In Memoriam

MR. ALEX J. McLEOD

At Montague on October 8th, there passed away one of the town's most esteemed citizens, Mr. Alex. J. McLeod, at the age of 79. He was the son of the late Alex and Catherine McLeod, of Valleyfield and was born on July 5th, 1861. On Dec. 18, 1889, he was united in marriage to Isabella MacDonald, of Heatherdale, and last year the couple were heartily congratulated on attaining their fiftieth wedding anniversary. Mr. McLeod moved from the old homestead at Valleyfield nineteen years ago and with his family took up residence in Montague. Here he soon gained many friends throughout the community, for he was one easy to love being a man of the most cheerful disposition with a genial smile and kind word for everyone; this happy nature manifested itself even during his long months of illness. Mr. McLeod was a member of St. Andrew's Presbyterian church, and in 1905 was ordained an elder of the church. His loss will be keenly felt, as he was always loyal to his church and faithful to his duties as an elder.

Funeral services were held Oct. 10th, at the church and were conducted by the minister, the Rev. T. Owen Hughes, assisted by Rev. S. E. Hayward, of Montague United Church, and Rev. A. Ebbutt, of Valleyfield. Mrs. W. Garrick sang a funeral song, Mr. McLeod, "With Christ Be Unbroken?" The church was filled with symp[illegible] friends from Montague [illegible] surrounding district—a [illegible] which [illegible] was held by all.

[illegible] mourn his passing are his [illegible] Isabella McLeod, and [illegible] Mrs. Hugh (Mary) William, Ont.; Mrs. [illegible] (Caroline) Beck, [illegible] Mr. D. C. (Sadie) [illegible] Charlottetown; Mrs. [illegible] (Catherine) Moores, Albion, [illegible] Charles (Ruth) Grigg, [illegible] Mrs. (Dr.) A. R. [illegible] Mrs. E. H. [illegible] Montague and [illegible] John A. Warren, [illegible] Albert, B. C., and Stanley, Detroit, Mich. One [illegible] predeceased his father [illegible] years ago. There are also [illegible] John A. McLeod, of Oak[illegible] and [illegible] of Mrs. [illegible] Bruce, Valleyfield.

Honorary pall-bearers were: [illegible] MacKinnon, Norman MacWilliam Johnston, [illegible] and Malcolm MacLeod.

Active pall-bearers: John B. [illegible] A. P. Campbell, [illegible] Martin Carter and [illegible] Reynolds. The remains [illegible] to rest in the Montague [illegible].

In Memoriam

In memory of Kenneth MacLeod who passed away November 29th, 1939.

The flowers we place upon his grave,
Will wither and decay,
But the love for him who sleeps beneath,
Shall never fade away.

Wife and Daughter Jean.
L-1011-11-29-1i.

In Memoriam

In loving memory of our darling little daughter Rose, only daughter of Robert A. and Mrs. Stevenson, Whitney Pier, who passed away November 29, 1936.

It's sweet to know we'll meet again
Where parting is no more;
And our dear one we loved so well
Has only gone before.

Some day, some time, our eyes shall see
The face we loved so well,
Some day, some time, his hand we'll clasp
And never say farewell.

Inserted by Daddy, Mother, Brothers Wm. D. and Robert N.
L-1005-11-29-1i.

In Memoriam

In fond and loving memory of our dear Superintendent, Mr. George Crawys who departed this life November 29, 1939.

There's a vacant seat in our Sunday School
Oh so hard to fill.
But when the call came "Faithful Servant"
You were ready to say "I will."

Your good deeds of love and mercy
Your guidance so kind and true
Are now recorded in heaven
But oh! how your pupils miss you.

Fondly remembered by the Pupils and Teachers of Glasgow Road Sunday School.
L-866-11-29-1i.

In Memoriam

In loving memory of Mr. George Crawys, who died November 2, 1939.

FATHER

Though we cannot see you Father,
And your dear voice is still,
There's a place left vacant in our hearts,
That no one else can fill.
But, you'll be waiting Father,
To greet us one by one
When God calls us to glory,
And our work on earth is done.

Inserted by his Son and Daughters.
L-850-11-29-1i.

N. D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and North Willishire
Phone 149

Too Late To Clasify

BOARDERS ACCOMMODATED. Apply 250 Grafton Street.
L-1007-11-29-2i.

