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The Guardian

"Covers Prince Edward Island Like The Dew"

WEATHER

Showers, clearing before noon; winds northwest 15. Low and high at Charlottetown 55 and 70.

24 PAGES CHARLOTTETOWN CANADA, MONDAY, AUGUST 12, 1957 PRICE 5c

79 Persons Are Killed When MCA Plane Is Lost In Storm

Local Man, Son Were On Plane

Two Charlottetown people were victims of the Maritime Central Airways plane crash near Quebec yesterday. They were Allan H. Love, 35, and his son Peter 5, who resided at 10 Brighton Road.

The Guardian received this information last night from A. Walthen Gaudet, brother - in - law of Mr. Love. Mr. Gaudet said that he had learned that Mr. Love had originally intended to get off the plane at Gander and fly to Moncton by another plane He learned late last night, he told the Guardian, that the M.C.A. plane did not touch down at Gander.

Mr. Love was born in London, England, and was on his way back from a visit to his father when he and his young son were killed. They left London Saturday night at 9 o'clock.

Yesterday's crash wiped out Mr. Love's family. His wife, the former Eleanor Gaudet of Charlottetown, died here on June 29th. They had only one child. Mr. Love left to visit his father shortly after his wife's death.

Mr. Love was employed in the Income Tax office here in Charlottetown. He was expected back to work on August 19th.

A Walthen Gaudet, Deputy Mayor of Charlottetown, W. Farrel Gâudet, chief of personnel for M.C.A., Gilbert A. Gaudet and Lomar B. Gaudet of Charlottetown are brothers-in-law.

High Record Held For Air Safety By Company

Prior to yesterday's crash of a Maritime Central Airways plane in Quebec with 79 persons aboard, the company had built up an almost phenomenal air safety record.

The company started operations December 7, 1941 and has operated a scheduled service during the 16-year period without a single fatality). That record is still unbroken as this was a charter flight and not a scheduled operation.)

In 1952 and 1953 during the pine-tree radar construction two aircraft were lost, one a DC-3 in Gaspe and the other a Canso in Labrador.

On the two, the five crew members and three passengers were lost..

During the DEW line radar construction job from 1955 to 1957 two aircraft with five crew members were lost in the Arctic.

Sunday's fatal flight was a group charter operation from London to Ontario and was the 315th crossing of the Atlantic during the past 15 months.

The navigator of the plane, Lewis Morgan of Australia, and the 1st officer, Paul Renaud of Montreay, were navigator and 1st officer respectively of the plane that took the "Flying Curlers" from this province to Europe last winter.

M.C.A. is the largest air freight carrier in Canada. It is the largest contract air carrier in Canada. It is the third largest passenger carrier. Trans-Canada Airlines and Canadian Pacific Airlines rank above it in this category.

Last year, for example, the company's planes flew more than five million miles, the Guardian learned officially last night.

Child Drowned While Swimming

SYDNEY (CP)—Rhonda Ward, 11, of Halifax was drowned Saturday while swimming at Rotary Park Lake here. Last week a 10-year-old boy was drowned in the crowded lake.

Will Make Inspection Of Atlantic Fisheries Plants

OTTAWA — (Special) — Canada's new Fisheries Minister, Hon. J. Angus MacLean, will visit Prince Edward Island this fall in the course of a detailed inspection tour of fishery plants in the Atlantic Provinces. Tentative plans for his tour have already been completed. He will be accompanied by G. R. Clark, Deputy Fisheries Minister. He will visit all four Atlantic Provinces. Mr. MacLean spoke in Sackville, N.B., Saturday night and paid brief visit to his home at Lewis, Beaton's Mills, P.E.I. over the weekend.

His Atlantic Province tour will start on Aug. 26 with a visit to Halifax between that date and Aug. 31, he expects to cover various points of fishery interest in Nova Scotia, New Brunswick and will then go to Prince Edward Island to spend Labor Day weekend at his home. His itinerary calls for him to fly to St. John's, Nfld. on Sept. 3 or 4, depending on air line schedules, and he will spend three days there meeting with the industry and others. He will also visit the fisheries departments offices in the city.

