

VOLUME No. 2

DEPARTMENT OF TRANSPORT

FROM Dec 21, 1942  
TO Jan 14, 1944

## CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT..... ACCIDENTS - General

FILE TITLE ACCIDENTS TO CF-CPD, DEC. 20TH, 1942 TEN PASSENGERS

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

[illegible]

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# **THIS VOLUME IS CLOSED**

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RECORDING ENTRIES.



5002-100

~~5203~~

A 106

Edmonton Bulletin 15-1-44

CPA

P.A.  
M.

**\$9,000 Settlement  
For Crash Death**

VANCOUVER, Jan. 15.—(CP)—A \$9,000 settlement for the death of W. N. Scharfe in December, 1942, when the Canadian Pacific Airline plane in which he was a passenger crashed near Chilliwack, B.C., was approved in Supreme Court yesterday by Mr. Justice J. M. Coady. His widow, Mrs. Alice R. Scharfe of Vancouver, and their two young children, a boy and a girl, share the money equally. Thirteen persons died in the wreck.

000145



DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE

A83094

2

2-41

717 Dominion Public Bldg.,  
Winnipeg, Man... January 11, 1944.

PLACE

DATE

YOUR FILE

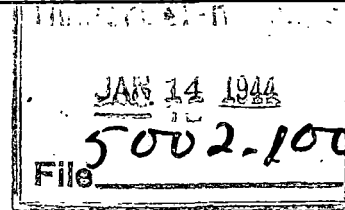
SUBJECT

Board of Inquiry Proceedings-  
Accident Lockheed CF-CPD

OUR FILE

5002-43

Controller, Civil Aviation, Ottawa.



1. Enclosed herewith two prints, one showing Mount William Knight, B.C., scene of the accident to the above noted aircraft and the other the Cairn which was built by Canadian Pacific Air Lines Limited. These prints are enlargements of smaller prints and for future reference should be included in the Board of Inquiry Proceedings.

T. M. Shields,

District Inspector, Air Regulations.

TMS/OA

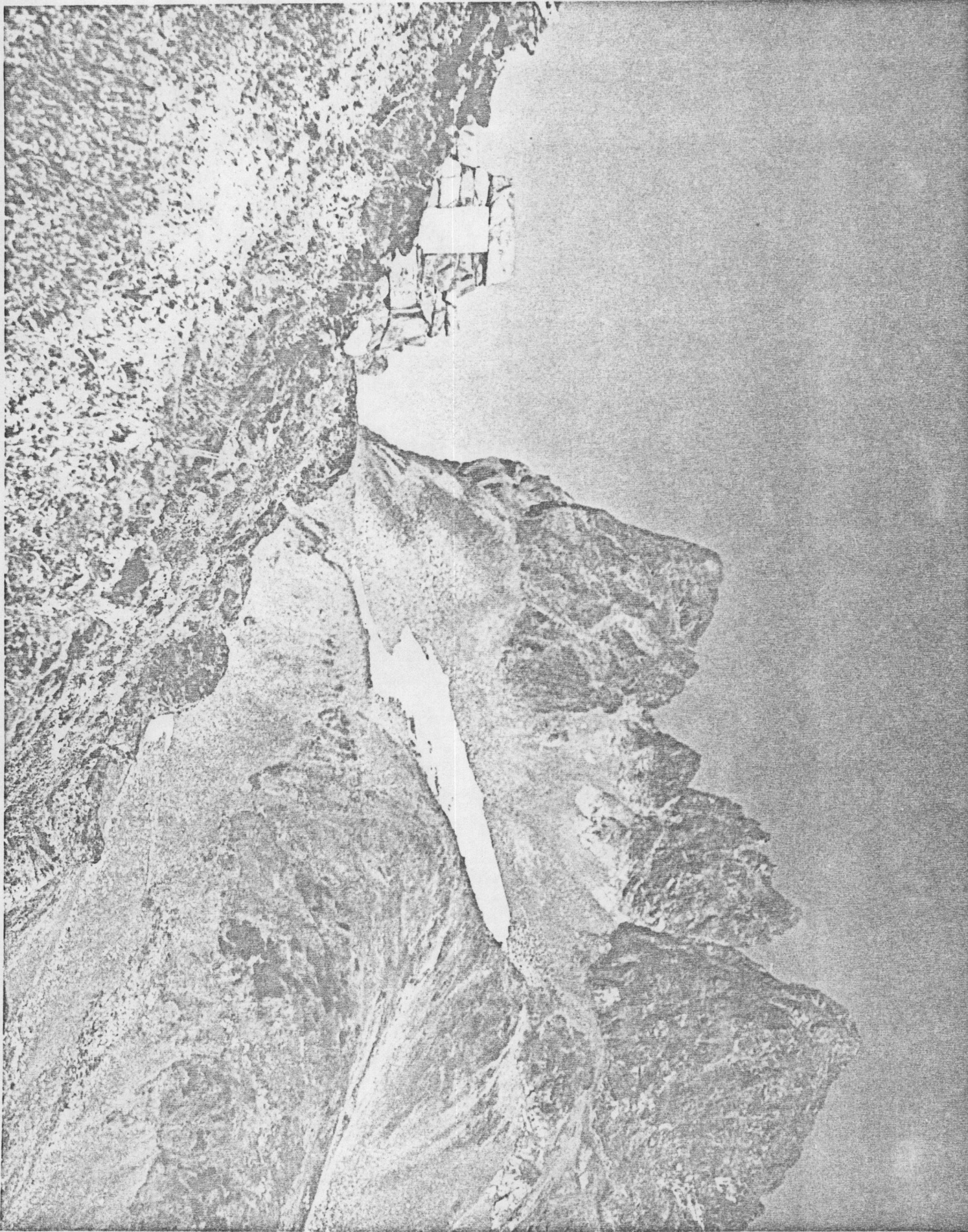
Encs.

*Dm*  
*CAR*  
*CAW*  
*62a*  
P.S. These photographs were taken at the end of September and when compared with the photographs taken in August, it will be noted that the snow has almost disappeared.

*noted*  
*C. P. Edwards*  
*17/1/44*  
*7*

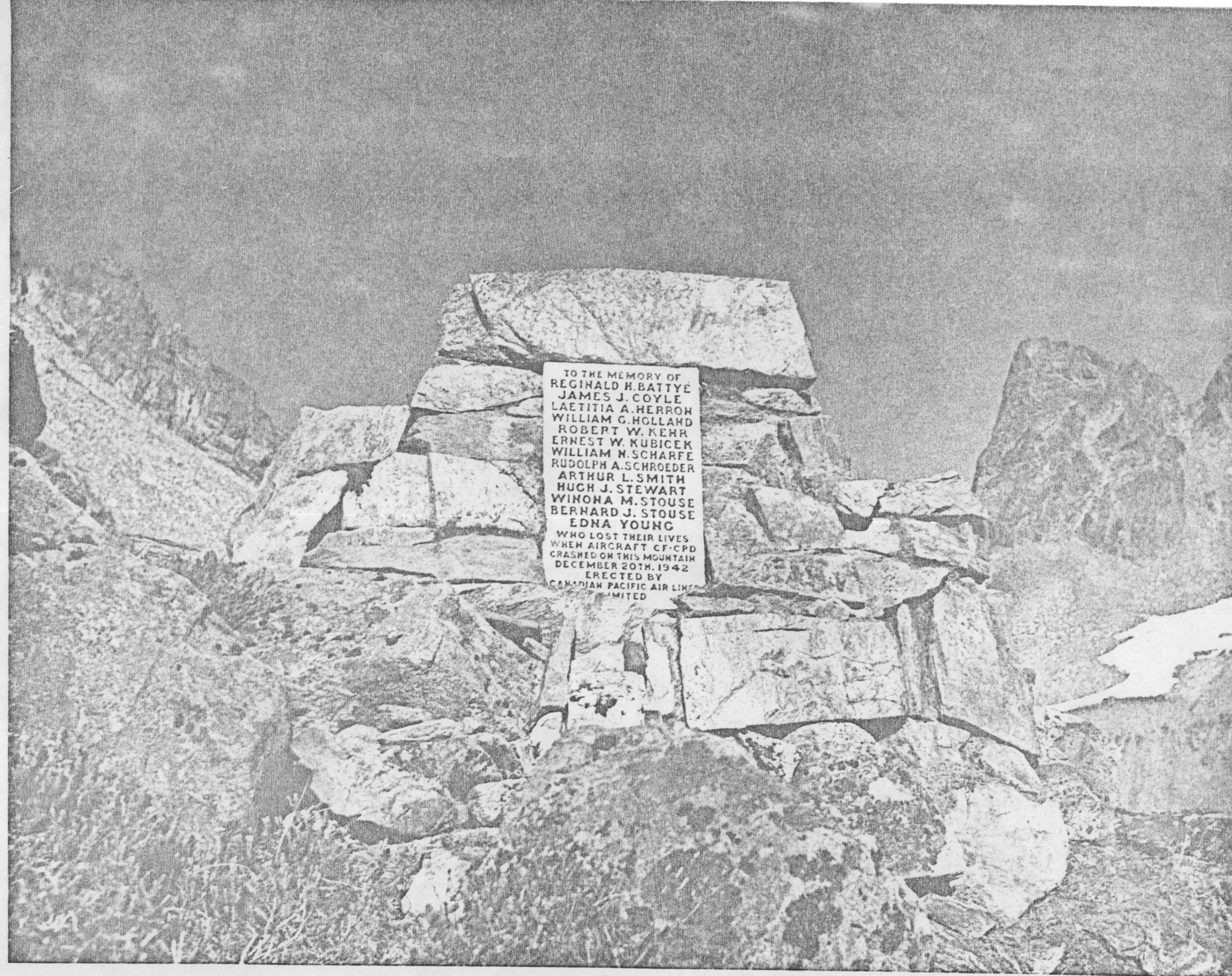
*15/1*  
*44*

*000146*



HISTORICAL PHOTO / HISTORIQUE  
PUBLIC ARCHIVES / PUBLICS  
CANADA





TO THE MEMORY OF  
REGINALD H. BATTYE  
JAMES J. COYLE  
LAETITIA A. HERROH  
WILLIAM G. HOLLAND  
ROBERT W. KEHR  
ERNEST W. KUBICEK  
WILLIAM H. SCHARFE  
RUDOLPH A. SCHROEDER  
ARTHUR L. SMITH  
HUGH J. STEWART  
WINONA M. STOUSE  
BERNARD J. STOUSE  
EDNA YOUNG  
WHO LOST THEIR LIVES  
WHEN AIRCRAFT CF-CPD  
CRASHED ON THIS MOUNTAIN  
DECEMBER 20TH, 1942  
ERECTED BY  
CANADIAN PACIFIC AIR LINES  
LIMITED

HISTORICAL PHOTO HISTORIQUE  
PUBLIC ARCHIVES PUBLIQUES  
CANADA

5002-100

CTT/CEN

11th January, 1944.

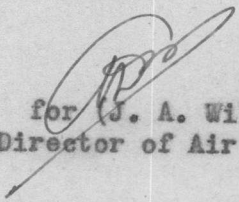
R.E. Hadfield, Esq.,  
President,  
Canadian Air Line Pilots Association,  
Box 364,  
Winnipeg, Manitoba.

Dear Sir:-

Re: E.W. Kubicek (Deceased)

In reply to your letter dated January 4th, we have pleasure in enclosing a copy of the information released by this Department regarding the accident to aircraft CF-CPD which resulted in the death of Captain E.W. Kubicek and the other occupants.

Yours truly,

  
for (J. A. Wilson),  
Director of Air Services.

Encl.1

CC: DIAR WINNIPEG



AFFILIATED WITH  
AMERICAN FEDERATION OF LABOR  
AIR LINE PILOTS ASSOCIATION INTERNATIONAL  
BRITISH AIR LINE PILOTS ASSOCIATION

CABLE ADDRESS: "CALPA"  
BOX NO. 364

# CANADIAN AIR LINE PILOTS ASSOCIATION

HEADQUARTERS  
**WINNIPEG, MAN.**  
CANADA

January 4, 1944.

J. A. Wilson, Esq.,  
Director of Air Services,  
Department of Transport,  
Ottawa, Ont.

Dear Sir:

Re: Capt. E.W. Kubicek  
(deceased)

Some time ago, I understand, your office completed the files on the Kubicek case, and we would appreciate receiving any portion of the final report on the findings that you may care to let us have.

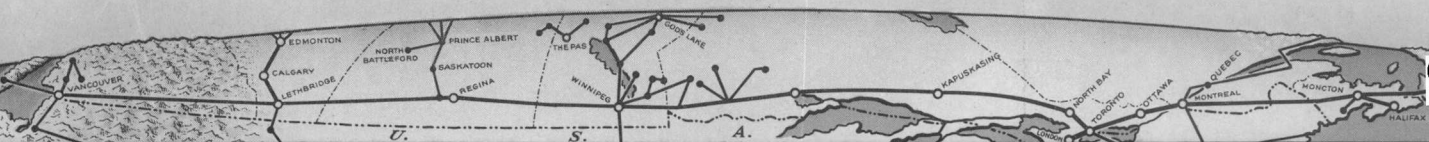
We would like to have this information in the hope that we may glean something that may enable us to institute better proceedings in the general interests of safety in air line flying.

Yours respectfully,

*R. E. Hadfield*

R. E. Hadfield,  
President,  
Captain, T.C.A.

REH/H



000150

Mr. Matthews

KILMER, RUMBALL, GORDON, BEATTY & DEAN

BARRISTERS & SOLICITORS

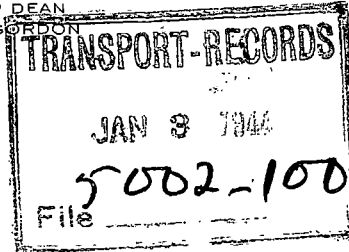
J. R. RUMBALL  
J. S. BEATTY, K.C.  
D. G. FARQUHARSON

W. M. GORDON  
E. G. P. DEAN  
C. H. GORDON

10 ADELAIDE ST. EAST

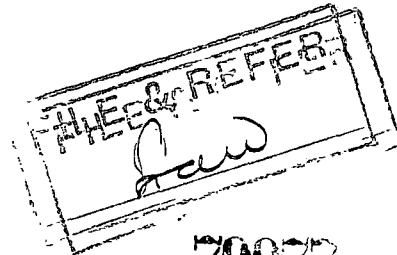
TORONTO

CANADA



December 27th, 1943

Lieut. Commander G. P. Edwards, O.B.E.,  
Deputy Minister,  
Department of Transport,  
Ottawa, Canada.



Dear Sir:

File 5002 - 100

Thank you for your letter of the 22nd instant with  
enclosure.

We will send a copy along to our client.

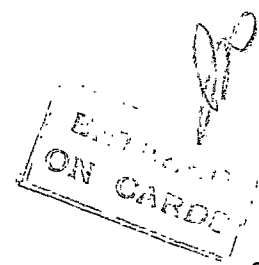
We note you state that copies of the report are not  
available for purposes of litigation. We have no thought  
of litigation in mind in connection with the report, but  
we felt that our client, whose parent lost his life in  
the accident, would be interested to have as much of the  
details as possible of the last few hours of his father's  
life.

Yours very truly,

Kilmer, Rumball, Gordon, Beatty & Dean,

per

WMG/MR



*mated  
W. J. M. 4/1/44  
Go Controller of  
Civil Aviation*

22/12/43.

Memo to the Deputy Minister:

For your signature, if approved.

  
Counsel.

000152



WJM/WB

December 22nd, 1943.

5002-100

Dear Sirs:

With reference to your letter of December 17th relative to aircraft accident involving Lockheed Aircraft CF-CPD which occurred on December 20th, 1942, I enclose copy of the press release issued by the Minister of Munitions and Supply which you may have already seen.

The detailed report of the Board of Enquiry was made for the information of the Minister and for the use of the Officers of the Department. Copies are not available for purposes of litigation.

Yours truly,

Encl.

(C.P. Edwards)  
Deputy Minister.

C. P. Edwards

*M. J. M.*  
Messrs. Kilmer, Rumball, Gordon,  
Beatty & Dean,  
Barristers and Solicitors,  
10 Adelaide Street East,  
Toronto, Ontario.

000153

**KILMER, RUMBALL, GORDON, BEATTY & DEAN**  
BARRISTERS & SOLICITORS

CABLE ADDRESS "KILMACIR"

J. R. RUMBALL  
J. S. BEATTY, K.C.  
D. G. FARQUHARSON

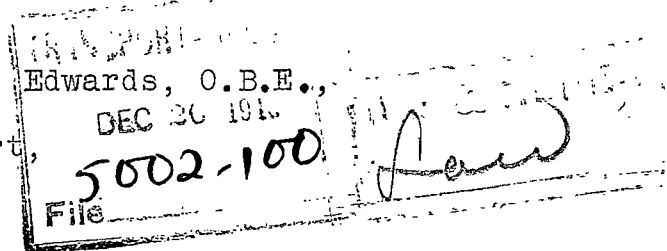
W. M. GORDON  
E. G. P. DEAN  
C. H. GORDON

10 ADELAIDE ST. EAST  
**TORONTO**  
CANADA

77830

December 17th, 1943.

Lieut. Commander C. P. Edwards, O.B.E.,  
Deputy Minister,  
Department of Transport,  
Ottawa, Canada.



Dear Sir:

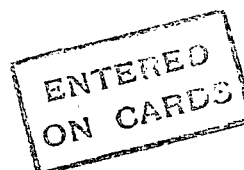
We act for the infant son of W. J. Holland, who was co-pilot on a Canadian Pacific Airline passenger plane which crashed into one of the peaks of William Knight, British Columbia, on December 20th, 1942.

We understand that a board of enquiry has recently made a report and if it does not cause too much trouble or expense, we would be pleased to receive a copy.

Yours truly,

Kilmer, Rumball, Gordon, Beatty & Dean,  
per

WMG/MR





CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

The Hon. C.D. Howe, Minister of Munitions & Supply with jurisdiction over Air Services of the Department of Transport today released the findings of the Board of Enquiry into the loss of Aircraft CF-CPD near Vancouver on December 20, 1942, with the death of its ten passengers and three members of the crew. The Minister's statement reads:-

"Lockheed Aircraft CF-CPD, owned and operated by Canadian Pacific Air Lines, despatched from Fort St. John, B.C., to Vancouver, B.C., on December 20th, 1942, failed to reach its destination. The Board of Enquiry named by myself as Minister with jurisdiction over Air Services, to investigate the non-appearance, submitted a preliminary report dated January 4th, 1943, covering all the details of the flight gathered from the evidence of witnesses and all the documentary evidence available. The aircraft could not be found and the Board adjourned sine die on January 4th, 1943. On the discovery of the wreckage in August 1943, the Board was reconvened and, after a study of all the available evidence, has submitted a final report which confirms the findings of the preliminary report.

"The wreck was viewed by the President of the Board in company with officials of Canadian Pacific Air Lines and the British Columbia Provincial Police on August 28th, at a height of approximately 7,200 feet near the top of Mount William Knight, which is approximately 73 miles east and slightly south of Vancouver. The remains of seven bodies were located at that time but it was not found possible to identify any of them although it is certain from examination of papers and effects that they were the occupants of Aircraft CF-CPD. The marks on the fuselage clearly indicated that the wrecked aircraft was CF-CPD.

"The wreckage indicated that the aeroplane had been flying in a southeasterly direction at the moment of impact. Parts were scattered over a wide area and it was not possible to form any

-2-

opinion as to its condition at the time of the accident. There is no evidence to show that it was not functioning normally with pilot in control up to the moment of impact. Seat belts were found fastened over some of the bodies.

"The evidence shows that the pilot reported his position as being on the north leg of the Sidney radio range at 1727 hours. At 1734 hours he reported being on the north leg of the Vancouver radio range. At the same time he gave his altitude as 12,000 feet, advised that he proposed to let down on the east leg of the Vancouver range and gave an estimated time of arrival over Vancouver Airport of 1745 hours. Approval was given for the let down by the Department's officer in charge of the Vancouver Airport Control Tower. That signal was acknowledged by the pilot. Nothing further was heard from him until 1805 hours at which time a faint signal asking for weather at Vancouver was received. This message read: 'Trip 4 Vancouver range what is Vancouver ceiling and visibility?' An attempt was made to contact pilot by radio, using both range and Company frequencies, but no further message was received from him.

"The Board finds that Aircraft CF-CPD was destroyed, and the pilot, co-pilot, stewardess and ten passengers killed when it collided, while lost and flying in cloud in mountainous terrain, with one of the peaks of William Knight, B.C., at some time subsequent to 1805 hours, December 20th, 1942."



- 2 -

functioning normally with pilot in control up to the moment of impact. Seat belts were found fastened over some of the bodies.

" The evidence shows that the pilot reported his position as being on the north leg of the Sidney radio range at 1727 hours. At 1734 hours he reported being on the north leg of the Vancouver radio range. At the same time he gave his altitude as 12,000 feet, advised that he proposed to let down on the east leg of the Vancouver range and gave an estimated time of arrival over Vancouver Airport of 1745 hours. Approval was given for the let down by the Department's officer in charge of the Vancouver Airport Control Tower. That signal was acknowledged by the pilot. Nothing further was heard from him until 1805 hours at which time a faint signal asking for weather at Vancouver was received. This message read: "Trip 4 Vancouver range what is Vancouver ceiling and visibility?" An attempt was made to contact pilot by radio, using both range and Company frequencies, but no further message was received from him.

" The Board finds that Aircraft CF-CPD was destroyed, and the pilot, co-pilot, stewardess and ten passengers killed when it collided, while lost and flying in cloud in mountainous terrain, with one of the peaks of William Knight, B.C., at some time subsequent to 1805 hours, December 20th, 1942. "

- 30 -

*Draft Press Release  
not used  
WJH  
15/12/43*

Aircraft CF-CPD of the Canadian Pacific Air Lines which was lost near Vancouver a year ago collided with one of the peaks of Mount William Knight, B.C. "while lost and flying in cloud in mountainous terrain" according to the findings of a Board of Enquiry. The report of the Board was released today by the Honourable C.D. Howe, Minister with jurisdiction over Air Services of the Department of Transport.

The ill-fated aircraft was on a day flight from Fort St. John, B.C. to Vancouver on December 20, 1942, with ten passengers and a crew of three aboard. It was unheard of after it was preparing to land at Vancouver airport. A diligent search extending over several weeks was made by Canadian Pacific Air Line and R.C.A.F. planes but it was not until August last that the wreckage of the plane was found near the top of Mount William Knight at a height of 7,200 feet and only 73 miles south-east of the Vancouver radio range.

The Board of Enquiry appointed by Honourable Mr. Howe submitted a preliminary report on January 4, 1943, covering all the details of the flight gathered from the questioning of witnesses and documentary evidence available. On discovery of the wreckage in August, the Board was reconvened and, after study of all the available evidence has submitted a final report which confirms the preliminary findings.

The report of the Board states that the marks on the fuselage of the aircraft wreckage found near the top of Mount William Knight<sup>000159</sup>

-2-

were those of the missing aircraft CF-CPD. The report further states that "the wreckage indicated that the aeroplane had been flying in a southeasterly direction at the moment of impact. Parts were scattered over a wide area and it was not possible to form any opinion as to its condition at the time of the accident. There is no evidence to show that it was not functioning normally with pilot in control up to the moment of impact. Seat belts were found fastened over some of the bodies."

Evidence showed that the pilot reported his position at 1734 hours (5.34 p.m.) as being on the north leg of the Vancouver radio range and flying at an altitude of 12,000 feet. The pilot radioed his intentions to come in on the east leg of the range and approval was given by the Department of Transport officer in charge of the Vancouver Airport control tower. At 1805 hours a faint signal was received from the pilot asking for the weather at Vancouver. Unsuccessful attempts were made to contact the pilot by radio but no further message was received from him.

The preliminary report of the Board of Enquiry, dated January 4, stated that there was strong evidence to show that the area on the route which the pilot was following "was heavily if not entirely overcast, with clouds rising to a height of 18,000 feet or more and with indications of considerable turbulence and the probability of ice."

The Board of Enquiry consisted of T.W. Shields, District Engineer of Air Regulations, Winnipeg; J.R.K. Main, Inspector of Airways, Ottawa; and K.F. Saunders, Acting District Inspector of Air Regulations, Edmonton.



Ottawa, 19th October, 1943.

PRESS RELEASE

Accident to Lockheed Aircraft CF-CPD

1163  
The above noted aircraft, owned and operated by Canadian Pacific Air Lines, despatched from Fort St. John, B.C., to Vancouver, B.C., on December 20th, 1942, failed to reach its destination. The Board of Enquiry named to investigate the non-appearance submitted a preliminary report dated January 4th, 1943, covering all the details of the flight gathered from the evidence of witnesses and all the documentary evidence available. The aircraft could not be found and the Board adjourned sine die on January 4th, 1943. The discovery of the wreckage in August, 1943, and its subsequent examination revealed the ultimate fate of the aircraft and the final report of the Board confirms ~~all~~ of the findings of the preliminary report.

On August 10th, 1943, the Department of Transport was advised by Canadian Pacific Air Lines that the remains of the wrecked aircraft had been spotted from the air at a point approximately 70 miles east of Vancouver. Inspector T.M. Shields, President of the Board, proceeded to the scene of the accident in company with officials of Canadian Pacific Air Lines and the British Columbia Police.

The wreck was viewed by the President of the Board and other members of the party on August 28th at a height of approximately 7,200 feet near the top of Mount William Knight, which is approximately 73 miles east and slightly south of the Vancouver range. This point is particularly difficult of access and it took the party six days from the time of leaving Chilliwack to reach the scene of the wreck. The remains of seven bodies were located at that time but it was not found possible to identify any of them although it is certain that they were the occupants of aircraft CF-CPD from examination of papers and effects.

The marks on the fuselage clearly indicated that the aircraft was CF-CPD and it appeared that it had been flying in a south easterly direction at the moment of impact.

- 2 -

The remains of the wrecked aeroplane were scattered over such a wide area that it was difficult to form any opinion as to the condition of the aircraft at the time of the accident but there was nothing to indicate that it was not performing normally with the pilot in full control up to that time. 1162

Briefly reviewing the evidence taken at the time of the preliminary investigation, it appears that the pilot reported his position as being somewhere on the north leg of the Sidney radio range at 1727 hours, on the evening of the accident. At 1734 hours he reported being on the north leg of the Vancouver radio range, and at the same time gave an altitude of 12,000 feet and advised that he was letting down on the east leg of the Vancouver range ETA 1745 hours. Approval was given for the let down; and that signal was acknowledged by the pilot. Nothing further was heard from him until 1805 hours, at which time a faint signal asking for weather at Vancouver was received. This message read: "Trip 4 Vancouver range what is Vancouver ceiling and visibility?" An attempt was made to contact the pilot by radio, using both range and company frequencies, but no further message was received from him.

The evidence shows that there was a very strong west wind blowing at the 10,000-foot level, at that time. The ceiling at Vancouver was about 5,000 feet with a visibility of several miles to westward. Eastward, up the Fraser Valley, there were a number of local squalls with variable ceiling and visibility. Near Rosedale, which is situated seven miles east of Chilliwack, a reliable witness gave the cloud base as about 5,000 feet. Other pilots flying at this time reported occasional severe static interference with radio reception. One pilot of Canadian Pacific Air Lines submitted a report which, in the opinion of the Board, may throw some light on the movements of aircraft CF-CPD subsequent to 1734 hours, at which time it was presumably somewhere in the vicinity of the north end of Howe Sound. In his report this pilot states in part: "The wind at one point, (one time), was so strong I had a heading of 150 (degrees) to get back on the leg -- heading 237 -- after

- 3 -

allowing myself to drift off what I thought was just a little. I had to hold this for ten minutes. In fact, it took will power to remind myself that I was really on this leg and not lost, because, due to wind, our arrival over the fan marker was so delayed I actually went to work and proved the leg by crossing it several times to make sure we had not passed over the marker or perhaps Vancouver itself. Once I had re-convinced myself that all was as it should be, the rest was routine." The pilot, at this time, was coming into Vancouver by way of Princeton, flying the east leg of the Vancouver range. He landed at Vancouver at 1739 hours.

There is no evidence that Pilot Kubicek, who was in charge of aircraft CF-CPD, made any attempt to check his position over the Vancouver range before attempting to get onto the east leg. It is presumed, therefore, that he flew in a general south-easterly direction from somewhere in the neighborhood of the north end of Howe Sound in the hope of intercepting the east leg of the Vancouver range, in the neighborhood of the fan marker at Maple Ridge. If this is the case, it would appear that the very strong wind already mentioned and which is verified by the meteorological reports, caused him to miscalculate his position by drifting him much further east than he supposed. It is difficult to account for his position 73 miles east of Vancouver after being within 20 or 30 miles of it, on any other grounds. It is probable, too, that the occasional severe static interference to which the other pilots flying at that time make reference, caused him to miss the beam and fly beyond it.

The remains of the aircraft at the scene of the accident indicated that it was flying in a general easterly direction at the moment of impact. As noted above, it was utterly destroyed, and broken into so many fragments, most of which were pulverized beyond recognition, that it was difficult to form any opinion regarding its condition at the time of impact. It was noted, however, that the belts of some of the seats were broken, indicating that they were fastened over the bodies of the occupants at the moment of impact.

- 4 -

Instrument flight rules, approved by the Department, require an aircraft approaching Vancouver from the east, while on instruments, to maintain an altitude of not less than 10,000 feet until a fix over the fan marker at Maple Ridge is obtained. In the present case the aircraft was despatched on contact, although there is strong evidence to indicate that the pilot was flying on instrument subsequent to leaving Howe Sound. His report at 1734 hours indicated that he intended to commence the let down at that time. The fact that he collided with a mountain peak at 7,200 feet indicates that he may have carried out his intention. The fact that some, at least, of the seat belts were fastened indicates that the passengers had been instructed to put on their belts. It is customary to do this when a pilot starts to make a let down for a landing or during excessively turbulent weather conditions.

The Board finds that aircraft CF-CPD was destroyed, and the pilot, co-pilot, stewardess and ten passengers killed when it collided, while lost and flying in cloud in mountainous terrain, with one of the peaks of Mount William Knight, B. C., at some time subsequent to 1805 hours, December 20th, 1942.

The evidence shows that two other aircraft using established radio aids to navigation arrived in Vancouver within a few minutes of the time that the lost aircraft should have landed. One, a Lockheed belonging to Canadian Pacific Air Lines, left Prince George three-quarters of an hour earlier, but made the trip by way of Princeton instead of attempting to fly direct. Trans-Canada Air Lines Flight 3 from Lethbridge, landed at Vancouver a few minutes ahead of the Canadian Pacific Airlines aircraft. Both of these aircraft made the flight without encountering any great difficulty, from which the Board is compelled to conclude that had Aircraft CF-CPD used the same procedure this accident would not have happened.

# DEPARTMENT OF TRANSPORT

## INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

717 Dominion Public Bldg.,

Winnipeg, Man., November 10, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

Board of Inquiry  
Lockheed CF-CPD

OUR FILE

5002-43

Controller, Civil Aviation, Ottawa.

NOV 13 1943

5002-100

68335

1. Attached hereto copy of letter received from Mr. E. R. R. Field, Superintendent B.C. District, Canadian Pacific Air Lines Limited, Vancouver, B.C., which has reference to a second trip he made, accompanied by others, to Mount William Knight, the scene of the fatal accident to the above noted aircraft.

2. Nothing further appears to have been revealed in connection with Mr. Field's second visit except the question of the timepieces he found. From his remarks, it is felt that the Board might reasonably assume that the accident occurred almost immediately after Captain Kubicek transmitted his last signal at 18:04 hours, at which time he requested information concerning Vancouver ceiling and visibility.

3. Regarding the burial of ten bodies as stated in Mr. Field's letter, it should be stated that the B.C. Police officials in Vancouver assured the writer before departing to Winnipeg that a Detachment of B.C. Police had buried all the bodies. Inspector Swanson showed the writer a photograph of the Cairn with a Constable conducting a burial service. It is now apparent that only three bodies were buried at that time.

4. Mr. Field's letter, it is thought, should be attached to the Board of Inquiry Proceedings for future reference.

*T. M. Shields*

T. M. Shields,

District Inspector, Air Regulations.

TMS/OA  
Enc.

P.A.  
accident C.P.D.  
24/11/43

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01

## CANADIAN PACIFIC AIR LINES LIMITED

Vancouver AMF, B.C.,  
October 25th, 1943.

PERSONAL

T.M. Shields, Esq.,  
District Inspector,  
Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Man.

Dear Jock:

I have received your letter of October 22nd, but do not think I can supply you with any further information that will be of any help in determining what happened to CPD.