LOST—ON HUNTER RIVER Hill, wine-colored leather jacket. Finder please notify Harry Kirsh, Summerside.
L-1011-11-29-2i

The Central Guardian

This column is reserved for news of local interest, but advertising of a newsy nature may be inserted at 3 cents a word, strictly payable in advance.

CRASWELL for Photographs.

CONFEDERATION LIFE INSURANCE. L-9789-7-21-3ii

PRINCE snow shovels at Rogers Hardware. L-1014-11-29-2i.

BIRTHDAY GREETINGS —Mrs. A. J. Stevenson, North River, had the honor of celebrating her 93rd birthday on November 24th.

CENTRAL PARISH CHURCH SERVICES for December 1st.: Canoe Cove 11 A.M. Nine Mile Creek 3 P.M. Clyde River 7.30 P. M. Rev. T. W. Goodwill, Minister. L-867-11-29-1i.

PRESBYTERIAN CHURCH IN CANADA.— Brookfield Charge. — Services next Lord's Day. Hartsville 11 A. M. Hunter River Sunday School 10 A. M. Worship 3 P. M. Brookfield Sunday School 10.30 A.M. Worship 7.30 P. M. L-822-11-29-1i.

HOME FOR FUNERAL.—Mr. and Mrs. Cyril G. Hughes, and Mr. and Mrs. Cyril Bragg, (nee Enid Hughes) of Moncton; and Mr. and Mrs. Roy Hughes of Port Elgin, arrived in Charlottetown this week to attend the funeral of Mrs. G. A. Hughes, yesterday.

POULTRY SHOW OVER —The 350 birds who were on display at the 28th annual poultry show held at the A. Horne building this week, were back in their home nests yesterday. The exhibition closed Wednesday but the fowl remained on display until they were removed yesterday. The show was staged by the P. E. I. Pressient Association Inc. and was a great success.

LAID TO REST.—The funeral of the late Mrs. G. A. Hughes took place yesterday afternoon from her late residence, 143 Prince Street, to the Pioneer cemetery. Services at the house and grave were conducted by Rev. Hugh Miller and Rev. Donald C. Boothroyd, and at the grave by the former. The pall-bearers were Dr. J. H. Ayers, Messrs. A. C. Dingwell, J. N. K. MacEwen, Frank N. MacKay, J. E. Worth and G. Fisher Ritchie.

LEGION MEETING HELD—The regular monthly meeting of the Charlottetown branch of the Canadian Legion was held in the Legion rooms last night. The president, J. F. Leightizer presided. The report of the poppy committee was submitted showing a net profit of $707.63, slightly higher than last year. A vote of thanks was passed to the Ladies Auxiliary and to the girls of the city schools for their splendid assistance in making the sale such a success, and to the organizations and citizens who supported this worthy object so generously. Various matters with regard to the entertainment of the men now in training were also discussed at length.

VISITED CITY—Mr. W. T. Anderson of Morell was in the city yesterday, the guest of his son, Mr. E. H. Anderson, Inspector of Dredges for the Island, and Mrs. Anderson. Yesterday Mr. Anderson Sr., celebrated his 84th birthday and is remarkably active and vigorous for one of his years. For 35 years he was the valued and efficient representative in this province of the well known firm of William Rennie Seed Company of Toronto, and he retired from that position only four years ago. On his birthday anniversary his numerous friends in city and country will tender him many happy returns of the day.

Y'S MEN'S CLUB MEET — The regular weekly meeting of the Y's Men's Club was held last night with Ern Clawson acting as chairman. A hearty sing song was conducted by Jack MacNair. The speaker of the evening was Hubert Morris, General Secretary of the Charlottetown Y. M. C. A., who spoke on Boy's Work. The speaker emphasized the need of vocational guidance for boys of high school age; and pointed out that various tests have been devised and perfected for giving the boys some idea of the work for which they are best fitted. Some discussion followed the address. Chairman Ern thanked the speaker heartily for his talk. The meeting closed with the National Anthem.