The schedule also calls for him to go to Bonavista and Cataline to see the fishery plants, on Sept. 7 he will go to Valleyfield to inspect the new federal salt fish plant.

HON. ANGUS MACLEAN

Mr. MacLean plans to fly from Gander back to the mainland on Sept. 9 and will attend the fisheries exhibition at Luneburg, N. S. on Sept. 10-30.

Crew Members

MONTREAL (CP) — Maritime Central Airways' office at Dorval Airport announced Sunday night that a crew of six was aboard the airline's DC-4 plane wrecked near Issoudun, Que., with 79 persons aboard.

MCA listed the crew as follows:

Captain — Norman Ramsay, Montreal;

First officer — Paul Renau, Montreal;

Third officer—Gordon Stewart, Montreal;

Navigator — Lou Morgan, Australia;

Stewardesses —M. C. Leblanc and Anne Harvey, Moncton, N.B.

Passengers On Plane

TORONTO, (CP)—Post House Travel Bureau Sunday night confirmed a Maritime Central Airways plane that crashed near Quebec Sunday with loss of 79 lives was a flight chartered on behalf of the Imperial veterans division of the Canadian Legion's Ontario command.

The bureau issued a list of 71 passengers known to have been aboard the plane. It said it had confirmation from the airline that all had boarded the aircraft at London.

It said it had no information on two more passengers that MCA included in its total of casualties but without identification.

The list issued by the Post House bureau was identical with one issued earlier Sunday night by John Peacock of Preston, Ont., retired president of the Imperial veterans division, except for elimination of three names and addition of three others.

Here is the list of names, incorporating information obtained from both Mr. Peacock and the Post House bureau:

The list

Mr. and Mrs. William Ainley, Willowdale, a Toronto suburb, visiting Manchester.

Osmond Albright, Vankleek Hill, Ont., visiting Gateshead-on-Tyne.

Mrs. Simpson Alderton, Toronto, visiting in Hendon, London suburb.

Mr. and Mrs. Francis Askew, Toronto, visiting Slookburgh, Grange-over-Sands.

Mrs. Lucy Baikie, Hamilton, visiting Nottingham.

Mr. and Mrs. James Banon, Toronto, visiting Edinburgh.

Mrs. Alice Barton, Toronto, visiting Sittingbourne, Kent.

Mr. and Mrs. Albert Blacker, Scarborough, Ont., visiting Poole, Yorkshire.

Mrs. Elizabeth Blyth and Miss Jessie Blyth, believed mother and daughter, Scarborough, Ont., visiting Edinburgh.

Miss Barbara Brebner, Islington, Ont., and Miss Margaret Brebner, Toronto, visiting Aberdeen,

Mr. and Mrs. James Brickett, Parry Sound. Ont., visiting Brighton.

Mrs. Joyce Brown, Pickering,

(Continued on page 2 col. 3)

A DC-4 AIRCRAFT

Sultan's Forces Occupy Rebel Fortress In Oman

NIZWA, Oman (Reuters)—The great round fort of Nizwa, headquarters of the Imam of Oman, fell Sunday to a British-led motorized column.

With its surrender, the imam's contest with the British - backed sultan of Muscat and Oman appeared to be at an end.

The fall of Nizwa occurred less than 3½ hours after the fall of Firq, six miles away and the city's main defence outpost.

The imam's remaining forces were believed to have scattered into the hills. His brother, Taleb bin Ali, who helped organize the attack against the sultan was reported to have fled as British armored cars appeared on Nizwa's streets.

The city opened its gate and surrendered without firing a shot. A small crowd gathered to watch hte troops enter and gave a straggling cheer. A few persons carried red flags for the sultan.

The revolt broke out in mid-July when the imam, a spiritual leader, claimed Omani independence from the sultan, whose rule is strongest along the coast of imam had been expelled from this Arabian Peninsula state. The Nizwa in December, 1955, by the sultan's forces after attempting to set up an independent state.

