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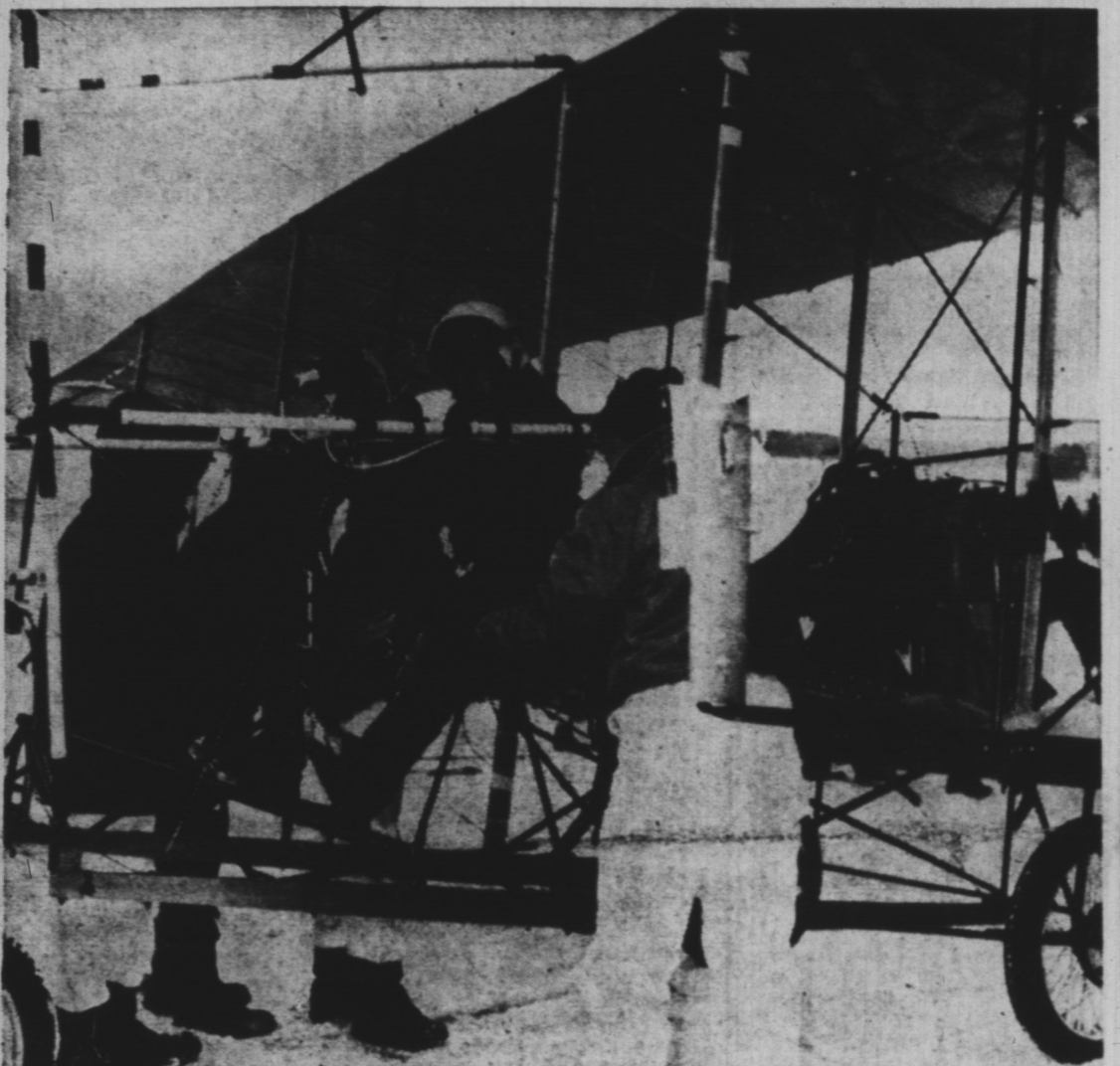
Occasional snow, changing in the afternoon to snowflurries; A little milder; Low high at Charlottetown Two and 25.