SIX INCH SNOW FALL. — Six inches of snow fell in the province yesterday, but did not stop wheeled traffic, although motorists reported the road was "very heavy and slippery." Not many ventured far last night, as snow still fell and slightly lower temperatures and an increasing wind threatened to start the snow drifting. All day the temperature hovered near the 32 mark, never getting above 32, however. Snow fell most of the day, but not in any quantity. Lowest temperature recorded yesterday up until 8 p.m. was 24 degrees above zero. Snow plows were ready both at Charlottetown and at Summerside to go into action last night. It was expected the machines would go out early this morning. A department of highways truck made the 40-mile trip from Summerside to Charlottetown last night just before darkness fell. The trip took two hours. Cars were reported off the road and in the ditch at several places. The road surface was very slippery. Weather observers recalled yesterday was the second anniversary of a record November blizzard which disrupted all traffic and wire services in this province for hours.

BIRTHS

BENOIT — At Chelsea Memorial Hospital on November 16, 1940, to Mr. and Mrs. Joseph A. Benoit (nee Lorraine Timmins) East Boston, Mass., a son (John Andrew.)

DEATHS

DRAKE—At the P. E. Island Hospital on Nov. 28th, 1940, Earl James Drake, Lot 40, in his 43rd year. Funeral Sunday Dec. 1st. Short service at his late residence at 1.30, thence to Lot 40 United Church service starting at 2 p. m.

FERGUSON—At P. E. I. Hospital Thursday Nov. 28th 1940 Mrs. Artemas Ferguson in her 68th. year. Remains to be warded from the MacLean Funeral Home to her late residence at Bethel yesterday afternoon where the funeral will take place on Saturday, Nov. 30, at 2 p.m. Interment Mt. Herbert Cemetery.

Ch'town man Has thrilling Adventure

Mr. Francis B. Holland, 42-year-old resident of this city and former fisherman at North Lake, P. E. I., is back at his home after adventures and narrow escapes from death at sea. He was a member of the crew of a ship in the convoy attacked in the Atlantic early this month by an enemy raider. He described the fight between the Jervis Bay, armed merchant cruiser, and the enemy ship. The Jervis Bay dashed into action immediately the raider was sighted, Holland said.

He was washing his clothes on deck later in the afternoon when the strange ship was sighted on the horizon, Holland said. He did not finish the job, he recalled. Almost immediately the enemy began firing. The tanker he was on was one of the last the raider set afire he said.

The crew took to the lifeboats at 6.05 on Tuesday evening, Nov. 5th, and rowed until Thursday the 7th at noon, forty four hours, before being picked up by a British cargo boat from Philadelphia and landed at St. John's Newfoundland.

From St. Johns Mr. Holland and his companions took a passenger ship to Halifax. Here they were royally treated at the Sailors' Home where they remained from Saturday the 23rd, until last Monday the 25th. Here they were provided with comfortable beds, soap, towels, etc and provided with meal tickets for the best of food at restaurants.

Before leaving St. John's Nfld., the Canadian Red Cross presented them with shaving outfits, towels, soap, etc., and the owners of the ship cabled funds from London to fit them out with complete clothing from caps to boots.

Mr. Holland said that while in St. John's harbor he had seen the other tanker that had been in their convoy, safe and sound

Mr. Holland arrived in the city on Tuesday night, and it was a happy reunion when he met his wife and seven children at their little combined dwelling and store on Grafton Street.

It may be said although the member of a crew on a tanker, he enlisted in Halifax, and sailed as a member of the Mercantile Navy.

POLICE COURT — For the second successive day Magistrate K. M. Martin had a clear docket yesterday in the City Police Court.

WINNER OF DOOR PRIZE—One of the lucky winners of the five dollars War Savings Stamps as a door prize at the opening of the new Eastern Hay and Feed warehouse, was Mrs. Claude Smith, East Royalty.

BAZAAR SUCCESS — The annual turkey supper and bazaar of Zion Church, which was held last evening, was a decided success. Many citizens attended the affair despite the inclement weather. The supper was put on by the Ladies' Aid and Guild of the church.

SUMMERSIDE AIRPORT TO OPEN — No. 9 Service Flying and Training School at St. Eleanor's known as the Summerside Airport, will open early in January it was learned from a reliable source last night. Official announcement to this effect has been made and it is expected that the Commanding Officer will arrive in the province soon to prepare for the actual training of young airmen. This Officer has not been named yet but it is expected that he will be appointed in the near future. It is understood that the Bombing and Gunnery School at Charlottetown, which will be used for advanced training of airmen, will not be opened until spring.

Personals

Mr. Reginald Murray, of Elrose, Sask., is visiting his mother, brother and sisters, Clyde River.

