and Girl Guide activities at the regular weekly meeting of the Y's Men. W. Duchemin presided. Mr. E.N. Herbert, extension secretary of the Y.M.C.A. gave a general outline of the work of the Y.M.C.A. and the Y's Men's organizations.

ENJOYABLE BRIDGE — The Hillsborough Chapter, I. O. D. E. sponsored a bridge party in the I.O.D.E. Hall, Wednesday evening in aid of the I.O.D.E. War Memorial Fund. There was a very large number playing, the first prizes going to Mrs. Jean Baker and Mr. W. E. Goss and consolations to Mrs. Ralph Jenkins and Mr. George Ives. Toothsome refreshments were served by the members of the Chapter.

LAID TO REST—The funeral of Miss Mary Sharpe, Norsboro, was held on Wednesday, Feb. 13th, at 2 p.m. from Kensington Presbyterian Church. The service was conducted by Rev. J. A. McGowan and the hymns sung were: The Lord's My Shepherd, and Asleep in Jesus. The pallbearers were Elmer Stewart, Waldon Stewart, Wilbert Lawless, James Lawless, Harry Bowness and Lindsay Sharpe. Interment was in Kensington Cemetery.

CITY POLICE COURT—At the City Police Court yesterday there were three drunk and incapables. Two were each fined $5 and costs or 10 days and the third had his $5 bail estreated. Two cases of non-support of wife and child were adjourned. Bail was set at $100 and $50 respectively. Two men charged with receiving and retaining stolen goods were remanded without bail until Monday the 25th. The accused in a case of driving to the common danger and causing bodily harm was remanded until Monday without bail.

GLEANINGS FROM FIRST UNITED CHURCH—The Truro News says: Though the thermometer shouted "winter", the bright flowers on the table, especially the daffodils, whispered "spring". These flowers were in memory of Mrs. Margaret McFarlane from her daughter, Mrs. Luther Bruce, and of Mr. and Mrs. J. H. Slackford, from Mrs. Samuel Medley of Watertown.—(The three above mentioned are all former P. E. Islanders, Mrs. McFarlane from Montague and Mr. and Mrs. Slackford from Charlottetown.)

K. OF C. SOCIAL EVENING—A social evening for the members of the Knights of Columbus, their wives and friends, was held last evening in the hall and was largely attended and thoroughly enjoyed. A playette by members of St. Dunstan's University Dramatic Club, under the direction of Rev. Father Cass and Mr. Ernest Hemphill was well received. The different characters were taken by the following: King, William MacDonald; queen, Hubert O'Hanley; duke, Michael Dunphy; princess, Finley Howlett; hound, Edward Duvar; curtain, Len MacDonald. Old time and modern dancing followed to music furnished by Mr. and Mrs. Charles McIvor, Alfred Coady and Aeneas Curley. A dainty lunch and the National Anthem brought the evening to a close.

SCOUTERS — GUIDERS BANQUET —Scouters and Guiders last night observed "Scout and Guide Week" at a joint banquet held at the Charlottetown Hotel which was largely attended. Miss Lillian Duchemin, district commissioner, and Scoutmaster Stanley McInnis were joint chairmen. Others seated at the head table were Commissioner Mrs. E.M. Bagnall, Messrs Edwin Johnstone and Frank Costello, Captain of the Guiders Club Mrs Harry Cudmore, and President of the Scouter's Club, Mr. Sterling Walker. A pleasant evening was whiled away with games, skits, and concluded with a sing-song in which all participated to climax an enjoyable get-to-gether.

LEGION EXECUTIVE MEETS — At the regular monthly meeting of the Legion Executive held last night in the Legion Home, plans were finalized for the observance of "Paardeberg Day". A Legion parade will be held from the "Home" Sunday, February 24th to Trinity United Church where service will be conducted by the padre, the Rev. A.D. MacLennan. Plans for the reception of 32 returning service men and women tonight were discussed and the veterans will be met at the station and entertained with relatives and friends at the Legion Home. The usual Saturday night movie will be held for Legions members. The regular monthly meeting of the branch will be held on Thursday the 28th.