The sultan's red flag replaced the imam's white one over Nizwa fort following aerial attacks by British heavy bombers and jet fighter strikes against snipers in surrounding caves, ridges and plantations.

LOWER COVERDALE, N. B. (CP)—Morley Eldon Fenton, 19, of Lower Coverdale, was killed Saturday night when struck by a car in this Albert County village.

Eyewitness Tells What He Found At Scene of Crash

Editors: The following eyewitness account was telephoned to The Canadian Press by Francois Dussault, a CBC photographer who was one of the first at the scene of Sunday's plane crash in which 79 persons died.

By FRANCOIS DUSSAULT

Written for The Canadian Press

ISSOUDIN, Que. (CP)—Everything seems to have been blown to bits — the plane, everyone aboard and every piece of clothing.

Wreckage is strewn everywhere. There are five large holes in the muddy field, each about 15 feet deep. Four of the holes apparently contain the plane's motors. The fifth has a piece of the fuselage in it. There is about a foot of water—green water—in each hole.

Of the 73 passengers and six crew members who went down with the aircraft all I could find during the time I was there was the left forearm of a woman.

The crash occurred in a clearing, on the edge of a heavily-wooded area. I was told a number of bodies probably were tossed into the woods. No effort was made to find them tonight. The water is ankle deep and the bush is thick.

TREMENDOUS EXPLOSION

The plane seems to have been wrecked by a tremendous explosion. The largest single piece of aircraft I saw was only about seven feet long and a foot wide.

Smoke was still coming up from the charred wreckage when I arrived at the scene. But although most of the plane burned there were bits of clothing, purses, personal papers and passports littered on the ground untouched by the flames.

I saw snapshots of children and color slides scattered around on the ground. There was a seat strap hanging from a tree and a rubber raft in the bush.

I got there before police but three airmen had been parachuted into the crash area. One guided his landing to within 20 feet of the wreckage—the others landed in the bush a short piece away.

Police arrived a while later but after sloging through the mud and water for a short time decided to abandon any search for bodies until today.

Little Girl Found Safe In Woods

HEMMINGFORD, Que. (CP)—A two-year-old girl, whose disappearance early Friday led to fears of kidnapping, was located unharmed Saturday by an Air National Guard pilot from Malone, N.Y.

The girl, Lise Lariviere, was spotted in the bush near her home by pilot Don Mageen as he scoured the area in his light plane at an altitude of about 100 feet.

Two air cadets, Bertrand Beaulieu and Richard Auger, got to the girl first. She had discarded her clothing but apparently was safe and sound. Authorities rushed her to hospital at nearby Ormstown, Que., for a medical checkup.

She was found about 4 p.m., less than two miles from her farm home near this Eastern Townships community of 500, about 25 miles south of Montreal and four miles north of the Quebec-New York state border.

Provincial police, New York State troopers and two police trained bloodhounds and some 200 other persons took part in the hunt.

When they failed to find her by Saturday night, after scouring a five-square-mile patch of busb feared she might have been kid and timber near her home, police feared she might have been kidnapped.

"Naturally when we failed to uncover any clue to here whereabouts the thought that she had been kidnapped entered our minds," said provincial police constable Fred Kyle.

Worst Crash In Canada

MONTREAL (CP) —A Maritime Central Airways plane crashed and burned Sunday 15 miles southwest of Quebec, killing the 79 persons aboard.

It was the worst crash in Canadian aviation history.

The plane—a DC-4—was on a flight from London to Toronto under charter to an organization known as the Imperial Veterans of Toronto. It carried 73 passengers and a crew of six.

Three airmen from Trenton, Ont., who jumped into the crash scene radioed to their plane overhead: "There are no survivors."

The plane burst into flame

The plane burst into flames after crashing during violent thunder storms in the area this afternoon.

"All we could see was a big ole," said Sqdn. Ldr. R. Wood, who flew over the crash scene. "It crashed on the north side of a wooded area and apparently burned right away. There are just a few bits of wing and tail around."

Residents of the area told of hearing a loud blast about the time the plane went down.