The many friends of Mrs. W. M. Murray of Moncton, N.B., will be pleased to hear that she is recovering from a severe illness.

Mrs. Robert McFarlane, R.N., of Lansing, Mich., who has been spending the past month with her sister, Mrs. Kenison MacKinnon, of Clyde River, caring for her mother, Mrs. Murray, is leaving shortly for her home.

Lt. Frederick A. Large, of the R. C.N., accompanied by Mrs. Large, left yesterday morning on return to the mainland, after spending a few days in the city. This item in yesterday's issue had the name incorrectly as Heber Large.

His Worship Mayor B. Rey Holman is able to be out and around again after being confined to his home with a severe cold for the past week. He will return to work today.

Rev. Hugh Miller of Trinity United Church, Charlottetown has left for St. John to take charge of the anniversary services in his former church St. David's United.

The Eastern Guardian

This column is reserved for news of local interest, but advertising of a newsy nature may be inserted at 2 cents a word, strictly payable in advance.

SUBSCRIPTIONS to the Charlottetown Guardian may be handed to their Rept. Archie Hume.

Police of Mexico City have warned ambulance drivers to travel at "reasonable but not breakneck speed."

DANGEROUS

(Continued from page 1)

cars, serious accidents are apt to occur in the near future. It was pointed out that it is almost impossible for motorists to stop their cars on the slippery pavement. It was suggested that the teachers in the city schools give talks to their pupils regarding the danger of this practice

Curfew Law Discussed

The possibility of having a curfew law passed in the city as a solution to many delinquent problems was also mentioned by several citizens. However, it was pointed out that unless this could be strictly enforced without too much difficulty it would be a mistake to have it passed.

The meeting opened with the President, Dr. McMillan, in the chair and following the reading of the minutes of the last annual meeting the Secretary-Treasurer, Major T. E. MacNutt, read the financial report which showed a satisfactory balance on hand. This was followed by the report of the Society agent, Mr. W. J. Brawders, the text of which appears below

Dr. McMillan, during the course of his remarks, referred to the remarkable record of the Children's Aid Society during its 30 years of existence. The members of the Society have always functioned agreeably and efficiently and there has never been any friction, he declared.

During the 30 years since the Society was started, 150 children have been saved from "physical and moral destruction" by its workings, Dr McMillan stated. At the present time there are 81 wards being looked after, he added.

The speaker praised highly the work of the agent Mr. Brawders, who took a special interest in the work always using diplomacy, wisdom and good judgment in dealing with cases.

The work of the Society must go on and a glance at the record of offenses committed in the city by juveniles will prove this, Dr. McMillan said as he read a list of these which ranged from petty thefts to breaking and entering. The aim of the Society is to try to stop delinquency, he added.

Foster Homes Good

He referred to the scarcity of good foster homes throughout the province but expressed pleasure that the present homes which looked after wards were so good. Over 200 offers had been made from people willing to take guest children when the appeal was made, Dr. McMillan asserted.

He expressed the thanks of the Society to the Secretary, the agent, the orphanages, the press, the City Council, the Honorary Solicitor and Magistrate K. M. Martin, Judge of the Juvenile Court.

"A phase of increasing difficulty after any great war is delinquency and we must go on doing our Christian, charitable duties," he concluded.

Rev. G. Carlyle Webster stated that the Society was functioning in a manner to do credit to the whole community. He said that it was fortunate to have such a diligent and earnest agent who was always so willing to serve. He expressed belief that the enforcement of a curfew law in the city might be instrumental in curbing certain forms of delinquency.

Rev. P. D. McMahon, D. D., spoke of the detail work which is to be done by the society, and undertaken by voluntary members. He declared that children would be home at night and the parents were responsible when they are allowed to be out. He referred to the difficulty of properly enforcing the curfew law.

Children being out at night without proper supervision, is one of the greatest causes of delinquency, he said, and added that the work of the Society was absolutely necessary and must be carried on.

Rev. Hugh Miller expressed his personal appreciation for the work being done by the Society and added that the success of the Society depended on the faithfulness of the president, secretary and agent. He said that it was very encouraging to know that 150 children had benefitted by the work done.

Hanging Onto Cars

Adjutant Hawkes said that he was only here four months but had already seen the advantage the Children's Aid Society could be to any community. It is difficult to get the parents to realize the responsibility of the home, he added. The speaker referred to the practice of children hanging onto the back of cars, and declared that this should be stopped as it was a very dangerous practice.