PRINCETOWN ROAD W. M. S. The Princetown Road W.M.S. held their February meeting at the home of Mrs. Murdock MacSween on Tuesday evening, Feb. 12. Owing to the absence of the president the vice-president presided. Meeting opened with hymn "In Christ There is No East or West", followed by Scripture reading by Mrs. R. MacKinnon. Mrs. E. Kent then gave a reading followed by the Lord's Prayer in unison. The business period followed. There were eight members and three visitors present. Minutes of last meeting were read by Alice Dollar. Sick committee gave their report and four members paid their fees. Collection amounted to 80c. The delegates then gave a very fine report Day of Prayer service were then from Presbyterial. Plans for World made. Meeting to be held at the home of Mrs. Chas. Proude. Hymn "Jesus Shall Reign" and the Mizpah benediction closed the meeting, after which a delicious lunch was served by the hostess assisted by her daughter Mrs. P. MacPhee.

"Founder's Night" Observed Here By The Kinsmen Club

Charlottetown Kinsmen last night observed the 26th anniversary of Founder's Night when the Club members entertained their wives and lady friends at a dinner-dance held at the Charlottetown Hotel.

Chairman was Kinsman Otto Rose, club president.

Guest speaker was Mr. W. J. Kirby of Moncton, N.B., national vice-president.

Introduced by Kinsman George H. Sinclair, governor of District No. 7, Mr. Kirby expressed pleasure at being present at the Charlottetown club gathering and on behalf of the National Executive wished the club every success and best wishes for their activities in 1946. He stated that the Association had grown to 160 clubs in Canada and Newfoundland.

Mr. Kirby referred to the prewar accomplishments of the Association of Kinsmen Clubs in the sponsoring of dental clinics, eye clinics and playgrounds. In the war years the Kinsmen provided the first mobile dental unit used in the British Army, collected magazines for merchant seamen, and not the least of all the Milk for Britain Fund resulted in 32 million quarts of milk being sent to children overseas. Mr. Kirby stated the club had 50 per cent of its members in the armed services.

In dealing with post-war plans the National Vice-President stated that the Association was inaugurating the Kinsmen Cancer scholarships. Fifty thousand dollars would be devoted the next four or five years to the education of radio therapists and four candidates would be selected with preference given to Kinsmen and ex-servicemen. The Canadian Cancer Society was co-operating in the venture.

During the course of the dinner Kinsman Neil Higgins read greetings from J. S. Simpson, National President, as follows:

"Greetings to your Club on the 26th anniversary of the founding of our Association. Great things have been accomplished in the past by Kinsmen. Let us even surpass them this year. Please drink a toast with me to the future of the Kinsmen Clubs. I hope to see a large representation of your Club in Banff next September."

J. S. (STU) SIMPSON,
National President.

Guests at the dinner were His Honour Lieut.-Governor Bernard and Mrs. Bernard, His Worship Mayor B. Earle MacDonald and Mrs. MacDonald, Dr. Eric Found and Mrs. Found, representing the Gyro Club; Mr. and Mrs. Randolph Manning, representing the Y's Men's Club; Mr. Lorimer Cudmore, representing the Hi-Y Grads Club; Messrs. Elmer Offer and Henry Wedge, representing the Summerside Kinsmen, and Messrs. Frank Parker and Colin Dean of the Moncton Club.

The program and entertainment was under the direction of Ray Archer and song leader was Rollie Taylor. Accompanist was Freeman Archer.

The program follows:
"O Canada".
Kin Song.
Introduction of guests.
Toast to His Majesty the King.
Songs.
Toast to the ladies—"Gord" Rice.
Reply—"Mil" Sinclair.
Message from National President—Neil Higgins.
Toast to our Founder "Hal Rogers"—"Rollie" Taylor.
Reply—George Ayers.
District Governor's message and introduction of guest speaker—George Sinclair.
Guest speaker—National Vice-President, W. J. Kirby.
Club announcements.

CRASH VICTIMS—

(Continued from Page 1)

footed. All the passengers gave credit to the crew and stated that but for their skill and cool-headedness the crash might have resulted in total disaster.