THE SILVER DART II minutes after it crash-landed Monday on the ice of Baddeck Bay, N.S., after a half-mile flight. Here the pilot, Wing Cmdr. Paul Hartman in white helmet, back to camera, stands behind the Dart as spectators mill about. In the background is an ambulance which sped to the scene with fire trucks as soon as the plane skidded sideways to the ice. The pilot was not injured but the craft's landing gear and the left wing were damaged.

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WING CMDR. Paul Hartman sits at the controls of the Dart minutes before take-off on Baddeck Bay Monday. Lac Lionel G. MacCaffery, who built the Dart, and other Air Force personnel are gathered around. These pictures were taken by William E. Taylor, staff photographer for the Guardian and The Evening Patriot.

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Silver Dart Makes Flight But Was Damaged Landing

By SANDY CAMPBELL

Canadian Press Staff Writer BADDECK, N.S. (CP) — The Silver Dart II crashed Monday during a flight climaxing ceremonies marking the 50th anniversary of the first powered flight in the Commonwealth by a British subject.

J. A. D. McCurdy, who piloted the original Dart Feb. 23, 1909, said he "wasn't at all disappointed."

The pilot, RCAF Wing Commander Paul Hartman, 40, escaped uninjured when gusting northerly winds tipped the filmy craft and hurled it sideways to the ice on Baddeck Bay. The plane's left wing and tricycle landing gear were damaged.

Blue smoke billowed from the exhaust of the 65-horse engine as the Dart warmed up for several minutes before take-off from the ice of Baddeck Bay. The wings of the Dart wobbled precariously as she lifted into the sky. A sudden updraft lifted the craft 20 feet to a maximum altitude of 100 feet. Wing-Cmdr. Hartman managed to level out but another updraft twisted the Dart sideways and her left wing crumpled on the frozen surface.

TROUBLESOME WIND

Informed sources said that up almost until take-off time it was uncertain whether the flight would be made. It had earlier been decided, an informant said, to fly the bulky plane only if the wind was below 17 miles an hour. There were gusts of 25 during the flight of one-half mile, about the same distance flown by Mr. McCurdy a half century ago.

Mr. McCurdy, who saw the crash from the official stand about one-half mile away, said "it was a marvellous flight and Wing Cmdr. Hartman is a very skillful pilot."

therefore tricky to fly in." A crowd of between 4,000 and 5,000 braved the chill wind and near-zero temperatures to watch the ceremonies. Thousands more watched a live telecast over the CBC's Maritime network. About 100 Canadian and United States newspaper men, and radio and TV representatives covered celebrations which started with the arrival of Mr. McCurdy in a helicopter.

Dozens of light private planes, most of them from Nova Scotia and New Brunswick, brought parties to attend the colorful display. The trim modern planes made a striking contrast with the ungainly Silver Dart replica.

Members of the local Victoria Players drama group provided an additional touch of realism to the backward glance into history by appearing in costumes worn when the original Silver Dart made its historic flight in 1909.

Records indicate the first flight within the Commonwealth by anyone was made by an American Col. S. F. Cody, who got a British-built plane into the air on Oct. 16, 1906, near Farmborough, England.

Orville Wright made the world's first heavier-than-air flight Dec. 17, 1903, at Kitty Hawk, N.C.

The celebrations ended with a flypast of RCAF jets and air force and navy bombers.

Later at a reception, Air Marshal Hugh Campbell announced Mr. McCurdy had been made an honorary air commodore of the RCAF. The packed Legion Hall rocked with cheers for the crash from the official stand about one-half mile away, said "it was a marvellous flight and Wing Cmdr. Hartman is a very skillful pilot."

Feb. 23, 1909, as "bright and cheery, but very crispy."

"The scene here today brings joy to my heart and takes me back exactly 50 years."

An RCAF plane flew Mr. McCurdy to Montreal to attend a dinner Monday night of the aeronautical Institute of Canada. Governor General Massey was special speaker.