Our trip was a little better organized this last time and we managed to maintain a schedule which was set beforehand. We left Vancouver early in the morning, drove directly to Bell's ranch where Sheldon met us with horses. We reached the mouth of Ford Creek around four in the afternoon and continued on foot up to the spot where we originally camped on Ford Creek.

The following day we moved from there up to the mouth of No. 2 creek and camped there overnight before going up the mountain. We took everything up the mountain with us and made camp about twenty to thirty minutes before we got to the wreckage. Our weather was good, apart from an extremely high wind which threatened to blow the tents away, and did blow Scottie's only pants off the mountain. Otherwise the weather treated us all right.

I had an opportunity to spend almost a day looking at various things. Apparently the aircraft hit on the left hand side more than on the right hand side as everything on the left hand side seemed to be damaged much more than on the right hand side. I believe it struck at almost the extreme highest part on the corner West of the wreckage and higher and further West than the propellers.

One watch was found stopped at ten minutes after six, one watch stopped around six-o'clock (the minute hand of this watch would move back and forth a distance of twenty or thirty minutes quite freely) one stopped at four o'clock and one with the hands broken completely off. This latter watch was examined by a jeweller who was unable to determine where the minute hand had been pointing, but stated that the hour hand was between 5:30 and six.

-2-

Snow had almost completely melted and it was hard to recognize the mountain as being the same one. Several other pieces of wreckage were melting out of the snow as well as more bodies and one of the engines. Johnny and I found and definitely identified ten bodies which we buried after taking pictures, etc. Peter shot a big bear and a goat and also climbed to the top of every peak he could see where he left his name on bits of paper hidden in tin cans.

On the trip in, Johnny was packing around 75 lbs., Peter about 68 lbs. myself 66 lbs. and Scottie 41 lbs. On the way out, Johnny was carrying close to 100 lbs., Peter had 85 lbs. and I had almost 80 lbs.

We took several pictures on the trip, but no more showing wreckage. I will try and get a few copies of pictures showing the cairn, graves and Peter's bear, and will send them along to you shortly.

Kind regards,

Yours very truly,

(Sgd.) Ted

E.R.R. Field,  
Superintendent,  
B.C. District.



DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE  
ADM/AGG

2

2-41

Ottawa, Ontario, October 20, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

Fatal Accident of Lockheed Aircraft CF-CPD,  
December 20th, 1942.

OUR FILE

5002 - 100

D. A. S.

1. The official report on the marginally noted accident submitted on September 23rd by District Inspector T. M. Shields, President of the Board of Enquiry, appointed to investigate the accident, has been reviewed at headquarters by Inspector C. T. Travers and recommended for approval.

2. This recommendation is concurred in and is submitted herewith, together with draft press release.

*A. D. McLean*  
(A. D. McLean),  
Controller of Civil Aviation.

*D.M.*  
*Concur. Submitted for approval*

*J. G. McLean*  
*20-10-43*  
*D.M.* The draft "Press release" has been revised and is resubmitted for approval. Law has no objection to its terms.

*J. G. McLean*  
*4-11-43*

000169



# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

Ottawa, Ontario, 19th October, 1943.

CTT/CEN

PLACE

DATE

YOUR FILE

SUBJECT

Accident CF-CPD - Press Release

OUR FILE

5002-100

## C.C.A.

1. The official report of the D.I.A.R. Winnipeg, President of the Board of Enquiry appointed to investigate the accident to CF-CPD, is recommended for approval.

2. With reference to minute 2, document #54850, (letter from Mr. O.T. Larson to D.A.S. dated 22-9-43); a draft press release is attached. This release is based on the final report of the D.I.A.R. Winnipeg but the Board's recommendations and the names of the persons not involved in the accident have been left out.

*D.G. Joy*

for (D.G. Joy),  
A/Superintendent, Air Regulations.



DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE  
ADM/AGG

2

2-41

Ottawa, Ontario, October 18, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

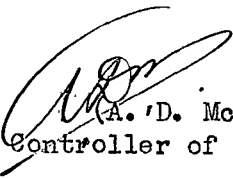
OUR FILE

5002 - 100

C. A. R.

1. This file has been passed to your office twice for your recommendation with reference to the District Inspector's report on the accident to aircraft CF-CPD, folio 55003. See also minute (2), folio 51850.

2. May this receive your immediate attention please.

  
(A. D. McLean),  
Controller of Civil Aviation.

000171

5002-100

DEJ/CEN

, 16th October, 1943.

Dear Sir:-

Thank you for your letter of September 20th regarding the items taken away by members of the Vancouver Daily Province party who visited the wreck of the Canadian Pacific Air Lines' Lockheed CF-CPD.

It is evident that none of these pieces would have been of any use to our Inspector in his investigation of the accident.

It is not considered that any useful purpose would be served in prosecuting the persons who took these pieces away, however, it is to be hoped that this incident will not be repeated.

Yours truly,



(J. A. Wilson),  
Director of Air Services.

J. Shirras, Esq.,  
Assistant Commissioner of  
Provincial Police,  
Div'l. Hqts., Court House,  
Vancouver, B.C.

CC: DIAR WINNIPEG



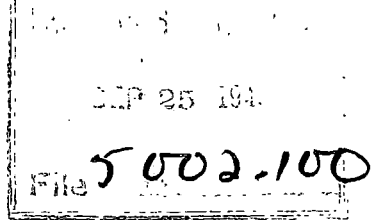
Your File No. 5002-100

"AIR MAIL"

SUBJECT:

In reply quote File No. ....

Div'l H'Qrs.,  
Court House,  
Vancouver, B.C.,  
September 20th, 1943.



Director of Air Services,  
Department of Transport,  
OTTAWA, Ontario.

Dear Sir:

A55334

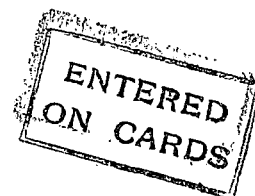
Answering your letter of  
September 16th, I would inform you that the persons  
who made up the Vancouver Daily Province party brought  
out certain articles and these I am enumerating below.

The following articles were  
brought out by R. L. Von Zuben:

Small Dural container,  
Small piece Plexiglass,  
Small piece of red Vulcanite,  
Small piece of rubber tubing and clamp,  
Small piece Dural tubing and valve,  
Small piece twisted Dural,  
Ration book, Winona Maude Stouse, P.R.017372,  
Ration book, Bernard Joseph Stouse, P.R.017371,  
National Registration Card, Mrs. Stouse,  
Driver's licence #31080, Mrs. Stouse, (Learner's),  
Handle Radio Master's switch,  
Length of khaki knitting wool.

The small pieces of Plexiglass,  
Vulcanite, etc, were of no value as they were merely very  
small pieces which had been broken from parts of the plane.  
Concerning the radio switch handle, this was the handle only  
and was picked up at the scene and was not attached, I was  
informed by Mr. Von Zuben, to any instruments.

Mr. Charles McMillan, of the Province  
Party, picked up a Dural nut and washer but he claimed he  
had brought out nothing else.



*W.A.S.  
C.A.R.  
28/9/43  
Recd 15.10.43. Ak*

①-8  
27/4

-2-

Mr. Charles Woodsworth brought  
out the following:

Direction indicator,  
Pocket book with pictures, believed  
to be property of W. Holland,  
Flight report book.

136

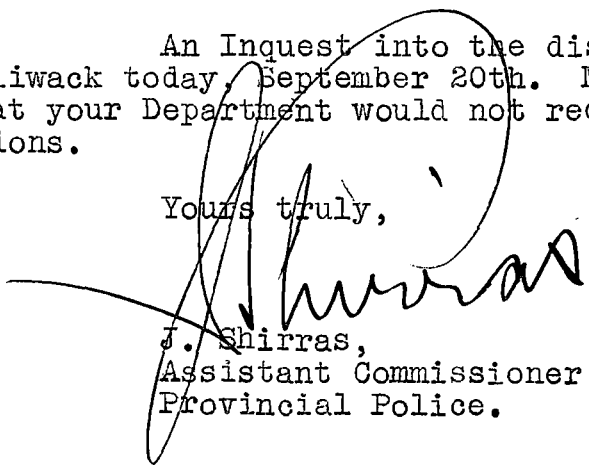
The direction indicator was  
already broken and was of no value to the representatives  
of your Department. The flight report book was an old  
one which had been used by the pilot, Kubicek, but, as  
I recall it, the last entry in the book was in October,  
1942. The contents of the book threw no light whatever  
on the matter.

I May say that I discussed with  
Mr. Shields, who I understand is an Inspector with your  
Department, the matter of these parts which were brought  
out by the representatives of the Vancouver Daily Province  
and he informed me that owing to the condition of the  
articles they were valueless so far as the Inquiry was  
concerned. I also discussed with Mr. Shields the matter  
of an Information being laid under the Air Regulations  
against these persons and he stated it was a matter on  
which he would report to his Headquarters. He did  
intimate, however, that the plane was so completely  
demolished there was nothing which would aid him in the  
least in the Inquiry held under the Air Regulations.

When discussing this matter with  
Mr. Shields I suggested to him that I thought if Information  
is laid under the Air Regulations it should be by someone  
connected with your Department or at least by someone  
acting under instructions from your Department. Mr.  
Shields stated that although an infraction of the Regu-  
lations had been committed he did not consider any real  
harm had been done by members of the Province party.

An Inquest into the disaster com-  
mences at Chilliwack today, September 20th. Mr. Shields  
informed me that your Department would not require a copy  
of the depositions.

Yours truly,

  
J. Shirras,  
Assistant Commissioner of  
Provincial Police.

JS/WF

103/GEN

7150-6  
5003-3  
5000-1  
5002-100  
5304-013

13th October, 1943.

Dear Sir:-

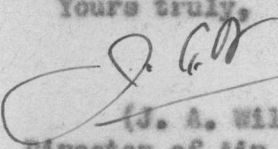
In reply to your letter of October 4th, Air Regulations, Para. 6 (1), Part VIII, to the effect that "no commercial aircraft shall fly on any day unless it has been previously inspected by an air engineer on that day" was in the early days of the operations of Trans-Canada Air Lines waived at their request. It is very obvious that the certification of a scheduled air transport aircraft is a matter of continual inspection by persons qualified in the various trades.

For this reason permission has been granted the Trans-Canada Air Lines to amend their operations manual to read as follows:-

"Trans-Canada Air Lines' maintenance procedures and practices have been investigated and approved by the Department of Transport and in view of this have been relieved from compliance with Para. 6 (1) Part VIII, Air Regulations, 1938. Trans-Canada Air Lines' aircraft released by the Maintenance Department for flight are to be considered airworthy."

With regard to the accident to C.P.A. aircraft in the Rockies on December 20th, the findings of the Board appointed to investigate this aircraft accident have not as yet been made public. You will be informed as soon as they have been approved.

Yours truly,

  
(J. A. Wilson),  
Director of Air Services.

H.S. Hadfield, Esq.,  
President,  
Canadian Air Line Pilots Association,  
Box No. 364,  
Winnipeg, Manitoba.

CC: DIAR WINNIPEG



ORIGINAL  
ON FILE

7150-6

COPY  
60232

FOR FILE

OCT 13 1943

File 5002-100

CANADIAN AIR LINE PILOTS ASSOCIATION  
WINNIPEG, MAN

October 4, 1943.

Mr. J.A. Wilson,  
Director of Air Services,  
Department of Transport,  
Ottawa, Ontario.

Dear Sir:

In accordance with our understanding, I herewith submit the letter distributed to Trans-Canada pilot personnel some weeks ago.

It is our belief that authority to operate aircraft over the 24-hour period as laid down in Air Regulations, should come from the Department of Transport as well as from Trans-Canada Air Lines. I believe I made it quite clear when I visited your office recently, that Trans-Canada pilots are quite happy with respect to this letter, but it is felt that there is the element of legal technicality present, should any of our pilots, employed by Trans-Canada Air Lines, be involved in an accident necessitating court proceedings. Accordingly, if your Department would be kind enough to furnish a letter to this Association, for record purposes, which would take care of the problem we have in mind, we should be very grateful.

At this time, I would like to ask if your Department would be kind enough to furnish this Association with the findings on the accident in the Rockies, December 20th, 1942, involving a C.P.A. aircraft, in which Capt. E. Kubisek, one of our members, was killed. Should your office see fit to accommodate us in this matter, the information will, of course, be held in the strictest confidence.

Yours respectfully,

R. E. Hadfield,  
President,  
Captain, T.C.A.

ENTERED  
ON CARDS

REN/H

000177

C.C.A

8/10

DGJ/CRM

OTTAWA, October 5th, 1943.

5002-43

Lockheed CF-CPD.

5002-100

District Inspector, Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Man.

1. In reply to your letter of September 29th regarding release of parts of the wreckage of Lockheed CF-CPD, this Department has no objections to these parts being released to the Vancouver Province.

*DJ*  
(D. G. Joy),  
A/Superintendent, Air Regulations.





# DEPARTMENT OF TRANSPORT

## INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

717 Dominion Public Bldg.,

Winnipeg, Man., September 29, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

Accident Lockheed CF-CPD

OUR FILE

5002-43

Controller, Civil Aviation, Ottawa.

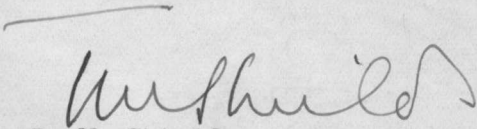


A57144

1. Attached hereto letter received from Canadian Pacific Air Lines Limited, Edmonton, in which it will be noted permission is requested for the Company to release some parts removed from the wreckage of the above noted aircraft by the members of the "Vancouver Daily Province" Search party.

2. Will you advise at your convenience whether or not the parts in question can be released.

TMS/OA  
Enc.

  
T. M. Shields,  
District Inspector, Air Regulations.

000180

*Thurman*  
1/10

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

NUMBER

100-100000-100000

DATE

100-100000-100000

125111

*Canadian Pacific*  
**AIR LINES**  
LIMITED

MUNICIPAL AIRPORT.

EDMONTON, ALBERTA.

File CPD

Sept. 27, 1943.

J. M. Shields, Esq.,  
Inspector, Civil Aviation,  
Federal Building,  
Winnipeg, Man.

Dear Sir:

Re: Lockheed, CF-CPD

Inquest in the above matter was completed at Chilliwack, B.C. on September 20th and 21st and you will, doubtless be receiving a copy of the proceedings and findings of the Jury in due course.

Among other witnesses, the three members of the party sent out by the Vancouver Province, gave evidence as to their journey, their photographs and observations at the scene of the accident and also as to the small parts of metal, aircraft tubing and fittings, which they brought out and delivered to the B. C. Provincial Police. The parts referred to were of no particular importance and furnished no information which would be helpful to ascertaining the cause of the accident and the members of the Province party now request that three of these parts be returned to them as souvenirs. The parts requested were put in at the Coroner's inquest as exhibits 48, 51 and 52 and they are a small part of a damaged instrument (instrument unrecognizable), the broken handle of the radio master switch and a few inches of Dural tubing with coupling.

We have no objection to releasing these parts to the Vancouver Province, subject to your own permission being granted for that purpose. I shall be pleased, therefore, if you will let me know if these parts may be released.

Yours truly,

C. Becker *C. Becker*  
ASSISTANT TO GENERAL MANAGER,  
Western Lines.







# DEPARTMENT OF TRANSPORT

## INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

717 Dominion Public Bldg.,  
Winnipeg, Man., September 27, 1943.

PLACE

DATE

YOUR FILE

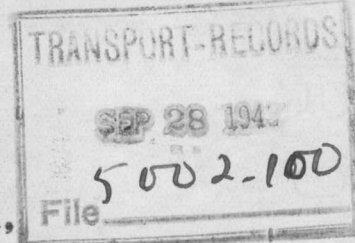
SUBJECT

Accident Lockheed CF-CPD.

OUR FILE

5008-43

Air Mail



A56014

Controller, Civil Aviation, Ottawa,

1. Attached hereto an article from the Chilliwack Province, B.C., dealing with the Inquest proceedings in connection with the accident to the above noted aircraft, held at Chilliwack, B.C., on the 20th September.

2. With reference to the interference of the wreckage by the Vancouver Daily Province search party, your attention is drawn to the statements of those concerned where marked in the article covering the Inquest proceedings.

3. It would be appreciated if we could be advised as to the action taken by Department Headquarters on receipt of a reply from the Assistant Commissioner British Columbia Police with reference to the articles which were removed by this party from the wreckage.

T. M. Shields,  
District Inspector, Air Regulations.

TMS/OA  
Enc.

~~D.A.S.~~

no reply yet from B.C. police

28.9.43.

① C.A.R. Reply in its way J.C.

Records-

File please - CPD.  
Q1

30.9.43

000183

5002-100

CF-CPLD

accident

000184



Radio Qf.

000185

## Two-Day Inquest Into Crash Concludes

# Plane Fought 60-Mile Gale, Ice, Zero Visibility Before Crash; Jury Urges Attention to Log

## Counsel Cites Lack

### No Explanation Of Why Plane Flew at 7000 Feet

Reminding the jury that while "as far as the crown is concerned there was no evidence of negligence," the mute evidence was that "the plane struck a mountain at a height of approximately 7000 feet" when, according to company regulations "it should have been flying at 10,000 or 11,000 feet," E. Stuart Davidson, Chilliwack barrister, yesterday wound up the two-day inquest into the deaths of 13 persons aboard the aircraft.

The crown counsel's outline of the mysterious crash came after men who had visited the crash scene presented evidence.

Possible factors were the questions of airworthiness, weather and the human element, he said.

Among the last witnesses were Charles Woodsworth, reporter, and Len von Zuben and Charles McMillan, Vancouver, who comprised the Vancouver Daily Province party, the first to reach the scene of the catastrophe.

Jurymen examined pictures taken by the party and heard all three corroborate points in the dramatic news story which first gave the public some idea of the devastation.

All three, testifying under the protection of the Canada Evidence Act "in case of evidence involving infraction of air regulations," identified plane parts and personal belongings of passengers which they said they had collected on Mount William Knight.

Woodsworth said that in his opinion, the aircraft had come in from the west and just failed to clear the ridge by about ten feet.

Crown counsel read excerpts from the Daily Province story written by Woodsworth.

The three men supported evidence given earlier that it would have been impossible to bring out bodies or "to identify the human remains."

In reply to questions, Grant McConachie, western manager of CPA, said neither the company log book or the department of transport log book had been found and that even if they had been found, no additional evidence would have been furnished.

Constable John Bell said that on his first visit to the peak, Aug. 15 to 22, he counted five bodies or parts of bodies.

On a second trip, Aug. 30 to Sept. 2, he found that some of the bodies seen on the first visit had "completely disappeared."

The snow, however, had melted in the interval, revealing several new bodies.

Constable Bell expressed the belief that on the two trips he had seen parts of all 13 bodies. The remains, he said, could not be distinguished.

"The bodies were spread over four or five acres," Game Warden Percy Cliffe, Mission, said. "It was at least 800 feet from the spot where we believe the plane hit the peak to where we found the farthest body."

In his opinion death for all persons aboard the wrecked craft had been instantaneous.

Constable Bell told how on the second trip he and his companions, Game Warden Cliffe and Bridge Bailey, Ryder Lake guide, had collected what remains they could and interred them in a rock cairn.

"There were two other bodies partly buried in the ice which we could not extricate," the constable said. "We interred them separately with stones."

Articles brought out by the constables and exhibited at the inquest included considerable sums of money in cash and cheques, watches, letters, a revolver belonging to Capt. Ernest Kubicek, pilot of the plane, and a \$1 "Short Snorter" bill, also the property of Captain Kubicek.

Found also was a plan of the electrical wiring of a Flying Fortress plane. It was not established to whom this had belonged.

### Coming Events

Friday, September 24:  
AYPA Dance, St. John's Hall.

The dramatic story of how two veteran pilots struggled to bring a big Lockheed Lodestar transport through a 60-mile an hour gale, sleet and ice and zero visibility, only to meet death with eleven others on the snow-covered slopes of Mount William Knight, was reconstructed here Monday and Tuesday by technical experts testifying at the inquest.

The secret of what caused the crash of the aircraft under those conditions died with Pilot Ernest Kubicek and First Officer Bill Holland. The jury's verdict:

A. L. Smith, Hugh Stewart, Capt. R. W. Kehr, James J. Coyle, Mrs. Braden Herron, R. Battye, W. N. Scharfe, Mrs. B. J. Stouse, Bernard Joseph Stouse, Edna Young (stewardess), Capt. E. W. Kubicek and Capt. William Holland (pilots) came to their death on the evening of December 20, 1942, in the vicinity of the summit of William Knight mountain of the Cheam range, British Columbia, when plane C-F-C.P.D. on which they were passengers and crew, crashed into the aforementioned mountain while in flight from Prince George, B.C., to Vancouver, B.C. The manner of death being accidental and from unknown causes.

We are of the opinion the journey log book or rough log book be kept fully posted in detail in flight in accordance with air regulations, and that any unusual happenings or loss of radio contact, either way, should immediately be recorded.

None of the witnesses offered an explanation nor could one be drawn from them by cross examination.

"I'd rather have six guesses than one," declared Pilot Gordon Ballentine, who brought a sister ship over the valley from the interior shortly before the crash. Pilot Ballentine was asked to "guess" what had happened.

"I have no answer, no solution," declared Grant McConachie, general manager of Canadian Pacific Airlines, in response to a request for an explanation as to why the aircraft crashed at approximately 7000 feet, when the established level for flying in the area was 10,000 feet above sea level.

The company, Mr. McConachie said, had established 10,000 feet as a safe flying level for the mountain country surrounding Chilliwack.

Ballentine revealed that he had flown over Princeton at 14,000 feet "as much to give my passengers as comfortable a ride as possible as anything" and that somewhere near Hope had run into heavy clouds, bad visibility and a 60-mile an hour wind. He switched to instruments for direction. Static was bad and signals from the Vancouver range were not continuous. "You'd lose it and then get it again."

He left Prince George an hour

and a half before the ill-fated plane but landed at Vancouver at 5:40 p.m. only shortly before the Kubicek plane was scheduled to land, because he took the longer route from Princeton while Kubicek flew the direct route.

R. L. Raine, CPA radioman who was in contact with the ill-fated plane, related that the last message from the pilot was received at the Vancouver range at 6:05 p.m. when the pilot asked the range for ceiling and weather over Vancouver. "The range gave it to him but the message was not acknowledged."

Just previously, the aircraft reported it was flying at 12,000 feet on the "north leg." "Apparently he was about fifteen minutes from Vancouver by his estimate."

The report from the plane was "extremely weak," the radioman said.

McConachie testified that the Lockheed was equipped with all the safety devices. The machine, fully loaded, could be kept at a height great enough to clear any peak in the Rockies on one engine, he said. The plane was not carrying a maximum load when it crashed although it had a full passenger complement. He joined previous CTA officials in testifying to the skill and experience of Kubicek and Holland as pilots.

## Downdrafts Considered

Ballentine said that downdrafts in the mountains could pull a transport down 500 feet and that the 10,000 foot clearance altitude provided for this.

D. E. Strachan, meteorologist for the department of transport, Vancouver airport, described weather conditions in detail. Visibility here was obscured above the 1000 foot level and from 6000 feet up it was zero, he declared. At high levels there would be moderate icing but not severe enough to cause a plane to lose altitude.

Visibility in the Vancouver area at the time was good and getting better, the reports indicated.

### COULDN'T SEE MUCH

Over Chilliwack, the pilot "wouldn't see very much at all," Strachan testified. "The pilot would experience moderate icing. He would be looking for it."

Pilot Kubicek, a flier with 10 years experience, had flown the Prince George-Vancouver route steadily since April 1942 and had completed 100 round trips in that time, according to Walter Gilbert, superintendent of B.C. district of CPA at the time of the crash. Mr. Gilbert, who came from Edmonton to testify, said that in his opinion, First Officer William Holland was "one of the finest pilots ever turned out in Canada." He had a wide range of flying experience, including service with the Ferry Command on the Atlantic. Both pilot and first officer were experts on instrument flying, he said.

Company officials reported that the aircraft had enough gasoline aboard for a trip of at least five hours. The normal flight time of the Prince George-Vancouver trip is 2 1/4 hours.

### AIRCRAFT CHECKED

T. S. Finney, flight engineer, told the jury routine checks of aircraft

dent of the B. C. division, testified briefly.

Identification of the passengers' clothing and effects occupied the last part of Monday afternoon. The identifications were made of clothes brought from the wreck scene by search parties, and relatives performed the identifications.

Sergeant W. J. Thomson, provincial police, was the first witness Tuesday morning.

The jury, composed of John P. Wheeler, H. H. Weeden, Frank G. Edwards, J. L. Delisle, Jack Pilling and Charles Hodgson, showed keen interest in the proceedings, put many a technical question. They deliberated for half an hour before bringing down their verdict.

The coroner was C. N. Tingle. Allan M. Guinet assisted E. S. Davidson, crown counsel.

An imposing array of Vancouver legal talent attended the inquest, including A. H. J. Swencisky, counsel for one of the family of a victim, J. E. McMullen, K.C., and J. A. Wright, representing Canadian Pacific Airlines.

### After The War

## Military Hospital Home For Aged Infirm?

A suggestion that the new Chilliwack Military hospital might be utilized as an old people's home after the war was made by Ald. Roy Morrow at city council meeting Monday night.

Ald. K. A. Boyd, in a brief discussion of postwar rehabilitation, suggested that the city and



This year's Regional Fair was certainly one of the most successful ever put on in Chilliwack. The exhibition appeared to gain, rather than lose, in its struggle to present an attractive show under present conditions.

Talk at the grounds last Tuesday and Wednesday centered as much around the possibility of holding a fair next year as it did around the excellence of the current exhibition.

Some people appear to think that because Agricultural hall is being leased to Boeing Aircraft for a year, with option of renewal, the fair will go under.

Perhaps so, but we can't see it happening or the reasons for it happening.

Directors of the association rented the hall and we do not believe they did so with the idea that the fair would not continue. They have kept the fair going in spite of all obstacles—and they have been many—so far. While the Boeing arrangement will undoubtedly give the fair association a healthy financial boost, it is unlikely that money, rather than the exhibition itself, was uppermost in the minds of the directors.

We believe that all those who have a sincere interest in the exhibition desire to see it continued, even if on a modified scale necessitated by the leasing of the Agricultural hall and other factors, including the shortage of farm help.

If the people of Chilliwack desire to keep the fair going as it appears likely they do, plans will be laid now to that end. The exhibition is an old and a proud institution and it deserves, as it has generally had, the support of the people in the valley. Most of Chilliwack is proud of the association's ability to keep the fair going, will be prouder still to see it continued next year.

## Muddle—Muddle

If anything was needed to add to the confusion confounded which characterizes Canada's manpower policy, that something was supplied last week by Colonel Ralston who announced that part of the home defense army was to be demobilized.

Canadians still don't know what to make of the announcement. Embarrassing enough was our own confusion but when the United States started mixing the announcement with their own debate over the necessity of drafting American fathers, many Canadian faces became very red.

Subsequent attempts at clarification of the defense minister's announcement have added to the confusion and discomfort of Canadians, while the whole episode did an unwarranted and unnecessary disservice to Canada in the United States.

It was another of far too many "facing many ways" statements which have been issued from Ottawa during this war.

It did not occur to anyone, apparently, to tell the American people that Canada has been drafting and is continuing to draft fathers, and doing it without hullabaloo.

We started to muddle the manpower business when the war started and apparently we are still at it. Colonel Ralston's latest may be the government's supreme effort. All we can do is to hope that the deplorable mangling of the whole thing has reached its final chapter.

The government and the country have done much of which they can be proud in this war. It is unfortunate that the one awful weakness in our war effort—the lack of decision over how many men are needed for the services, for industry and agriculture, over who is essential in these various fields—should keep haunting us, hurting our position in the eyes of our neighbors.

## Over By Christmas?

A few weeks before the last Armistice was signed, Field Marshal Haig warned all who would listen that the German retreat was orderly and that the enemy was still capable of offensive action.

Perhaps the recollection of the situation before the

People are predicting that the war in Europe will be over by Christmas.

Perhaps it is a good thing that people should express their hopes and shake off the mantle of pessimism which fell after repeated Allied setbacks in the early days of the war.

We doubt it. There has already been too much wishful thinking, too little down to the earth thinking about this war. Some people seem to think that if they adjust their way of living, their way of earning a living, their buying and eating habits, the war will be won—it must be won, because they do these things.

It is not as simple as that. All we are doing here to win this war is to keep on producing or supplying the means of production. Overseas thousands of men are doing the fighting. While from a military point of view it was most disadvantageous that Germans should have been waiting for the Allied forces at Salerno, the check we received there served the purpose of halting, for as long as the Allies were halted, the flood of optimism sweeping the country.

For all anyone from this distance can tell, the war in Europe may be over by Christmas, but it is dangerous policy to presume so.

## They Accepted a Challenge

It was an impressive, poignant story which Hal A. Rogers, chairman of the Association of Kinsmen club's national Milk for Britain effort, revealed of the campaign's progress Friday night to members of the local club and their guests.

The people of Canada, through the Kin clubs of the nation, have shipped ten million quarts of milk to British children, proof that the Milk for Britain effort has evoked a strong, sympathetic response across the country.

Any appeal based on assisting the helpless victims of war—children—is bound to touch the hearts of Canadians.

The need was and is great. Here in the Fraser Valley, one of the great milk producing areas of Canada, we are inclined to look at milk as a commonplace commodity or at the production of it as a means of earning a livelihood. To us, the idea of British children having only one cupful of milk a day is almost inconceivable. Some children, it was made evident by the original appeal from Lord Woolton, British foods minister, need more milk than a cupful a day. Lord Woolton's appeal to the people of the Americas found a response, three years ago, from the Kinsmen clubs of Canada.

The appeal was strong, the need was great and by Mr. Rogers' account Friday night, the task is being fulfilled in an efficient way. Each year Canadians have sent more milk than the quota set by the Kin clubs.

This young men's organization should be congratulated on the alacrity with which they accepted the challenge to provide milk for British youngsters, for the energy and enthusiasm which they have put behind their efforts to raise funds.

The local club has played its part by adding, to date, 60,000 quarts of milk to the national total. In the final analysis the measure of support which they, along with over one hundred other Kin clubs across Canada, have received from the public provides eloquent appreciation of their efforts.

## The 8th Army

President Roosevelt in his message to Congress gave the Allied losses in Sicily, killed, wounded and missing, as 31,158. The American losses were 7,445.

The department of defense at Ottawa recently announced that the Canadian losses in Sicily were 2300.

The figures tell the story. The bulk of the casualties—21,413—were sustained by that same old 8th Army, which had borne the brunt of the battle in Egypt and Libya, which had been in at the kill in Tunisia and which has now, in Italy, joined forces with the American 5th Army at Salerno.—Province.

## We Saw... Britain

This is one of a series of articles written specially for Canadian weekly newspapers by Walter R. Legge, Granby publisher, and Clarence Charters, secretary-manager of the Canadian Weekly Newspapers Association, who recently returned with a group of Canadian editors from a government tour of Great Britain.

### BRITISH INDUSTRIES IN WARTIME

To report on British industries was not one of the main objects of our trip to Britain, and we did not make the intensive study of them that we did of the fighting forces and services. However, we were given an opportunity to visit some plants and to see what British workers are doing to help win the war.

Probably the most interesting of the plants we visited was an immense underground factory which was just going into production. These underground factories are not dug out especially for the purpose. There are many large caverns

been started, and he would have been lost if he had not been with a local guide who knew it well.

The floor has been cemented and the walls and pillars painted a light color. This underground factory is brilliantly illuminated by fluorescent lights. The ventilation is wonderful. Air is taken in from above ground, cleaned and heated, and distributed by viaducts under the floor, while the used air is carried off at the roof.

An example of modern scientific methods is found in the disposal of sewage. It is pumped to the surface and chemically treated to extract gases which are used to propel the factory service cars.

ers at hand was limited. This has been overcome by bringing workers there in large numbers of buses and by building dormitories and houses. The dormitories are made up of single and double rooms, compact, but well furnished and comfortable. The buildings are of stone or brick and appeared to be fireproof and substantial.

The houses, some of which we were shown through, are small, but bright and comfortable, and are planned to make the most of every bit of space. They are certainly a big improvement on the average workman's home.

We also visited aircraft factories, aircraft engine factories and other munition factories.

One morning we arrived at one of these factories. The entrance was not very impressive. In fact it looked more like some residential flats than a factory. Yet we spent most of the day going from building to building to see various operations in progress. A fine lunch was served to us in the executive offices. The exact number of employees cannot be given but it was in the tens of thousands.