Mr. C. St. Clair Trainor paid tribute to the president, secretary and agent for their work on behalf of the society.

During the discussion on children in the city catching onto the backs of cars, Rev. G. Carlyle Webster moved that "the Children's Aid Society ask the co-operation of the Press, schools and police departments of the city, in preventing children catching on cars at street corners and in discouraging of the practice of children making slides on hills of city streets." This motion was unanimously adopted. It was suggested that the provincial and city police forces be censured for allowing the practice to continue. Another suggestion was that a letter be sent to the principals of the schools, instructing them to give talks on safety to the pupils. Respect for law and order and respect for property, should also be taught to the children, it was suggested.

Dr. McMillan suggested that the matter be put in the hands of a committee which would study it and report back at the first meeting of the Society.

Taking part in the discussion were: Dr. McMillan, Rev. G. C. Webster, Rev. Hugh Miller, Rev. P. D. McMahon, Major T. E. MacNutt and Mr. C. St. Clair Trainor.

AGENT'S REPORT

Following is the report of the agent for the society, Mr. W. J. Brawders:—

I take great pleasure in presenting a brief report of the work of this Society for the past year.

Of course you are no doubt aware of the aims and objects of the organization, namely the care and protection of neglected and dependent children. Children of this class are those whose parents, because of ignorance or neglect, fail to give their children the start in life to which normal boys and girls are entitled, or they are unable to do so, because of poverty.

Such children may be made wards of the Children's Aid Society which means that the guardianship is transferred from the parents to the Society, who may then take whatever action is considered best for the future welfare of the children. They are sometimes placed in an Orphanage and transferred later to suitable foster homes, or they may be sent to such homes direct.

At the present time about eighty-one children are wards of the Society. The majority of these are in good homes throughout the province. Three are in St. Vincent's Orphanage, five are in the Protestant Orphanage, four are in Reform schools and the remainder are with their parents, under the supervision of the Society.

We are most fortunate in having such splendid foster homes for so many of our wards, and each year, as I visit these homes and see how happy these children are, and how attached they are to their foster parents, and when I also consider their present condition as compared with what it would otherwise have been in many instances, I feel that this alone is ample proof of the value of the work the Society is doing.

Those in the Orphanages and Reform schools are certainly receiving excellent training which will be most valuable in giving them a proper start in life.

Those who are still with their parents under supervision, are getting along reasonably well, and in a few instances wonderful improvement has taken place in home conditions since the children were first made wards. This, of course, is very gratifying. I might say that the Society has power to remove such children from their homes at any time if circumstances require such action.

Scarcity of Suitable Homes

The matter of finding suitable homes is still one of our serious problems and it is increasingly difficult to obtain such homes. Our work is hampered on this account as it happens occasionally that we are unable to take over the custody of children who are sadly in need of better care and guidance than their own homes afford. Those placed in the Orphanages slowly find their way into good homes, but there is a limit to the number the Orphanages can accommodate.

Another phase of our work is that of endeavoring to discourage delinquency among juveniles.

The number of juveniles before the Court for the past year was 31, as compared with 40 last year. A curious thing about the number of delinquents is that it is high every alternate year and low the intervening years. This happens to be a low year. The average age of these delinquents this year is 13 years, which is the same as last year. Seventy-four per cent. of these appeared in court only once. The others appeared a second, third or fourth time.

Twelve juveniles were sent to Reformatories during the past year, mostly for such minor offences as petty theft and damage to property, and I may say that while these offences are referred to as minor they are serious, inasmuch as all crime has small beginnings and if such boys are not checked at the start, many of them may develop into serious problem cases later. As a rule, the juveniles who return from Reformatories show in a marked manner the excellent training received, and the majority of them are well behaved, and we have no further trouble with them. There are exceptions, however, and we have those who, because of faulty home environment, have become so set in their evil ways that it seems impossible to get them to reform. We frequently find that such boys are of very low mentality.

Every possible effort is being made to keep down delinquency. Parents are interviewed on all cases of petty annoyance, and for the sake of their boys their co-operation is requested in checking up on the boys, so that there may be no repetition of the offence. A very large number of cases were dealt with in this manner and with excellent results, the parents having assisted whole-heartedly.