LIVES IN MONTREAL Mr. McCurdy, a native of Baddeck who served as Nova Scotia's lieutenant-governor from 1947 to 1953, now lives in Montreal. He is the only surviving member of the Aerial Experiment Association set up here in 1907 by Dr. Alexander Graham Bell "to get a man into the air."

Other members were F. W. (Casey) Baldwin of Toronto, Glenn Curtiss of Hammondsport, N.Y., and Lieutenant Thomas Selfridge of the United States Army.

It was not known immediately what would happen to the damaged Silver Dart II. An RCAF spokesman said it could easily be repaired.

An informed source here said Monday it may be housed in the Alexander Graham Bell Museum here.

Winnipeg Breaks Weather Record WINNIPEG (CP)—A 66-year-old record for continuous freezing weather in Winnipeg was broken Monday, but Winnipeggers were happily basking in rare above-zero temperatures.

FEDERATION TO PRESENT BRIEF

The Federation of Agriculture will present its annual brief to the Legislature this afternoon at 2 o'clock. Bills receiving first reading yesterday were: "An Act To Amend the Workman's Compensation Act"; "The Equal Pay Act"; "Women's Maternity Wage Act"; and "The Civil Service Superannuation Act."

Macmillan Juggles Itinerary

MOSCOW (Reuters) — Prime Minister Macmillan arranged Monday for an unscheduled round of informal talks with Soviet Premier Khrushchev in the relaxed setting of a Russian country house.

Macmillan's event-filled itinerary was juggled at his own request, cutting out a Wednesday hunting trip to enable him to receive Khrushchev in the dacha put at his disposal outside of Moscow.

The surprise switch in program strengthened reports that the two leaders were making progress in their series of "summit-level" discussions since Macmillan arrived Saturday.

Monday night, the prime ministers toasted each other at a four-hour stag dinner in the British Embassy and both expressed regret at the weakening of the wartime alliance between the two countries.

Breweries Deny Combines Charge

TORONTO (CP) — Canadian Breweries Limited Monday pleaded not guilty to a charge of operating a combine consisting of a merger, trust or monopoly under the Combines Investigation Act. Mr. Justice G. A. Gale set the trial date as Oct. 13.

NORSTAD IN HOSPITAL

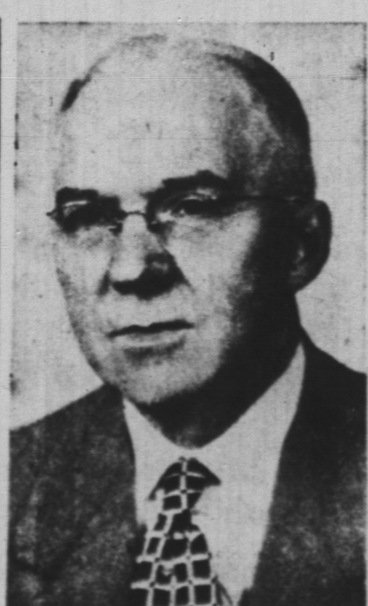
PARIS (AP) — Gen. Lauris Norstad, NATO Supreme Commander in Europe, is in the hospital with a skin ailment and what his headquarters calls a mild inflammation of a vein in his left leg.

Time Ripe to Press For Causeway, Says M. M. Bell

The completion of the St. Lawrence Seaway this summer should give the Atlantic Provinces a greater lever to press for construction of the Borden-Tormentine causeway, Morley M. Bell (5th. Prince) told the Island legislature yesterday.

Mr. Bell had noted the spirit of co-operation that was evident among the four provinces and the gratifying results that had been achieved from their combined efforts.

He noted that the four provinces together had only 30 representatives in the House of Commons but when these thirty spoke as one voice, the effect was much greater than when the members of one province such as PEI spoke on their own.



MR. MORLEY M. BELL Premier: "Perhaps we will be able to get some of those 'row jet engines to develop cheap power.'"