THE EVIDENCE

The coroner's inquest yesterday at the Cutcliffe Funeral Home was held before the following jurors: W. Merrite Forsythe, foreman; Frank Currie, James Brown, Aben MacLean, Leo Doucette, Byron Brown, Harry Hardie.

Captain Joseph Newman Wilson, the first witness, testified that the death of Mr. Ray was caused by the landing of the aircraft which burst in flames when it came in contact with the ground.

"We hit the ground with a lot of force and on contact it burst into flames," he said.

Coroner: "Will you tell the jury what happened?"

Answer: "I am not a crew member, I am a supernumery member of the crew, and I was in the cockpit two minutes or less before we landed. Some time before that obviously we were losing height; first we were 2700 feet and when I left we were 400 feet and we steadily lost height. It is my opinion we were very iced up. Ice had formed on a section of the wings and it wouldn't fly, and on arriving here I think the Captain landed here because the aircraft would fly no longer. His wind screen was covered in ice, he was having difficulty to get it off; using an alcohol spray to get it off. I went back into the cabin and sat in my seat when we felt what wasn't a normal landing. The engines cut off and the aircraft went down with some force on the runway, and as soon as it hit the runway, the flames started."

Q.: "In the descent, was that supposed to be under control—was it beyond control of the pilot?"

A.: "I am not prepared to swear to that. I couldn't imagine the pilot in his right senses being in the position he was in unless he couldn't help it. He was down so low. I think with the icing on the aircraft is what caused it to lose height."

Q.: "When the plane struck the airport landing, at what point was it—was it on a runway?"

A.: "I am not sure, I don't know the airdrome."

Coroner: "Before the plane was landed, do you think the engines were cut off?"

A.: "I think they were running a moment or two before they were pulled back by the pilot to land."

Q.: "Then following the crash, what occurred?"

Through Emergency Exits

A.: "Well, my story is that Mr. Banting here, I saw him open the emergency exit; there are two, one on each side of the aircraft. I opened one. I got out. All the passengers got out through the emergency exits."

Q.: "Where are they placed?"

A.: "On either side of the fuselage at the rear or a little bit rear of the center of the cabin, one on either side; there is also one in the roof of the cockpit, which the crew got out; at least two got out."

Q.: "This emergency door, is that door such that it may be opened at any time in flight?"

A.: "Yes, you push a handle and push and it flies right out. These two were opened as we hit."

Q.: "Opened by whom?"

A.: "One by Mr. Banting, a passenger, and another was opened by Mr. Jewett, but the crew could not get out of these exits. They have an exit of their own."

Q.: "In the cockpit at the time were how many?"

A.: "Five — two pilots, a radio operator, a navigator and a flight engineer."

Q.: "Which officer was Mr. Ray, the deceased?"

A.: "Mr. Ray was in the right hand pilot seat, Captain Poole would be on the left, as they were when I left them two minutes before the crash."

Q.: "What was Mr. Ray's title?"

A.: "First officer."

Q.: "There were five in the cockpit. Now the other four, the deceased is one, where are the other four, are they in hospital?"

A.: "Yes. The flight engineer is in the hospital, burned. Captain Poole is in the hospital burned, the radio operator is in the hospital with slight injuries, the navigator is in the hospital, he is all right. The steward is at the hospital. He is all right.

Q.: "Is the steward a male?"

A.: "Yes, male."

Q.: "Before arriving here, have you any knowledge that things were not right with the aircraft?"

A.: "I didn't have any. We went up to a high altitude and we descended again. Actually mechanically there was nothing wrong with it. It picked up ice, how much ice I am not prepared to say. I do think it was the heavy lot of ice that caused it. I am not a regular member of the crew — my place was in the cabin. I do not like to swear to anything in connection with this."

Coroner: "Does the foreman or any member of the jury wish to ask the witness any questions?"

Mr. Forsythe: "The undercarriage, was it let down?"

A.: "I didn't know if it was up or down."

Mr. Forsythe: "Is that flame caused by compression in the gasoline tanks or the friction on the runway?"

A.: "Unfortunately, it is quite a common occurrence; as soon as an aircraft makes contact with the ground, especially in a forced landing, it is quite likely that an explosion can occur and the aircraft burst into flames."