In the brief time allotted for this report, I have tried to place before you the principle features of the work of the Society and submit the same for your approval.

Jury Decides

(Continued from page 1)

telephone. When he arrived at the scene which was near the Queen's County jail, he found the injured man in uniform lying in the back seat of a car.

A superficial examination showed that both legs were broken below the knees, witness said. There was also an abrasion on the forehead from which blood was oozing, he added. The patient was removed at once to the P.E.I. Hospital and a thorough examination there revealed nothing more except a laceration on the back of the skull, one and one half inches long but not deep, Dr. Tidmarsh testified. The condition of the man was good and there was no cause for anxiety, he added.

Cause of Death

In answer to a question from the Crown Prosecutor, Dr. Tidmarsh said that the cause of death was "cerebral hemorrhage" from the wound on the head.

Dr. R.F. Seaman told of seeing the patient at 11 o'clock on the evening of the accident and found him "fairly comfortable." There was a wound on his head and his two legs were broken and these were put in splints, witness said.

He again visited the injured man the next morning and found him well and bright but about four o'clock in the afternoon he began to get comatose. He continued to get worse and died this (Thursday) morning, witness declared.

Everett Webster St. Avards who lives on Hawthorne Avenue said that he did not see the accident. However he had been working overtime at the McDonald and Rowe Woodworking Company in the city and quit at about 8.30. He called for his wife at Mrs. Bruce Davison's on Kent Street and also picked James Drake up and gave him a drive to the Mount Edward Road. His wife was visiting Mrs. Davison, her sister-in-law, and Drake who was visiting there also mentioned that he was going out to the Mt. Edward Road to see a person whom he sold fish to. He was persuaded to wait until witness came with the car, and to take a drive.

Witness told of the deceased sitting in the back seat on the way out and getting out of the car at the Mount Edward Road. There is a lamp in front of Frizzel's Store and it is quite bright there, Mr. Webster said. He told of Drake getting out and thanking him for the drive.

In answer to a question from the Coroner, witness said that Drake was "absolutely sober" as far as he could see. Questioned by the Crown Prosecutor he added that he did not see the man since until he saw his body shortly before the inquest.

Saw Car Swerve

Miss Pauline LePage told of being on the road the night of the accident. She was coming in from the airport at approximately 8.45 and noticed another car about 50 yards ahead. She told of hearing brakes being jammed on and saw the car swerve to the left hand side of the road just a little beyond the Mt. Edward Road in front of the jail.

Witness told of stopping the car, getting out and seeing a man lying in front of the other car to the extreme left hand side of the road as one faces towards Charlottetown. She did not know the man but noticed that the car was a large one bearing an Ontario license plate. Witness said she did not know the driver of the car and did not talk to him at the scene of the accident.

Witness testified that there was another girl and two young men in the car with her and the boys went over to the injured man. They took the back seat out of the Ontario car and lifted him onto it and in a few minutes Dr. Tidmarsh arrived and examined the injured man.

She told of the man being taken to the hospital in the Ontario car, and of one of the boys in her car going with him. Witness followed in her car and at the hospital spoke to the driver of the Ontario vehicle, whom she learned was a Mr. Grant, and gave her name and told where she could be located if needed.

Lieut. W. G. Silliker testified that he was orderly officer Wednesday for No. 6A Company, Veterans' Guard of Canada, and during his tour of duty visited Drake at the hospital at 10.30 a.m. and inquired about his condition. He seemed bright, and said he was comfortable, witness said. The injured man told witness that he had been hit on the St. Peter's Road near the jail, but said he did not know who the driver of the car was.

Witness inquired at the desk about the injuries of the man and was informed that he had two broken legs, and head injuries.

Good Soldier

Questioned by the coroner, witness stated that the injured man had been a member of his platoon, and said that he "was sober and a good soldier."

In answer to a question from the Crown Prosecutor, he said the man did not appear to have any notion that he was dying. He advised witness not to telephone his family but to write them the details of the accident. Witness said Headquarters had already done this. Asked by Mr. Trainor if the injured man had given him any details of the accident, he replied in the negative.

Major R. H. Duvar, Officer Commanding the Veterans' Guard of Canada testified that the victim had been a member of his company and that he had first learned about the accident when he had read about it in the local press Wednesday morning. He ordered headquarters to notify the family of the injured man and sent Lieut. Silliker to the hospital to obtain information as to his condition. Shortly after he received official notification of the accident from the Royal Canadian Mounted Police.