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AGRICULTURE

Turning to agriculture, Mr. Bell said he was disappointed with the price of potatoes last year and noted that "the price paid for surplus was little better than nothing."

He said the price of beef at the present time was the highest on record during normal times. He could not give the federal government any credit for the high price which he said was due to a shortage created by drought and floods in the United States. He cautioned however that Canada might sell too much beef to the States and thus deplete their own herds.

Farming, said Mr. Bell is getting more highly specialized all the time and more capital is required. He estimated that in his buildings, machinery and livestock the average farmer had between \$20,000-\$40,000 tied up. Many of the small farmers, he

PM Charges Avro Layoffs Were To Embarrass Gov't

Ont. Hospital Insurance Explained In Legislature

Under the federal-provincial hospital insurance plan as operated in the province of Ontario, commercial insurance companies no longer are legally able to sell or renew policies underwriting standard hospital ward care for citizens of that province. Dr. Malcolm Taylor informed the members of the P.E.I. Legislature yesterday.

Guest speaker at a special meeting of the Assembly which began at 2:00 p.m. and lasted one and one-half hours. Dr. Taylor was introduced by Premier A.W. Matheson, who acted as chairman of the special meeting, and thanked by Dr. M.L. Bonnell, provincial minister of health.

Following Dr. Taylor's one half hour address, several members questioned the political economist and Canadian hospital insurance authority.

NOT UNHAPPY

In answer to the second in a series of four questions put to him by William Acoon (L-2nd Kings), Dr. Taylor observed that the insurance companies were not "too unhappy" with the restriction imposed on them. Some at least considered hospitalization risks as "loss leaders" costing possibly \$250,000 annually.

With the federal government assuming 50 per cent of the cost it was obviously impossible for such companies to continue direct increased medical care, semi-private and private rooms, and other complimentary services.

Instead they were offering their customers such added benefits as competition in this field in Provinces where the insurance scheme was in force, Dr. Taylor stated.

In addition the government insurance scheme does not require waiting periods, has no cancellations, and does not consider so-called pre-existing conditions. It also covers participants from birth to death.

Replying to a question asked by Dr. Bonnell, Dr. Taylor said that in Ontario, the regulations allowed the commercial companies to sell "income loss" policies, only if the rates of reimbursement were the same for home or hospital care.

In Ontario the entire Blue Cross set-up-building staff and (Continued on page 2 col. 3)

Red Cross Services Cost \$60,000 Yearly

Red Cross services provided in Prince Edward Island cost over \$60,000 each year, Miss Iphigene Arsenault, provincial Red Cross commissioner, pointed out in delivering her annual report at the annual meeting of the society held at the Charlottetown Hotel last evening.

The day-long meeting was opened at Red Cross headquarters yesterday afternoon by the president Walter R. Shaw. Reports heard during this session were national commissioner's presented by Dr. W. Stuart Stanbury; women's work, Mrs. E.E. Clav-

son; nursing, Mrs. Lois MacDonald; campaign, William Hayward; blood donor, Freemont Archer; volunteers, Mrs. H.L. Palmer; disaster, J. Gordon MacDonald.

Other reports presented were first aid, Dr. W.R. Stewart; handicapped children, Dr. J.H. O'Hanley; corps, Mrs. Benjamin Rogers; Junior Red Cross, K. A. Parker and water safety, Keith Lapp.

MISS ARSENAULT went on to say that P.E.I. raises less than half (Continued on Page 10, Col. 1)

Federal Financial Expert To Make Cross-Country Tour

OTTAWA (CP) — The government is sending one of its financial experts on a cross-country mission next week that may start the ball rolling on examination of new federal-provincial tax-sharing problems.

Indications are the mission will lead to an Ottawa conference of finance ministers in May, followed by a number of summer meetings of deputy finance ministers.

R. M. Burns, 49-year-old head of the finance department's provincial relations division, has been selected for the job. He will sound out the finance ministers on their attitude to such an Ottawa conference and what they would like to see on the agenda.

