

A good head will get itself hats.

14 PAGES

PRICE 5c

CHARLOTTETOWN, CANADA, TUESDAY, NOVEMBER 9, 1954

Overhaul of Canadian Anti-Submarine Operations Likely To Begin In February

By DAVE MCINTOSH Canadian Press Staff Writer OTTAWA (CP)—The overhaul of navy and RCAF anti-submarine operations likely will get into full swing in February, defence officials said Monday.

The first of four new types of planes on order for the two services is scheduled to go into service early next year. All four types are designed to strengthen the RCAF's coastal command and the navy's air arm. By 1957, conversion to the new aircraft is expected to be completed.

The first newcomer will be the American-made Neptune medium bomber, which will join the RCAF's maritime reconnaissance squadrons at Comox, B.C., and Greenwood, N.S. It will supplement the Second World War Lancaster, still the air force's standard overseas reconnaissance and coastal patrol plane.

Number and cost of the twin-engine Neptunes has not been divulged but it is believed the order is for 25 planes for some \$35,000,000. The rocket-carrying Neptune has a range of 4,700 miles and will be fitted with new secret anti-submarine detection devices with which the Lancaster cannot be equipped.

Officials said construction of the new Bristol Britannia bomber at Canadair Ltd., Montreal, "is proceeding according to schedule." The plane is expected to be in operation with the RCAF in 1957. The British-designed Britannia is intended as a successor to the Lancaster.

Operationally, the navy now flies two types of planes—the Banshee fighter and the anti-submarine Grumman SF and -submarine plane. Cost of the planes has not been given but it is believed that 25 of each type will cost in the neighborhood of \$30,000,000.

The Banshee and Grumman are not expected to be used operationally until the new flat-top Bonaventure, now under construction at Belfast, is commissioned. By that time, however, navy fliers will have been fully trained on them.

Officials said construction of the new Bristol Britannia bomber at Canadair Ltd., Montreal, "is proceeding according to schedule." The plane is expected to be in operation with the RCAF in 1957. The British-designed Britannia is intended as a successor to the Lancaster.

casters. Canadian modifications to the four-engine plane are necessary to fit it to Canadian needs for long-range protection of shipping and as a sub-hunter.

The initial order, including tooling and engineering, is for 20 planes at a cost of about \$85,000,000. Altogether, the air force wants about 50 and the total cost is expected to be around \$185,000,000.

The RCAF already has in service some 2,900 aircraft of 24 different types. The navy's air arm will be completely converted, probably by June, 1956.

Operationally, the navy now flies two types of planes—the Banshee fighter and the anti-submarine Grumman SF and -submarine plane. Cost of the planes has not been given but it is believed that 25 of each type will cost in the neighborhood of \$30,000,000.

The Banshee and Grumman are not expected to be used operationally until the new flat-top Bonaventure, now under construction at Belfast, is commissioned. By that time, however, navy fliers will have been fully trained on them.

Officials said construction of the new Bristol Britannia bomber at Canadair Ltd., Montreal, "is proceeding according to schedule." The plane is expected to be in operation with the RCAF in 1957. The British-designed Britannia is intended as a successor to the Lancaster.

Operationally, the navy now flies two types of planes—the Banshee fighter and the anti-submarine Grumman SF and -submarine plane. Cost of the planes has not been given but it is believed that 25 of each type will cost in the neighborhood of \$30,000,000.

The Banshee and Grumman are not expected to be used operationally until the new flat-top Bonaventure, now under construction at Belfast, is commissioned. By that time, however, navy fliers will have been fully trained on them.

Officials said construction of the new Bristol Britannia bomber at Canadair Ltd., Montreal, "is proceeding according to schedule." The plane is expected to be in operation with the RCAF in 1957. The British-designed Britannia is intended as a successor to the Lancaster.

Liberals Lose One Seat To CCF In Monday's Federal By-elections

Engineer Rejects Claim Quebec Roads Cost Move

By FORBES RHUDE Canadian Press Business Editor TORONTO (CP)—Ernest Gohier, chief engineer of Quebec's department of roads, Monday declared that Quebec is building its part of the trans-Canada highway and rejected any claim that highways cost more in Quebec than elsewhere.

Addressing the Canadian Good Roads Association, he said: "It has been stated by a man very high in the federal political sky that the cost of our highways and roads were five to six times higher than what they should be and that it was the main reason why Quebec would not enter into an agreement for construction of the trans-Canada highway."