A very large proportion of the workers are women, many of them doing jobs that it was once thought could only be done by men. In the war these women were hair-



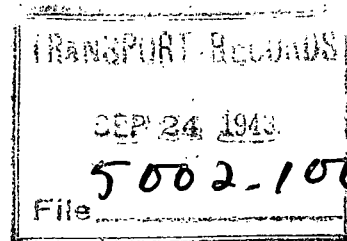
TRANSCANADIAN AIR LINES

*Serves the Nation*

P. O. Box 2973,  
Winnipeg, Manitoba,  
September 22nd, 1943.

A54850

Mr. J. A. Wilson,  
Director of Air Services,  
Department of Transport,  
OTTAWA, Canada.



Dear Mr. Wilson:

I presume that an official report will be issued covering the accident to the Canadian Pacific aircraft, which was recently found in the mountains in British Columbia.

I think there is a certain object lesson involved and I would like to receive from you fifty copies of the report when it becomes available, so that it may be driven home forcibly to those in our employ who are concerned with flight operations.

Yours very truly,

*O. T. Larson*  
O. T. Larson,  
Vice President.

① D.H.S.

Instructions please.

27.9.43

② C.A.R.

When you & C.A.R. have concurred in the report I will submit it to D.M. for approval. I think all pertinent information should then be released to C.A.R. but doubt if we should give it direct to T.C.A. The way to do this would be to issue a press release.

J. G. N.  
28.9.43

AIR PASSENGERS

AIR EXPRESS

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- 3 -

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The remains of the aircraft at the scene of the accident indicated that it was flying in a general easterly direction at the moment of impact. As noted above, it was utterly destroyed, and broken into so many fragments, most of which were pulverized beyond recognition, that it was difficult to form any opinion regarding its condition at the time of impact. It was noted, however, that the belts of some of the seats were broken, indicating that they were fastened over the bodies of the occupants at the moment of impact. (This was further verified by the finding of one seat with the body of the occupant still inside it with the belt fastened around the remains.)

The Board finds that Aircraft CF-CPD was destroyed, and the pilot, co-pilot, stewardess and ten passengers killed when it collided, while lost and flying in cloud in mountainous terrain, with one of the peaks of Mount William Knight, B.C., at some time subsequent to 1805 hours, December 20th, 1942.

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(T.M. Shields)  
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Air Regulations.

Chairman.

J.R.K. Main 17 9/43  
(J.R.K. MAIN)  
Inspector of Airways.

Member.

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Assistant Inspector,  
Air Regulations.

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September 14, 1943.

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On August 10, 1943, the Department was advised by Canadian Pacific Air Lines that the remains of the wrecked aeroplane had been spotted from the air at a point approximately 70 miles east of Vancouver. Inspector T.M. Shields, President of the Board, proceeded from Winnipeg to Vancouver on the 12th, and in company with Canadian Pacific Air Lines officials and B.C. Police officials proceeded to the scene of the accident. The wreck of the aeroplane and remains of some of the bodies were viewed by Inspector Shields on August 28th. The remains of the wrecked aeroplane were scattered over such a wide area that it was difficult to form any opinion as to the condition of the aircraft at the time of the accident. It appeared, however, to have been flying in a south-easterly direction at the moment of impact; and there was nothing to indicate that it was not performing normally with the pilot in full control up to that time. The remains were found at a height of approximately 7,200 feet near the top of Mount William Knight, at a point approximately 73 miles east and slightly south of Vancouver airport and approximately six miles south of the east leg of Vancouver range. This point is particularly difficult of access and it took the party six days from the time of leaving Chilliwack to reach the scene of the wreck. The remains of seven bodies at that time were located, but it was not found possible to identify any of them. Papers and effects recovered, however, make it certain that they were the occupants of Aircraft CF-CPD. The marks.



- 2 -

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Briefly reviewing the evidence taken at the time of the preliminary investigation, it appears that the pilot reported his position as being somewhere on the north leg of the Sidney radio range at 1727 hours, on the evening of the accident. At 1734 hours he reported being on the north leg of the Vancouver radio range, and at the same time gave an altitude of 12,000 feet and advised that he was letting down on the east leg of the Vancouver range ETA 1745 hours. Approval was given for the let down; and that signal was acknowledged by the pilot. Nothing further was heard from him until 1805 hours, at which time a faint signal asking for weather at Vancouver was received. This message read: "Trip 4 Vancouver range what is Vancouver ceiling and visibility?" An attempt was made to contact the pilot by radio, using both range and Company frequencies, but no further message was received from him.

147

The evidence shows that there was a very strong west wind blowing at the 10,000-foot level, at that time. The ceiling at Vancouver was about 5,000 feet with a visibility of several miles to westward. Eastward, up the Fraser Valley, there were a number of local squalls with variable ceiling and visibility. Near Rosedale, which is situated seven miles east of Chilliwack, a reliable witness gave the cloud base as about 5,000 feet. Other pilots flying at this time reported occasional severe static interference with radio reception. One pilot in particular, Capt. Ballentine, of Canadian Pacific Air Lines, submitted a report which, in the opinion of the Board, may throw some light on the movements of Aircraft CF-CPD subsequent to 1734 hours, at which time it was presumably somewhere in the vicinity of the north end of Howe Sound. Pilot Ballentine, in his report, states in part: "The wind at one point, (one time), was so strong I had a heading of 150 (degrees) to get back on the leg -- heading 237 -- after allowing myself to drift off what I thought was just a little. I had to hold this for ten minutes. In fact, it took will power to remind myself that I was really on this leg and not lost, because, due to wind, our arrival over the fan marker was so delayed I actually went to work and proved the leg by crossing it several times to make sure we had

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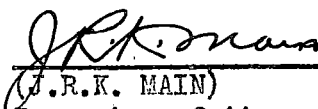
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Air Regulations.

17 9/43

Chairman.

139

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17 9/43

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Assistant Inspector,  
Air Regulations.

Member.

STATEMENT CONCERNING THE BOARD'S EXAMINATION  
OF THE WRECKAGE OF LOCKHEED CF-CPD.

1. On the 12th of August, 1943, on instructions received from Department Headquarters, the writer, acting as Chairman of the Board of Enquiry, appointed to investigate the accident to Lockheed CF-CPD, proceeded from Winnipeg to Vancouver for the purpose of inspecting and examining the wreckage of this aircraft, which on the 10th of August was reported by Canadian Pacific Air Lines officials to be resting on a slope near the top of Mt. William Knight. Mt. William Knight is situated seventy-three miles East of Vancouver Airport and is the third mountain from the West forming part of the Skagit Range. 138

2. On arrival in Vancouver on the 12th of August, arrangements were made in conjunction with Canadian Pacific Air Lines' officials for the supply of equipment, provisions, packers and guides. At this time it was agreed to await the return to Vancouver of a party consisting of two British Columbia Government Foresters and two Game Warden officials who had volunteered on the 11th of August to survey the route from the Chilliwack River to the scene of the accident. The members of this party returned to Vancouver early the morning of the 14th of August and reported that it was impossible to scale Mt. William Knight. Notwithstanding this advice, preparations were completed by the undersigned and Canadian Pacific Air Lines' officials to carry on with our previous arrangements to proceed to the scene of the accident if at all possible.

3. On the morning of the 15th, the undersigned, accompanied by E. Field and guide P. Hanson, carried out an aerial reconnaissance of approximately one hour's duration over Mt. William Knight area and after first observing the exact location of the wreckage of the aircraft, a careful survey was carried out from the Chilliwack river to Mt. William Knight. This survey revealed that the only possible approach to the top of Mt. William Knight was from the S.E. Plans were therefore laid accordingly. In the afternoon of the 15th, a party consisting of G. W. G. McConachie, E. Field, C.P.A.L. officials, N.C. Terry, A.I.D. representative Vancouver, J. Bell, British

Columbia Police, two packers and two guides and the undersigned, proceeded from Bell's ranch which is situated four miles East of Chilliwack, B.C., where saddle horses and pack mules were supplied, along the route previously decided upon to Mt. William Knight.

4. Leaving Bell's ranch at 15:00 hours on the 15th, we proceeded as far as Bordenville, sixteen miles East of Chilliwack, where we camped in the open for the night. The following day a point twenty-four miles East of Chilliwack on the South side of the Chilliwack River was reached. A permanent camp was set up at this point and a portable radio transmitting and receiving set was erected. Saddle horses and pack mules were dispensed with here. At 16:00 hours the same day, we set out towards the foot of Mt. William Knight, each member of the party carrying a pack board holding sleeping bag and the very minimum of toilet articles and spare socks only. After covering two and a half miles in a Westerly direction through bush and along the shore of the Chilliwack River to the junction of Ford Creek, N.E. through water, we camped for the night in the open on the South side of the creek. 137

5. An early start was made on the morning of the 17th and after travelling E.N.E. for a short time along Ford Creek, very deep water and several high waterfalls were observed ahead, making it necessary to change direction N.W. over a mountain named Baldy Mountain and climbing from 1,400 foot level to 4,200 foot level. After reaching this altitude we proceeded E.N.E. down to 2,400 foot level, arriving at an unnamed creek which led into Ford Creek. Progress up and along Baldy Mountain was exceedingly slow and difficult on account of windfalls and not to mention the havoc wild bees caused several members of the party. Camp was set up for the night at 19:30 hours on the creek bed after covering a distance of only three miles from 07:00 hours.

6. On the morning of the 18th, preparations for breakfast were delayed owing to heavy rain and not until 09:30 hours was it possible to cook food. We broke camp at 11:00 hours and after travelling through heavy timber and water knee high, we halted on

account of heavy rain and mist, covering a distance of only one mile in approximately five hours. At this point it was realized that we had passed the draw previously decided upon, leading to the top of Mt. William Knight. After much discussion, it was decided to retrace our steps to the bush three hundred yards South, where camp was set up and progress halted for the remainder of the day on account of heavy rain. Rain continued all night and up to noon of the 19th. Breaking camp at this time, we retraced our steps further South approximately one half mile to an unnamed creek which we named No. 3 Creek and which we were now convinced led direct to Mt. William Knight. After setting up camp, however, heavy rain again prevented further movement that day.

7. Weather conditions on the morning of the 20th were none too favourable but it was thought that a survey might be made of the area lying between Creeks Nos. 3 and 2, the latter situated one half mile further South. Messrs. McConachie and Field decided that they would proceed up through the timber on the N.W. side of Creek No. 2 for a short distance and if they considered that progress could be maintained on this route, they would return and advise the remainder of the party, consisting of Messrs. Terry, guide P. Hanson, J. Bell and the undersigned. In the meantime, two of our party who had been hired as guide and packer, considered that the peak of this mountain would never be reached and accordingly left and returned to Chilliwack. Messrs. McConachie and Field departed at 10:00 hours and when they did not return at 14:00 hours, the remainder of the party returned to camp located at Creek No. 3. With dusk approaching, preparations were made to search for Messrs. McConachie and Field the following morning but at 21:00 hours both of them returned to camp in a very exhausted condition. They stated that they had reached the wreckage early in the evening but owing to approaching dusk could only remain at the scene of the accident for a very short period. On the following morning at 06:00 hours, the undersigned, accompanied by J. Bell and packer John Kosicki, proceeded light along the route followed the previous day by McConachie and Field, arriving at the scene of the accident at 13:45 hours, after seven and three quarter hours' travel, covering approximately two and three quarter

miles only from 3,700 foot level to 7,100 foot level.

8. On reaching the major portion of the remains of the aircraft which were scattered over a wide area on a steep slope leading to the base of one of the peaks of Mt. William Knight, it was obvious that the aircraft had struck one of the peaks with terrific force. As a result of the impact, the aircraft cartwheeled over the side of the peak and disintegrated completely along the slope. A survey of this area disclosed the fact that the aircraft might have been flying in a S.S.Easterly direction before colliding with the peak. The impact apparently was borne first by one engine which was found resting about three hundred feet below the edge of the slope and which could not be reached except by skilled mountaineers. The propeller of this engine was imbedded in the peak close to the top. The other engine and propeller could not be located. The remains of the fuselage showed that it had been split open and that only two passenger chairs remained in the cabin. Several other chairs were scattered over the area, some with bodies still secured by the safety belt while other chairs had the safety belts broken. 175


9. The inspection and examination of the fuselage and other components revealed without a doubt that the wreckage was Lockheed CF-CPD. Much time was spent in an endeavour to locate the instrument panel board but without success. The radio panel board, however, was found resting over the side of the fuselage. There was no sign of the pilot's cockpit. An examination of the radio panel board, however, did not reveal anything, due to the fact that some switches and knobs were broken and rusted while others were in the "On" position and some in the "Off" position. Some time was also taken in a search for a timepiece by which some light might be thrown as to the time of the accident. This search, however, also proved fruitless except that a strapless wrist watch was found which had stopped at 12:25 hours. The watch was badly rusted and therefore would be of no assistance to the Board in determining the time of the accident. The engine throttles, which were found, were in the "Off" position but the ignition switches were in the "On" position. The examination of the

remains of other components of the aircraft revealed nothing of a suspicious nature. The examination and inspection of the remains on the whole, disclosed no evidence of structural failure or failure of any of the controls or control surfaces. There was also no evidence to indicate that fire or explosion had occurred. 124

10. Only seven bodies in all could be located, three of them close to the fuselage and four resting about one hundred yards on a rock ledge to the S.E. These four bodies had the appearance of having been placed there. The seven bodies were without question beyond recognition and therefore could not possibly be identified. In view of this and the extreme hazards involved, it was considered that no useful purpose would be gained by removing the bodies from the mountain. This matter was discussed with the British Columbia Police officials in Vancouver and it was decided that they would make arrangements to build a cairn and hold a burial service at the scene of the accident. This, it is believed, has since been carried out.

11. Several documents, papers and valuables belonging to passengers and crew were removed from the wreckage and vicinity by Constable J. Bell. No record or notes concerning events after the aircraft had departed from Prince George on the ill fated flight from any of the crew or passengers were found. We remained at the scene of the accident for approximately two and a half hours while the temperature was somewhere in the neighbourhood of 45°F. As fog was fast approaching at this time, we returned to camp located at Creek No. 3, arriving there at 19:30 hours. On the return from the top of Mt. William Knight and about three hundred yards from the scene of the accident, several human bones were observed lying on top of the snow. These remains had the appearance of having been eaten by small animals or hawks. On the following day we broke camp at Creek No. 3 and returned to the permanent camp located on the Chilliwack River where we remained for the night of the 22nd/23rd. At noon on the 23rd, the undersigned procured a saddle horse and returned to Bell's camp from where road transportation was used for the return to Chilliwack and Vancouver.

12. There is attached hereto, Chilliwack Geological Map, Scale one mile to one inch, Contour Interval two hundred feet, which shows the route followed in red to the scene of the accident. Also attached are fifteen photographs showing parts of the wreckage of Lockheed CF-CPD and several scenes of the Mt. William Knight area. 133

  
T. M. Shields,  
Chairman of the Board.

STATEMENT CONCERNING THE BOARD'S EXAMINATION  
OF THE WRECKAGE OF LOCKHEED CF-CPD.

1. On the 12th of August, 1943, on instructions received from Department Headquarters, the writer, acting as Chairman of the Board of Enquiry, appointed to investigate the accident to Lockheed CF-CPD, proceeded from Winnipeg to Vancouver for the purpose of inspecting and examining the wreckage of this aircraft, which on the 10th of August was reported by Canadian Pacific Air Lines officials to be resting on a slope near the top of Mt. William Knight. Mt. William Knight is situated seventy-three miles East of Vancouver Airport and is the third mountain from the West forming part of the Skagit Range.

2. On arrival in Vancouver on the 12th of August, arrangements were made in conjunction with Canadian Pacific Air Lines' officials for the supply of equipment, provisions, packers and guides. At this time it was agreed to await the return to Vancouver of a party consisting of two British Columbia Government Foresters and two Game Warden officials who had volunteered on the 11th of August to survey the route from the Chilliwack River to the scene of the accident. The members of this party returned to Vancouver early the morning of the 14th of August and reported that it was impossible to scale Mt. William Knight. Notwithstanding this advice, preparations were completed by the undersigned and Canadian Pacific Air Lines' officials to carry on with our previous arrangements to proceed to the scene of the accident if at all possible.

3. On the morning of the 15th, the undersigned, accompanied by E. Field and guide P. Hanson, carried out an aerial reconnaissance of approximately one hour's duration over Mt. William Knight area and after first observing the exact location of the wreckage of the aircraft, a careful survey was carried out from the Chilliwack river to Mt. William Knight. This survey revealed that the only possible approach to the top of Mt. William Knight was from the S.E. Plans were therefore laid accordingly. In the afternoon of the 15th, a party consisting of G. W. G. McConachie, E. Field, C.P.A.L. officials, N.C. Terry, A.I.D. representative Vancouver, J. Bell, British



Columbia Police, two packers and two guides and the undersigned, proceeded from Bell's ranch which is situated four miles East of Chilliwack, B.C., where saddle horses and pack mules were supplied, along the route previously decided upon to Mt. William Knight.

4. Leaving Bell's ranch at 15:00 hours on the 15th, we proceeded as far as Bordenville, sixteen miles East of Chilliwack, where we camped in the open for the night. The following day a point twenty-four miles East of Chilliwack on the South side of the Chilliwack River was reached. A permanent camp was set up at this point and a portable radio transmitting and receiving set was erected. Saddle horses and pack mules were dispensed with here. At 16:00 hours the same day, we set out towards the foot of Mt. William Knight, each member of the party carrying a pack board holding sleeping bag and the very minimum of toilet articles and spare socks only. After covering two and a half miles in a Westerly direction through bush and along the shore of the Chilliwack River to the junction of Ford Creek, N.E. through water, we camped for the night in the open on the South side of the creek.

5. An early start was made on the morning of the 17th and after travelling E.N.E. for a short time along Ford Creek, very deep water and several high waterfalls were observed ahead, making it necessary to change direction N.W. over a mountain named Baldy Mountain and climbing from 1,400 foot level to 4,200 foot level. After reaching this altitude we proceeded E.N.E. down to 2,400 foot level, arriving at an unnamed creek which led into Ford Creek. Progress up and along Baldy Mountain was exceedingly slow and difficult on account of windfalls and not to mention the havoc wild bees caused several members of the party. Camp was set up for the night at 19:30 hours on the creek bed after covering a distance of only three miles from 07:00 hours.

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account of heavy rain and mist, covering a distance of only one mile in approximately five hours. At this point it was realized that we had passed the draw previously decided upon, leading to the top of Mt. William Knight. After much discussion, it was decided to retrace our steps to the bush three hundred yards South, where camp was set up and progress halted for the remainder of the day on account of heavy rain. Rain continued all night and up to noon of the 19th. Breaking camp at this time, we retraced our steps further South approximately one half mile to an unnamed creek which we named No. 3 Creek and which we were now convinced led direct to Mt. William Knight. After setting up camp, however, heavy rain again prevented further movement that day.

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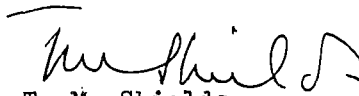
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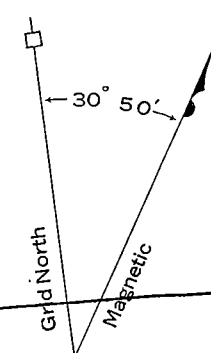
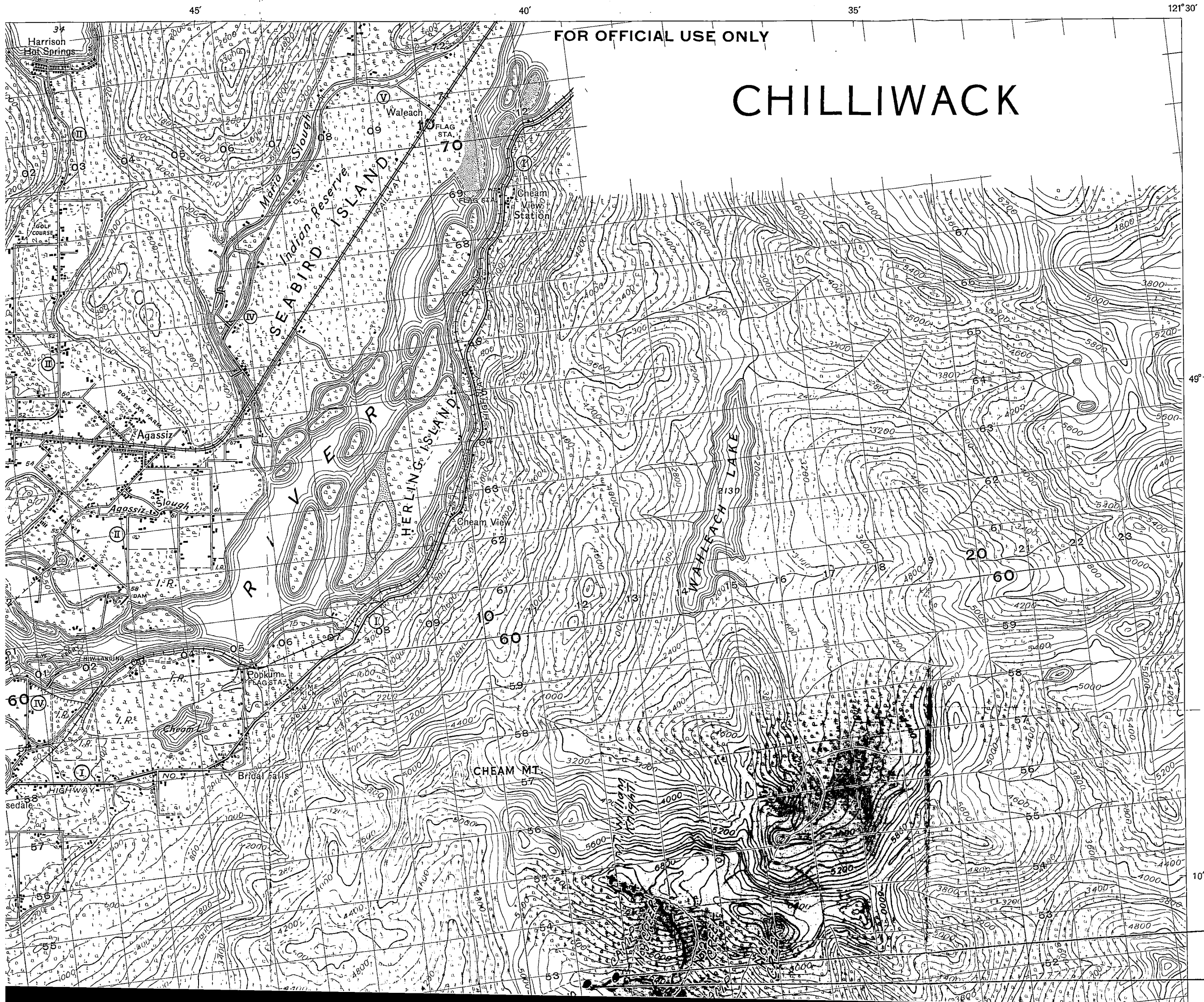
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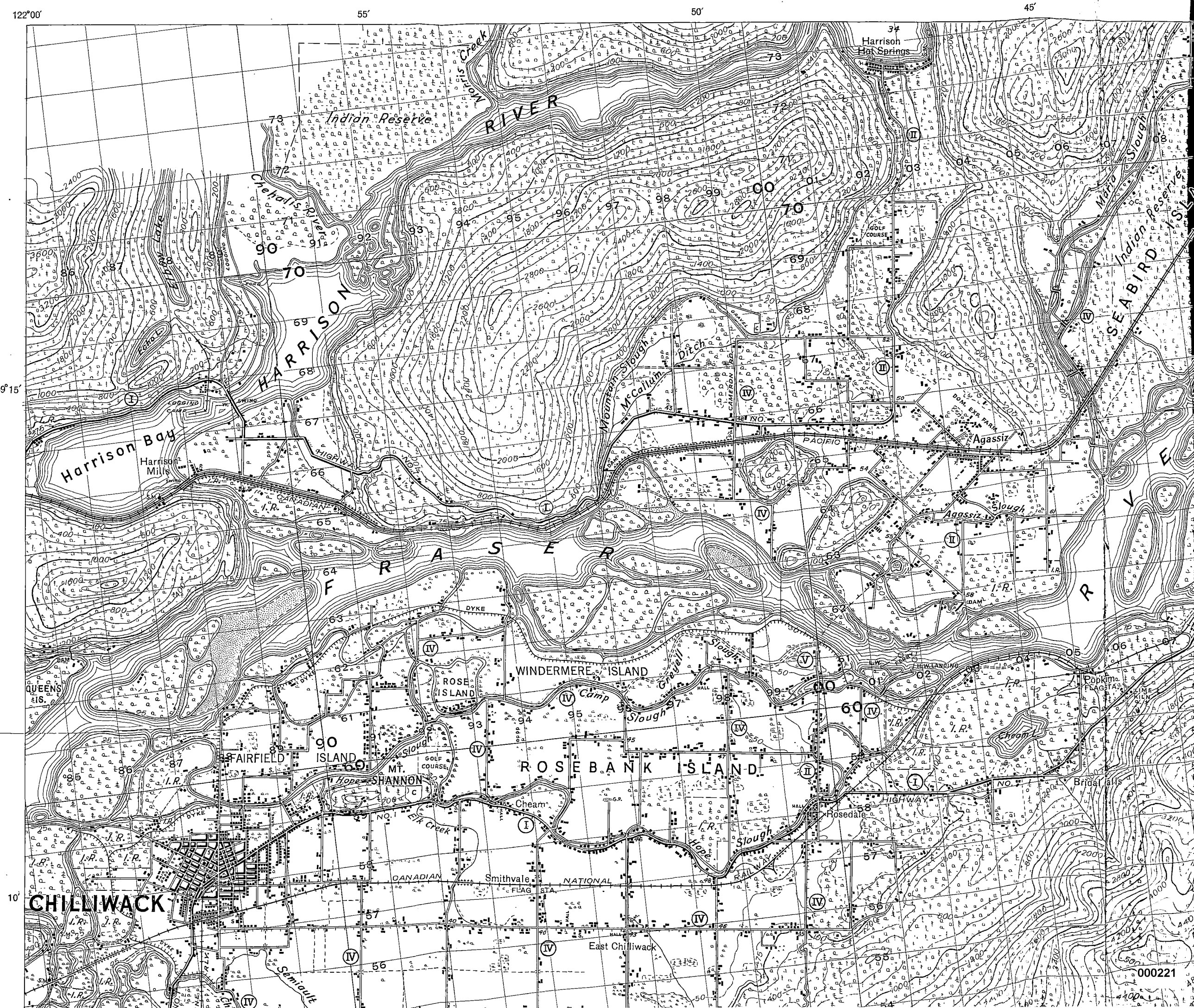
  
T. M. Shields,  
Chairman of the Board.



AUGUST 19/20/21/22.

AUGUST 18/19.





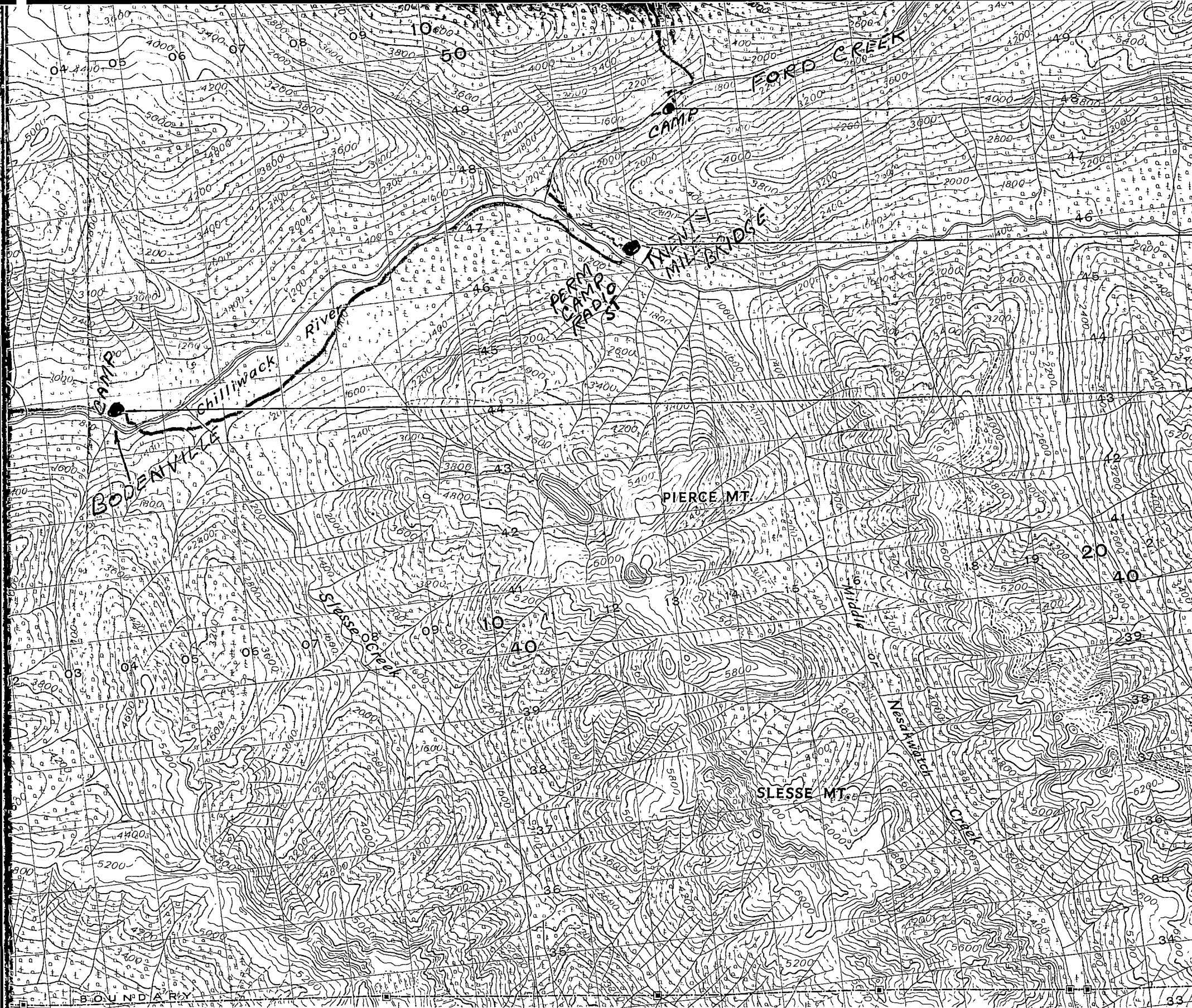
True North is  
6° 50' East of  
Grid North at  
Centre of sheet

AUGUST 16/17

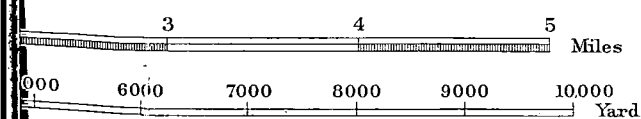
AUGUST 16

AUGUST 15/16  
AND  
AUGUST 22/23.