Over a period of four or five weeks, he first will tour the western provincial capitals, then talk over the situation in Toronto and Quebec City and then scout the Atlantic area.

Some of the provinces have been hammering at the federal administration for bigger cuts of the federal treasury's shortage of funds, there doesn't seem to be any likelihood of major new federal tax concessions for some time to come.

Divisional Council members: Mrs. Lloyd Wilkie, Pres.; P.E.I. Women's Institutes; Alberton; Mrs. Joseph A. MacDonald, Pres., P.E.I. Catholic Women's League; Tignish; Mrs. B. Earl MacDonald, I.O.D.E., Charlottetown; John Hughes, P.E.I. Teachers' Federation; Montague; J.J. MacIsaac, Pres., Provincial Council, Can. Legion, Summerside; Mrs. Arthur Allen, Summerside; Mrs. Cecil McCarthy, Morell; G.G. Bennett, Alberton; Alban Brothers, Cardigan; Mrs. H.J. MacWilliams, O'Leary; Mrs. Walter Beer, Montague; Hector Buote, Tignish; Mrs. Sterling Clark, Mt. Stewart; Bert Blaquiere, North Rustico; Mrs. F. J. Delory, Georgetown; J.L. Davison, Kensington; Mrs. Bruce Stewart, Souris; Mrs. Clarence McGuigan, Hunter River; Dr. J.H. MacLellan, St. Peter's.

Representatives to Central Council: Judge J.S. DesRoches, J. Gordon MacDonald and Keith Lapp.

Alternates: F.A.S. Jones, H. R. Carruthers and Mrs. Basil MacDonald.

Auditors—H.R. Doane and Q.C. Members of the nominating committee were Judge C. St. Clair Trainor, Mrs. G.G. Houston and Frederick A. Large Q.C.

Special Debate In Commons On Cancellation Of Arrow

OTTAWA (CP)—Prime Minister Diefenbaker said Monday night A.V. Roe (Canada) Limited laid off 14,000 workers Friday to embarrass the government over its decision to cancel the Arrow jet interceptor program.

Speaking in an emergency Commons debate arising out of the cancellation of the multi-million-dollar Avro development program, Mr. Diefenbaker said the company's attitude in letting out its employees "was so cavalier, so unreasonable that the only conclusion that any fair-minded person can come to is that it was done for the purpose of embarrassing the government."

UNJUSTIFIED ACTION

He described the company's action as "unjustified and unjustifiable" because the heads of the company knew that millions of dollars would be made available by the government to pay three weeks' severance pay to its workers.

This money would be paid to the company before March 31 in termination of the contract to develop the Arrow.

Mr. Diefenbaker said he hopes to meet today with officials of A.V. Roe and repeated at least three times that if they come up with any practical suggestions for a new project these will be given immediate and serious consideration.

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Mr. Diefenbaker quoted from various newspaper reports which purported to show that the government's decision, eventually

would be to discontinue the Arrow program.

Since September, Mr. Diefenbaker said, there had been evidence of pressure to cause the government to reconsider "a clear and prospective decision."

The debate began on a motion by Paul Hellyer (L — Toronto Trinity), former associate defence minister, that House business scheduled for Monday be set aside to debate "the crisis in the aircraft industry involving mass layoffs and threatened disintegration" of the industry. Mr. Diefenbaker said the government welcomed the debate.

Mr. Pearson said Mr. Diefenbaker last fall indicated that production of the Bomarc was undertaken in Canada. However, now it was apparent from his Friday statement that the actual missiles were to be produced and paid for by the U.S.

With the U.S. paying for the missiles, he questioned whether the U.S. ever would agree to production of them in Canada.

MUTUAL AID?

The effect seemed to be that Canada was accepting mutual aid, from the U.S., something this country had not even done during the Second World War.

Mr. Argue said the prime minister's statement Friday about Canada-U.S. defence production sharing sounded like satisfaction.

"This government is satisfied with what I consider to be shabby treatment by the United States," REFERS TO SILVER DART

Mr. Hellyer, only Liberal MP from the Toronto area, referred to Monday's 50th anniversary of the first powered flight in Canada — the flight of the Silver Dart at Baddeck, N.S.