"I never heard a statement so fantastic and so far from the truth. I think it is my duty as chief engineer of the department of roads to repudiate and deny this statement with all my strength—such an insinuation against the engineers of the department and all its personnel."

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

Mr. Gohier said the statement implied Quebec's engineers were incompetent. He declared they were just as competent as any federal engineers. Contractors were getting what belonged to them and no more. "We are," he continued, "building roads and highways which vary from \$35,000 a mile for a good gravel road to a little less than \$100,000 a mile for a very good two-lane asphalt highway, and I will challenge anyone to come and build them at less cost."

Mr. Gohier said it is true Quebec has no agreement with the federal government concerning the trans-Canada highway and it was not in his domain to express an opinion on the policy of the Quebec government on the matter.

"But I can state that Quebec is going forward with construction of its sections of the trans-Canada and, actually, Quebec is the only province where you can travel from one border to another on a good paved highway. In fact, we have two of them right across the province."

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

OTTAWA, (CP)—The Liberal majority in the Commons was reduced Monday by one in six federal by-elections.

W. A. Scotty Bryce, 66, CCF member from 1943-53, captured Manitoba's Selkirk riding in a three-way contest, to regain the seat he lost to Liberal R. J. Wood in the general election Aug. 10, 1953.

Liberals held four constituencies and Progressive Conservatives one in the other five contests—all in Quebec and Ontario. Transport Minister Marler, elected in Montreal St. Antoine-Westmount, was one of the winning Liberals.

Results left the party standing in the 265-seat Commons: Liberals 172; Progressive Conservatives 51; CCF 22; Social Credit 15; Independent 3. In three seats held by Liberals, the winning candidate's lead was reduced from last year's general election. However, in St. Antoine-Westmount in Montreal Mr. Marler's plurality was slightly more than Finance Minister Abbott's margin last year. York West was won by the Progressive Conservatives with a wider edge and Mr. Bryce captured Selkirk with a substantial lead compared to the narrow Liberal margin of last year.

Mr. Marler 54, appointed to the cabinet July 1 held for the Liberals the seat vacated by Finance Minister Abbott when he resigned to become a Supreme Court justice. In Montreal St. Lawrence - St. George, Claude Richardson, 54-year-old lawyer and tax expert, replaced the Liberal constituency from which defence minister Claxton resigned to become an insurance executive.

In York West, a Toronto suburb, Progressive Conservative candidate John B. Hamilton, 41-year-old lawyer and army veteran, won in a four-way contest for the riding which had been held since 1949 by Rodney Adamson, Conservative member killed in an air crash April 8 at Moose Jaw, Sask. Toronto Trinity was won for the Liberals by Don Dick, 48-year-old lawyer and former amateur golfer and boxing champion in a four-way fight. The riding formerly was represented by Liberal Lionel Conroy, regarded as Canada's athlete of the half-century, who died in a Commons softball game last May.

In Stormont, Liberal candidate Albert Lavigne, 48-year-old deputy reeve of Cornwall township, won in a close two-way contest over Progressive Conservative Donald M. Dick, 55, a labor relations manager for a Cornwall paper company. The seat had been held since 1935 by former transport minister Chevrier, now president of the St. Lawrence Seaway Authority, who won the year with a 6,259-vote majority.

In Montreal, election of the two Liberal candidates was conceded by their closest opponents—both Progressive Conservatives—a little more than an hour after polls closed. Both Mr. Marler and Mr. Richardson broadcast statements saying the results showed the voters had rejected the government.

"This is particularly indicated by the increased majority of our winning candidate, John Hamilton, in York West and the remarkably close contest in Stormont where Donald Dick reduced the Liberal majority of over 6,000 a year ago to 300 in a very heavy vote. "We had splendid candidates in every constituency. Naturally I am disappointed that the others did not win after their untiring efforts but they have built strong organizations and laid a solid foundation for success in the general election."

Vishinsky Denies Negative Attitude On U. S. Atoms-For-Peace Program

BL WILLIAM HARCOURT Canadian Press Staff Writer UNITED NATIONS, N.Y. (CP)—Andrei Vishinsky has denied that Russia has taken a negative attitude toward President Eisenhower's atoms-for-peace plan.