ROUTE FOLLOWED



1 inch to 1 Mile



1 200 Feet

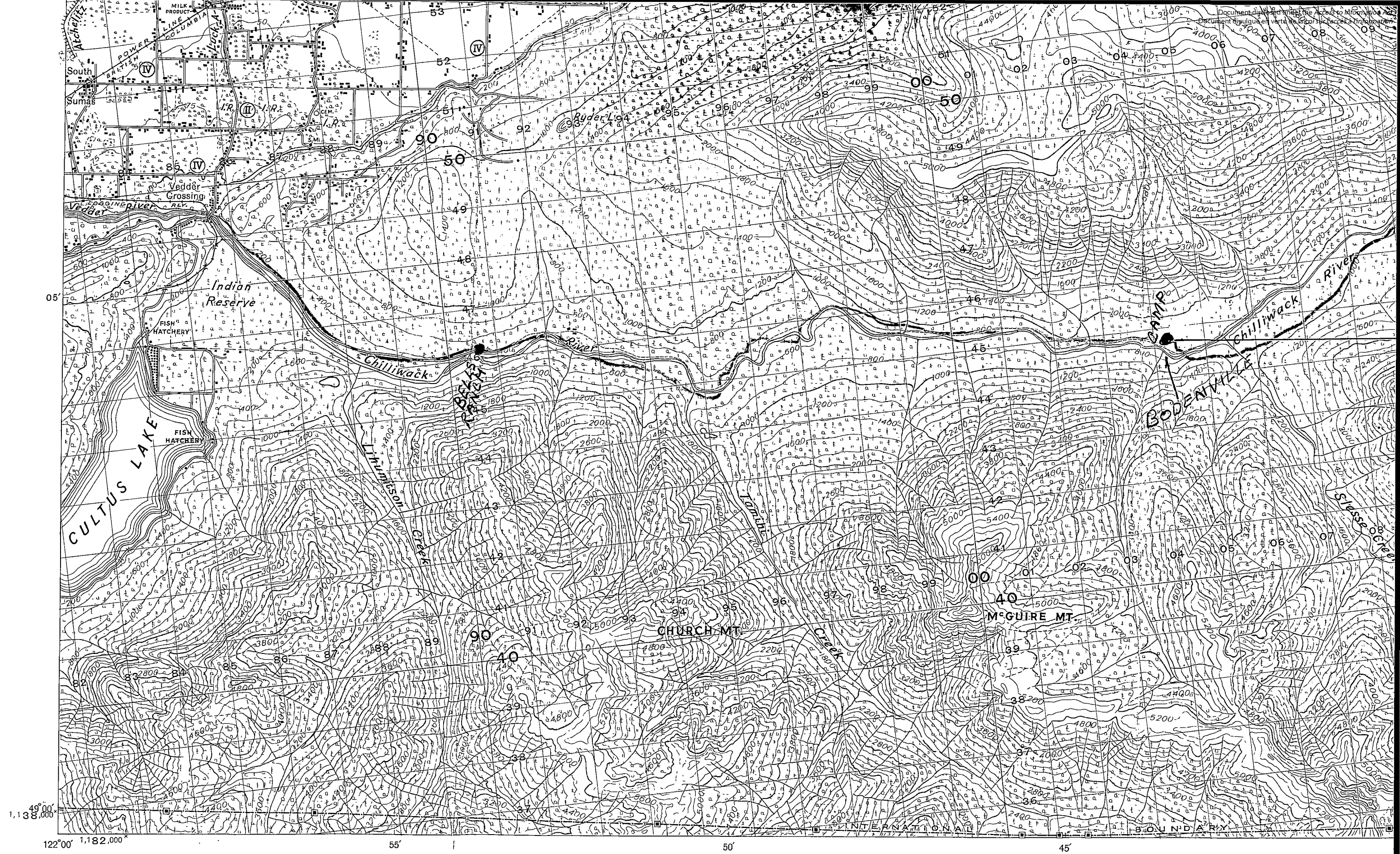
ours have been shown.

- Saw mill ..... S M  
 Grist or Flour mill ..... G M  
 Other mill or factory, Cheese factory ..... C.F.  
 School ..... S  
 Lighthouse ..... L  
 Cemetery ..... C  
 Triangulation Station ..... T  
 Altitudes ..... A  
 Telegraph or Telephone Line ..... T.L.  
 Marsh ..... M  
 Woods (Deciduous) ..... D  
 Woods (Coniferous) ..... C  
 Contours (Elevation) ..... E  
 Contours (Depression) ..... D

# MODIFIED BRITISH GRID SYSTEM WESTERN CANADA ZONE 2

TO GIVE A GRID REFERENCE ON THIS SHEET			
POINT		SCHOOL	
East	87	North	57
Take west edge of square in which point lies and read the figures printed opposite this line (on north or south margin) or on the line itself (on the face of the map)		Take south edge of square in which point lies and read the figures printed opposite this line (on east or west margin) or on the line itself (on the face of the map)	
Estimate tenths eastwards	8	Estimate tenths northwards	2
East	878	North	572
REFERENCE 878 572			
Unit.....	Yard	Reference to nearest.....	100 Yards
Square.....	1000 Yards	Nearest similar reference distant 57 miles	





49° 00'  
1,138,000

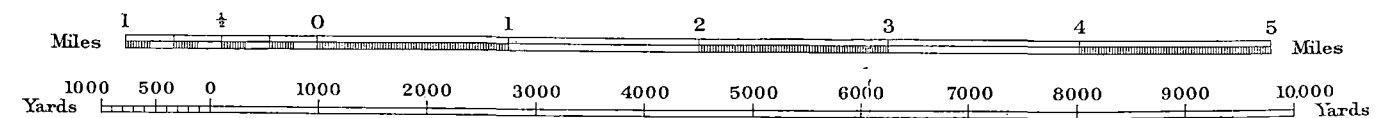
122° 00' 1,182,000

Geographical Section, General Staff,  
Dept. of National Defence, 1941.  
No. 591.

Road Paved.....	Wide	Narrow
" Improved.....	Wide	Narrow
Other Roads.....	Wide	Narrow
Path.....	Wide	Narrow
Bridges { Masonry.....	Wide	Narrow
Steel or Iron.....	Wide	Narrow
Wood.....	Wide	Narrow
Swing Bridge (Steel or Wood).....	Wide	Narrow
Dam (Wood or Masonry).....	Wide	Narrow
Wagon Ford.....	Wide	Narrow

Railways { Single Track.....	Single Track
Double ".....	Double
Railway on road.....	Railway on road
Cutting.....	Cutting
Embankment.....	Embankment
Cliff.....	Cliff
Quarry.....	Quarry
Sand or Gravel Pit.....	Sand or Gravel Pit
House, Barn.....	House, Barn
Church { Without spire or tower.....	Without spire or tower
With ".....	With
Centre of cross is centre of spire.....	Centre of cross is centre of spire

Scale  $\frac{1}{63,360}$  or 1 inch to 1 Mile



Contour interval 200 Feet

In the Fraser Valley 25' contours have been shown.



# CANADIAN PACIFIC TELEGRAPHS

CLASS OF SERVICE	
Full Rate	X
Day Letter	
Night Message	
Night Letter	
Please mark an X opposite the class of service desired.	

MONEY TRANSFERRED BY  
TELEGRAPH TO PRINCIPAL  
POINTS IN CANADA AND  
THE UNITED STATES



CABLE CONNECTIONS TO  
ALL PARTS OF THE  
WORLD  
RADIOGRAMS TO SHIPS

TIME FILED 10:10
CHECK J.C. [initials]

W. D. NEIL, General Manager of Communications, Montreal

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

OTTAWA, ONTARIO, SEPTEMBER 18, 1943.

5002-100

MR. G.W.G. MCCONACHIE,  
CANADIAN PACIFIC AIR LINES LTD.,  
EDMONTON, ALTA.

P37 RETEL SEVENTEENTH ORIGINAL DOCUMENTS FORWARDED AIRMAIL TO VANCOUVER SEPTEMBER  
FIFTEENTH

CIVIL AVIATION

JRKM/ND

000224

D. L. HOWARD, Assistant to General Manager, Montreal

E. H. GOODFELLOW, Assistant Manager, Montreal, Que.

R. R. BACON, Supt., Sudbury, Ont.

H. S. INGRAM, Supt., Toronto, Ont.

W. S. EMERY, Supt., Montreal, Que.

C. W. MACDONALD, Supt., Saint John, N.B.

W. M. THOMPSON, Assistant Manager, Winnipeg, Man.

P. G. McLEAN, Supt., Vancouver, B.C.

L. A. RAYMOND, Supt., Calgary, Alta.

T. H. HOLMES, Supt., Moose Jaw, Sask.

A. J. CLARK, Supt., Winnipeg, Man.

**TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED  
ARE PRESCRIBED BY ORDER No. 49274 DATED DECEMBER 5th, 1932, OF THE BOARD OF TRANSPORT  
COMMISSIONERS FOR CANADA, AND PUBLISHED IN THE CANADA GAZETTE.**

It is agreed between the sender of the message, on the face of this form and this Company, that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company shall be liable for damages, suffered by the sender to an extent not exceeding \$200, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

**CLASSES OF SERVICE**

**FULL RATE TELEGRAM**

A full-rate expedited service.

**NIGHT TELEGRAM**

Accepted up to 2 a.m. at reduced rates, to be sent during the night and delivered on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays.

**DAY LETTERS**

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day telegram rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Day Letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate telegrams.

Day Letters may be delivered by the Company by telephoning the same to the addressees and such deliveries shall be a complete discharge of the obligation of the Company to deliver.

Day Letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full-rate telegrams under the conditions named above.

**NIGHT LETTERS**

Accepted up to 2 a.m. for delivery on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays, at rates still lower than its standard night telegram rates as follows: The standard day rate for 10 words for the transmission of 50 words or less and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.



# CANADIAN PACIFIC TELEGRAPHS

## World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

*A. N. McKean*  
RNA492 OCS 26 *out of town*  
AL EDMONTON ALTA 17

CONTROLLER CIVIL AVIATION  
OTTAWA ONT. 1183

THANK YOU FOR YOUR TELEGRAM RE PHOTOSTATIC COPIES DOCUMENTS  
RE AIRCRAFT CFCPD STOP WOULD APPRECIATE YOUR WIRING ME AS TO  
WHEN THESE WILL BE FORWARDED C6

G W G MCCONACHIE CANADIAN PACIFIC AIR LINES LTD

*Q. CAW*  
*18/9/43*

*To 3254 8-6607*

1943 SEP 17 PM 9 29

*5062-100*

A51447

5002-100

TMS/CEN

118  
16th September, 1943.

AIR MAIL

Dear Sir:

According to the August 17th issue of the Vancouver Daily Province, it would appear that the publisher had organized and sponsored a search party for an attempt to scale Mount William Knight to reach the wreckage of the Lockheed Aircraft CF-CPD, in order that material for an article and photographs be obtained. It also appears that the search party was successful in reaching their objective, after a previous attempt undertaken by another party had failed, and before the officials of this Department reached the scene of the accident.

The Vancouver Daily Province search party apparently carried back with them to Vancouver from the scene of the accident, documents and articles which it is believed were turned over to your Department. Would you be kind enough to supply this Department with a full description of these documents and articles.

While the removal of these articles, in this particular case, has not hindered the work of the Board of Enquiry appointed by the Minister to investigate the accident, it will be noted that Air Regulations, 1938, Page 50, Para. 20 (3), states "no aircraft involved in any accident causing death or injury to any person shall be removed or otherwise interfered with, without permission from the Minister. Provided, however, that the aircraft or any part thereof may be displaced or removed as may be necessary to extricate persons, to remove mails, to prevent destruction by fire or other cause, or to avoid danger to persons or property."

Yours truly,

CC: DIAR VANCOUVER

Assistant Commissioner,  
B.C. Police,  
Burrard Street,  
Vancouver, B.C.

*J. G. A.*  
(J. A. Wilson),  
Director of Air Services.

*PA* This letter has been shown Shields.

*SH*  
16.9.43

000227

5002 - 100

Ottawa, Ontario, Sept. 15, 1943. 117

AIR MAIL

Mr. G.W.C. McConachie,  
General Manager, Western Lines,  
Canadian Pacific Air Lines,  
Sea Island Airport,  
VANCOUVER, B.C.

Dear Sir:

As requested in your recent telegrams, we are herewith forwarding you by airmail the following documents pertaining to the accident to Aircraft CF-CPD:

1. Duplicate of Flight Plan;
2. Aircraft Radio Inspection Report;
3. Pilot's Plane Report and Work Order -- 6 copies;
4. Airplane and Engine Inspection Reports -- 19 sheets;
5. Pilot Check Reports -- 7 copies (photostats).

These are all the original Company documents held on file. We have taken photostatic reproductions of them and it will not, therefore, be necessary for you to return them. The originals of the Pilot Check Reports were returned to you some months ago at your request.

Yours truly,

*JRM*  
(J.R.K. Main)  
Inspector of Airways  
and  
Member of the Board of Inquiry.

JRKM:ND

000228



# CANADIAN PACIFIC TELEGRAPHS

CLASS OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	
Please mark an X opposite the class of service desired.	

MONEY TRANSFERRED BY  
TELEGRAPH TO PRINCIPAL  
POINTS IN CANADA AND  
THE UNITED STATES



CABLE CONNECTIONS TO  
ALL PARTS OF THE  
WORLD  
RADIOGRAMS TO SHIPS

TIME FILED 1847
CHECK JC

W. D. NEIL, General Manager of Communications, Montreal

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

OTTAWA, SEPTEMBER 13th, 1943.

5002-100

MR. G.W.G. MCCONACHIE  
GENERAL MANAGER WESTERN LINES  
CANADIAN PACIFIC AIR LINES  
VANCOUVER, B.C.

P12 RETEL DATE ORIGINAL COMPANY DOCUMENTS HELD BY BOARD BEING PHOTOSTATED  
stop THESE WILL BE FORWARDED YOU AIRMAIL AT EARLIEST POSSIBLE MOMENT.

CIVIL AVIATION.

D. L. HOWARD, Assistant to General Manager, Montreal

E. H. GOODFELLOW, Assistant Manager, Montreal, Que.

R. R. BACON, Supt., Sudbury, Ont.

H. S. INGRAM, Supt., Toronto, Ont.

W. S. EMERY, Supt., Montreal, Qué.

C. W. MACDONALD, Supt., Saint John, N.B.

W. M. THOMPSON, Assistant Manager, Winnipeg, Man.

P. G. McLEAN, Supt., Vancouver, B.C.

L. A. RAYMOND, Supt., Calgary, Alta.

T. H. HOLMES, Supt., Moose Jaw, Sask.

A. J. CLARK, Supt., Winnipeg, Man.

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To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company shall be liable for damages, suffered by the sender to an extent not exceeding \$200, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

## CLASSES OF SERVICE

### FULL RATE TELEGRAM

A full-rate expedited service.

### NIGHT TELEGRAM

Accepted up to 2 a.m. at reduced rates, to be sent during the night and delivered on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day telegram rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Day Letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate telegrams.

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# CANADIAN PACIFIC TELEGRAPHS

CLASS OF SERVICE	
Full Rate	
Day Letter	
Night Message	
Night Letter	
Please mark an X opposite the class of service desired.	

MONEY TRANSFERRED BY  
TELEGRAPH TO PRINCIPAL  
POINTS IN CANADA AND  
THE UNITED STATES



CABLE CONNECTIONS TO  
ALL PARTS OF THE  
WORLD  
RADIOGRAMS TO SHIPS

21511 TIME FILED 1847
CHECK 20

W. D. NEIL, General Manager of Communications, Montreal

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

## C O N F I R M A T I O N

OTTAWA, SEPTEMBER 13th, 1943.

5002-100

MR. G.W.G. MCCONACHIE  
GENERAL MANAGER WESTERN LINES  
CANADIAN PACIFIC AIR LINES  
VANCOUVER, B.C.

P12 RETEL DATE ORIGINAL COMPANY DOCUMENTS HELD BY BOARD BEING PHOTOSTATED  
stop THESE WILL BE FORWARDED YOU AIRMAIL AT EARLIEST POSSIBLE MOMENT.

CIVIL AVIATION.

*Konain*

D. L. HOWARD, Assistant to General Manager, Montreal

E. H. GOODFELLOW, Assistant Manager, Montreal, Que.

R. R. BACON, Supt., Sudbury, Ont.

H. S. INGRAM, Supt., Toronto, Ont.

W. S. EMERY, Supt., Montreal, Que.

C. W. MACDONALD, Supt., Saint John, N.B.

W. M. THOMPSON, Assistant Manager, Winnipeg, Man.

P. G. McLEAN, Supt., Vancouver, B.C.

L. A. RAYMOND, Supt., Calgary, Alta.

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A. J. CLARK, Supt., Winnipeg, Man.

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## CLASSES OF SERVICE

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### NIGHT LETTERS

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Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

C.D. 1R



# CANADIAN PACIFIC TELEGRAPHS

## World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

*RWA* 334 OCS-26

1943 SEP 13 PM 3 54

AL EDMONTON ALTA 13

CONTROLLER CIVIL AVIATION

OTTAWA 895

RE MY TELEGRAM B17 RE PROCEEDINGS YOUR BOARD OF INQUIRY VANCOUVER AND  
EDMONTON STOP WOULD APPRECIATE ANSWER AS SOON AS POSSIBLE AND DOCUMENTS  
AND LIST B20

G W G MCCONACHIE

ENTERED  
ON CARDS

*66*  
*139/43*

000233



# CANADIAN PACIFIC TELEGRAPHS

## World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RNA251 OCS 26

AL EDMONTON ALTA 11

CONTROLLER CIVIL AVIATION

OTTAWA

580

RE PROCEEDINGS YOUR BOARD OF INQUIRY VANCOUVER AND EDMONTON  
DECEMBER AND JANUARY 1942 - 1943 RE AIRCRAFT CF-CPD STOP IN  
ABOVE PROCEEDINGS MANY ORIGINAL DOCUMENTS OUR COMPANY WERE FILED  
WITH YOUR BOARD AT VANCOUVER AND EDMONTON AND WE NOW REQUIRE  
THESE FOR PROCEEDINGS AT CORONER'S INQUEST CHILLIWACK SEPTEMBER  
20TH STOP WE HAVE NO LIST OF DOCUMENTS PUT IN OR COPY OF YOUR

*Mr. D. Graham* 52424  
1943 SEP 11 PM 2 21 *Cr*  
CH 43320

52359

113

ENTERED  
ON CARDS

000234





# CANADIAN PACIFIC TELEGRAPHS

## World Wide Communications

W.D NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RNA251/2 CONTROLLER CIVIL AVIATION OTTAWA

1943 SEP 11 PM 2 21

PROCEEDINGS TO ENABLE US TO IDENTIFY THESE STOP URGENTLY  
REQUEST YOU SEND US ALL OUR ORIGINAL DOCUMENTS FILED  
WITH YOUR BOARD ALSO LIST OF THESE DOCUMENTS AND WOULD  
APPRECIATE YOUR ATTENTION THIS WIRE IMMEDIATELY B17

G W G MCIONACHIE CAN PAC AIRLINES LTD

PHONED  
By *WJ* To *Miss Graham*  
Time *2:32*

000235

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.

Can Service  
to Every World  
Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



JAW/CBH

D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

## CLASS OF SERVICE DESIRED

FULL-RATE MESSAGE ☒

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

5002-100

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

OTTAWA 7TH SEPTEMBER 1943

DISTRICT INSPECTOR AIR REGULATIONS  
717 DOMINION PUBLIC BLDG  
WINNIPEG MANITOBA

YOU SHOULD REPORT TO HEADQUARTERS TO COMPLETE BOARD  
OF ENQUIRY ON ACCIDENT TO LOCKHEED CF DASH CPD AT YOUR EARLIEST  
CONVENIENCE

J A WILSON

FILE COPY

000236

## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS). HEREINAFTER CALLED THE COMPANY.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE.

IT IS AGREED BETWEEN THE SENDER OF THE MESSAGE ON THE FACE OF THIS FORM AND THIS COMPANY THAT THIS COMPANY SHALL NOT BE LIABLE FOR DAMAGES ARISING FROM FAILURE TO TRANSMIT OR DELIVER, OR FOR ANY ERROR IN THE TRANSMISSION OR DELIVERY OF, ANY UNREPEATED TELEGRAM, WHETHER HAPPENING FROM THE NEGLIGENCE OF ITS SERVANTS OR OTHERWISE, OR FOR DELAYS FROM INTERRUPTIONS IN THE WORKING OF ITS LINES, FOR ERRORS IN CIPHER OR OBSCURE MESSAGES, OR FOR ERRORS FROM ILLEGIBLE WRITING, BEYOND THE AMOUNT RECEIVED FOR SENDING THE SAME.

TO GUARD AGAINST ERRORS, THE COMPANY WILL REPEAT BACK ANY TELEGRAM FOR AN EXTRA PAYMENT OF ONE-HALF THE REGULAR RATE; AND, IN THAT CASE, THE COMPANY SHALL BE LIABLE FOR DAMAGES SUFFERED BY THE SENDER TO AN EXTENT NOT EXCEEDING \$200.00, DUE TO THE NEGLIGENCE OF THE COMPANY IN THE TRANSMISSION OR DELIVERY OF THE TELEGRAM.

CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE.

THIS COMPANY SHALL NOT BE LIABLE FOR THE ACT OR OMISSION OF ANY OTHER COMPANY, BUT WILL ENDEAVOR TO FORWARD THE TELEGRAM BY ANY OTHER TELEGRAPH COMPANY NECESSARY TO REACHING ITS DESTINATION, BUT ONLY AS THE AGENT OF THE SENDER AND WITHOUT LIABILITY THEREFOR. THE COMPANY SHALL NOT BE RESPONSIBLE FOR MESSAGES UNTIL THE SAME ARE PRESENTED AND ACCEPTED AT ONE OF ITS TRANSMITTING OFFICES; IF A MESSAGE IS SENT TO SUCH OFFICE BY ONE OF THE COMPANY'S MESSENGERS, HE ACTS FOR THAT PURPOSE AS THE SENDER'S AGENT; IF BY TELEPHONE, THE PERSON RECEIVING THE MESSAGE ACTS THEREIN AS AGENT OF THE SENDER, BEING AUTHORIZED TO ASSENT TO THESE CONDITIONS FOR THE SENDER. THIS COMPANY SHALL NOT BE LIABLE IN ANY CASE FOR DAMAGES, UNLESS THE SAME BE CLAIMED, IN WRITING, WITHIN SIXTY DAYS AFTER RECEIPT OF THE TELEGRAM FOR TRANSMISSION.

NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

---

## LA "CANADIAN NATIONAL TELEGRAPH COMPANY"

(EXPLOITANT SES PROPRES LIGNES DE MÊME QUE CELLES DE LA "GREAT NORTH WESTERN TELEGRAPH COMPANY", DE LA "GRAND TRUNK PACIFIC TELEGRAPH COMPANY" ET CELLES DES CHEMINS DE FER DU GOUVERNEMENT CANADIEN)—CI-APRÈS NOMMÉE LA COMPAGNIE.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DÉPÊCHES PAR TÉLÉGRAPHE ET PAR CÂBLE SERONT TRANSMISES SONT PRÉSCRITES PAR L'ORDONNANCE NO 49274 DE LA COMMISSION DES TRANSPORTS DU CANADA EN DATE DU 5 DÉCEMBRE 1932 ET PUBLIÉE DANS LA GAZETTE OFFICIELLE DU CANADA, AINSI QUE PAR L'ORDONNANCE NO 57471 EN DATE DU 22 MAI 1939.

IL EST CONVENU ENTRE L'EXPÉDITEUR DE LA DÉPÊCHE AU RECTO ET LA COMPAGNIE, QUE LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DES DOMMAGES POUVANT RÉSULTER DU DÉFAUT D'EXPÉDITION OU DE LIVRAISON, OU D'UNE ERREUR DANS L'EXPÉDITION OU LA LIVRAISON D'UNE DÉPÊCHE NON-RÉPÉTÉE. POUR UN MONTANT EXCÉDANT LE PRIX PAYÉ POUR L'ENVOI DE LA DITE DÉPÊCHE, QUE CES DOMMAGES SOIENT DUS OU NON À LA NÉGLIGENCE DES EMPLOYÉS DE LA DITE COMPAGNIE, OU AUTREMENT, OU À DES RETARDS CAUSÉS PAR L'ARRÊT DU FONCTIONNEMENT DES APPAREILS TÉLÉGRAPHIQUES, OU À TOUTE ERREUR DANS UNE DÉPÊCHE DUE À SES CHIFFRES ET À SES TERMES OBSCURS OU À UNE ÉCRITURE ILLISIBLE.

POUR ÉVITER TOUTE ERREUR LA COMPAGNIE RÉPÈTERA UNE DÉPÊCHE MOYENNANT UN PAIEMENT ADDITIONNEL DE LA MOITIÉ DU TAUX RÉGULIER. ET DANS CE CAS LA RESPONSABILITÉ DE LA COMPAGNIE SERA LIMITÉE À \$200.00 S'IL Y A DANS L'EXPÉDITION OU LA LIVRAISON DE LA DITE DÉPÊCHE ERREUR OU RETARD RÉSULTANT DE LA NÉGLIGENCE DE LA COMPAGNIE.

LA RESPONSABILITÉ DE L'EXPÉDITION ET DE LA LIVRAISON PARFAITE D'UNE DÉPÊCHE S'ASSURE PAR CONTRAT ÉCRIT DANS LEQUEL EST STIPULÉ LE MONTANT DU RISQUE ET SUR PAIEMENT, EN PLUS DU TAUX POUR LES DÉPÊCHES RÉPÉTÉES, D'UN SUPPLÉMENT CALCULÉ SUR LA BASE SUIVANTE: UN POUR CENT POUR UNE DISTANCE N'EXCÉDANT PAS 1,000 MILLES ET DEUX POUR CENT POUR UNE PLUS LONGUE DISTANCE.

LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DU FAIT OU DE L'OMISSION D'UNE AUTRE COMPAGNIE, MAIS S'EFFORCERA TOUJOURS DE FAIRE PARVENIR LES DÉPÊCHES À DESTINATION EN SE SERVANT DE CETTE AUTRE COMPAGNIE LORSQU'IL NECESSAIRE. DANS CE CAS ELLE NE SERA CONSIDÉRÉE QUE COMME MANDATAIRE DE L'EXPÉDITEUR ET N'ENCOURRA AUCUNE RESPONSABILITÉ PERSONNELLE. LA RESPONSABILITÉ DE LA DITE COMPAGNIE COMMENCERA SEULEMENT QUAND LES DÉPÊCHES AURONT ÉTÉ PRÉSENTÉES ET ACCEPTÉES À UN DE SES BUREAUX D'EXPÉDITION. LORSQU'UNE DÉPÊCHE EST APPORTÉE À UN DES BUREAUX DE LA COMPAGNIE PAR UN DE SES MESSENGERS CE MESSENGER EST CONSIDÉRÉ COMME MANDATAIRE DE L'EXPÉDITEUR. LORSQU'UNE DÉPÊCHE EST COMMUNIQUÉE AU BUREAU DE LA COMPAGNIE PAR TÉLÉPHONE, LA PERSONNE QUI REÇOIT CETTE DÉPÊCHE EST CONSIDÉRÉE COMME MANDATAIRE DE L'EXPÉDITEUR ET EST CENSÉE AVOIR TOUTE AUTORITÉ POUR CONSENTIR, AU NOM DE L'EXPÉDITEUR À CES CONDITIONS. DANS AUCUN CAS LA COMPAGNIE NE SERA RESPONSABLE POUR DOMMAGES À MOINS QUE DEMANDE N'EN SOIT FAITE PAR ÉCRIT DANS LES SOIXANTE JOURS QUI SUIVENT LA REMISE DE LA DÉPÊCHE À LA DITE COMPAGNIE.

AUCUN EMPLOYÉ DE LA COMPAGNIE N'A LE DROIT DE CHANGER CES RÈGLEMENTS. LA VERSION ANGLAISE DES PRÉSENTES CONDITIONS PRÉVAUDRA.



CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	DL
Night Letter	NM
Night Letter	NL

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



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OTTAWA ONT

ADVISE WHEN SENDER SHOULD PROCEED HEADQUARTERS RE EXAMINATION WRECKAGE  
AND COMPLETION BOARD OF INQUIRY ACCIDENT LOUGHEED CF-CPD

T M SHIELDS.

1004PM.

D. H. S.  
E. A. R. now A1

000238

DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE

2  
7-40

Vancouver, B.C., Sept. 2nd, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

OUR FILE

Lockheed CF-CPD - Search Party.

6104-1

TRANSPORT-RECORDS

SEP 7 1943

File

5002-100

Controller of Civil Aviation,  
Ottawa.

Attention--Chief Aeronautical Engineer.

1. Saturday, Aug. 14th - The undersigned, accompanying District Inspector, Air Regulations, Winnipeg, and official party, departed Vancouver via stage at 1325 hrs., arriving Chilliwack at 1635 hrs. All arrangements for the trip to peak of 7200 ft. Mount William Knight were being undertaken by Mr. G.W. MacConachie of Canadian Pacific Air Lines.
2. On arrival at Chilliwack plans for proceeding had not been completed and it was necessary to stay overnight.
3. Sunday, Aug. 15th - Our party proceeded at 1100 hrs. by car to Bell's Ranch, approximately eighteen miles from Chilliwack, where arrangements were made for pack and saddle horses. Departing Bell's Ranch the same day via horseback we reached Bowmanville, an empty logging camp approximately twelve miles from Bell's Ranch and camped for the night.
4. Monday, Aug. 16th - Departed Bowmanville at 1000 hrs. on horseback and reached the main camp at Ford Creek at approximately 1300 hrs. After making lunch proceeded on foot with pack boards, towards the objective and camped at dusk.
5. Tuesday, Aug. 17th - After a hard day's travel, camped by a creek bed.
6. Wednesday, Aug. 18th - Climbed all day up the wrong mountain to approximately 5000 ft. and camped the night under a cluster of trees in heavy rain and out of rations.
7. Thursday, Aug. 19th - Descended and retreated to correct

000239

- 2 -

position at base of William Knight Mountain.

8. Friday, Aug. 20th - Set off with plans made to ascend final climb but due to rain and clouds obscuring objective it was considered too hazardous and so returned to site of previous night's camp, which by this time was well supplied with food dropped by R.C.A.F. aircraft. Mr. MacConachie and Mr. Fields of Canadian Pacific Air Lines became detached from the rest of party and failed to return to camp. At 1900 hrs. a search was about to commence when MacConachie and Fields suddenly arrived in camp and announced they had reached the peak and brought out articles of identification.

9. Saturday, Aug. 21st - Mr. T.M. Shields accompanied the remainder of party to scene of crash. Due to swollen and blistered feet and physical exhaustion the undersigned was unable to proceed on final climb and departed with MacConachie and Fields with a guide to main camp, which was reached in ten and a half hours. After emptying water from boots and wringing out socks, and a drink of hot coffee, and with the aid of some adhesive tape on feet, the undersigned proceeded from main camp with guide, Mr. P. Henson, to Bowmanville, which was reached after dark, and made camp.

10. Sunday, Aug. 22nd - Proceeded on foot to Bell's Ranch, arriving at 1300 hrs. Proceeded to Cultus Lake by truck and from Cultus Lake to Chilliwack by taxi. Departed Chilliwack via B.C.E.Rly. 1810 hrs., arriving Vancouver 2105 hrs.

11. It is regretted that the undersigned was physically unable to make the final ascent.

  
(N.C. Terry)  
for District Inspector, Air Regulations

NCT/W  
Cc - D.I.A.R. Wpg.