The greatest loss of life in a Canadian air crash previously was last December when a TCA plane went down in British Columbia and 62 persons were killed.

FORMER SERVICEMEN

(At Preston, Ont., John Peacock, former president of a veterans' association, said the men aboard were "undoubtedly" former British servicemen and their families coming back to Canada after holidays in the United Kingdom. He issued a list of the persons supposed to be aboard the plane.

The three men who parachuted in remained at the scene and an RCMP ground party also was on its way to the crash.

Maritime Central said there were 72 passengers aboard the plane on the flight to England but 73, including three infants, were making the return trip.

The plane was piloted by Norman Ramsay of Montreal. MCA said Ramsay was in their employ two years and described him as a "good, well-trained pilot."

The 34-year-old pilot formerly flew with TCA. In December, 1954, his pilot's licence was suspended for six months following the crash of a TCA Super-Constellation near Brampton, Ont.

A transport department board of inquiry blamed the crash "negligence" on the pilot's part. The Canadian Air Lines Pilots' Association sugegsted the pilot's fatigue due to overwork had led to the Brampton crash.

BURNED FOR HOURS

The Maritime Central Airways plane amsay piloted Sunday was last heard from over Quebec at 2:07 p.m. EDT and is believed to have crashed minutes later. The RCAF reported the wreckage was still burning more than four hours after the plane went down.

The burning plane was spotted by the pilot of a plane owned by Nordair, Ltd., an associate company of MCA. He kept his plane at the scene until RCAF pilots arrived.

Canon Alexandre DeBlois, parish priest of Ste. Croix, about five miles from the crash scene, to of seeing a plane disappear into a thick cloud bank shortly before a thunder storm broke over the aret.

"It was flying very low and was making a lot of noise," he said. "It was a few minutes before a electrical storm broke. Huge black cloulds filled the sky and the plane disappeared over the horizon at a very low altitude.

"When I returned to Ste. Croix, about five miles from the crash scene, the nuns who work in the presbytery told me they had seen a plane flying very low.

"Seconds later there had been a frightening blast. But the nuns did not think it was a plane. They thought it was the sound of a highway crash."

Carmel Pouliot, 47yearold Issoudun farmer, said he heard a sound like an "explosion" shortly after an aircraft passed over about 2:30 p.m. EDT.

NOT THUNDERCLAP

Pouliot said he was certain what he heard was not a thunderclap but some kind of explosion.

Provincial police in the area described the traffic situation Sunday night as "indescribable."

"Hundreds of automobiles are jammed on small dirt roads turned into thick mud by this afternoon's storm. Some cars are trying to get in and others are trying to get out," police said.

They said a six-mile line of automobiles was strung out on the highway leading to Issoudun and they were making efforts to untangle the jam.

The plane had left Keflavik, Iceland at 1:12 a.m. and had checked in by radio over Moncton .BN., Mont Joli, Que., and Quebec City. It was not heard from again after the Quebec City report.

CAUSE UNKNOWN

MCA officials said they have "absolutely no idea of what caused the plane to crash."

The distance between Quebec and Montreal is about 160 miles and the flight time is under an hour. The DC-4 was due over Montreal at 3 p.m. and when it did not check in the search began.

Maritime Central Airways' operations are centred in the Maritime provinces but the company has three DC-4's operating on transatlantic charter runs. Of late these planes have been used mainly to transport immigrants to Canada.

A team of inspectors from the fice nere left Montreal Sunday [illegible] transport department [illegible] night to investigate the crash.

MCA officials issued a list of the names of the crew and said they expected to have the passenger list available before midnight, after next-of-kin have been notified.

Premier Admits France Is In Financial Crisis

PARIS (AP)—IS France faced with a financial crisis?

"We are in it," is the blunt reply of Premier Maurice Bourges-Maunoury.

Prices of everything the people use day by day are rising steadily. A few days ago the price level broke through the cost of living index fixed three years ago by the government and an automatic increase of about five per cent in wages for 800,000 workers in the lowest salary brackets was ordered by law.