What's more, Vishinsky said Monday, Russia is willing to continue talks with the United States on the plan. Vishinsky spoke briefly during debate in the assembly's political committee, which Monday received a seven-power resolution designed to get the atomic pool under way.

Vishinsky's statement—the first indication the committee has received as to the latest Russian attitude on the plan—was directed specifically against U.S. delegate Henry Cabot Lodge. Lodge last Friday said the Soviet attitude was essentially negative.

After Vishinsky's denial Monday, Lodge said "it is pleasing to hear the representative of the Soviet Union say that I was wrong in claiming that the Soviet attitude is essentially negative. He can prove me wrong by supporting the pending (seven-power) resolution, and I hope he will do so. "He can also prove me wrong by starting to negotiate and I hope he will do that, too."

This was the third time since September that Vishinsky has taken pains to deny that Russia has rejected the Eisenhower proposals first submitted last December.

The prime minister's statement: "The results of the by-elections in St. Antoine-Westmount, St. Lawrence-St. George, Toronto Trinity and Stormont are very satisfactory and the result in York West was hardly surprising." His brief statement made no mention of the by-election in Manitoba's Selkirk riding, formerly held by a Liberal, which was won by W. A. (Scotty) Bryce, CCF candidate.

PARIS (Reuters)—The Duke of Windsor left Paris for London by boat train Monday night, a member of his household said. He added he did not know the reason for the duke's visit but he supposed it was "personal."

OTTAWA (CP)—Prime Minister St. Laurent Monday night described as very satisfactory the victories by four Liberal candidates in Monday's six federal by-elections. He said the Progressive Conservative win in retaining York West constituency was hardly surprising.

P.E.I. Native Dies In West At 105

SASKATOON (CP)—John Wesley Doull, oldest living graduate of Mount Allison University at Sackville, N.B., and probably the oldest man in Saskatchewan died here Saturday, aged 105.

Mr. Doull graduated from Mount Allison in arts in 1873 and was appointed police magistrate in Sackville in 1912. Born at Wilmot River, P.E.I., he came to Saskatoon 11 years ago to live with his daughter, the late Mrs. F. J. Kernan. He was a brother of the late W. P. Doull of Charlottetown.

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

Mr. Gohier said the statement implied Quebec's engineers were incompetent. He declared they were just as competent as any federal engineers. Contractors were getting what belonged to them and no more. "We are," he continued, "building roads and highways which vary from \$35,000 a mile for a good gravel road to a little less than \$100,000 a mile for a very good two-lane asphalt highway, and I will challenge anyone to come and build them at less cost."

Mr. Gohier said it is true Quebec has no agreement with the federal government concerning the trans-Canada highway and it was not in his domain to express an opinion on the policy of the Quebec government on the matter.

"But I can state that Quebec is going forward with construction of its sections of the trans-Canada and, actually, Quebec is the only province where you can travel from one border to another on a good paved highway. In fact, we have two of them right across the province."

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

Mr. Gohier said the statement implied Quebec's engineers were incompetent. He declared they were just as competent as any federal engineers. Contractors were getting what belonged to them and no more. "We are," he continued, "building roads and highways which vary from \$35,000 a mile for a good gravel road to a little less than \$100,000 a mile for a very good two-lane asphalt highway, and I will challenge anyone to come and build them at less cost."

To Investigate Rocket Reports

GIMLI, Man. (CP)—A "flying rocket," silvery colored and trailing a blue flame, was reported moving at an incredible speed over the Gimli RCAF base Sunday.

A base officer said many calls had been received from residents of the Gimli area and he added that four airmen who "saw" the object would be quizzed separately about the "rocket."

"It followed the curvature of the earth from over the lake toward the airport at an unbelievably high rate of speed," said Baldwin Martin, radio technician at Gimli, 50 miles north of Winnipeg.

A base officer said many calls had been received from residents of the Gimli area and he added that four airmen who "saw" the object would be quizzed separately about the "rocket."

"It followed the curvature of the earth from over the lake toward the airport at an unbelievably high rate of speed," said Baldwin Martin, radio technician at Gimli, 50 miles north of Winnipeg.

A base officer said many calls had been received from residents of the Gimli area and he added that four airmen who "saw" the object would be quizzed separately about the "rocket."

"It followed the curvature of the earth from over the lake toward the airport at an unbelievably high rate of speed," said Baldwin Martin, radio technician at Gimli, 50 miles north of Winnipeg.