*not  
9/22*



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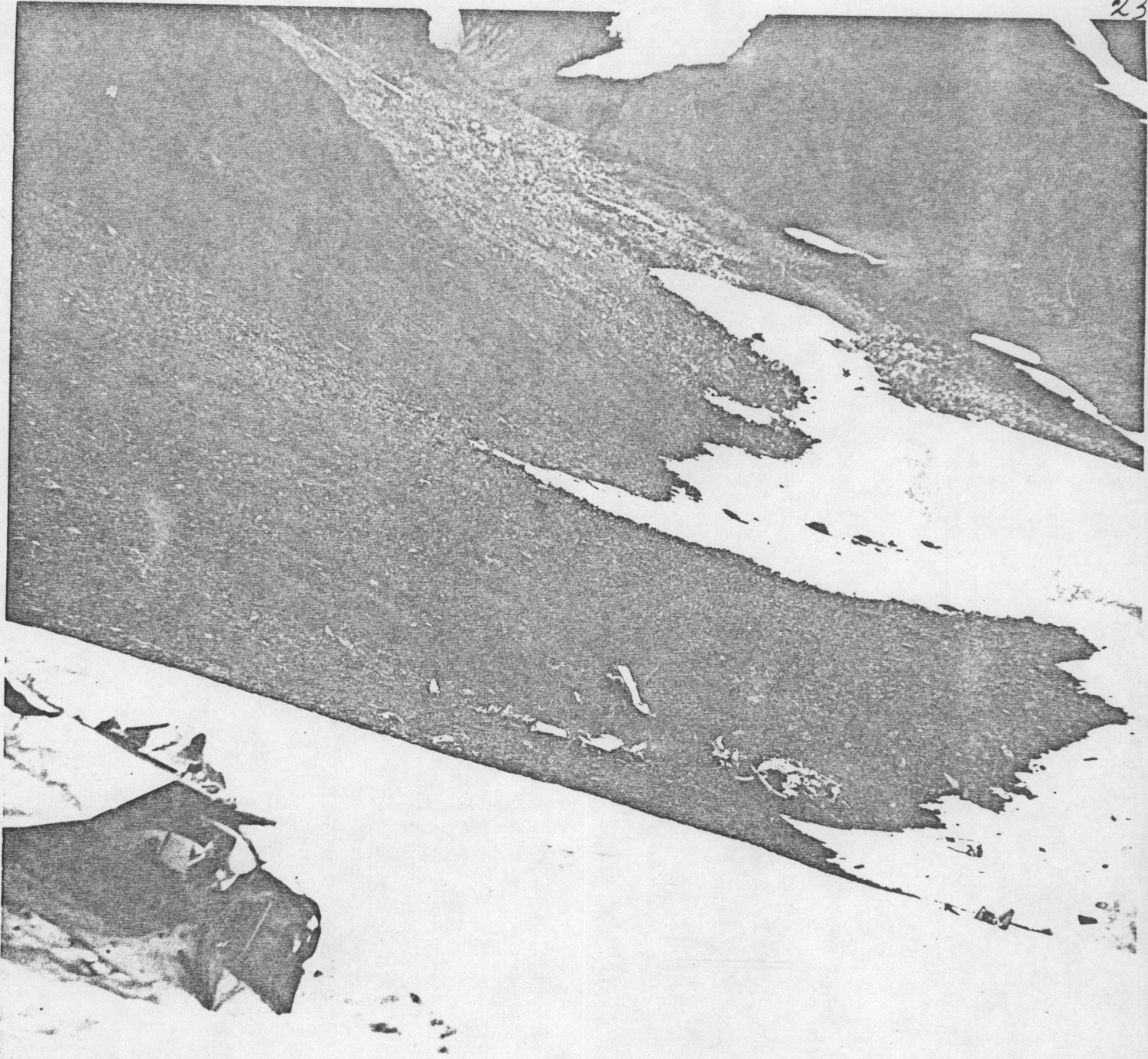




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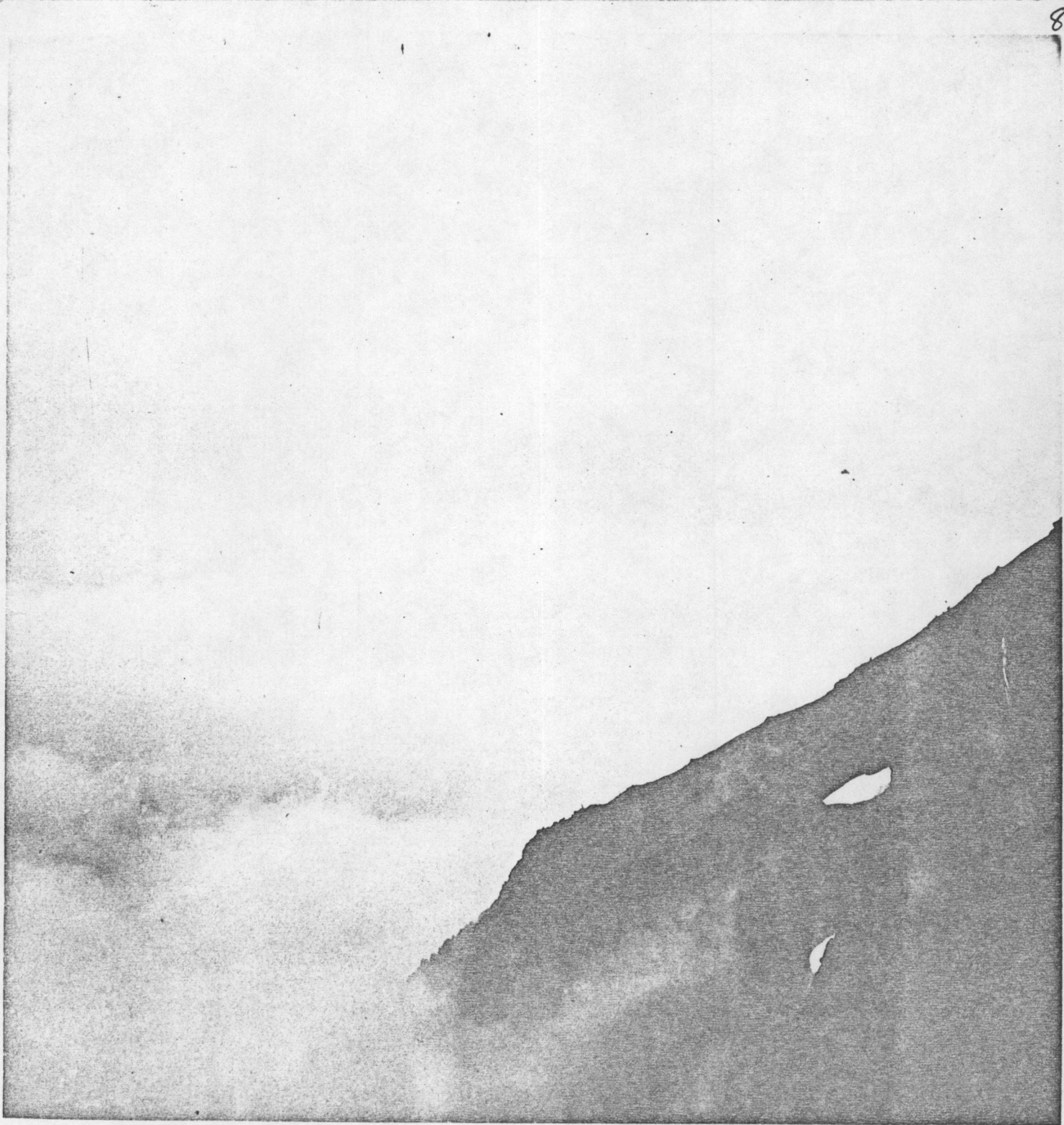
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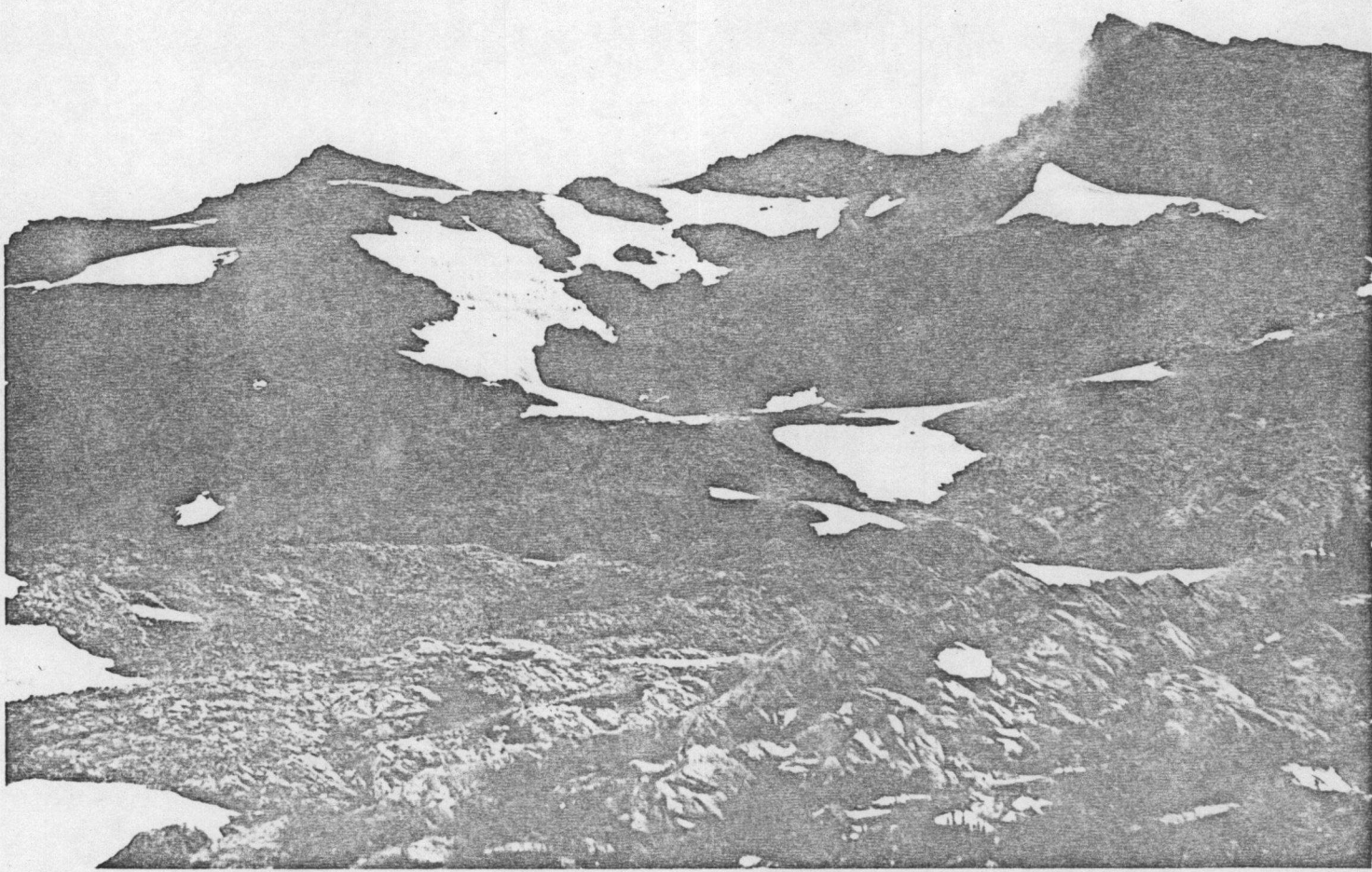




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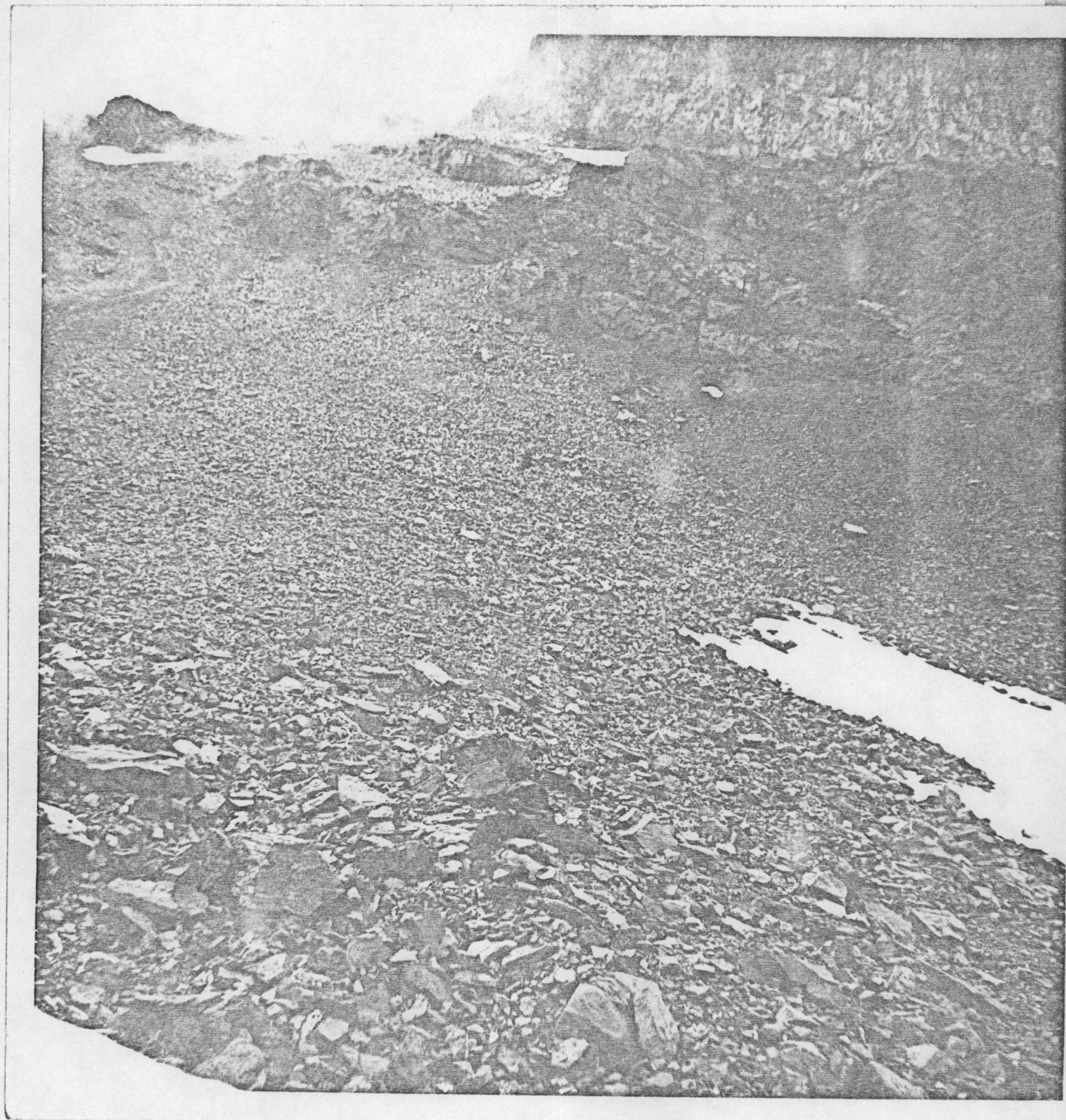
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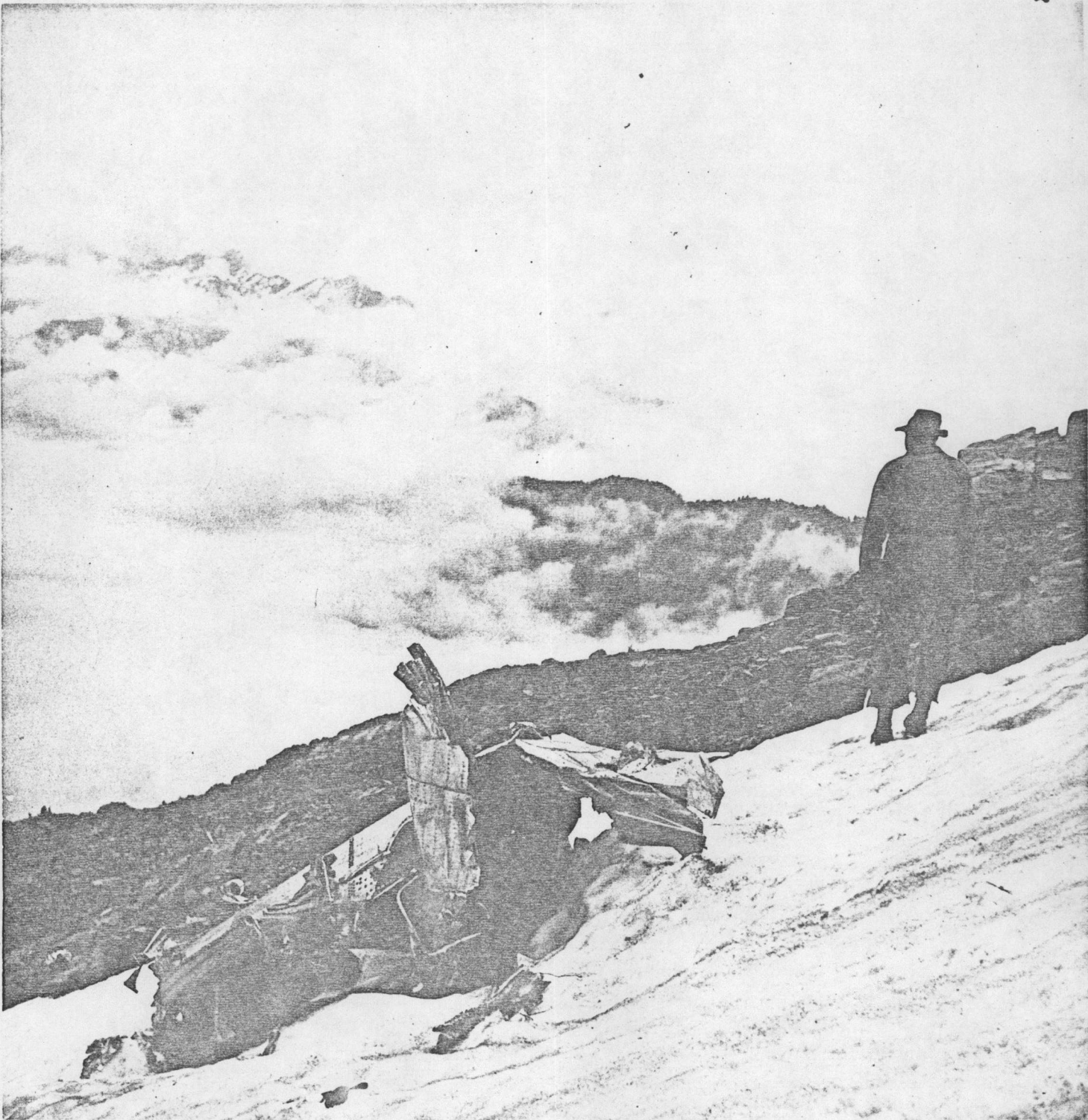




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# The Bulletin's SPORT SHOW by Hal Dean SPORTS EDITOR

POWER displayed by the Hornets in their last few games is reflected in the team batting figures for the season, the Aircraft Repair club having jumped from last place on July 24, when they were hitting .210 to head the parade with an impressive .238.

Although the Yank batting shows a very slight reduction (.225 to .222), this is more than offset by further evidence of the consistently strong defensive play of the league leaders, for their fielding has been upped 10 points to .948.

The Dodgers batting has dropped 14 points since July 24 to .211, but on the other hand their fielding improved from .910 to .917 which places them in second place next to the Yanks for the entire year.

Arrows team fielding slumped from .906 to .897 during the same period, but the club batting remained stationary, being .211 on July 24 and now, carried to four decimal points .2108. Arrows have shown a tendency every now and then to collect a whole basketful of errors which shoots their record to pieces.

## KELLY BY A WHISKER

AN exceptionally close race developed during the last few games between the individual batting leaders. By a co-incidence both Jim Kelly and Harry Baldwin both hit at the same rate for their last four outings, the Hornet outfielder collecting eight safeties out of 16 times and the Yanks' regular third sacker six out of 12.

Ken McAuley right on the heels of the other two played only part of the last game, but one more hit would have forced a deadlock with Baldwin and he would have batted in the next inning, which it will be recalled was washed out as Umpire Ducey called hostilities off on account of darkness. Two more hits for McAuley would have placed him at the top of the batting list for the year.

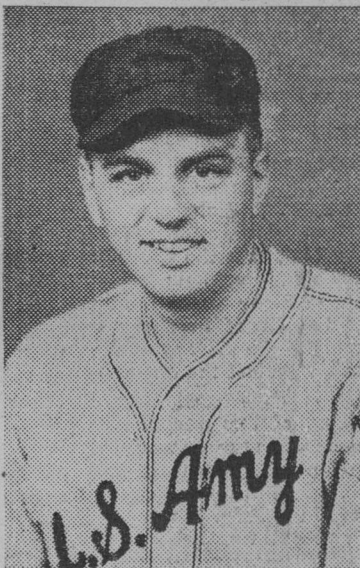
The leaders in other departments show very little change recently—Mel Ottem and Ab Superstein in base stealing, both having 12, Frank Wrigglesworth and Fred Lupul in bases on balls (15 each), and Kelly and Gullekson in runs batted in (tied at 10). Ralph Morgan had the most extra-base hits, five doubles and three triples and, by the way, Ralph waited until the last game to get a base on balls.

## Bill Gallon Wins Circuit Feature

NEW YORK Aug. 14. (AP)—Bill



JIM KELLY



HARRY BALDWIN



## Mrs. Angus Barton Loses Final Round in Tournament to Municipal Club-Mate

# Miss Kinnear, New City Golf Champion

## Mrs. D. Dyck Is Winner of Bronze Event

By DON KILLIPS

MISS MAY KINNEAR, Municipal, won the city women's golf championship at the Municipal links Friday afternoon when she defeated Mrs. Angus Barton, also of Municipal, two up in the final of the silver division to end the five-day tournament.

Mrs. D. C. Dyck, only entrant from the Edmonton Golf and Country Club came through in fine style to eliminate Miss Catherine Rose in the bronze final 3 and 2.

Mrs. E. Robinson and Mrs. P. LeClair won the silver and bronze consolation respectively in the other two of the four titles awarded yesterday.

In the main event, the two finalists staged a close and hard fought match all the way which was decided until the 18th hole where Miss Kinnear shooting a five, even par to Mrs. Barton's six to win.

## TAKES EARLY LEAD

Miss Kinnear took the lead on the first hole, making an even par five, one better than the runner-up and held a slight edge throughout to finish two up. She led by one at the end of the 17th hole.

The winner was two up on the 16th, but Mrs. Barton made a long drive, got on the green with the next two shots and then sank a 25-foot putt, the best of the match to make the final decision, rest with the last hole.

Both golfers finished with an even 86, Miss Kinnear shooting 42 out and 44 in and Mrs. Barton taking 43 both ways.

The driving on the whole was excellent, the best being on the eighth, where both drove about 200 yards. Mrs. Barton sent the ball onto the green after the long drive with her next shot and then two putted for a four, one under par for the hole, while Miss Kinnear found it necessary to take five swings at the little white ball.

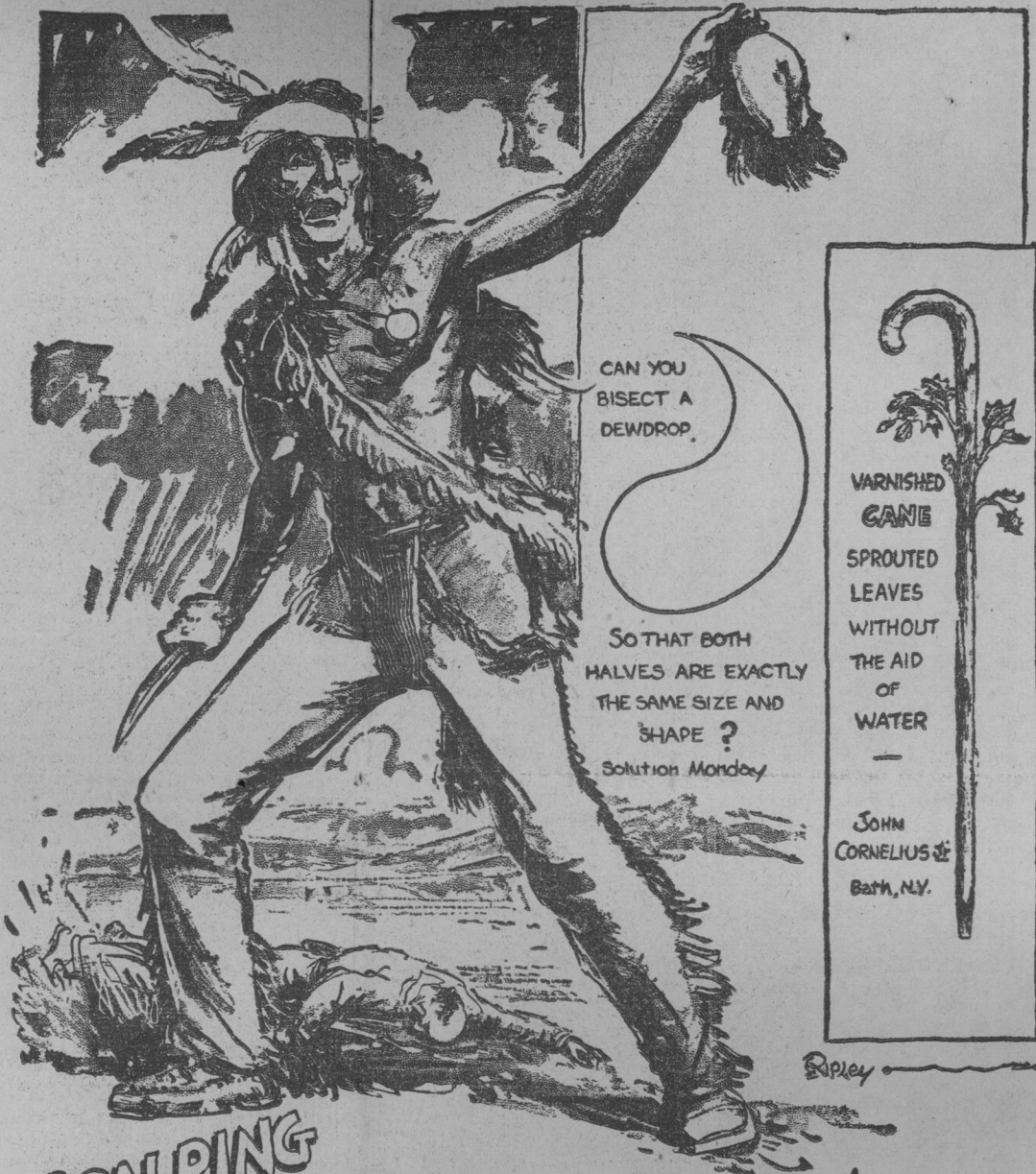
Par out ..... 545 444 354—38  
Miss Kinnear..... 545 455 455—42  
Mrs. Barton ..... 655 555 444—43  
Par in ..... 453 544 535—38—76  
Miss Kinnear..... 554 745 455—44—86  
Mrs. Barton ..... 555 454 546—43—86

## BRONZE COMPETITION

The bronze final wasn't quite so close, Mrs. Dyck, playing in her first tourney, ended the game three up on the 16th. The putting was good with little to choose from, while the winner had a slight edge on the chinchshots and driving to

## Believe It Or Not

By Robt. Ripley



**SCALPING**  
WAS NOT INTRODUCED BY THE INDIANS!  
BUT BY THE FRENCH AND BRITISH WHO TAUGHT IT TO THE IGNORANT INDIANS  
TO RID THEMSELVES OF THEIR ENEMIES. THERE WAS A STANDARD OF PRICES  
FOR THE SCALP OF A MAN, WOMAN OR CHILD.

## Southworth Doesn't Like It

# St. Louis Cards Hit in Streaks

By JUDSON BAILEY

## Race Results

VANCOUVER, Aug. 14. (CP)—Hastings Park results for Friday:  
FIRST RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:  
Truely Flo (Woodhouse) 7.95 4.50 3.15  
Barnetto (Jones) ..... 6.60 4.10  
Flying Bud (Dodson) ..... 3.25  
Time: 1:29 1-5. Also ran: Nancy's Beau, Queen Irene, Khayyam, Simony's Boy, The Klondiker.

SECOND RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:  
Truely Flo (Woodhouse) 7.95 4.50 3.15  
Barnetto (Jones) ..... 6.60 4.10  
Flying Bud (Dodson) ..... 3.25  
Time: 1:29 1-5. Also ran: Nancy's Beau, Queen Irene, Khayyam, Simony's Boy, The Klondiker.

NEW YORK, Aug. 14. (AP)—The world champion St. Louis Cardinals have a monopoly on hitting streaks in the National League this year. Five times one of the Redbirds has taken wing for a flight of more than 20 consecutive games.

But the man you might expect to be happiest about all this con-

## Dusty Polly Wins Rich B.C. Futurity Stakes

VANCOUVER, Aug. 14. (CP)—Dusty Polly, a filly owned by E. Kilroy, of Winnipeg, ran to a convincing four-length victory at Hastings Park here Friday in the \$1,500

# SPORTS BULLETIN

PAGE EIGHT

SATURDAY, AUGUST 14, 1943

## Hornets Lead Team Hitting

# Kelly Cops Batting Crown, Baldwin And McAuley Next

BANGING out eight hits in his last four games, Jim Kelly, of the Hornets finished at the top of the list in batting for the Senior Baseball League season with an average of .365, just three points ahead of Lt. Harry Baldwin, of the Yanks. Ken McAuley, also of Hornets wound up in third place with .351, while fourth went to Manuel Dorsky, another U.S. Army player who hit .333.

Hornets lead in team batting with a figure of .238, having recently displaced the Yanks whose average for the year was .222. The soldiers however improved their team fielding figures by 10 points since July 24, the date the last list of comparative statistics were released, boosting their average to .948 for the entire schedule.

Dodgers, who wound up the regular season in fourth place, held a slight advantage over the Arrows in team batting throughout the entire year and they were in second place in team fielding with .917, two points up on the Hornets. Arrows as a team fielded only .897 and were fourth in batting, being just under .211, with the Dodgers fractionally over that figure.

## HIT RACE CLOSE

Kelly made the most hits of the year—23, two more than Baldwin and McAuley collected 20. Morey La Vold of the Arrows was fourth with 19 and he bated .292 for the 17 games in which he took part. John Gullekson, who played in all 18 of his team's fixtures also made 19 hits and George Green of the Dodgers and Mel Ottem of the Hornets had 18.

Dan Hackler of the Hornets made the most runs, 13, while Ottem crossed the plate 12 times and Baldwin 11.

Jack Chambers headed the list for the Arrows who played in at least half of the team's games with an average of .306 for 10 sessions. Hal Stafford, batted .300 for 14 games.

Ed Gauf took part in 13 games for the Dodgers and batted .308. George Green was that club's next hitter with .261 acquired over 17 games and Leroy Goldsworthy batted .254 for 16 fixtures.

Kelly and Gullekson tied for runs batted in with 10 each and Doug Stevenson and Bill Welch both

## THE LEADERS

	G	AB	R	H	Pct.
Kelly, Hornets	17	63	6	23	.365
Baldwin, Yanks	17	58	11	21	.362
McAuley, Hornets	15	57	8	20	.351
Dorsky, Yanks	9	27	3	9	.333
Helly, Hornets	9	29	4	9	.310
E. Gauf, Dodgers	13	39	3	12	.308
Chambers, Arrows	10	36	5	11	.308
Stafford, Arrows	14	30	2	9	.300
La Vold, Arrows	17	65	8	19	.292
Gabel, Hornets	14	42	5	12	.286
Goodrich, Yanks	10	32	4	9	.281
Patry, Hornets	14	60	9	17	.283
M. Hawkey, Arrows	13	32	5	9	.281
Gullekson, Yanks	18	70	7	19	.271
Dunn, Yanks	12	37	7	10	.270
Gray, Yanks	15	37	5	10	.270
Phillips, Yanks	13	38	7	10	.263
G. Green, Dodgers	17	69	9	18	.261
Ottem, Hornets	18	70	12	18	.257
Goldsworthy, Dodg.	16	59	3	15	.254
Ornest, Dodgers	9	32	6	8	.250
Morgan, Dodgers	17	61	7	14	.230
Warehime, Arrows	16	61	11	14	.230
Brant, Dodgers	16	49	6	11	.224
Stevenson, Hornets	18	68	7	15	.221
W. Green, Arrows	14	37	3	8	.216
Noon, Dodgers	15	51	4	11	.216
Hackler, Hornets	17	20	13	15	.214
Kahn, Arrows	16	42	5	9	.214
Lupul, Arrows	18	59	8	12	.207

## TEAM BATTING

	G	AB	R	H	Pct.
Hornets	18	652	85	155	.238
Yanks	18	613	87	136	.222
Dodgers	18	596	55	126	.211
Arrows	18	593	74	125	.2108

## TEAM FIELDING

	G	PO	A	E	Pct.
Yanks	18	477	243	49	.948
Dodgers	18	464	206	61	.917
Hornets	18	470	210	63	.915
Arrows	18	465	211	78	.897

## HORNETS

	G	AB	R	H	Pct.
Nelson, Phil	4	12	4	5	.417
Kelly, Jim	17	63	6	23	.365
McAuley, Ken	15	57	8	20	.351
Bartoiff, Claude	5	20	4	7	.350
Helly, Verne	9	29	4	9	.310
Gabel, Len	14	42	5	12	.286
Patry, Bud	14	60	9	17	.283
Ottem, Mel	18	70	12	18	.257
McLellan, G.	3	8	1	2	.250
Ferry, Pete	2	9	1	2	.222
Stevenson, Doug.	18	68	7	15	.221
Hackler, Dan	17	70	13	15	.214
McLean, Bud	10	19	1	3	.158
Jones, Harry	4	13	1	2	.154
Walker, Cliff	3	8	1	1	.125
Williams, E.	7	30	3	3	.100
Picking, Newt	9	20	1	1	.050
Coen, Joe	1	1	0	0	.000
Horn, Phil	2	1	0	0	.000
McKinley, D.	1	1	0	0	.000
Bridges, T.	1	2	0	0	.000
Ernst, G.	1	2	0	0	.000



Ken McAuley right on the heels of the other two played only part of the last game, but one more hit would have forced a deadlock with Baldwin and he would have batted in the next inning, which it will be recalled was washed out as Umpire Ducey called hostilities off on account of darkness. Two more hits for McAuley would have placed him at the top of the batting list for the year.

The leaders in other departments show very little change recently—Mel Ottem and Ab Superstein in base stealing, both having 12, Frank Wrigglesworth and Fred Lupul in bases on balls (15 each), and Kelly and Gullekson in runs batted in (tied at 10). Ralph Morgan had the most extra-base hits, five doubles and three triples and, by the way, Ralph waited until the last game to get a base on balls.

## Bill Gallon Wins Circuit Feature

NEW YORK, Aug. 14.—(AP)—Bill Gallon, Hambletonian stake winner two years ago, owned by R. H. Johnston of Charlotte, N.C., and driven by Henry Thomas, Thursday scored his first victory since 1941 when he won the trotting Derby, feature of the closing program of the Goshen meeting raced at Empire City.

Showing slightly lame, the stallion was not favored by the wagers but in both heats Thomas had him close up to the pace all the way and he had the home stretch speed to win, equalling the track trotting record of 2:02½, established in the Hambletonian Wednesday by Worthy Boy and Volo Song, winner of the big stake.