William G. Grant, 5 Foxbar Road, Toronto, Ont., testified that he was here in connection with the airport work, and arrived near the end of July. He is assistant to the general superintendent.

Witness said that on Tuesday night, driving his own car, he left the airport for his boarding house, 70 Sydney Street, about 8.30 o'clock. He was alone, and driving about 35 miles an hour. Questioned, he said that he has been driving for ten years, and found the road dry that night.

On the way in from the airport, he reached the juncture of the Mt. Edward Road at approximately 8.45 o'clock. Witness stated that another car, coming from the direction of Charlottetown, and which had been stopped, pulled away from the right hand side of the road just as he was about opposite it. There was a glare from the lights, and he saw a man walk directly in front of his car, about 10 feet ahead, going across the street from the service station towards the Mt. Edward Road, witness said.

He told of trying to avoid the man by jamming on his brakes and swerving to the left, but the bumper hit the man in the lower part of the legs, throwing him up on the engine hood. He rolled off the hood and fell to the ground on the left hand side of the road.

Questioned, witness said that the Mounted Police did not test his brakes. The car is a 1940 Chevrolet and the brakes and lights are good, as the machine had been overhauled at Horne's garage ten days ago. He brought the car to a stop in 15 feet of space. Things happened quickly when the man crossed from the rear of the other car, he added.

Questioned by the coroner, witness said that he had never had any serious accident before. He said that he saw the uniform of the man when he landed on the hood. He jumped out and ran over to the man and then went to the service station and instructed the attendant to phone the police and doctor, also an ambulance.

Reported Accident

He told of going back and with the assistance of two air force men who got out of the other car, placing the man on the back seat of the car. He also told of taking the man to the hospital and after waiting there one hour to see how he was coming, went to the R. C. M. P. barracks and reported the accident.

In answer to the coroner he said that he was sober.

Questioned by the Crown Prosecutor, he said that the man was coming from the left and he tried to avoid him. It all happened within 10 or 12 feet and he had no definite recollection of what action the injured man had taken, witness said when questioned.

Mr. Earl Smith testified that he operates the service station near the scene of the accident. He told of hearing brakes scream outside at the time of the accident. He went out and saw a car stopped and a man lying in front of it. While there a man came towards him and told him to phone the police and doctor which he did. Witness told of the man being taken to the hospital.

Constable F. G. Bradley of the R.C.M.P. told of going to the scene of the accident on the Mt. Edward Road and noticing skid marks on the shoulder of the right hand side of the pavement leading to the centre for a distance of approximately 15 feet. Witness said that he would judge three of the wheels were locked and the car swerved sideways.

Asked by Mr. Trainor if he had examined the brakes of the Grant car, witness answered in the negative and added that there was no examination of the brakes to his knowledge.

MOORE & McLEOD Limited

War Restrictions Clamps Silence on Fate of Seamen

(Canadian Press)

War-restricted communications at sea obscured last night the fate of an undetermined number of seamen aboard two vessels—one a Canadian and one a Greek—battered by a savage storm off North America's eastern seaboard.

As silence closed down over the ships and their crews, these were the last reports:

The 2,594-ton Canadian freighter Lisieux had foundered but a Norwegian freighter had picked up an unknown number of her crew of 29 in a lifeboat and was searching for a second lifeboat. A report was heard in St. John's, Nfld. that 10 men had gone down with the ship. Most of the crew were Canadians

Valentine MacIntyre, 36-year-old Mount Stewart man was reported to be a member of the crew of the Lisieux. The names of the survivors picked up last night were not revealed.

After sending out distress signals for two days, the Greek freighter Eugena Cambanis' radio was silent. No word came from the British ship Urla, which reported Wednesday night she had reached the stricken ship. A rescue vessel was on the way from St. John's.

Both ships were off Newfoundland. Somewhere in the same region, a Norwegian craft remained afloat and out of danger after riding out the storm despite loss of her propeller three days ago. A tug from Halifax was steaming to the ship, whose name and location were withheld.

Nearer shore, two Nova Scotia fishermen lost their lives in the same storm. Caught off Lockport in a fishing vessel, Claire and Morton Harding, brothers, were given up as lost yesterday when their boat was found dashed on the shore after Wednesday's wind and snow storm.