Mr. Forsythe: "Everything possible was there for the crew to escape under ordinary circumstances."

No Fire Equipment

A.: "As far as the aircraft was concerned, yes. On the other hand there was no fire fighting equipment at the airdrome. I don't know whether it would have had any effect on it or not."

Mr. Forsythe: "I think the question of what the possibility would be of having to handle a similar situation. If they have taken the fire fighting equipment from the airport, we think this is the time and place to ask such a question."

Coroner: "I think possibly it is. I think that as a jury that information may be of value to you in case you make recommendations as to the future in regard to better fire protection at the airport. However, this witness here. This thought, if the engines of an airplane are shut off before landing, is it a protection against fire developing?"

A.: "I don't think so, in a case of ours, the way they were shut off."

Mr. Gordon Holmes, Crown Prosecutor then questioned the witness.

Mr. Holmes: "The lights at the airport when you landed, were they on?"

A.: "Yes, the lights appeared to be on."

Mr. Holmes: "Was there much snowdrift on the runway?"

A.: "No."

Mr. Forsythe: "Was the beam working?"

A.: "We came up on the beam at the airport."

Mr. Holmes: "The weight of ice caused the landing in such a fashion?"

A.: "It is my opinion."

Mr. Holmes: "Was it snowing all the time?"

A.: "Yes."

Mr. Holmes: "Wind?"

A.: "We were having great difficulty keeping the ice off."

Mr. Holmes: "You regarded it as an improbable situation?"

A.: "Yes, it was."

Was Passenger

H. W. Banting, 79 Watling Streets, Harts, London, England, testified that he was travelling as a passenger: "We started from Prestwick, Scotland. From the passengers' point of view, the Captain told us before we started the way would be good until we got to Gander, Newfoundland, when we would meet a front some seventeen or eighteen thousand feet, and that Montreal should be clear. After some hours, I couldn't estimate, I was asleep, we went onto oxygen. After a bit we came off oxygen right on the front. Shortly after that, I think while Captain Wilson had gone up to the crew, one of the crew who, I think, was the flight engineer, came back and informed us that we were making an emergency landing at Charlottetown, I think he said due to ice; and he told us to strap ourselves in our seats."

"Captain Wilson came back very shortly after that and we landed," witness said. "Directly we hit the ground the bottom split open and a lot of snow came into the cabin. The lights went out; the machine started to catch fire. I immediately went to the port emergency hatch, released it and all the passengers and myself dived out."

"We saw what we thought the crew in the front who were trying to get out; then somebody came along with a lantern and took us down to the hangar. After that we went down with the doctor to see if anything could be done. Ray's body had been removed then."

Coroner: "While you and the other passengers disembarked, up to that there was no fire?"

Witness: "It caught fire directly as we hit—the floor burst open, snow came in, lights went out and the flames started."

"During this time you were assisting and directing the other passengers to disembark?"

A.: "Yes."

Navigator's Evidence

Bramwell Baldwin, Barry, South Wales, navigator of the plane, testified as follows:

"It was a normal trip until we reached Newfoundland. We started picking up ice. The Captain asked me for a course to Charlottetown. We picked up the Charlottetown range. We flew to Charlottetown and descended to what height we could descend: I told him the safe height. When we got there he flew on for just a few minutes on that course. They contacted Charlottetown on the R. T. and then I was just told to pump the alcohol to try to rid the ice off the wind screen. I was just pumping the alcohol and told to prepare to land. There was just a grating noise, the aircraft stopped, burst into flames—I jumped out. The radio officer was immediately behind me. I ran to a house I saw and told them to come out and they did. It burst into flames after we stopped. We skidded, then I knew we had crashed. All of a sudden the flames started in. In the meantime the engineer opened the escape hatch and the skipper jumped. I don't know just how they got out."

Q.: "Your landing was good on the runway?"

A.: "I had my back to the front I was told to pump the alcohol."

Q.: "There was no difficulty in following the beam?"

A.: "We broke cloud at 800 feet. We could see the airport, and as we were just making the approach I knew it was going to be difficult because of the ice."

Mr. Forsythe: "Was the landing gear down?"