The sun rose in the east 50 years ago for the Canadian aircraft industry, he said. But it went down Friday.

Mr. Peakes' reply to this was that "50 years from today we will be soaring to much greater heights than ever dreamed of today." Fifty years ago, wheel-rights and carriage makers were lamenting the advent of the automobile. As the world progressed, hardships were caused by triumphs achieved from time to time.

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Aircraft Seen Godsend To Progress In Canada

MONTREAL (CP) — Governor General Massey, speaking at a dinner commemorating the 50th anniversary of powered flight in Canada, paid tribute Monday night to the part played by aviation in national development.

"The aircraft came to Canada as a Godsend," he said.

"It probably has meant more to us than it has to any other country. I think it is true to say that nowhere else did pioneer flying play such a part in national development."

Mr. Massey spoke at a Canadian Aeronautical Institute dinner on the anniversary of the flight of the Silver Dart from the ice of Baddeck Bay, N.S., Feb. 23, 1909.

SHOULD BE PROUD The governor-general said Canada should be proud of its achievements.

"We shouldn't sound our trumpets too stridently; but they should not stay silent."

The speech included tributes to early Canadian flyers such as the late W. A. (Billy) Bishop, to the spirit which provided the impetus for the RCAF and to pioneer bush pilots such as Wop May and Vic Horner.

Mr. Massey said the first bush pilots had few instruments, the fuel gauge never worked properly and gasoline consumption had to be measured by the pilot's watch.

Ferry 28 Miles Off East Point Monday Evening

The ferry Prince Edward Island and her escort, the CGS Labrador were 28 miles off East Point at 4:45 yesterday afternoon, it was learned from C.N.R. authorities in Moncton.

They said it was expected the ships would enter Northumberland Strait today, leaving some 80 miles to go in the voyage from Port Aux Basques, Nfld. to Borden, P.E.I.

The ships were "encountering very heavy ice conditions," a report said. There is no open water in sight. The captains have no idea how long it will take to complete the 250-mile voyage which began at dawn Saturday.

However, if average progress continues for the remainder of the voyage, the ships should be at Borden some time Wednesday.

A helicopter from the Labrador is being used to pick out what looks like the best track through the ice.

Two Firemen Are Missing

MONTREAL (CP) — At least two firemen were reported missing Monday night after the roof of a burning midtown building collapsed under them.

They were fighting a blaze that broke out in the American Spaghetti House which occupies the top two floors of the three-story building at the intersection of St. Catherine Street east and Berger St.

The blaze, one of two fires within two blocks of each other, was reported still out of control at 10:30 p.m. EST and spreading to a four-storey building.

One of the firemen reported missing was identified as Edouard Normoie, an officer. His wife was at the scene.

Smallwood Sees Strike Ending Soon

ST. JOHN'S, Nfld. (CP)—Premier Smallwood of Newfoundland predicted Monday night in a radio-television address that a strike of 1,200 loggers will be over within the next two weeks.

UNANIMOUS SUPPORT Earlier Monday, Premier Smallwood won unanimous support of the Newfoundland legislature for a resolution urging the province's loggers to withdraw support from the International Woodworkers of America (I.W.A.).

The IWA called 1,200 A.N.D. loggers out on strike Dec. 31. The loggers want a 17-cent package (owp) that will raise their basic hourly rate to \$12.2. It would be made up of a five-cent hourly pay boost over two years and reduction of the work week to 54 hours from 60 with no loss of take-home pay.

Attorney-General Leslie Curtis announced in the legislature Monday his intentions of introducing three bills to prevent the strike from spreading. They would prevent a general strike or a secondary boycott and amend the Labor Relations Act. The amendments were not disclosed.

PRINCESS AILING

LONDON (Reuters) — Princess Arthur of Connaught, 67-year-old second cousin of the Queen and 17th in line of succession to the throne, has pneumonia, it was announced Monday.