## Braves Beat Cubs 5-4

# Yankees Blank Browns 4-0 On Spud Chandler's Hurling

ST. LOUIS, Aug. 14.—(AP)—St. Louis Browns outfit New York Yankees Friday, but Spurgeon (Spud) Chandler kept their nine blows scattered harmlessly for a 4-0 shutout and his 15th triumph against three defeats this season.

The Yankees, who were held to seven safeties, made them count effectively with an extra-base dressing against Johnny Niggeling and Nelson Potter.

George Stainback, reserve outfielder for New York, was banished from the Yankees' bench by Umpire Cal Hubbard in the fifth inning apparently for his comments on a disputed decision in the fourth.

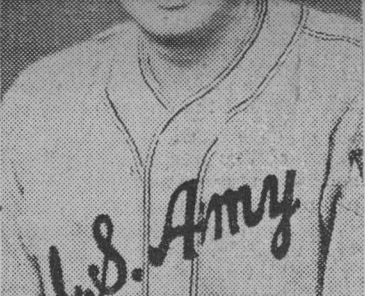
New York ..... 100 100 002—4 7 0  
St. Louis ..... 000 000 000—0 9 0

Chandler and Sears; Niggeling, Potter (8) and Ferrell, Hayes (8).

APPLING MAKES 2,000TH HIT

CHICAGO, Aug. 14.—(AP)—Luke Appling's 2,000th big league hit was something more than just a record-book entry Friday. It was the difference between two-run homers by catcher Tom Turner for the White Sox and first baseman Tony Lupien for the Boston Red Sox, giving the Chicagoans a 3-2 decision.

The veteran White Sox shortstop reached the "two-grand" mark by smashing a single, scoring Wally Moses, who had gained third on Jimmie Foxx's double, a fielder's choice and



HARRY BALDWIN



KEN MCAULEY

Above, reading from the top are Jim Kelly, Hornets; Harry Baldwin of the Yanks; and Ken McAuley, also of the Hornets, the leading trio of batters in the Senior Baseball League. Kelly headed the list with an average of .365, being closely followed by Baldwin with .362, while McAuley hit .351 for the regular league season.

Candini and Gulliani; Overmire, Oana (1), Gorsica (2) and Orrell (7) and Unser.

## INDIANS WIN SIXTH IN ROW

CLEVELAND, Aug. 14.—(AP)—Cleveland Indians won their sixth straight game and swept into undisputed possession of second place in the American League standings by defeating Philadelphia yesterday, 6-4, for Mel Harder's fifth victory of the season.

Two three-run innings against pitcher Don Black did the business for the Tribesmen.

Philadelphia ..... 100 020 100—4 8 1  
Cleveland ..... 000 300 30x—6 10 2

Black and Swift; Harder, Reynolds (9) and Rescar.

## National League

BOSTON, Aug. 14.—(AP)—Butch Nieman's two-run homer in the 10th inning gave Boston Braves a 5-4 victory and sixth place in the National League standing Friday while tumbling their opponents, Chicago Cubs, into the seventh slot.

It was Boston's third triumph in a row over the Cubs and the second time in as many days that Nieman's potent bat had rattled off the same-winning hit in extra inning.

next two shots and then sank a 25-foot putt, the best of the match to make the final decision, rest with the last hole.

Both golfers finished with an even 86, Miss Kinnear shooting 42 out and 44 in and Mrs. Barton taking 43 both ways.

The driving on the whole was excellent, the best being on the eighth, where both drove about 200 yards. Mrs. Barton sent the ball onto the green after the long drive with her next shot and then two putted for a four, one under par for the hole, while Miss Kinnear found it necessary to take five swings at the little white ball.

Par out ..... 545 444 354—38  
Miss Kinnear..... 545 455 455—42  
Mrs. Barton ..... 655 555 444—43  
Par in ..... 453 544 535—38—76  
Miss Kinnear..... 554 745 455—44—86  
Mrs. Barton ..... 555 454 546—43—86

## BRONZE COMPETITION

The bronze final wasn't quite so close, Mrs. Dyck, playing in her first tourney, ended the game three up on the 16th. The putting was good with little to choose from, while the winner had a slight edge on the chipshots and driving to eliminate the favored Miss Catherine Rose, of the Highlands Golf Club. Miss Rose was the low qualifier in this division.

They were both even on the first nine holes with Miss Rose holding the lead most of the way. Mrs. Dyck went ahead on the second and Miss Rose won the next two to go one up. The winner tied the match on the fifth, went one down on the sixth and then evened it up on the seventh. The eighth and ninth were halved.

On the last nine, Mrs. Dyck went one up on the 11th, the loser evened the match on the 13th and then the new tiltist took both 14th and 16th holes to win.

Par out ..... 545 444 354—38  
Mrs. Dyck ..... 547 655 354—44  
Miss Rose ..... 555 564 654—45  
Par in ..... 453 544 535—38—76  
Mrs. Dyck ..... 565 654 53x—39—83  
Miss Rose ..... 575 565 54x—42—87

The two-ball foursome was also staged yesterday and saw Mrs. A. Hibbard and Miss Daisy Johnson win with a 74 handicap score. Mrs. C. Richards and Mrs. Corbett were the runners-up with 76.

Mrs. Robinson had to go an extra hole to beat Mrs. J. K. G. Austin and Mrs. LeClair won handily over Mrs. C. A. Scharf 6 and 4 in the consolation matches.

The tournament which was run according to schedule all the way with the aid of Mrs. A. Rocque and Mr. and Mrs. Bert Gee was concluded last night with the annual banquet held in the Municipal clubhouse.

Fleming, Sproull (7) and Hal; Johnson, Wilson (7) and Millies, Doyle (8).

St. Paul ..... 003 002 000—5 9 0  
Toledo ..... 000 000 110—2 8 1

Speer and Andrews; Whitehead and Hayworth.

Minneapolis ..... 010 012 301—8 18 0  
Columbus ..... 101 000 010—3 5 2

Carpenter, Scheetz (7) and Roland; Wilks, Burkhart (7) and Garagiola.

Kansas City ..... 100 000 000 01—2 9 0  
Indianapolis ..... 000 100 000 00—1 9 2

Johnson and Glenn, Smith (11); Logan and Hofferth.

## Coast League

Portland ..... 000 002 020—4 6 0  
Hollywood ..... 110 010 000—3 10 0

Cohen and Adams; Smith, McLaughlin (9) and Hill.

Second game:  
Portland ..... 000 210 100 0—4 10 2  
Hollywood ..... 000 120 100 1—5 10 4

SCALPING  
WAS NOT INTRODUCED BY THE INDIANS!  
BUT BY THE FRENCH AND BRITISH WHO TAUGHT IT TO THE IGNORANT INDIANS  
TO RID THEMSELVES OF THEIR ENEMIES. THERE WAS A STANDARD OF PRICES  
FOR THE SCALP OF A MAN, WOMAN OR CHILD.

## Southworth Doesn't Like It

# St. Louis Cards Hit in Streaks

By JUDSON BAILEY

## Race Results

VANCOUVER, Aug. 14.—(CP)—Hastings Park results for Friday:

FIRST RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:

Truely Flo (Woodhouse) 7.95 4.50 3.15  
Barnetto (Jones) ..... 6.60 4.10  
Flying Bud (Dodson) ..... 3.25  
Time: 1:29 1-5. Also ran: Nancy's Beau, Queen Irene, Khayyam, Simony's Boy, The Klondiker.

SECOND RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:

Si Green (Kelly) ..... 4.85 2.70 2.30  
Hot Drop (Haller) ..... 2.75 2.55  
Goldies Pride (Bovine) ..... 3.85  
Time: 1:30 2-5. Also ran: Silver Fur, Rapid Mortgage, Kingsway's Aurora, Zebella, Dark Devil.

DOUBLE, \$20.05.

THIRD RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:

Spanish Ball (Craigmyle) ..... 22.20 5.90 3.05  
Dalmahoy (Woodhouse) ..... 3.00 2.35  
Red Fez (Dye) ..... 3.30  
Time: 1:31. Also ran: Shasta Sue, Ouimax, First Vee, Wavelength, Easter Park.

FOURTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Cue Ball (Woodhouse) 20.05 4.95 4.20  
Eagle Crest (Roy) ..... 4.15 4.35  
Liverpool (Haller) ..... 5.10  
Time: 1:49 2-5. Also ran: Train Signal, Golden Belt, Mica Rock, Louis A. Miriam, Crackade.

FIFTH RACE—British Columbia Futurity stakes. Purse \$1,500. Two-year-olds foaled in Canada. Seven furlongs:

Dusty Polly (Dye) ..... 6.30 2.70 2.85  
Divulge (Haller) ..... 2.30 2.25  
Somers Band (Roy) ..... 3.40  
Time: 1:30 4-5. Also ran: Ascot Peggy, Ebony Ship, Goldstreworth, The Spit.

DOUBLE, \$42.05.

SIXTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Marion Somers (Dye) ..... 6.60 3.50 2.75  
Swift Heels (Bailey) ..... 5.10 3.80  
Streamline (Woodhouse) ..... 2.80  
Time: 1:51 1-5. Also ran: Broderick, Maizie B, Ynomis, Merchiston, Craiglochart.

SEVENTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Belle Park (Roy) ..... 10.70 5.40 4.10  
Plucky Jake (Hruschak) ..... 8.60 4.75  
Lady Giovando (Woodhouse) ..... 4.80  
Time: 1:50 4-5. Also ran: Peggy Dot, Risky Play, Anns Worry, Lasswade, Persian Boy.

ONE-TWO, \$70.85.

## Hornets to Play Arrows Sunday

Hornets and Arrows clash at Renfrew Park tomorrow afternoon starting at 3 o'clock in the first game of their semi-final series in the senior baseball playoffs.

Newton Picking and Morris Hawkey are expected to be the opposing pitchers.

Three dots, three dashes and three dot stands for SOS the call

NEW YORK, Aug. 14.—(AP)—The world champion St. Louis Cardinals have a monopoly on hitting streaks in the National League this year. Five times one of the Redbirds has taken wing for a flight of more than 20 consecutive games.

But the man you might expect to be happiest about all this continuous clouting, Skipper Billy Southworth, says he doesn't like batting streaks—not even good ones.

"I just would rather not have them," he said yesterday, "because the trouble is they put the batter under a strain and generally are followed by a slump."

Right now the sizzling streak on the Cardinals is 22 games by Harry (Little Dixie) Walker, who also put together 22 in a row earlier in the season, as did Stan Musial and George (Whitey) Kurowski. In addition Walker Cooper had a run of 21 games previously.

After Walker's first streak ended in mid-June he went into a spectacular nosedive that dropped his batting average from .345 to .280. According to travellers with the Cardinals, however, Walker's first streak might still be going except for one thing.

On June 1 he accidentally hit a home run at Brooklyn, his first and last of the season. He liked the idea of being heralded a slugger so well that he gave up beating out bunts and slashing liners through the infield. He started swinging for the fences. Finally somebody pointed out to him that any resemblance he thought he had to Babe Ruth was just an illusion and Walker started hitting singles again.

## C.A.H.A. Holds Closed Meeting

TORONTO, Aug. 14.—(CP)—The general executive of the Canadian Amateur Hockey Association held a dinner and closed meeting in Toronto Friday night.

Discussion centered around plans for the joint rules meeting today with National Hockey League officials. Other business discussed at the meeting was not disclosed.

Present at the meeting were: Frank Sargent, Port Arthur, president; Hanson Dowell, Middleton, N.S., 1st vice-president; F. H. Regina, 2nd vice-president; W. A. Marples, Toronto, secretary; W. A. Hewitt, Toronto, registrar-treasurer; George Dudley, Midland, past president, and V. Johnson, Winni-

## Dusty Polly Wins Rich B.C. Futurity Stakes

VANCOUVER, Aug. 14.—(CP)—Dusty Polly, a filly owned by E. Kilroy, of Winnipeg, ran to a convincing four-length victory at Hastings Park here Friday in the \$1,500 British Columbia futurity stakes.

Divulge owned by Bancroft and Snider, wa ssecond, another four lengths ahead of Somers Band, owned by J. A. Evans, Ascot Peggy, Ebony Ship, Goldstreworth and The Spit followed in that order.

Dusty Polly, a two-year-old brown filly by Brooms out of Polly Berill, was ridden by Gus Dye and covered the seven furlongs in one minute and 30 4-5 seconds. Dusty Polly paid \$6.30, \$2.70 and \$2.85 for \$2 mutuel tickets. Divulge, the favorite, paid \$2.30 and \$2.25. Somers Band returned \$3.40.

Dusty Polly was slow to break but rushed fast in the first eighth and got in a good position, disposed of the front-running Goldstreworth and drew awya from the field. Divulge, sixth at the half-way mark, was able to reach all but Dusty Polly in the stretch.

R. J. Speers of Winnipeg as breeder of Dusty Polly won \$100. Dusty Polly earned \$1,565 for its owner, \$1,100 as the winner's share of the \$1,500 and \$465 in entry fees.

## Breeders May Receive Portion Race Premiums

NEW YORK, Aug. 14.—(AP)—The Thoroughbred Racing Association, composed of 33 major race tracks in the United States, Friday recommended of its members that each track pay a minimum of three per cent of the added money of all stakes to the breeders of the winning horse.

A special eight-man committee of the T.R.A., headed by Harry Parr, president of Pimlico race track, and including representatives of tracks, breeders and horse owners, made the recommendation after studying the problems of the breeding industry for several months.

The committee suggested that in the case of foreign-bred horses the award should be made to the importer.

"The committee," the announcement said, "also believes in and recommends to the member tracks the continuance and development of the principle of bigger purses

## HIT RACE CLOSE

Kelly made the most hits of the year—23, two more than Baldwin and McAuley collected 20. Morey La Vold of the Arrows was fourth with 19 and he bated .292 for the 17 games in which he took part. John Gullekson, who played in all 18 of his team's fixtures also made 19 hits and George Green of the Dodgers and Mel Ottem of the Hornets had 18.

Dan Hackler of the Hornets made the most runs, 13, while Ottem crossed the plate 12 times and Baldwin 11.

Jack Chambers headed the list for the Arrows who played in at least half of the team's games with an average of .306 for 10 sessions. Hal Stafford, batted .300 for 14 games.

Ed Gauf took part in 13 games for the Dodgers and batted .308. George Green was that club's next hitter with .261 acquired over 17 games and Leroy Goldsworthy batted .254 for 16 fixtures.

Kelly and Gullekson tied for runs batted in with 10 each and Doug Stevenson and Bill Welch both drove in nine. Ralph Morgan brought in eight and Ottem, George Green, Fred Lupul and Harry Baldwin seven each.

Ab Superstein and Mel Ottem tied for base stealing honors with 12 and Sammy Kahn pilfered eight sacks.

## TIE FOR PASSES

Capt. Frank Wrigglesworth of the Army and Fred Lupul tied for bases on balls with 15 each and Kelly and Kahn coaxed 12 free passes to first. Ed Gauf had nine and George Green and Baldwin eight each.

Ralph Morgan led for two-base hits with five, while Kelly, Hackler, George Green, Morey La Vold and Harry Misosky all had three.

Morgan and Gullekson both had three triples and Lupul and George Green the only home runs.

Included in the list of leaders given below are those players who have taken part in at least nine (one-half) of their respective club's games and who wound up the season with an average better than .200.

## Kingsway Fastball

U.S. Engineers play Aircraft Repair in the opener which starts at 7 o'clock and Moose meet U.S. Army Air Corps in the second half of a Senior Men's Fastball League doubleheader at Kingsway tonight.

The remainder of the intermediate girls series between Keeland and Aircraft Repair will be played Sunday starting at 2 o'clock.

## Jockeys Fined

CHICAGO, Aug. 14.—(AP)—Jockey George Bowman and former jockey Chester Jedlinski were fined \$200 and costs yesterday by Judge William Donahue after they admitted to him that they used a battery on Tib in the third race at Washington Park Tuesday. The fines were suspended when both boys said they had no money.

for better horses as a definite benefit to the breeding industry.

"Where breeders' awards are already established in stake races it is not the intent to change existing awards unless it is so desired by the member tracks."

At present New York tracks give breeders of winners a \$25 flat award on all stakes.

Document disclosed under the Access to Information Act  
Document divulgué en vertu de la Loi sur l'accès à l'information

Lupul, Arrows ..... 18 59 8 12 .209

	TEAM BATTING				
	G	AB	R	H	Pct.
Hornets .....	18	652	85	155	.238
Yanks .....	18	613	87	136	.222
Dodgers .....	18	596	55	126	.211
Arrows .....	18	593	74	125	.2108

	TEAM FIELDING				
	G	PO	A	E	Pct.
Yanks .....	18	477	243	49	.948
Dodgers .....	18	464	206	61	.917
Hornets .....	18	470	210	63	.915
Arrows .....	18	465	211	78	.897

HORNETS					
	G	AB	R	H	Pct.
Nelson, Phil .....	4	12	4	5	.417
Kelly, Jim .....	17	63	6	23	.365
McAuley, Ken .....	15	57	8	20	.351
Bartoff, Claude .....	5	20	4	7	.350
Helly, Verne .....	9	29	4	9	.310
Gabel, Len .....	14	42	5	12	.286
Patry, Bud .....	14	60	9	17	.283
Ottem, Mel .....	18	70	12	18	.257
McLellan, G. ....	3	8	1	2	.250
Ferry, Pete .....	2	9	1	2	.222
Stevenson, Doug. .	18	68	7	15	.221
Hackler, Dan .....	17	70	13	15	.214
McLean, Bud .....	10	19	1	3	.158
Jones, Harry .....	4	13	1	2	.154
Walker, Cliff .....	3	8	1	1	.125
Williams, E. ....	7	30	3	3	.100
Picking, Newt ....	9	20	1	1	.050
Coen, Joe .....	1	1	0	0	.000
Horn, Phil .....	2	1	0	0	.000
McKinley, D. ....	1	1	0	0	.000
Bridges, T. ....	1	2	0	0	.000
Forsythe, Q. ....	1	2	0	0	.000
Dolan, B. ....	2	4	0	0	.000
Lentz, Al .....	3	4	0	0	.000
Scheeter, Sam .....	1	4	0	0	.000
Cook, Lee .....	2	6	0	0	.000
Edmunds, B. ....	3	7	2	0	.000
Belter, Ed. ....	3	10	1	0	.000
Darrah, Doug. ....	3	12	1	0	.000

YANKS					
	G	AB	R	H	Pct.
Cuellar, B. ....	3	4	1	2	.500
Baldwin, H. ....	17	58	11	21	.362
Dorsky, M. ....	9	27	3	9	.333
Goodrich, Al .....	10	32	4	9	.281
Gullekson, J. ....	18	70	7	19	.271
Dunn, Bill .....	12	37	7	10	.270
Gray, John .....	15	37	5	10	.270
Phillips, C. F. ....	13	38	7	10	.263
Duval, Henry .....	2	5	1	1	.200
Hindeljong, F. ....	2	5	1	1	.200
Hensley, C. ....	8	16	1	3	.188
Lollo, Tony .....	7	27	2	5	.185
Johnson, G. ....	5	11	2	2	.182
Misosky, W. ....	16	56	4	10	.179
Wrigglesworth, F. .	14	45	12	8	.178
Adams, Wayne ....	6	13	0	2	.154
Miller, Harley ....	18	63	12	8	.127
Konopka, A. ....	10	25	2	3	.120
Valenti, G. ....	10	31	4	3	.097
Benjamin, W. ....	1	1	0	0	.000
Priest, Pat .....	4	6	1	0	.000

DODGERS						
	G	AB	R	H	Pct.	
Bentley, M. ....	1	3	0	2	.667	
Gauf, Ed. ....	13	39	3	12	.308	
Gertlitz, J. ....	2	7	0	2	.286	
King .....	2	7	1	2	.286	
Green, Geo. ....	17	69	9	18	.261	
Goldsworthy, L. .	16	59	3	15	.254	
Ornest, H. ....	9	32	6	8	.250	
Morgan, R. ....	17	61	7	14	.230	
Brant, T. ....	16	49	6	11	.224	
Noon, Dick ....	15	51	4	11	.216	
Gauf, W. ....	3	5	1	1	.200	
Hunter, F. ....	5	16	2	3	.188	
Tougas, L. ....	13	44	6	8	.182	
Superstein, A. .	17	56	3	10	.179	
Carney, C. ....	5	16	1	2	.167	
xSams, Ken ....	6	19	0	3	.155	
Quinn, John ....	4	13	0	2	.154	
Connelly, T. ....	3	8	0	1	.125	
Smith, Cam ....	5	19	4	2	.105	
McDermott, J. .	5	13	1	1	.058	
Aldridge, W. ....	1	1	0	0	.000	
Cashman, J. ....	1	1	0	0	.000	
Graydon ....	1	1	0	0	.000	
Wynn, R. ....	1	4	0	0	.000	
Stopera, W. ....	4	5	0	0	.000	
Lindberg, Ed. ....	1	0	0	0	.000	
Watkins, E. ....	1	0	0	0	.000	
xListed with Dodgers for record purposes.	1	0	0	0	.000	



# Circuit Feature

NEW YORK, Aug. 14.—(AP)—Bill Gallon, Hambletonian stake winner two years ago, owned by R. H. Johnston of Charlotte, N.C., and driven by Henry Thomas, Thursday scored his first victory since 1941 when he won the trotting Derby, feature of the closing program of the Goshen meeting raced at Empire City.

Showing slightly lame, the stallion was not favored by the wagers but in both heats Thomas had him close up to the pace all the way and he had the home stretch speed to win, equalling the track trotting record of 2:02½, established in the Hambletonian Wednesday by Worthy Boy and Volo Song, winner of the big stake.

## Braves Beat Cubs 5-4

# Yankees Blank Browns 4-0

## On Spud Chandler's Hurling

ST. LOUIS, Aug. 14.—(AP)—St. Louis Browns outthit New York Yankees Friday, but Spurgeon (Spud) Chandler kept their nine blows scattered harmlessly for a 4-0 shutout and his 15th triumph against three defeats this season.

The Yankees, who were held to seven safeties, made them count effectively with an extra-base dressing against Johnny Niggeling and Nelson Potter.

George Stainback, reserve outfielder for New York, was banished from the Yankees' bench by Umpire Cal Hubbard in the fifth inning apparently for his comments on a disputed decision in the fourth.

New York ..... 100 100 002—4 7 0  
St. Louis ..... 000 000 000—0 9 0

Chandler and Sears; Niggeling, Potter (8) and Ferrell, Hayes (8).

### APPLING MAKES 2,000TH HIT

CHICAGO, Aug. 14.—(AP)—Luke Appling's 2,000th big league hit was something more than just a record-book entry Friday. It was the difference between two-run homers by catcher Tom Turner for the White Sox and first baseman Tony Lupien for the Boston Red Sox, giving the Chicagoans a 3-2 decision.

The veteran White Sox shortstop reached the "two-grand" mark by smashing a single, scoring Wally Moses, who had gained third on Jim Tabor's fumble, a fielder's choice and a sacrifice.

Appling became the 80th player in big league history and the ninth contemporary star to achieve 2,000 hits. The 34-year-old Georgian started with the White Sox in 1930, only a few months out of Oglethorpe university.

Boston ..... 200 000 000—2 9 2  
Chicago ..... 120 000 00x—3 6 0

Hughson and Conroy; Humphries, Maltzberger (7) and Turner, Tresh (8).

### SENATORS IN THIRD PLACE

DETROIT, Aug. 14.—(AP)—Washington Senators moved up a notch to the American League's third place, a percentage point behind Cleveland Indians, by crushing Detroit Tigers 11-3 Friday for Milo Candini's ninth pitching victory.

Aside from hurling a six-hitter, Candini checked the home-run rampage of Rudy York who had belted seven round-trippers in six games. Heantime his mates rapped four Detroit pitchers for 11 hits and took advantage of 10 passes.

Washington ..... 350 003 000—11 11 1  
Detroit ..... 000 001 101—3 6 2



KEN MCAULEY

Above, reading from the top are Jim Kelly, Hornets, Harry Baldwin of the Yanks, and Ken McAuley, also of the Hornets, the leading trio of batters in the Senior Baseball League. Kelly headed the list with an average of .365, being closely followed by Baldwin with .362, while McAuley hit .351 for the regular league season.

Par out ..... 545 444 354—38  
Mrs. Dyck ..... 547 655 354—44  
Miss Rose ..... 555 564 654—45  
Par in ..... 453 544 535—38—76  
Mrs. Dyck ..... 565 654 53x—39—83  
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The two-ball foursome was also staged yesterday and saw Mrs. A. Hibbard and Miss Daisy Johnson win with a 74 handicap score. Mrs. C. Richards and Mrs. Corbett were the runners-up with 76.

Mrs. Robinson had to go an extra hole to beat Mrs. J. K. G. Austin and Mrs. LeClair won handily over Mrs. C. A. Scharf 6 and 4 in the consolation matches.

The tournament which was run according to schedule all the way with the aid of Mrs. A. Rocque and Mr. and Mrs. Bert Gee was concluded last night with the annual banquet held in the Municipal clubhouse.

Fleming, Sproull (7) and Half; Johnson, Wilson (7) and Millies, Doyle (8).

St. Paul ..... 003 002 000—5 9 0  
Toledo ..... 000 000 110—2 8 1

Speer and Andrews; Whitehead and Hayworth.

Minneapolis ..... 010 012 301—8 18 0  
Columbus ..... 101 000 010—3 5 2  
Carpenter, Scheetz (7) and Rolandson; Wilks, Burkhart (7) and Garagiola.

Kansas City ..... 100 000 000 01—2 9 0  
Indianapolis ..... 000 100 000 00—1 9 2  
Johnson and Glenn, Smith (11); Logan and Hofferth.

Black and Swift; Harder, Reynolds (9) and Rescar.

INDIANS WIN SIXTH IN ROW

CLEVELAND, Aug. 14.—(AP)—Cleveland Indians won their sixth straight game and swept into undisputed possession of second place in the American League standings by defeating Philadelphia yesterday, 6-4, for Mel Harder's fifth victory of the season.

Two three-run innings against pitcher Don Black did the business for the Tribesmen.

Philadelphia ..... 100 020 100—4 8 1  
Cleveland ..... 000 300 30x—6 10 2

Black and Swift; Harder, Reynolds (9) and Rescar.

National League

BOSTON, Aug. 14.—(AP)—Butch Nieman's two-run homer in the 10th inning gave Boston Braves a 5-4 victory and sixth place in the National League standing Friday while tumbling their opponents, Chicago Cubs, into the seventh slot.

It was Boston's third triumph in a row over the Cubs and the second time in as many days that Nieman's potent bat had rattled off the game-winning hit in extra inning.

Chicago ..... 200 010 000 1—4 10 2  
Boston ..... 010 000 020 2—5 10 2

Passeau and McCullough; Andrews, MacFayden (8) and Masi.

BASEBALL—SPORT

International League

MONTREAL, Aug. 14.—(CP)—Jersey City Little Giants blanked Montreal Royals 3-0 in a regular International League fixture here last night. The second half of the scheduled twin bill was postponed due to weather.

Jersey City ..... 100 200 0—3 4 0  
Montreal ..... 000 000 0—0 6 2

Polli and Steiner; Sunkel and Frost.

American Association

Milwaukee ..... 002 001 05—8 9 0  
Louisville ..... 030 000 00—3 8 2

(Eight innings, scheduled seven.)  
Caldwell, Gassaway (3) and Pruett; Schupp, Toolson (8) and Doyle.

Second game:  
Milwaukee ..... 000 000 401—5 12 1  
Louisville ..... 011 000 101—4 13 2

up on the 16th. The putting was good with little to choose from, while the winner had a slight edge on the chipshots and driving to eliminate the favored Miss Catherine Rose, of the Highlands Golf Club. Miss Rose was the low qualifier in this division.

They were both even on the first nine holes with Miss Rose holding the lead most of the way. Mrs. Dyck went ahead on the second and Miss Rose won the next two to go one up. The winner tied the match on the fifth, went one down on the sixth and then evened it up on the seventh. The eighth and ninth were halved.

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Johnson and Glenn, Smith (11); Logan and Hofferth.

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National League

BOSTON, Aug. 14.—(AP)—Butch Nieman's two-run homer in the 10th inning gave Boston Braves a 5-4 victory and sixth place in the National League standing Friday while tumbling their opponents, Chicago Cubs, into the seventh slot.

It was Boston's third triumph in a row over the Cubs and the second time in as many days that Nieman's potent bat had rattled off the game-winning hit in extra inning.

Chicago ..... 200 010 000 1—4 10 2  
Boston ..... 010 000 020 2—5 10 2

Passeau and McCullough; Andrews, MacFayden (8) and Masi.

BASEBALL—SPORT

International League

MONTREAL, Aug. 14.—(CP)—Jersey City Little Giants blanked Montreal Royals 3-0 in a regular International League fixture here last night. The second half of the scheduled twin bill was postponed due to weather.

Jersey City ..... 100 200 0—3 4 0  
Montreal ..... 000 000 0—0 6 2

Polli and Steiner; Sunkel and Frost.

American Association

Milwaukee ..... 002 001 05—8 9 0  
Louisville ..... 030 000 00—3 8 2

(Eight innings, scheduled seven.)  
Caldwell, Gassaway (3) and Pruett; Schupp, Toolson (8) and Doyle.

Second game:  
Milwaukee ..... 000 000 401—5 12 1  
Louisville ..... 011 000 101—4 13 2

Flying Bud (Dobson) ..... 1:29 1-5. Also ran: Nancy's Beau, Queen Irene, Khayyam, Simony's Boy, The Klondiker.

SECOND RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:

Si Green (Kelly) ..... 4.85 2.70 2.30  
Hot Drop (Haller) ..... 2.75 2.55  
Goldies Pride (Bovine) ..... 3.85  
Time: 1:30 2-5. Also ran: Silver Fur, Rapid Mortgage, Kingsway's Aurora, Zebella, Dark Devil.

DOUBLE, \$20.05.

THIRD RACE—Purse \$500. Claiming. Three-year-olds and up. Seven furlongs:

Spanish Ball (Craigmyle) ..... 22.20 5.90 3.05  
Dalmahy (Woodhouse) ..... 3.00 2.35  
Red Fez (Dye) ..... 3.30  
Time: 1:49 2-5. Also ran: Train Signal, Golden Belt, Mica Rock, Louis A. Miriam, Crackade.

FIFTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Cue Ball (Woodhouse) 20.05 4.95 4.20  
Eagle Crest (Roy) ..... 4.15 4.35  
Liverpool (Haller) ..... 5.10  
Time: 1:49 2-5. Also ran: Train Signal, Golden Belt, Mica Rock, Louis A. Miriam, Crackade.

SIXTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Marion Somers (Dye) ..... 6.60 3.50 2.75  
Swift Heels (Bailey) ..... 5.10 3.80  
Streamline (Woodhouse) ..... 2.80  
Time: 1:51 1-5. Also ran: Broderick, Maizie B, Ynomis, Merchiston, Craiglochart.

SEVENTH RACE—Purse \$500. Claiming. Three-year-olds and up. Mile and sixteenth:

Belle Park (Roy) ..... 10.70 5.40 4.10  
Plucky Jake (Hruschak) ..... 8.60 4.75  
Lady Giovando (Woodhouse) ..... 4.60  
Time: 1:50 4-5. Also ran: Peggy Dot, Risky Play, Anns Worry, Lasswade, Persian Boy.

ONE-TWO, \$70.85.

Hornets to Play

Arrows Sunday

Hornets and Arrows clash at Renfrew Park tomorrow afternoon starting at 3 o'clock in the first game of their semi-final series in the senior baseball playoffs.

Newton Picking and Morris Hawkey are expected to be the opposing pitchers.

Three dots, three dashes and three dots stands for SOS, the call of distress, in the Morse code.

MOON MULLINS

YOU GOT A CHILL. YOU'D BETTER GET UNDER THEM COVERS.

AWK!

GEE! YOU'RE SHAKIN' LIKE A PLATE OF JELLY, BUDDIE.

SAY, QUIT FOLLERIN' ME AROUND, WILL YA?

Big Six

(Three leaders in each league):

G A B R H Pct.

Musial, Cardinals .. 104 415 70 145 .349  
Appling, White Sox .. 103 394 40 132 .335  
Wakefield, Tigers .. 102 435 62 140 .322

Herman, Dodgers .. 105 397 51 127 .320  
W. Cooper, Cards .. 80 295 35 92 .312  
Curtright, White Sox .. 86 289 46 90 .312

Runs batted in—National League: Nicholson, Cubs, 81; American League: Etten, Yankees, 78.

Home runs—National League: Nicholson, Cubs, 16; American League: York, Tigers, 21.

But the man you might expect to be happiest about all this continuous clouting, Skipper Billy Southworth, says he doesn't like batting streaks—not even good ones.