Mr. Holmes: "What was Mr. Ray's position in the aircraft?"

A.: "Co-pilot."

Mr. Holmes: "Would you say it was a forced landing?"

A.: "An emergency landing."

Mr. Forsythe: "Why couldn't the deceased make his escape the same as the rest of you?"

A.: "I couldn't see him at all."

Coroner: "Would his position there behind the motors have anything to do—where are the motors?"

A.: "Behind: the pilots are forward of all the motors in this plane."

Mr. Holmes: "Then the impact might have thrown him among the motors."

A.: "The cabin didn't break up, just burst into flames immediately."

Coroner: "There was an explosion?"

A.: "I don't remember anything after jumping out and running."

"A Terrible Crash"

Robert St. Jacques, flight steward, testified:

"A few minutes before we landed the flight engineer came in back to tell us to be properly strapped in order to make an emergency landing. I went around to see that all the passengers were properly strapped in. I took a seat myself and strapped myself. When we came over the airport, I noticed there was a difficulty there. I couldn't tell you exactly what it is. I don't know much about that. When we actually landed, there was a terrific crash, the floor of the cabin ripped open, some snow was projected inside, then the lights went out and the next second the flames went right up, so immediately with the help of a passenger Mr. Lawrence, we opened the hatch on the right and Mr. Banting opened the hatch on the left and we all evacuated immediately; five minutes after that the plane was all on fire."

Q.: "Was there an explosion?"

A.: "I don't remember. We stood there for about five minutes and the passengers and I went into a shelter because it was quite cold. I was behind the hangar and couldn't see the aircraft and all the sky came all lit up and I know that something blew up."

Q.: "Was any of the baggage saved?"

A.: "Nothing was rescued from the wreck. All baggage was lost. The passengers came out as they were—some of the passengers were barefooted. I carried some of the passengers out."

Q.: "You said something of the belongings were saved?"

A.: "No, everything was lost. Everybody got off as quickly as possible. There was no panic. Everyone kept very cool. They all evacuated as they were."

Mr. Holmes: "Did you see Mr. Ray after you landed?"

A.: "No."

Caught Signal

L. B. LeBlanc, sworn:

Coroner: "In connection with this accident, Mr. LeBlanc, what was the first knowledge that this airplane was expected to arrive?"

A.: "At 9.51 he called up and said he might have to land here on account of icing, and at first I couldn't quite get his signal. Reception was poor and there was quite a bit of noise. I stood by. A minute after at .52 I gave him the weather as requested and the number 14 runway and I told him we were standing by for any information that he wanted. At .53 I called up the airport manager to have him put green lights at the end of the runway, if they weren't on. At .57 there was this aircraft calling me and he was very weak. I don't know if it was this or another one. I finally got it—it was another aircraft over the gulf somewhere. At 10.20 he told me he was going to land. I gave him runway 14, the wind was the same and after that I was busy with the other aircraft. This airport attendant he told me that the airplane had landed and had burst into flames. It was 10.03."?

Mr. Holmes: "Did you get the number of it?"

A.: "Liberator 528L."

Mr. Holmes: "Were the green lights put on?"

A.: "I don't know. The airport attendant—"

Mr. Holmes: "Two minutes elapsed from the time you told him to put on the lights till the plane crashed?"

A.: "Thirteen minutes elapsed."

Mr. Holmes: "Did you see the plane?"

A.: "I didn't see it land. Just saw the flames."

Mr. Holmes: "Whether the green lights were on, you don't know?"

A.: "I don't know. They told me they were on when I enquired."

Coroner: "Had they not been put on, would it have made the landing difficult?"

A.: "Of course, I don't know. The visibility was down low. There was a visibility of 1¼ miles."

Coroner: "These lights are put on to help?"

A.: "All the other lights were on."

Doctors Testify

Dr. Harry H. Pierce testified to receiving a call to the airport shortly after ten o'clock Wednesday evening.

"On arriving there first I went into the station at the airport, and from there we found out that some of the parties who were in the craft had been taken into Mr. Champion's house," he said. "They drove us a short distance, the road was blocked with cars. I got out and gave my car to one of the Mounties, and went into Champion's house and Dr. MacMillan was already there, and I believe Dr. Sweeney; and these three men were there on ambulance stretchers, and evidently quite badly burned about the face and hands.