A base officer said many calls had been received from residents of the Gimli area and he added that four airmen who "saw" the object would be quizzed separately about the "rocket."

Former Head of Marconi Co. Dies

MONTREAL (CP)—A. H. Gimman, 79, former president of Canadian Marconi Company and a pioneer in the field of communications, died here Sunday.

Born in England, Mr. Gimman joined the Cuba Submarine Cable Company in 1895 and remained in Cuba until the end of the century. In 1901 he was put in charge of coast stations on the United States coast for the American Marconi Company and in 1910 was appointed manager of west coast operations. He established the first radio service between San Francisco and Honolulu.

He returned to England in 1917 and from shortly after that time until 1928 was chief representative of the Marconi Wireless Telegraph Company in China and Japan. On his return again to England he was made joint general manager of the company. His appointment as general manager came shortly after he held the position until 1933.

Upon association with Cable and Wireless, Ltd., he left England for Canada and in 1934 was made a director of Canadian Marconi Company. He became president in 1935 and retired in 1950.

Mr. Gimman was a member of the Senate of the University of Toronto and a member of the Order of the Companions of the Order of St. Michael and St. George. He was also a member of the Order of the Companions of the Order of St. Michael and St. George.

Mr. Gimman was a member of the Senate of the University of Toronto and a member of the Order of the Companions of the Order of St. Michael and St. George. He was also a member of the Order of the Companions of the Order of St. Michael and St. George.

Mr. Gimman was a member of the Senate of the University of Toronto and a member of the Order of the Companions of the Order of St. Michael and St. George. He was also a member of the Order of the Companions of the Order of St. Michael and St. George.

Mr. Gimman was a member of the Senate of the University of Toronto and a member of the Order of the Companions of the Order of St. Michael and St. George. He was also a member of the Order of the Companions of the Order of St. Michael and St. George.

Wedding Aboard Canadian Carrier

VANCOUVER (CP)—Petty Officer Cecil Thomas of Halifax and Helen Cole of Camrose, Alta., were married here in the first wedding aboard the carrier HMCS Magnificent on the west coast. PO. Thomas sailed with his ship for Halifax and the new Mrs. Thomas left by train to join him.

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

Mr. Gohier said the statement implied Quebec's engineers were incompetent. He declared they were just as competent as any federal engineers. Contractors were getting what belonged to them and no more. "We are," he continued, "building roads and highways which vary from \$35,000 a mile for a good gravel road to a little less than \$100,000 a mile for a very good two-lane asphalt highway, and I will challenge anyone to come and build them at less cost."

Mr. Gohier said it is true Quebec has no agreement with the federal government concerning the trans-Canada highway and it was not in his domain to express an opinion on the policy of the Quebec government on the matter.

"But I can state that Quebec is going forward with construction of its sections of the trans-Canada and, actually, Quebec is the only province where you can travel from one border to another on a good paved highway. In fact, we have two of them right across the province."

Mr. Gohier's statement was interpreted as referring to Prime Minister St. Laurent's speech to the New Quebec Reform Club Sept. 18, when he took issue with Premier Duplessis' policies. At that time Mr. St. Laurent was quoted as saying there were some who talked of economy because that was a difficult thing to understand. However, they understood when a road costs four or five times as much as it should.

Mr. Gohier said the statement implied Quebec's engineers were incompetent. He declared they were just as competent as any federal engineers. Contractors were getting what belonged to them and no more. "We are," he continued, "building roads and highways which vary from \$35,000 a mile for a good gravel road to a little less than \$100,000 a mile for a very good two-lane asphalt highway, and I will challenge anyone to come and build them at less cost."

Mr. Gohier said it is true Quebec has no agreement with the federal government concerning the trans-Canada highway and it was not in his domain to express an opinion on the policy of the Quebec government on the matter.

Queen Mother Guest At Dinner

By LLOYD McDONALD Canadian Press Staff Writer WASHINGTON (CP)—President Eisenhower and leading members of the United States cabinet gathered at the British embassy Monday night for a state dinner honoring Queen Mother Elizabeth Jacklyn from the U.S. Naval Academy.

Mr. Martin spoke at a forum debate on the question "Should capital punishment be abolished?" His opponent, Joseph Sedgewick also a Toronto lawyer, contended that, far from being wasteful, capital punishment saves the taxpayers' money.