The same gale finished off the Lisieux, 400 miles north east of St. John's, as she headed for the United Kingdom from an east coast Canadian port with lumber. The vessel, a former French craft taken over by the Canadian Government, carried 27 men whose homes were in the Dominion.

The reports telling of the saving of some of her crew did not identify the rescue ship definitely. But she was presumed to be the Norwegian freighter Bernhard, which wirelessed yesterday she was going to the assistance of the Lisieux.

Possibility was held the Bernhard had picked up the other lifeboat and was proceeding to port with her radio silenced. Those missing, according to the report received by the Newfoundland public utilities department, included all but one officer of the Lisieux.

There was no word as to whether the crew of the Greek ship had been transferred to the Urla, which Wednesday had come close enough to communicate by blinkers. The Cambanis, left helpless with boiler trouble, had lost her mainmast and part of her deck cargo in the turbulent sea.

Vital Workers

(Continued from page 1)

or.

The powerful engineering union is perhaps vital to production of airplanes and other war supplies. Undoubtedly every effort will be made to effect a settlement.

The union committee's action was taken against this background of Britain's home front:—

The cost of living index rose to 92 per cent. as of November 1, above the level of July, 1914. Food prices were 72 per cent. above the 1914 scale.

Informed sources forecast additional control of the food supply through action involving wages, prices and marketing policy. The Food Minister, Lord Woolton, warned Britons that meat importations might be reduced to conserve shipping space and that apples, apricots, grapes and bananas "must disappear for a time from our tables."

Milk available for the general public was restricted effective Dec. 1, to 90 per cent. of requirements for the first week of November, because of increased consumption and decreased production. Children, hospitals and invalids will get normal supplies.

Britain, admittedly short of ships got authorization to requisition all Greek shipping outside the eastern Mediterranean.

Labor Minister

(Continued from page 1)

thinking of maintaining standards which do not take into account the urgency of the situation," the Labor Minister said.

He indicated there might be circumstances in which the government would have to resort to compulsion, but Labor had demonstrated its readiness to co-operate to the maximum. "The use of the big stick is unnecessary when we are engaged in a common purpose," he said.

Mr. McLarty had a similar word for industry. The duty of industry in training workers had been emphasized some months ago, but the number being trained was "somewhat disappointing."

There was definite evidence that industry now was co-operating, both with the vocational schools and in doing its own training. However, government contractors with proper facilities might be compelled to train definite numbers of workers in trades where labor was scarce as a condition of getting government contracts.

The minister received in detail what was being done to meet the steadily increasing demand for skilled workers in some lines where there was already a shortage.

The inter-departmental committee, headed by Dr. Bryce Stewart, associate Deputy Minister of Labor, was studying prospective demands on the nation's manpower by the fighting forces and industry during the next six months.

Studies were being made of non-essential industries, as well, it might be necessary to stop such industries employing more men in such were required in essential occupations. They might even be compelled to give up some of their skilled labor to war industries.

A paradox of the present situation was that 52,000 employables continued on relief. The degree of their employability, however, must be seriously questioned." That problem had a parallel in the United Kingdom.

The organization of manpower, he said, was basically a re-planning and re-organization of the nation's whole production.

"The state is compelled to exert a dynamic control in the interests of the community, and with the supreme object of maximum production of war requirements.

Scarcity of instructors and equipment was the "bottleneck" restricting greater expansion of the government's training of skilled workers, he said. Present training schedules provided an annual output of 6,000 aircraft mechanics for the Royal Canadian Air Force and 24,000 basically-trained industrial workers.

Inquest into death Of Daniel McQuarrie

MONCTON, N.B., Nov. 28—(CP)—An inquest into the death of Daniel L. McQuarrie, who was found dead in the highway at Newton Heights early this morning was opened in a Moncton hospital at noon today. Apparently killed when struck by an automobile, McQuarrie was brought to the hospital where he was pronounced dead about 2:30 o'clock. During the morning Dr. P. McL. Atkinson, the Coroner, decided an inquest was necessary and ordered one immediately.

When the jury, with C. A. Peake, as foreman had met and viewed the body, the members went to see the automobile which was said to have struck McQuarrie and was alleged to have been driven by Gerald LeBlanc, of Memramcook, and later saw the spot in the road where the man was found unconscious. After that the inquest was adjourned to Friday afternoon.