"I just would rather not have them," he said yesterday, "because the trouble is they put the batter under a strain and generally are followed by a slump."

Right now the sizzling streak on the Cardinals is 22 games by Harry (Little Dixie) Walker, who also put together 22 in a row earlier in the season, as did Stan Musial and George (Whitey) Kurowski. In addition Walker Cooper had a run of 21 games previously.

After Walker's first streak ended in mid-June he went into a spectacular nosedive that dropped his batting average from .345 to .280. According to travellers with the Cardinals, however, Walker's first streak might still be going except for one thing.

On June 1 he accidentally hit a home run at Brooklyn, his first and last of the season. He liked the idea of being heralded a slugger so well that he gave up beating out bunts and slashing liners through the infield. He started swinging for the fences. Finally somebody pointed out to him that any resemblance he thought he had to Babe Ruth was just an illusion and Walker started hitting singles again.

C.A.H.A. Holds

Closed Meeting

TORONTO, Aug. 14.—(CP)—The general executive of the Canadian Amateur Hockey Association held a dinner and closed meeting in Toronto Friday night.

Discussion centered around plans for the joint rules meeting today with National Hockey League officials. Other business discussed at the meeting was not disclosed.

Present at the meeting were: Frank Sargent, Port Arthur, president; Hanson Dowell, Middleton, N.S., 1st vice-president; A. Pickard, Regina, 2nd vice-president; F. H. Marples, Toronto, secretary; W. A. Hewitt, Toronto, registrar-treasurer; George Dudley, Midland, past president, and V. Johnson, Winnipeg, member of rules committee.

Kilroy, of Winnipeg, ran to a convincing four-length victory at Hastings Park here Friday in the \$1,500 British Columbia futurity stakes.

Divulge, owned by Bancroft and Snider, was second, another four lengths ahead of Somers Band, owned by J. A. Evans, Ascot Peggy, Ebony Ship, Goldstrewth and The Spit followed in that order.

Dusty Polly, a two-year-old brown filly by Brooms out of Polly Berill, was ridden by Gus Dye and covered the seven furlongs in one minute and 30 4-5 seconds. Dusty Polly paid \$6.30, \$2.70 and \$2.85 for \$2 mutuel tickets. Divulge, the favorite, paid \$2.30 and \$2.25. Somers Band returned \$3.40.

Dusty Polly was slow to break but rushed fast in the first eighth and got in a good position, disposed of the front-running Goldstrewth and drew awya from the field. Divulge, sixth at the half-way mark, was able to reach all but Dusty Polly in the stretch.

R. J. Speers of Winnipeg as breeder of Dusty Polly won \$100. Dusty Polly earned \$1,565 for its owner, \$1,100 as the winner's share of the \$1,500 and \$465 in entry fees.

Kelly and Gullekson tied on runs batted in with 10 each and Doug Stevenson and Bill Welch both drove in nine. Ralph Morgan brought in eight and Ottem, George Green, Fred Lupul and Harry Baldwin seven each.

Ab Superstein and Mel Ottem tied for base stealing honors with 12 and Sammy Kahn pilfered eight sacks.

TIE FOR PASSES

Capt. Frank Wrigglesworth of the Army and Fred Lupul tied for bases on balls with 15 each and Kelly and Kahn coaxed 12 free passes to first. Ed Gauf had nine and George Green and Baldwin eight each.

Ralph Morgan led for two-base hits with five, while Kelly, Hackler, George Green, Morey La Vold and Harry Misosky all had three.

Morgan and Gullekson both had three triples and Lupul and George Green the only home runs.

Included in the list of leaders given below are those players who have taken part in at least nine (one-half) of their respective club's games and who wound up the season with an average better than .200.

Breeders May

Receive Portion

Race Premiums

NEW YORK, Aug. 14.—(AP)—The Thoroughbred Racing Association, composed of 33 major race tracks in the United States, Friday recommended of its members that each track pay a minimum of three per cent of the added money of all stakes to the breeders of the winning horse.

A special eight-man committee of the T.R.A., headed by Harry Parr, president of Pimlico race track, and including representatives of tracks, breeders and horse owners, made the recommendation after studying the problems of the breeding industry for several months.

The committee suggested that in the case of foreign-bred horses the award should be made to the importer.

"The committee," the announcement said, "also believes in and recommends to the member tracks the continuance and development of the principle of bigger purses

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Kingsway Fastball

U.S. Engineers play Aircraft Repair in the opener which starts at 7 o'clock and Moose meet U.S. Army Air Corps in the second half of a Senior Men's Fastball League doubleheader at Kingsway tonight.

The remainder of the intermediate girls series between Keeland and Aircraft Repair will be played Sunday starting at 2 o'clock.

Jockeys Fined

CHICAGO, Aug. 14.—(AP)—Jockey George Bowman and former jockey Chester Jedlinski were fined \$200 and costs yesterday by Judge William Donahue after they admitted to him that they used a battery on Tib in the third race at Washington Park Tuesday. The fines were suspended when both boys said they had no money.

for better horses as a definite benefit to the breeding industry.

"Where breeders' awards are already established in stake races it is not the intent to change existing awards unless it is so desired by the member tracks."

At present New York tracks give breeders of winners a \$25 flat award on all races.

YANKS	G	A	B	R	H	Pct.
Cuellar, B.	3	4	1	2	500	
Baldwin, H.	17	58	11	21	362	
Dorsky, M.	9	27	3	9	333	
Goodrich, A.	10	32	4	9	281	
Gullekson, J.	18	70	7	19	271	
Dunn, Bill	12	37	7	10	270	
Gray, John	15	37	5	10	270	
Phillips, C. F.	13	38	7	10	263	
Duval, Henry	2	5	1	1	200	
Hindelang, F.	2	5	1	1	200	
Hensley, C.	8	16	1	3	188	
Lollo, Tony	7	27	2	5	185	
Johnson, G.	5	11	2	2	182	
Misosky, W.	16	56	4	10	179	
Wrigglesworth, F.	14	45	12	8	178	
Adams, Wayne	6	13	0	2	154	
Miller, Harley	18	63	12	8	127	
Konopka, A.	10	25	2	3	120	
Valenti, G.	10	31	4	3	097	
Benjamin, W.	1	1	0	0	000	
Priest, Pat	4	6	1	0	000	

YANKS						
	G	AB	R	H	Pct	



## Maintain Rent Ceiling Revision in Wartime Rental Regulations To Become Effective Oct. 1

OTTAWA, Aug. 13.—(CP)—The Prices Board announced today that revisions in wartime rental regulations regarding housing accommodation will become effective throughout Canada Oct. 1, and will provide, among other changes, that a minimum of six months' notice to vacate will replace the minimum one year's notice now required if landlords want to live in tenanted accommodation purchased by them after Dec. 10, 1942. The revised order, the board said, maintains the ceiling on rents.

## Enlargement of Municipalities Is Considered

General outlines for enlarged municipal districts in the Camrose, Pincher Creek and Macleod areas have been prepared by his department, Hon. C. E. Gerhart, minister of municipal affairs, announced Friday. Preliminary surveying has been done, and statistics on the three districts have been compiled, Mr. Gerhart added.

"Councillors of each municipality, either with new territory added, or territory taken away, will be notified to come to a meeting to make suggestions, criticize proposals put forward for enlarging the districts, and to arrive at a general agreement on dividing the areas to be enlarged into sub-divisions," the minister said.

No municipal districts will be enlarged this year, he stated. Surveys are being made, and arrangements planned, so that as many enlarged districts as possible can be created at the beginning of the new fiscal year, which starts Jan. 1, 1944.

"The government's policy respecting enlarged municipal districts has been declared, and the government is proceeding with it," he said.

He added that the government wants to get assistance and help from municipal officials. "We want their advice, and the benefit of their experience, and in most cases we are getting it," he said.

Elections in new municipal districts all over the province are expected to be held by February, 1944, Mr. Gerhart added.

## Raid Casualties

LONDON, Aug. 13.—(CP)—Civilian air raid casualties in Britain during July were 167 killed and 210 injured, it was announced yesterday.

The revised order provides that an application for an increase in rent will be more generally limited to situations where the tenant is receiving more value for his rent than he was on the basic date, and authorizes appointments of "local rentals appraisers," who are empowered to deal with applications for changes in rent.

Persons on a weekly tenancy of self-contained units will be given the same protection as those on monthly or yearly tenancies, and roomers and boarders will be brought under the price ceiling in a section known as "shared accommodation."

Previously, landlords who acquired accommodations before December, 1942, were required to give a minimum of three months' notice; now new and old landlords are placed on the same footing. For personal occupancy, a landlord previously could be required to go to court and prove he needed the accommodation.

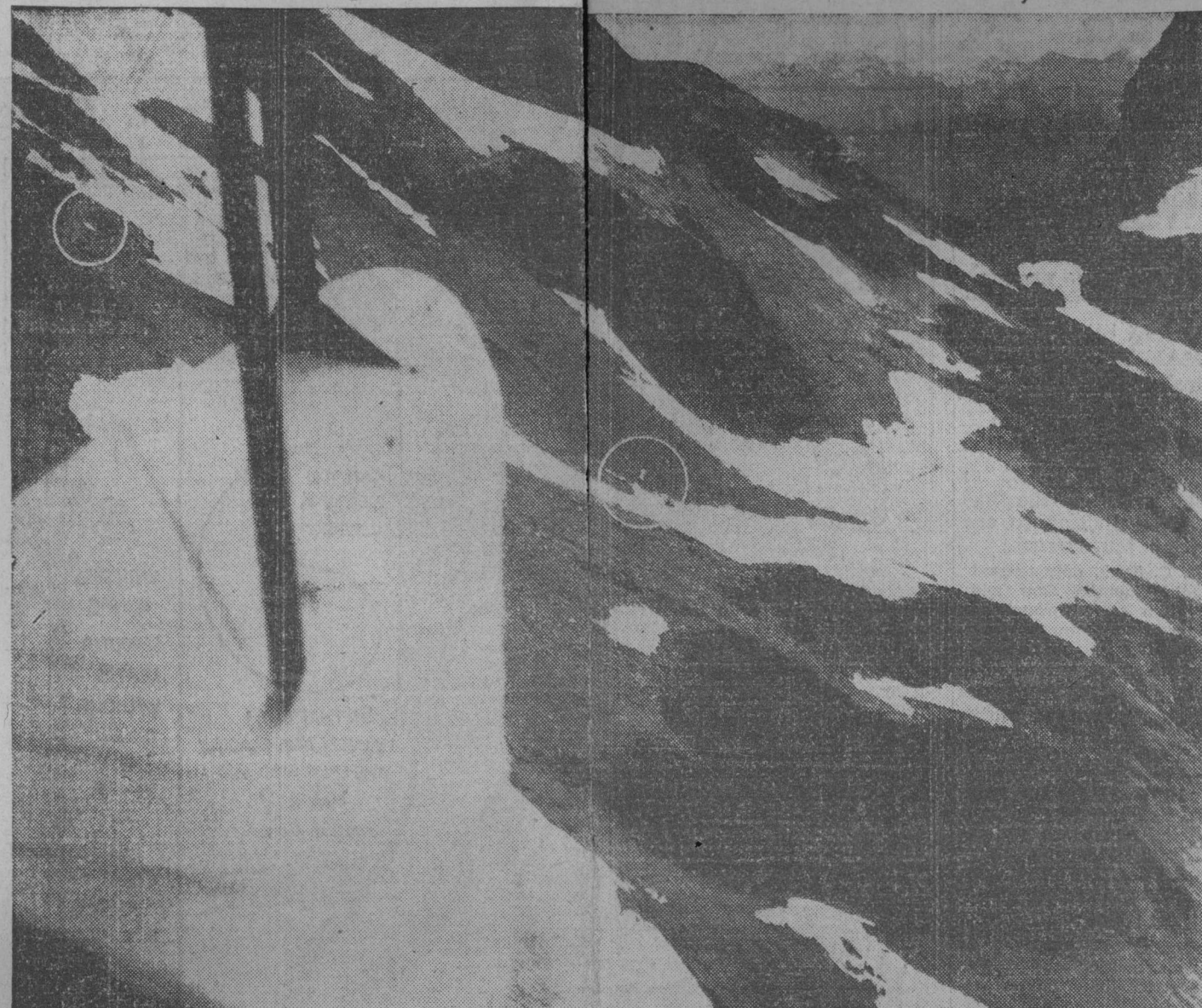
Under the new order, a bona fide owner may occupy his own property as a residence merely by giving the prescribed length of notice. To prevent abuses, it is provided that an owner will not be permitted to rent to another party or sell within a year of getting possession without first obtaining a permit from a rentals appraiser.

These permits, the board said, will be granted where, through a change in the landlord's circumstances during the year, hardship would result otherwise. Provision is made for applications for increased maximum rentals where the annual rental is less than twice the total of taxes and water rates payable by the landlord.

### THREE REASONS

The order provides that tenants may be dispossessed for three reasons—personal occupancy by the landlord or members of his immediate family; a division of the accommodation so it will house more people; and obnoxious behaviour by tenants or their sub-tenants.

## Wreckage of C.P. Airliner Strews Pinnacle of 7,000-Foot Mountain



BRIDGEMAN BAILEY



GEORGE STEVENSON



PERCY CLIFFE



ART BUTLER

—Photos courtesy Vancouver Sun.

Above is shown the wreckage of the C.P. Air Lines plane missing for eight months with its 13 occupants, strewn on the side of Mount William Knight up the Fraser river, 74 miles southeast of Vancouver. The wrecked plane was discovered by Capt. Don Patry, C.P. Air Lines pilot, formerly of Edmonton, last Monday. Aboard the missing plane when it was last heard of just before completing a flight from Prince George to Vancouver, was Capt. Ernie Kubicek, pilot, and Stewardess Edna Young, both of Edmonton.

ver Sun cameraman. In the circle at the right are the forward part of fuselage and beside is a part of the tail section. Below this, partially buried in the snow is the rear part of the fuselage. In the circle at the left is another section of the plane which apparently broke off higher on the mountain immediately after the crash. Also shown are the four woodsmen, three of them game wardens, who are working their way to the scene. Alongside the crash scene is Sgt. J. W. Thompson, of the B.C. Provincial Police, who is in charge of the search party.



SGT. J. W. THOMSON

## Want Canadian Troops Used as Complete Army

By ALAN RANDAL

LONDON, Aug. 13. — (CP Cable) — Canadians apparently are no longer fighting in Sicily and it is believed in London they are the subject of Canadian-British discussions now on how they should be used—as a complete Canadian army or broken up and integrated into British armies in future actions.

From what I have heard I think it can be said that Canadian authorities are desirous that their troops be used as a complete army.

(It was reported exclusively in The Bulletin on Thursday, Aug. 12 by B. T. Richardson, The Bulletin's Ottawa Bureau correspondent, that the Canadian First Division may have been pulled out of Sicily to rejoin other units of the Canadian Army overseas prior to the start of another campaign against the enemy.)

It is considered here that the raising of this question may have been the reason why Col. J. L. Ralston, Canadian defence minister, raced home after only a few days in Britain. When the minister arrived it was believed he would stay some time and it is understood here his business is still to be cleaned up so he is likely to return shortly.

### OBVIOUS FACT

From Algiers, Louis V. Hunter, Canadian Press war correspondent, has written that the Canadians are believed to be resting. In the London bureau the first question our editors asked was, "What is Hunter trying to tell us?" Maybe he was not trying to tell anything but it was realized he was writing against censorship and security and was unable to say much, and if the Canadians are not fighting it is obviously factual that they are resting.

## Dawson Creek Case Remanded Supreme Court

Exclusive to The Edmonton Bulletin  
POUCE COUPE, B.C., Aug. 13.

—Charge against the Miller Construction Incorporated of unlawfully failing to take proper safeguards while having in possession dynamite with the result that two men were killed, was remanded to supreme court of British Columbia by Magistrate H. S. Morrell after a preliminary hearing held here Wednesday.

The charges were laid by the attorney-general's department of the province of British Columbia, and resulted from the fatalities of a United States soldier and a civilian truck driver. Alex Young, Pouce Coupe barrister, prosecuted, with Gordon S. Wismer, K.C., former attorney general of the province of British Columbia, defending.

The evidence disclosed that the Miller Construction Co. had a license to be in possession of dynamite. This was shipped from Edmonton over the Northern Alberta Railways to Dawson Creek, but on arrival there it was found that it was not possible to route the dynamite over the Alaska Highway on that date.

The dynamite was consigned to sub-contractors at Dawson Creek and dispatchers of this sub-contractor decided that the consignment be stored in a garage building until it was possible to obtain trucks to move the dynamite to its ultimate destination.

A matter of hours after the housing of the dynamite in the garage building at Dawson a fire broke out in the building which later spread to the stored dynamite, causing an explosion that demolished the entire block in which the garage was located.

It was submitted by Mr. Wismer that the Miller Construction Co. was in no way responsible. The dynamite had been shipped to the sub-contractor, and any mistake made by the sub-contractor or its dispatcher-employees could not be charged against the Miller Construction Co.

He submitted that every action of the company was proper, and that all reasonable care had been taken by it in the shipment of the explosive. It was not until the dynamite had passed to the sub-contractor that the accident occurred.

The hearing of the charge by the higher court will take place either at Pouce Coupe or the September assizes at Prince George.

## Commands Base

KINGSTON, Jamaica, Aug. 12.—(CP)—Col. John V. Dallin has been named commander of the United States army base here, it was announced yesterday. He succeeds Col. Earl Cranston Ewart, who commanded the base for the past months. Col. Dallin served four months in the First Great War with the Canadian Expeditionary Force.



...district as possible can be created at the beginning of the new fiscal year, which starts Jan. 1, 1944.

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He added that the government wants to get assistance and help from municipal officials. "We want their advice, and the benefit of their experience, and in most cases we are getting it," he said.

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Dial

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for a

JACK  
HAYS  
TAXI

24-Hour  
AMBULANCE  
SERVICE  
In Connection



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### THREE REASONS

The order provides that tenants may be dispossessed for three reasons—personal occupancy by the landlord or members of his immediate family; a division of the accommodation so it will house more people; and obnoxious behaviour by tenants or their sub-tenants.

Ill-behaved tenants lose all special rights of tenure, and their leases are governed by provincial law. The order lists 13 specified circumstances permitting a landlord to proceed in eviction under provincial law.

The revised order provides a 10 per cent increase in maximum rental where the tenant is sub-letting more than two rooms. Applications for increases of maximum rental also may be made if the rental generally prevailing for similar units in the same building, or if the landlord spends 10 per cent or more of the assessed value of the accommodation for renovations.

### Civilians Acquire R.C.A.F. Raincoats

Two civilians wearing air force raincoats told authorities Thursday that an airman from No. 3 "M" depot, who lived at Chipman, had given them permission to use the garments. Upon further questioning by police, it was revealed that a hotel bus boy knew about the coats. The two civilians, residents of 86 avenue and 108 street, respectively, were of the opinion that the raincoats had been sold. They were relieved of the clothes, which were taken to police headquarters.

### Norse Vessel Sunk

WASHINGTON, Aug. 13.—(CP)—The United States navy announced yesterday that a medium-sized Norwegian merchant vessel was torpedoed and sunk by an enemy submarine in the south Atlantic early in July. Survivors landed at New York.



BRIDGEMAN BAILEY



GEORGE STEVENSON



PERCY CLIFFE



ART BUTLER

—Photos courtesy Vancouver Sun.

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In the circle at the right are the forward part of fuselage and beside is a part of the tail section. Below this, partially buried in the snow is the rear part of the fuselage. In the circle at the left is another section of the plane which apparently broke off higher on the mountain immediately after the crash. Also shown are the four woodsmen, three of them game wardens, who are working their way to the scene. Alongside the crash scene is Sgt. J. W. Thompson, of the B.C. Provincial Police, who is in charge of search operations.

## Military Road Proving Value In War Effort

HAINES, Alaska, Aug. 13.—In an army jeep Anthony J. Dimond, veteran delegate in the United States congress from Alaska, today inspected the new Haines military road and predicted that its completion would be of "first rate importance as a link between southeastern Alaska's seaports and the Alaska Highway."

He also said that he believed the Haines road would eventually rank as "one of the great scenic drives of the North American continent." Dimond's trip was the first journey by a visitor over the lofty summit of Three Guardsmen Pass, which the Haines road crosses on its winding route from the Inside Passage to the Alaska Highway. His trip occurred coincidentally with the dramatic break-through by army troops working from the north and civilian contractors pushing up from the south.

Shortly beyond the rocky hump of Three Guardsmen Pass, bulldozers operated by engineer troops of Brig. Gen. James A. O'Connor's Northwest Service Command bumped radiators with the cats of the Foley Brothers Construction Company.

Delegate Dimond congratulated Lt.-Col. Thomas J. Hayes of Washington, D.C., Haines district engineer, on the early joining of the units working from opposite ends of the 166-mile road.

Other members of the first party to travel the new road were E. L. Bartlett of Juneau, secretary of Alaska; Capt. Richard L. Neuberger, of Portland, Ore., aide to Brig. Gen. O'Connor, and Capt. Charles E. Whittington, U.S. Army Engineer, of San Antonio, Texas.

Mr. Dimond said he was "immensely pleased" with the progress made on the Haines project. He also added that his trip had given him great respect for the traveling prowess of the army jeep.

From Haines he proceeded on to Skagway, where he conferred with Mayor G. A. Benedict and the town

made," Delegate Dimond told Gen. O'Connor. "I wish to congratulate you and the officers and men of your command." Dimond is a member of both the Military Affairs and Naval Affairs Committees of the American Congress. On a flight to Fairbanks from Whitehorse, he was accompanied by Major General John Peter Mackenzie of the Canadian Army.

## Claim Mussolini Drowned in Sub

NEW YORK, Aug. 13.—(CP)—The New York Post said today that "according to reports in circles frequently very well informed, Benito Mussolini, Italy's ex-duce, drowned like a trapped rat during a vain attempt to escape from Italy."

The Post continued: "Mussolini, it was said today, embarked in a submarine from an Italian port, probably Leghorn, within a short interval after his political downfall.

"The submarine reportedly was spotted by Allied airmen, who bombed it repeatedly and sent it to the bottom.

"There has been no direct official word on Mussolini's whereabouts since his resignation. Some sources believed today that this continued silence was an indication that Mussolini was indeed dead."

## Military Talks Are Proceeding

QUEBEC, Aug. 17.—(CP)—At a brief press conference today A. D. Dunton of the wartime information board, acknowledging there was "not very much news," said military talks are proceeding in the Chateau although there was no official progress report surrounding discussions preliminary to the conference of Prime Minister Churchill and President Roosevelt.

While most of the Canadian cabinet had returned to Ottawa, Prime Minister Mackenzie King and his personal staff were working "as usual" at the citadel. The cabinet

## Appointed



A. A. Campbell, city comptroller, who has been appointed a trustee of the Sinking Fund Board of the City of Edmonton, the appointment to date from Aug. 12 to Dec. 12. The appointment was made by Mr. Justice G. B. O'Connor on the application of Thomas E. Gar-side, K.C., city solicitor, under the provisions of the city's charter.

## Over-Production Of Natural Gas Is Being Allowed

CALGARY, Aug. 13.—(CP)—Premier E. C. Manning of Alberta said in a statement issued here Thursday that over-production of natural gas at the gas-cap well of Royalite Oil Company in Turner Valley "is being allowed for a further period" as a result of increased war-time requirements of gas and oil from the Turner Valley field.

Mr. Manning's statement added that the Royalite Company "will be required to compensate the other producers in the field by sharing rateably with them the proceeds from the sale of such over-production."

Mr. Manning's statement said in part: "The government has approved, as required by the oil and gas resources conservation act, order No. 300 of the petroleum and natural gas conservation board, whereby over-production of natural gas at the gas-cap wells of the Royalite Oil Company is being allowed for a further period ...

### COMPENSATION SCHEME

"As a result of the increased war-time requirements of gas and oil from the Turner Valley field the situation has developed which has resulted in the Alberta government directing the Petroleum and Natural Gas Conservation Board to prepare a scheme of compensation under the provisions of the Oil and Gas Resources Conservation Act by reason of the over-production of natural gas by the Royalite Oil Company.

"The conservation board has accordingly prepared such a scheme of compensation and it has been approved and made effective by the lieutenant-governor-in-council whereby the Royalite company will be required to compensate the other producers in the field by sharing rateably with them the proceeds from the sale of such over-production.

"In taking this action the government has been motivated by the fact that the over-production

namite had been shipped to the sub-contractor of the Miller Construction Co.

It is considered here that the raising of this question may have been the reason why Col. J. L. Ralston, Canadian defence minister, raced home after only a few days in Britain. When the minister arrived it was believed he would stay some time and it is understood here his business is still to be cleaned up so he is likely to return shortly.

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But there is a feeling that there is something more to the Canadians inactivity than the need of rest and perhaps some rounds for conjecture that the Canadians were pulled from the line while discussions took place as to their ultimate disposition in the armed line-up of the United Nations.

There is a feeling among Canadian army men who have recently participated in exercises in Britain—some of them secret—that they will be used in an assault against Hitler's European fortress.

Undoubtedly the use of the Canadian army must be high on the agenda of Mr. Churchill's discussions with Canadian leaders at Quebec.

### FIGHT AS WHOLE

Canadian war correspondents who move with the troops in Britain say the men want to fight as a whole and feel they will eventually. Army men are as puzzled as anybody as to why the Canadians are not included in reports of the Sicily clean-up assaults.

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Document disclosed under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

He submitted that every action of the company was proper, and that all reasonable care had been taken by it in the shipment of the explosive. It was not until the dynamite had passed to the sub-contractor that the accident occurred.

The hearing of the charge by the higher court will take place either at Pouce Coupe or the September assizes at Prince George.

## Commands Base

KINGSTON, Jamaica, Aug. 12.—(CP)—Col. John V. Dallin has been named commander of the United States army base here, it was announced yesterday. He succeeds Col. Earl Cranston Ewart, who commanded the base for the past 20 months. Col. Dallin served four years in the First Great War with the Canadian Expeditionary Force and the Royal Flying Corps.

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Ill-behaved tenants lose all special rights of tenure, and their leases are governed by provincial law. The order lists 13 specified circumstances permitting a landlord to proceed in eviction under provincial law.

The revised order provides a 10 per cent increase in maximum rental where the tenant is sub-letting more than two rooms. Applications for increases of maximum rental also may be made if the rental generally prevailing for similar units in the same building, or if the landlord spends 10 per cent or more of the assessed value of the accommodation for renovations.

### Civilians Acquire R.C.A.F. Raincoats

Two civilians wearing air force raincoats told authorities Thursday that an airman from No. 3 "M" depot, who lived at Chipman, had given them permission to use the garments. Upon further questioning by police, it was revealed that a hotel bus boy knew about the coats. The two civilians, residents of 86 avenue and 108 street, respectively, were of the opinion that the raincoats had been sold. They were relieved of the clothes, which were taken to police headquarters.

### Norse Vessel Sunk

WASHINGTON, Aug. 13.—(CP)—The United States navy announced yesterday that a medium-sized Norwegian merchant vessel was torpedoed and sunk by an enemy submarine in the south Atlantic early in July. Survivors landed at New York.

phot, and Stewardess Edna Young, both of Edmonton. The above pictures were taken by David Buchan, Vancouver.

## Military Road Proving Value In War Effort

HAINES, Alaska, Aug. 13.—In an army jeep Anthony J. Dimond, veteran delegate in the United States congress from Alaska, today inspected the new Haines military road and predicted that its completion would be of "first rate importance as a link between southeastern Alaska's seaports and the Alaska Highway."

He also said that he believed the Haines road would eventually rank as "one of the great scenic drives of the North American continent."

Dimond's trip was the first journey by a visitor over the lofty summit of Three Guardsmen Pass, which the Haines road crosses on its winding route from the Inside Passage to the Alaska Highway. His trip occurred coincidentally with the dramatic break-through by army troops working from the north and civilian contractors pushing up from the south.

Shortly beyond the rocky hump of Three Guardsmen Pass, bulldozers operated by engineer troops of Brig. Gen. James A. O'Connor's Northwest Service Command bumped radiators with the cats of the Foley Brothers Construction Company.

Delegate Dimond congratulated Lt.-Col. Thomas J. Hayes of Washington, D.C., Haines district engineer, on the early joining of the units working from opposite ends of the 166-mile road.

Other members of the first party to travel the new road were E. L. Bartlett of Juneau, secretary of Alaska; Capt. Richard L. Neuberger, of Portland, Ore., aide to Brig. Gen. O'Connor, and Capt. Charles E. Whittington, U.S. Army Engineers, of San Antonio, Texas.

Mr. Dimond said he was "immensely pleased" with the progress made on the Haines project. He also added that his trip had given him great respect for the traveling prowess of the army jeep.

From Haines he proceeded on to Skagway, where he conferred with Mayor G. A. Benedict and the town council. He was driven around Skagway's military installations by Col. Fank Er. Ahrens of Brooklyn, N.Y., port commander, and was the guest of Father G. Edgar Gallant at the Catholic Mission. Col. K. B. Bush of Quincy, Ill., Northwest Service Command chief of staff met Dimond at Skagway.

In Whitehorse, Yukon Territory, Delegate Dimond conferred with the commanding general of the Northwest Service Command, James A. O'Connor. He also visited the pipeline project from Norman Wells and drove 40 miles northward on the Alaska Highway with Colonel Caryl R. Hazeltine of Corvallis, Ore., Gen. O'Connor's deputy chief of staff.

"Splendid progress has been

made," Delegate Dimond told Gen. O'Connor. "I wish to congratulate you and the officers and men of your command." Dimond is a member of both the Military Affairs and Naval Affairs Committees of the American Congress. On a flight to Fairbanks from Whitehorse, he was accompanied by Major General John Peter Mackenzie of the Canadian Army.

## Claim Mussolini Drowned in Sub

NEW YORK, Aug. 13.—(CP)—The New York Post said today that "according to reports in circles frequently very well informed, Benito Mussolini, Italy's ex-duce, drowned like a trapped rat during a vain attempt to escape from Italy."

The Post continued: "Mussolini, it was said today, embarked in a submarine from an Italian port, probably Leghorn, within a short interval after his political downfall.

"The submarine reportedly was spotted by Allied airmen, who bombed it repeatedly and sent it to the bottom.

"There has been no direct official word on Mussolini's whereabouts since his resignation. Some sources believed today that this continued silence was an indication that Mussolini was indeed dead."

## Military Talks Are Proceeding

QUEBEC, Aug. 17.—(CP)—At a brief press conference today A. D. Dunton of the wartime information board, acknowledging there was "not very much news," said military talks are proceeding in the Chateau although there was no official progress report surrounding discussions preliminary to the conference of Prime Minister Churchill and President Roosevelt.

While most of the Canadian cabinet had returned to Ottawa, Prime Minister Mackenzie King and his personal staff were working "as usual" at the citadel. The cabinet was expected to return here soon for a promised further session of the joint war committees of Canada and the United Kingdom.

## Nazi Cordon About Ploesti Oil Fields

ISTANBUL, Aug. 11.—(Delayed)—(AP)—Germany has ordered a military cordon thrown about the Ploesti oil fields pending the outcome of an investigation to fix blame for the American raid on Aug. 1, which caught the defenders napping, it was learned today. An eye-witness to the raid said that most of the Rumanian guard had taken the Sunday off, leaving only a skeleton force

W. Thompson, of the B.C. Provincial Police, who is in charge of search operations.

## Appointed



A. A. Campbell, city comptroller, who has been appointed a trustee of the Sinking Fund Board of the City of Edmonton, the appointment to date from Aug. 12 to Dec. 12. The appointment was made by Mr. Justice G. B. O'Connor on the application of Thomas E. Gar-side, K.C., city solicitor, under the provisions of the city's charter.

## Grain Storage Space Increased

WINNIPEG, Aug. 13.—(CP)—A survey made by the Winnipeg Tribune showed today that farmers in Western Canada have increased their total farm storage space by almost 100,000,000 bushels since last year.

The total was placed at 859,500,000 bushels compared with 765,500,000 bushels a year ago.

Manitoba storage space was estimated at 176,300,000 bushels this year; Saskatchewan 393,700,000, and Alberta 289,500,000.

The Tribune said: "Last year most of the storage space was available for grain from the 1942 harvest, but this year the picture is vastly different. Of the total estimated farm storage space this year, space for at least 335,000,000 bushels now is occupied with wheat and coarse grains carried over from previous years, chiefly the 1942 harvest."