"It is not the severity of the penalty, but the certainty of its application that deters the criminal," Mr. Martin said. "An efficient police and judicial system does more to prevent crime than an army of hangmen."

Mr. Martin spoke at a forum debate on the question "Should capital punishment be abolished?" His opponent, Joseph Sedgewick also a Toronto lawyer, contended that, far from being wasteful, capital punishment saves the taxpayers' money.

"It is not the severity of the penalty, but the certainty of its application that deters the criminal," Mr. Martin said. "An efficient police and judicial system does more to prevent crime than an army of hangmen."

Mr. Martin spoke at a forum debate on the question "Should capital punishment be abolished?" His opponent, Joseph Sedgewick also a Toronto lawyer, contended that, far from being wasteful, capital punishment saves the taxpayers' money.

"It is not the severity of the penalty, but the certainty of its application that deters the criminal," Mr. Martin said. "An efficient police and judicial system does more to prevent crime than an army of hangmen."

Mr. Martin spoke at a forum debate on the question "Should capital punishment be abolished?" His opponent, Joseph Sedgewick also a Toronto lawyer, contended that, far from being wasteful, capital punishment saves the taxpayers' money.

Three Drowned When Ferry And Naval Craft Collide In Halifax Harbor Fog

HALIFAX (CP)—Three men, two civilians and a sailor, drowned Monday when the ferry Scotia collided with and swamped a navy duty boat in the heaviest harbor fog here in years.

One man was trapped inside the 46-foot harbor craft when the collision occurred in mid-harbor. The eight others aboard, including one woman, jumped into the chilly water. Two were drowned before they could grab lifejackets and rings tossed from the Scotia.

Twin inquiries, one by the navy and the other by the transport department, were scheduled. The inquiry investigation will start today and the navy will open its inquiry Wednesday.

The 800-ton Scotia, largest of three ferries on the harbor service, was edging from Halifax to Dartmouth. The harbor craft was chugging down harbor from the dockyard to the navy's Shearwater base at the time of the crash.

Capt. Perry Thomas of the Scotia said there was "no visibility." He said "I did not see the boat until right on it. It happened so quickly there was no way of avoiding the collision."

The navy withheld identification of the service man killed.

The two civilians, both employed at Shearwater, were identified as Albert Webster and Patrick Power, both living in the Halifax area. In hospital, survivors said that were it not for naval personnel and civilians on the ferry they would have perished.

Sub-Lt. T. Alan Squire, 28, of Winnipeg, a storeman at Shearwater, said he was inside the cabin with another sailor and one of the victims. "As soon as the engines went into reverse I figured something had happened and flew out of there. I yelled to Webster to come out but he said he was staying."

U. S. Senate Session On McCarthy Censure Opens In Angry Uproar

By ED CREAUGH WASHINGTON (AP)—A special Senate session called to decide whether Senator Joseph McCarthy should be censured opened in an angry uproar Monday.

The Republican described as "imbecilic" and "fantastic" the proposal to rebuke him on charges of conduct unbecoming a senator.

And he attacked a "completely improper" last-minute change in the report of the special committee which recommended censure on three counts.

Senator Arthur Watkins (Rep.-Utah), chairman of the committee, produced the alteration and the altered passage turned out to be technical in nature. McCarthy told reporters he couldn't see that it made any major difference.

Charges against McCarthy are that he was contemptuous of the Senate by refusing to answer questions before a Senate sub-committee which investigated his finances; that he used vulgar language in referring to a member of the sub-committee, Senator Robert Hendrickson (Rep.-N. J.) and that he abused Brig.-Gen. Ralph Zwicker who appeared before him for questioning last year about communism in the Army.

McCarthy described Hendrickson as a "human mirror" without brains and without guts.

McCarthy, standing next to the 67-year-old Watkins, declared it would be "highly improper" to make any changes now in a report which was supposedly completed and made public last Sept. 27. "I would strenuously object to any changes in the report at this time," McCarthy declared. "They've made their bed and now they've got to lie in it."

Watkins told him the charges were mostly of a typographical nature, with one exception: the committee, he said, wanted to strike from the report four or five lines that were "obviously in error."