Instantly, every other wage earning group made ready to demand at least as much, and some twice as much. August is vacation month and most of the population is on holiday. When vacations end, the industrial fur will begin to fly.

THREAT TO SYSTEM

What will happen? predictions range all the way from an optimistic "nothin much," to a deeply pessimistic forecast that the whole French way of life and way of governing, is in for a drastic change.

France has had three years of booming economy since 1954. It is still booming. But the boom money is running out.

The money to pay for the raw materials needed to keep rench industry operating on a high level is being used up at a wild rate. Eighteen months ago French reserves of gold and dollars in the treasury amounted to $2,000,000,000. Today the reserve is just over $500,000,000.

The problem is brutally complicated for Frenchmen by the fact that the country's old rival, Germany, is booming also, but on a sound financial base. Germany has a $5,000,000,000 gold and dollar reserve and her exports were never better. She is eating up rench markets while the French are eating up and shooting up what they might be selling abroad.

AUSTERITY ORDERED

What to do? the new government of Bourges Maunoury, sparked by a determined 37-year old finance minister, Felix Gaillard, ordered a belated burst of austerity.

Under threat of resigning, Gaillard bludgeoned reluctant cabinet colleagues into agreeing to keep the French budget below $15,000,000,000 next year. That represents a cut of $1,750,000,000 below this year's budget. Even this economy will leave a 1958 deficit of more than $2,250,000,000.

And there is much in the budget that is not austerity in a real sense. Wine growers get their usual subsidy for continuing excess wine production. The same for excess sugar beet production. There is no trimming in the welfare state features.

There is the ever present threat of devaluation to heap coal on the fire of French troubles.

FRIGHTENING DROP

When the franc made a frightening drop last week to 436 to the dollar it delighted tourists able to buy money on the black market. But it sent Frenchmen scurrying to the gold market to get their hands on something that wouldn't drop in value the way a 10,000 franc note would.

It seems uncanny that rance should be running out of foreign exchange when its industrial system is producing so well. From a base of 100 in 1952, it climbed to 127 in 1956 and is several per cent higher already this year—up about a third in five years.

But instead of this increased production going into exports, it has been largely consumed at home, partly by increased domestic buying but also by demands of the long and costly Algerian war.

ICY STARE

OTTAWA,—Crew members of navy's arctic patrol ship Labrador look over a 13,500,000-ton iceberg aground of the Labrador coast, during their annual voyage of exploration and supply of DEW (distant early warning) radar line sites.

Boston Without Newspapers

BOSTON (AP) — Bostonians were caught in a local newspaper blackout Sunday and they didn't like it a bit.

Frantic fumbling of radio and TV dials in an effort to grasp newscasts was the theme of the day for many of Greater Bostons' 2,500,000 residents.

Six of the city's seven dailies suspended publication Friday night when 300 mailers, subordinate members of the International Typographical Union, set up picket lines in a wage dispute.

Affected are the Boston Globe, the Boston Herald, the Boston Traveler, and the Hearst Corporation's Daily Record and Evening American. Their combined circulation is 1,250,000.

The Sunday editions of the Globe, the Herald and the Sunday Advertiser were not published and the effect on the public was liened to that of a chain smoker stranded on an island without cigarets.

Out- of -town newspapers were quickly snapped up. Purchasers had to be early since no additional editions were received."

BLOOD DONORS

Passengers arriving on incoming trains, who discarded papers on station benches, were smiled upon like blood donors.

Mayor John B. Hynes called the news famine "a tragedy." He said "a daily paper is like bread and butter. You can't get along without it."

State and local police reported an unusually heavy flow of traffic out of the city bound for the shore. It was a fair, sunny day, but motorists' tempers were short due perhaps to no newspapers at the breakfast table.

"Looks like everyone who ordinarily stays home and reads the paper is etting an early start for the beach today," a harassed police officer commented as he tried to unsnarl long lines of traffic beaded for Cape Cod.

The Christian Science Monitor was not affected by the strike.

The walkout affected 5,000 newspaper men and women in the city.