"Dr. MacMillan gave each of them a hypo of morphine to combat shock and make their passage to the hospital more comfortable, and after that we began checking up on how many were on the plane and where they were, who were missing, Captain Wilson prepared a list of those that were there at the Champion house and from there (these men were ready to be taken to the hospital) and drove to the main building of the airport and we checked over the men there, none injured, got a list and found that there was only one man missing.

"Then from there we attempted to drive up to the scene of the accident, and got stuck in the snow momentarily. There were two or three cars driving up there, Mr. Cutcliffe's ambulance—they had recovered the body, I understood, and taken it down to the airport building, and I drove back there. Three of the men were taken to the Charlottetown Hotel. Three were taken to hospital."

Dr. J. A. MacMillan, in his evidence said: "Shortly after ten o'clock the telephone operator called me and told me of an accident at the airport. I picked up some extra first aid and went to the airport, following some cars to Mr. Champion's house, and I saw three fellows—one on a chair, one on a couch presumably burned. The first man was badly burned about his hands; the second man was burned about the face, hands, backs of the legs. The third man was slightly burned about the face—not serious. On a cursory examination I got some morphine into them. I saw the ambulance men there. While he started to get them ready, Doctors Rachmel, Pierce, Sweeney and McKenzie came in. I mentioned to Dr. Pierce to have a doctor waiting with plasma and treating them on their arrival, and that they would be handled immediately on arrival. With that Dr. Pierce said that they should be ready for transportation. Then I went into the kitchen, met the navigator, and saw several of these gentlemen who had been in it, I don't know them by name. Found out more of the details, when they were not injured my part of the program was through and I left. I didn't get near the plane. Didn't see the remains."

Foreman: "Did you have any difficulty getting out there?"

A.: "I didn't. I went right along."

Coroner: "In regard to these burns, what would be your opinion as to how the burns were caused?"

A.: "My first impression would be that they were caused by very sudden intense flames. One flash of flame would give them just the type of burns they were suffering from. Their hair was singed."

Foreman: "Such as an explosion?"

A.: "Yes."

Mr. Banting (recalled).

Coroner: "Mr. Banting, are you quite prepared to swear that the body of the deceased lying here is that of D. W. Ray, one of the officers on board this plane?"

A. "Yes, as far as identification is possible."

Roadway Blocked

Foreman: "I would think that if we are going to give the report to The Guardian it should be stated that the ambulance was not able to get out as quickly as it could have, because of the blocking of the road with cars."

Coroner: "It wouldn't be concerned with the death of Mr. Ray. It might apply to the others, and in view of the fact that there are one or two others at present in the hospital at the present time, and it is impossible to know whether they shall recover or not, and their further evidence will be required.

"I now declare this coroner's inquest adjourned until further notice from me."

N.B. BUSINESS MAN DIES

CHATHAM, N.B., Feb. 21 — (CP) — John W. McLennan, 79, died in hospital here today after a brief illness. He was president and general manager of the Maritime Foundry and Machine Works here before his retirement 20 years ago. He is survived by two brothers and one sister.

NORTH BAY, Ont., Feb., 21—(CP)—Although coal dealers in North Bay were doing business today after a small supply of the fuel arrived to relieve the critical shortage, they said the virtual "black diamonds" still are in short supply.

Too Late to Classify

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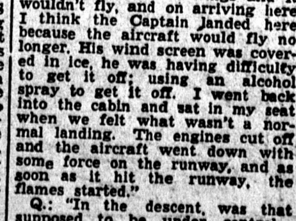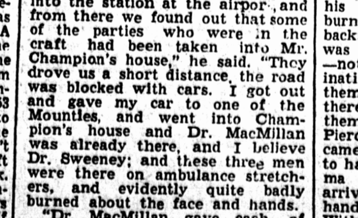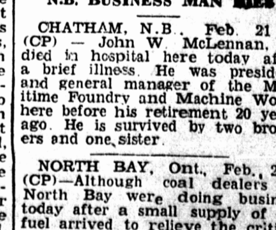
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