U. S. Plans To Shoot If Attacked

TOKYO, (AP)—U. S. Air Force officers charged Monday that two Soviet MIGs swept 20 miles beyond a demarcation line to within less than three miles of Japan's coast while shooting down their RB-29 Sunday off northeast Hokkaido.

Ten men parachuted to safety while an 11th who bailed out was drowned.

The photo-mapping plane had been shot down by two Soviet fighters but the RB-29 group commander solemnly warned that all his planes would shoot back if attacked in the future.

The incident drew a strong protest to Moscow from the United States against the attack "over Japanese territory," coupled with demands for "moral and material reparations."

Russia, in a note delivered to the U. S. embassy in Moscow Monday night, charged the U. S. plane was violating Soviet frontiers and had opened fire first on two Soviet fighters. The note protested what it said was "gross violation of the Soviet border" and said the Soviet fighters had been forced to "open retaliatory fire after which the American aircraft left the air space of the Soviet Union and flew off in a southwest direction."

Capt. Anthony F. Feith, of Chester, Pa., 35-year-old commander of the downed plane, said he had authority to order firing back but did not use it in the mistaken belief the RB-29 could finish its photo-mapping mission.

Feith's group commander, Col. Albert Welsh, of Dalton City, Ill., gave newspaper men the impression he may have been personally disappointed that RB-29 did not shoot back but emphasized that was a matter for Feith to decide. He said he "would compliment before I would criticize" Feith.

Then he added that any MIGs who might try it again would "get a different reception."

St. Laurent In Election Comment

OTTAWA (CP)—Prime Minister St. Laurent Monday night described as very satisfactory the victories by four Liberal candidates in Monday's six federal by-elections.

He said the Progressive Conservative win in retaining York West constituency was hardly surprising.

The prime minister's statement: "The results of the by-elections in St. Antoine-Westmount, St. Lawrence-St. George, Toronto Trinity and Stormont are very satisfactory and the result in York West was hardly surprising."

His brief statement made no mention of the by-election in Manitoba's Selkirk riding, formerly held by a Liberal, which was won by W. A. (Scotty) Bryce, CCF candidate.

PARIS (Reuters)—The Duke of Windsor left Paris for London by boat train Monday night, a member of his household said. He added he did not know the reason for the duke's visit but he supposed it was "personal."

OTTAWA (CP)—Prime Minister St. Laurent Monday night described as very satisfactory the victories by four Liberal candidates in Monday's six federal by-elections.

He said the Progressive Conservative win in retaining York West constituency was hardly surprising.

The prime minister's statement: "The results of the by-elections in St. Antoine-Westmount, St. Lawrence-St. George, Toronto Trinity and Stormont are very satisfactory and the result in York West was hardly surprising."



Make Final Count of Hurricane Damage

TORONTO (CP)—Ontario Hurricane Flood Relief Fund officials said Monday their final count shows 180 houses were destroyed by hurricanes Hazel and I.175 were seriously damaged.

Another 801 were damaged less seriously. Sixteen trailers were destroyed and 169 damaged.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

ST. VINCENT, Nfld. (CP)—Sebastian Gibbons, 38-year-old father of nine children, was killed late Sunday when his car went over a cliff in the fog near this village 86 miles south of St. John's.

NO MAJOR ISSUES

The campaigning by 21 candidates was quiet and developed no major clear-cut issues.

Party standing in the 265-seat Commons before the by-elections: Liberals 168; Progressive Conservatives 50; CCF 23; Social Credit 15; Independent 3.

Liberals and Progressive Conservatives placed candidates in every contest, with four CCF and four Labor-Progressive (Communist) candidates and one independent. No Social Credit candidates were named.

While much of the campaigning was on a doorbell-ringing basis, there were a number of election meetings in which Liberal speakers praised the government's record and opposition party candidates attacked such issues as unemployment.

YORK WEST: Campbell L. 9,725; Evans CCF 4,683; Hamilton PC 12,788; Morris Lab-Prog 232. ST. LAURENCE-ST. GEORGE: St. Lawrence-St. George 149 complete. BRENTON LAB-PROG 275; de Volpi PC 499; Renaud CCF 412; Richardson Lab-Prog 656. STORMONT: Dick PC 11,140; Lavigne L 11,497. ST. ANTOINE-WESTMOUNT: Chambers PC 9181; Harvey Lab-Prog 224; Loder Ind 128; Marler L 14069. TORONTO TRINITY: 145-151 final for night. Carrick