## Sailor-Bandits Escape Custody

PERTH, Australia, Aug. 13.—(CP)—Two American sailors, who fled West Australia by turning bandits after robbing a taxi driver, were hunted yesterday after appearing from their place of confinement at Fremantle. They were Harry Ashley Holling and Merle Wells, who were court-martialed and waiting transfer to serve at Portsmouth, N.H. Holling was sentenced to 15 years, Wells to

## Over-Production Of Natural Gas Is Being Allowed

CALGARY, Aug. 13.—(CP)—Premier E. C. Manning of Alberta said in a statement issued here Thursday that over-production of natural gas at the gas-cap well of Royalite Oil Company in Turner Valley "is being allowed for a further period" as a result of increased war-time requirements of gas and oil from the Turner Valley field.

Mr. Manning's statement added that the Royalite Company "will be required to compensate the other producers in the field by sharing rateably with them the proceeds from the sale of such over-production."

Mr. Manning's statement said in part: "The government has approved, as required by the oil and gas resources conservation act, order No. 300 of the petroleum and natural gas conservation board, whereby over-production of natural gas at the gas-cap wells of the Royalite Oil Company is being allowed for a further period . . .

### COMPENSATION SCHEME

"As a result of the increased wartime requirements of gas and oil from the Turner Valley field the situation has developed which has resulted in the Alberta government directing the Petroleum and Natural Gas Conservation Board to prepare a scheme of compensation under the provisions of the Oil and Gas Resources Conservation Act by reason of the over-production of natural gas by the Royalite Oil Company.

"The conservation board has accordingly prepared such a scheme of compensation and it has been approved and made effective by the lieutenant-governor-in-council whereby the Royalite company will be required to compensate the other producers in the field by sharing rateably with them the proceeds from the sale of such over-production.

"In taking this action the government has been motivated by the fact that the over-production of the Royalite wells to meet increased wartime requirements is necessary primarily because the company has failed to comply with the request of the conservation board to extend its gas-gathering lines for the purpose of gathering the quantity of gas which at present is being wasted, but which if diverted into the lines serving Calgary and other southern Alberta municipalities would be sufficient to meet the increased requirements without over-production by the Royalite wells with the consequent injury to the field. . . ."

P.O. A. Eager is spending a leave with his parents, Mr. and Mrs. Alan Eager, 11729 95A street.

ing. But there is a feeling that there is something more to the Canadians inactivity than the need of rest and perhaps some "rounds for conjecture that the Canadians were pulled from the line while discussions took place as to their ultimate disposition in the armed line-up of the United nations.

There is a feeling among Canadian army men who have recently participated in exercises in Britain—some of them secret—that they will be used in an assault against Hitler's European fortress.

Undoubtedly the use of the Canadian army must be high on the agenda of Mr. Churchill's discussions with Canadian leaders at Quebec.

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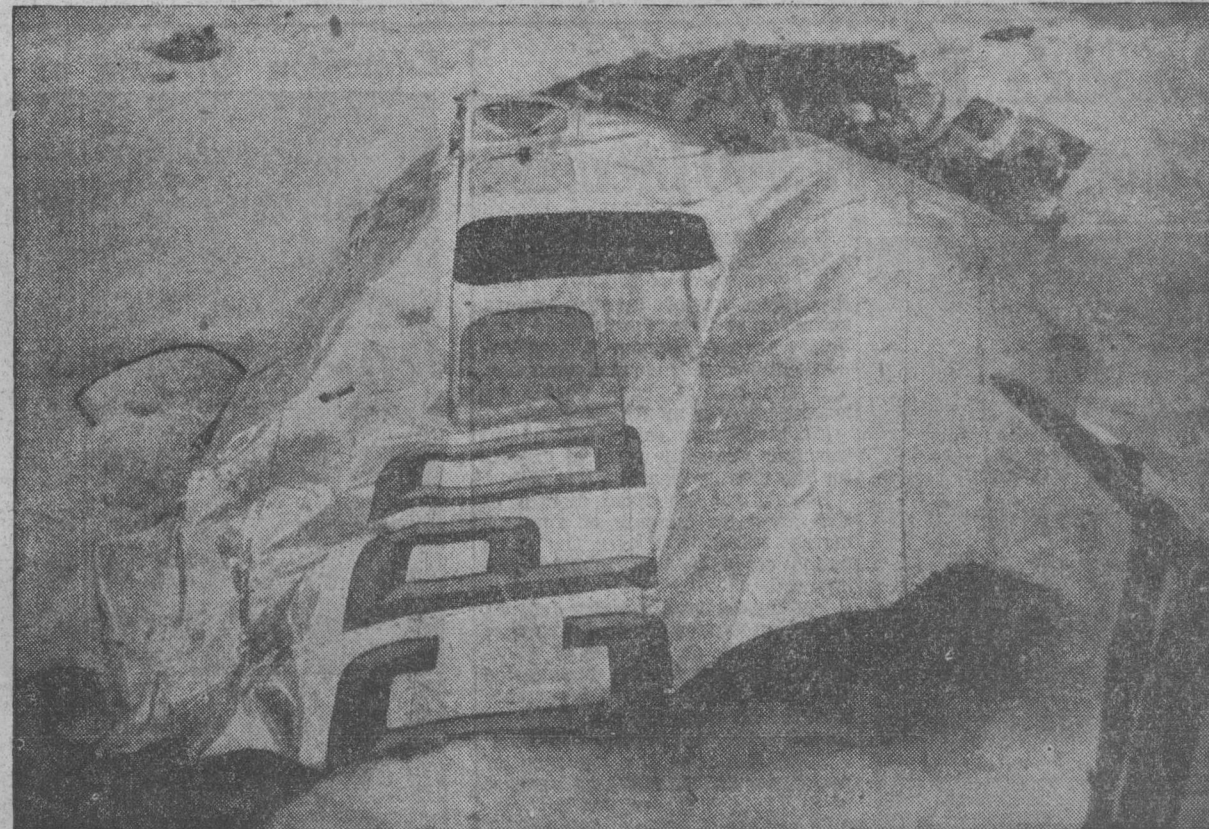
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# Scenes of Wreckage Where Airliner Crashed Against Mountain Top



It was this glistening aluminum shell with its identifying letters that attracted the eager attention of Pilot Don Patry on August 9 as he searched for the wreck. He could not tell from the height above the Cheam Range that there was nothing beneath it—that it forms only one of the tragic fragments of the plane scattered in a huge area.



This picture tells a tragic story. Charles McMillan and Len von Zuben stand beside the propeller of the plane. It penetrated into the ground where it hit as the machine itself hurtled over the ridge at the left. Perhaps a rise of 10 feet in elevation would have cleared the obstacle.



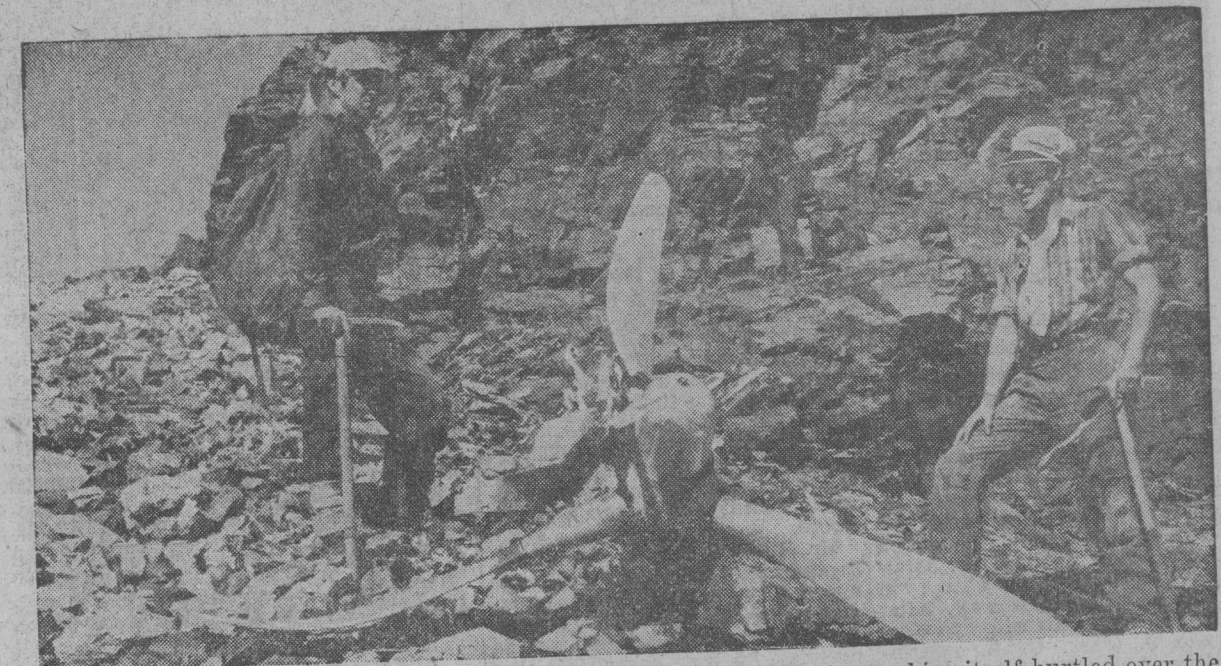




This photograph shows a jumble of wreckage, part of the remains of an airliner which crashed on a mountain peak 73 miles from Vancouver last Dec. 20, taking the lives of 10 passengers and crew of three. In the background towers what is believed to be the peak of Mount William Massive, believed earlier to be the on an "outer peak" to the south. Three Alpine climbers, sent by the Vancouver Province and first to reach the scene of the wreck, believe other parts of the plane might be covered by snow. This is how the party thinks the crash occurred: the plane hit one side of the mountain less than 10 feet from the top, and the wreckage spilled over the mountain top and down the other side.



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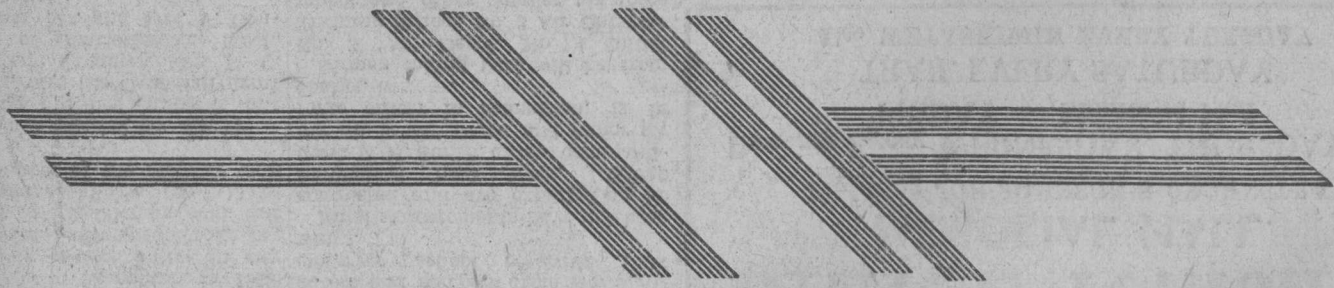
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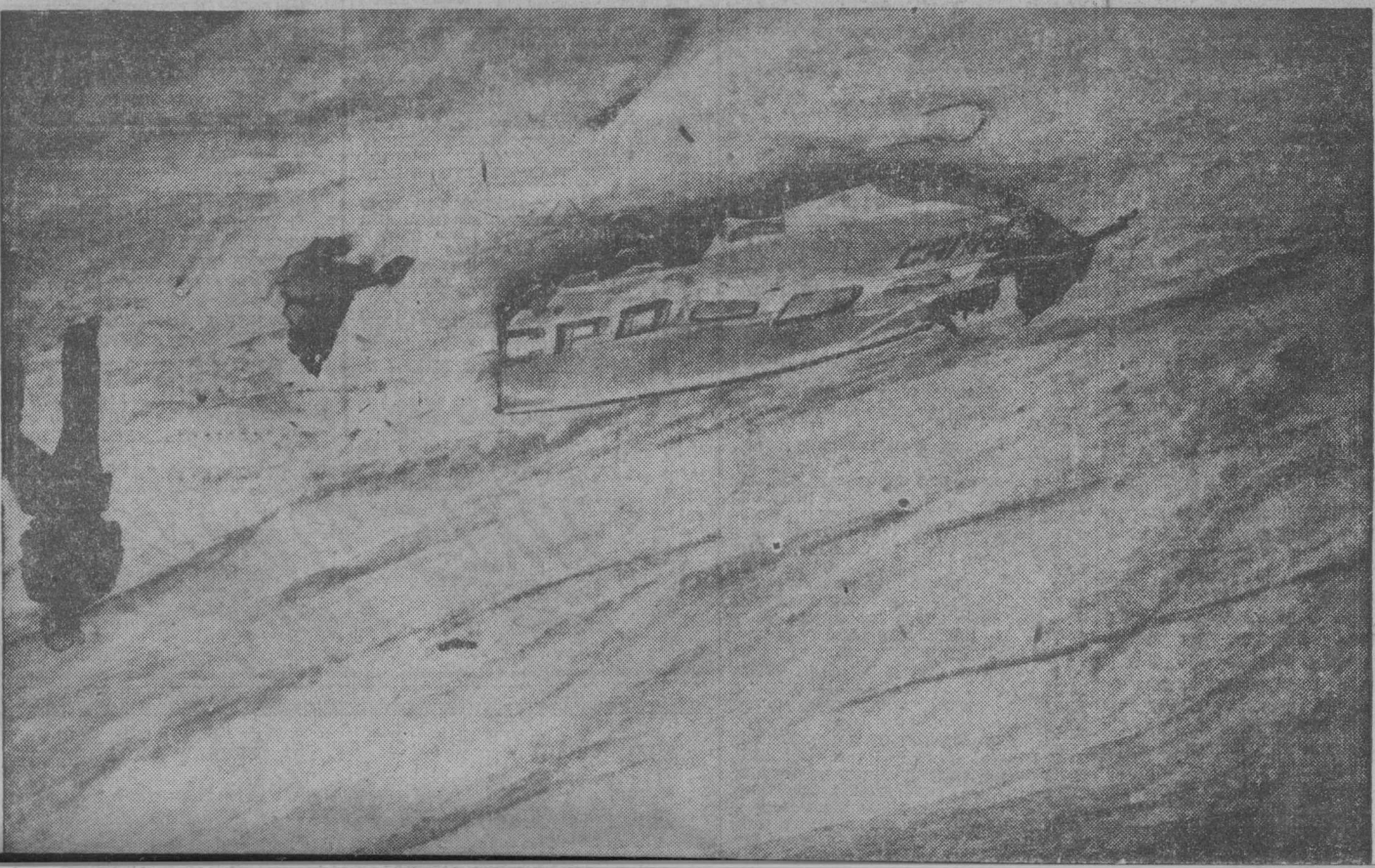




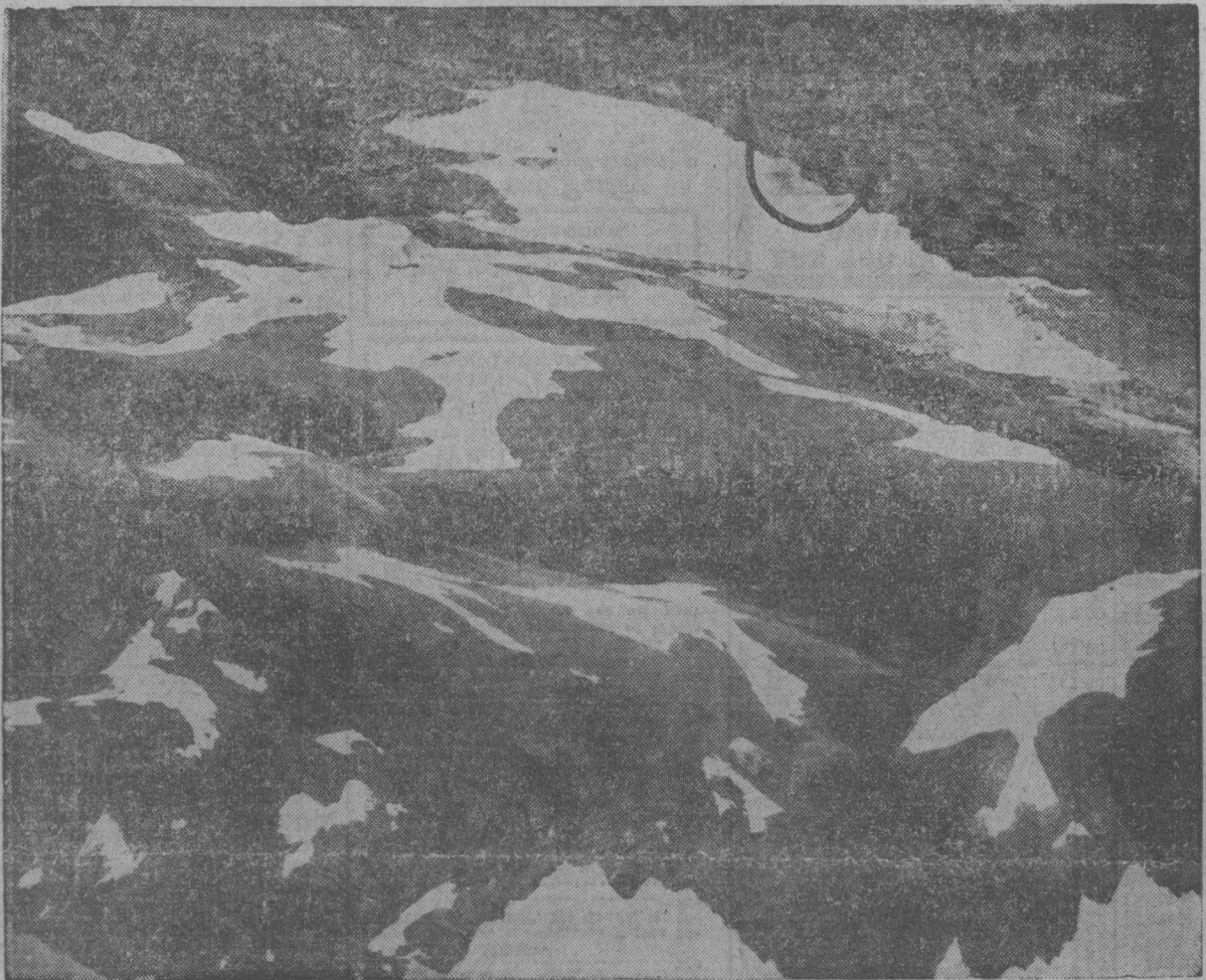
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The skin of another section of the airliner. Smaller pieces and other remains are scattered all about an area which seems deeply



This is another view of a section of the airliner, taken by a member of the first party to reach the scene. Members of the party were Len von Zuben, Charles McMillan and Charles Woodsworth, the latter a Vancouver Province editorial staff member.



Part of the wreckage of the machine was in a ringed circle in this picture, which was taken from a bank above the snow concentration. Photograph was taken to show the background of the wreck. The photographer had just descended from the ridge over which the plane hurtled. Black spot at right of the plane shows a bear.



## Canada's Exports in July Showed \$30,000,000 Increase



THOMAS RETALLACK

### C.N.R. Engineer Ends Last Run

His last run completed, Thomas Retallack, veteran locomotive engineer with the C.N.R., stepped down from engine No. 5620 at 11:25 a.m. Friday into a life of retirement.

Mr. Retallack is 65 and is retiring from the railway after 40 years service.

More than 50 relatives, friends and railway officials were at the station platform Friday to greet Mr. Retallack, as he brought his charge "in on the dot" from Camrose. After being greeted by his wife and close friends, J. Clark, C.N.R. superintendent, congratulated him on his "excellent service." Mrs. Retallack was presented with a bouquet of flowers by Mrs. W. A. Baker, of the women's auxiliary of the

\* Canadian exports for July reached a total slightly in excess of \$300,000,000, an increase of \$30,000,000 over the largest previous month's exports, according to figures announced here Friday by Hon. James A. MacKinnon, minister of trade and commerce. The total also is almost double the largest pre-war month.

Mr. MacKinnon said the July total was four times the total of exports for the average peacetime month.

Exports for the seven months of 1943 show an increase of approximately \$300,000,000 over the same period of 1942, the minister announced.

For the six months ended June 30, Canadian exports reached a total of \$1,288,100,787, an increase of \$180,275,261. Imports for the same period amounted to \$839,684,165, a decrease of \$3,020,620 compared with the same period of the year before.

Total trade in the six months' period was \$2,127,784,952, an increase of \$177,254,641. There was a favorable balance of trade of \$448,416,622, an increase of \$183,295,981.

Official figures show that total Canadian trade in 1942, including exports and imports, was \$4,029,707,979, compared with \$1,288,250,430 in 1935.

#### WILL ADDRESS CLUBMEN

J. V. Johnson president of the Victoria Chamber of Commerce, and W. J. Fadyen, president of the New Westminster Board of Trade, will be the guest speakers Monday at a luncheon meeting of the Kiwanis club in the Macdonald.

Brotherhood of Locomotive Engineers.

Born in Cornwall, Mr. Retallack came to Canada in 1904. He started with the railway as a watchman on a steam shovel being used to dig gravel for track being laid to Edmonton from the east. He served as an engine wiper for a short time and in 1906 made his first trip as a fireman.

Five years later he was promoted to an engineer. He never has been in a train wreck or any serious railway accident and is proud of his record.

Mr. Retallack is a member of the Brotherhood of Locomotive Engineers and also the I.O.O.F. He was secretary of the B. of L.E. for 16 years. He plans to keep busy by raising canaries—his pet hobby. He has three sons and two daughters. Two of the boys are serving in the armed forces and the other is in the north. Both daughters are married and living in the city.

## Edmonton Officers on Active Service



These four officers patiently are waiting for the day when they will come in contact with the enemy. They are, top row, left to right, PO. Allan Rowat, son of Mrs. H. H. Rowat, 9515 106 st., who is serving with the R.C.A.F. in the Bahamas and was a former clerk of the district court in Edmonton; PO. W. H. Fearon, son of Mr. and Mrs. William Fearon, 8914 85 ave., who is an instructor with the R.C.A.F. at Dauphin, Man. Bottom row, left to right, Sub-Lieut. Jack A. Leask, son of Mr. and Mrs. J. A. Leask, 10919 125 st., who is visiting his parents after being on the west coast with the R.C.N.V.R. for the past five months; Lieut. Stephen Coppinger, who has arrived overseas according to word received by his wife, who lives at 10332 121 st.

## Allied Victory Now Nearer, But China's Need Increasing

### Albertans Giving Gifts to Chinese

Previously acknowledged	\$6,762.20
E. S. Wabamun	2.00
A Friend	10.00
Mrs. Errington	5.00
George A. Steele, Jarro	5.00
V. A. Porter	10.00
E. L. Shell, Opal	10.00
Brit. Amer. Paint Co. Ltd.	25.00
C. W. Boon & Co. Ltd.	25.00
J. B. Dostal, Grassland	20.00
Mrs. J. B. Parker	5.00

\* As the fourth anniversary of the beginning of the war approaches, not only do Canadians realize that their country is making a substantial contribution toward victory, but, what is a greater source of pride, that Canada stood second only to England as the defender of world freedom when the French quit and the German army was overrunning Europe.

Since those days, times have changed for most of the United Nations. Great Britain, once almost

## Make Protest Zoning Change

Forty residents of the Rosedale Community league unanimously protested at a meeting Thursday night regarding the recent action of city council in authorizing the re-zoning of a section of the district.

Council authorized the re-zoning of the section from a two-family dwelling area to a light industrial area to allow the construction of an Alberta Motor Boat Company plant.

The meeting of the residents did not object to this particular plant but to council's re-zoning action, expressing fear that with one section of the district re-zoned, similar action might be taken in the future with other sections of the district.

Speakers protesting the re-zoning action were R. Kasting, W. Jellas, Clayton Adams and other members of the league. Thomas Garside, K.C., city solicitor, attended the meeting and explained council's action and re-zoning questions.

## Dog Show to Aid Canada's Sailors

Thirty-fourth annual dog show of the Edmonton Dog Fanciers' club will be held in the Palace Gardens, on Jasper ave. east of 97 st., on Sept. 13, it was announced Friday.

Mrs. J. J. Glover, show convener, stated about 150 entries are expected and the proceeds will be given to the Navy Mothers' club. Show entries close on Sept. 8. Twenty-two cups and trophies will be up for competition. Included in these, is a trophy donated by Frederick McKay, San Francisco, to commemorate his wins at last year's Edmonton show. The trophy will be awarded to the best dog in the show.

Awards will be given for junior puppy dogs, senior puppy dogs, novice dogs, Canadian-bred dogs, open dogs, limit dogs, winner dogs, reserve winners dogs. The same classifications are given for females.

Entries should be sent to the show secretary, Miss M. Mulligan, 10432 86 ave.

Patrons of the show will be Hon. J. C. Bowen, lieutenant-governor; Mrs. Bowen, Premier Manning, Mayor Fry, and Mrs. R. E. Brown, president of the Navy Mothers' club.

The judges will be John Woodward and Joseph Caswell, of Edmonton. Other officials will be W. J. McDonald, ring steward; R. G. McMillan, show superintendent; Dr. A. J. Malmas, veterinarian; Mr. Caswell, C. Haghighi, P. A. Amy, J. Kilgannon and Dr. Malmas, members of the executive.

## Mrs. Jack Starky Dies Early Friday

Well known in Canadian sports circles, Mrs. Simone Marie Starky, wife of J. B. Starky, manager of the Crown Coal Co. Ltd. and Kent Coal

## 1-30,000 Second Exposure Is Used by Ex-Film Amateur

An intricate camera able to take pictures of the human eye with a 2,000,000-watt flash for 1/30,000 of a second is being used in the R.C.A.F. by a former Edmonton amateur cameraman, Sgt. Bert Holmes, 39, son of Mr. and Mrs. H. Holmes, 10723 80 ave.

Sgt. Holmes, who won many prizes in JOURNAL photographic contests, joined the air force two years ago, and now is stationed in Ottawa. He is working with Wing Cmdr. Harold Pearce, director of photography for the R.C.A.F., and inventor of the famous Pearce camera.

This huge amount of light used in the extremely short period of 1/30,000 of a second was developed by a professor in the U.S., and Wing Cmdr. Pearce developed a camera to work with the flash.

The R.C.A.F. thus was able to take clear photographs of the eye, and the flash was so fast that it didn't annoy or disturb the eye. Air force medical men then made close studies of the photographs and were able to determine some of the causes of the itching, watering eyes of fliers.

The effects of a yellow powder called riboflavin, or Vitamin B2, on clearing up smarting eyes were studied through these photographs.

Development of the Pearce camera recently was told in an article in Collier's magazine. Sgt. Holmes is



SGT. HOLMES

shown in one of the accompanying photographs, standing beside Wing Cmdr. Pearce and taking a picture of a flier's eyes.

A former worker in Kenward's shoe repair shop, Sgt. Holmes is married and his wife and family live in the Canadian capital.

## Air Hero, Flt. Lt. Oleinek, Returns to Visit Home

Though he has been back in Canada for about a year as an instructor at an eastern Canada station, Flt. Lt. Peter Oleinek, D.F.C., is home for a short leave, visiting his mother, Mrs. Pearl Oleinek, 10127 95 st., and other members of the family.

The famous flier's father, Leon Oleinek, served overseas with the Royal Canadian Engineers for three years, but now is stationed in Calgary.

Modest about his overseas experience as a pilot and long-range bomber, Flt. Lt. Oleinek claimed this was "all just past history." However, as captain of the bomber Flt. Lt. Oleinek displayed fine powers of

leadership as the citation accompanying his D.F.C. award explained.

Flt. Lt. Oleinek declared on his arrival back in Canada a year ago that his success was shared by another Edmonton pilot, Bruce Croxton. They made 24 operational flights over Germany or occupied territory.

On 21 of these flights, the bomber reached its primary objective and on three the second objective, despite the fact their ship was badly shot up on a number of occasions.

Flt. Lt. Oleinek was former supervisor of Gyro playgrounds in Edmonton, and a prominent member of Edmonton skiing and basketball groups.

## Lieut. H. M. Turner Not Seriously Hurt

Mrs. H. M. Turner, 11317 61 st., has received from Ottawa official notice of the wounding of her husband, Lieut. H. M. Turner, in the Sicilian campaign. The notice said he had received his wound on July 28 and that the nature and extent were not known.

Mrs. Turner has received a message from Lieut. Turner stating he was not seriously hurt.

## Withdraw Counts Against Soldiers

Charges of criminal assault, brought last week against four American soldiers, have been withdrawn by agreement of U.S. and Canadian authorities, it was announced by Capt. F. C. Bishop, U.S. public relations officer, Friday.

His announcement said the charges had been withdrawn "after a

## Sees 200,000 Here in 1968

Prediction Edmonton's population will soar to more than 200,000 within the next 25 years, was made here Friday by Dr. G. Hanson, of Ottawa, chief of the dominion geological surveys branch. The city's population now is 105,000.

The surveys chief is here on official business and plans a trip into the north country, along the Alaska highway.

"I have been greatly impressed with Edmonton. In my view, the growth here has been remarkable," said Dr. Hanson.

With a great influx of people and the development of the rich resources of the north, Edmonton was certain to show steady growth, he said.

Pointing out that the state of Washington has a population of 25 people to the square mile, Dr. Hanson said this contrasted sharply with one in every seven miles in Alaska and one in every 25 miles in the Yukon. Alberta and British Columbia had from two to three persons to the square mile.

If the Washington rate were approached in this province, it would mean a great influx of people, he said. The development of the resources of the north would cause a great increase of population in this area.

## Tom Templeman Returning Home

Flt. Sgt. Thomas Templeman, D.F.M., son of Mr. and Mrs. Robert Templeman, 7726 107 st., is expected home next week from Rockcliffe, Ont., where he has been in hospital for the past 10 days.

Ever since his escape from Germany and occupied countries to Gibraltar 14 months ago, he has been in hospitals in the old country. He developed pneumonia and after recovering from this he was sent to Rockcliffe, Ont., hospital, arriving about 10 days ago.

Apparently, R.C.A.F. medical men wanted him to return to his native climate and he may be placed in hospital here. His mother was surprised the other day when she received a letter from him from Rockcliffe. She didn't know he had arrived in Canada.

"It sure will be wonderful to have him home," his mother said, excitedly.

The pilot of a bomber, Flt. Sgt. Templeman was listed as missing last summer after a raid on Essen. Later, his family received a letter from him from a Spanish internment camp. He was in hospital with a spinal injury. The next word they received from him was from Gibraltar, and following this message was a letter from England.

How he escaped from Ger to Spain, apparently through occu-

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LADIES' SMART JACKETS—Just the thing for early fall. Can be worn on every occasion

\$10.95

LADIES' SMART FALL DRESSES—Fine quality crepe in all the new colors and embodying all the new features for Autumn wear

\$6.95

LADIES' SLIPS—Popular Kaybar make. White and tea rose in all sizes

\$1.98

LADIES' SMART PURE WOOL SKIRTS—All the new colors and patterns

\$4.95

LADIES' SMART TWEED COATS—Advance showing of new Fall styles

\$24.50

MEN'S BROADCLOTH SHORTS

59c

MEN'S PURE WOOL NAVY SWEATERS, suitable for the men of our gallant navy

\$3.95

MEN'S JUMBO SWEATERS—Fine quality, heavy weight

\$3.95

MEN'S ODD PANTS

\$2.95 to \$6.95

MEN'S SPORT JACKETS—Heavy quality corduroy in all colors

\$8.95

MEN'S POLO JACKETS—Just arrived, suitable for Fall wear

\$18.95

MEN'S FELT HATS—Smart new colors and styles for Fall

\$2.50

MEN'S ROMEO SLIPPERS with solid leather soles and heels and kid. In brown only

\$2.95

Sizes 6 to 11

\$2.95 to \$4.45

CHILDREN'S OXFORDS in black or brown

\$1.98

Sizes 8 to 10 1/2

\$1.98

LADIES' FINE SHOES in pumps and ties with high, medium or low heels. In black, tan and beige. To clear

\$3.95

LADIES' SMART COTTON APRONS. Gay colors

45c

BOYS' PLAY OVERALLS. Maroon, heavy weight material

\$1.29

BOYS' DOESKIN WINDBREAKERS

\$1.95

BOYS' LONG PANTS. Fine quality cotton gabardine

\$1.89

CHILDREN'S WASHABLE DRESSES. Sizes 2 to 6

89c

GIRLS' FLANNEL PJAMAS

\$1.59

INFANTS' KNITTED SETS—Jack-et, Bonnet and Booties, white trimmed pink or blue

\$1.89

BABY BEACON KIMONOS

79c

Groceteria  
Fruit and Vegetables

PRESERVING PEACHES—Freestone. Case ..... \$2.69  
CRABAPPLES—Yellow Transcendent, 3 lbs. 25c; Case \$2.95  
BARTLETT PEARS, lb. 25c  
PRESERVING PEACHES—Washington No. 1. Large case ..... \$3.45  
Small case ..... \$3.69  
PICKLING CUCUMBERS. Case.. \$1.15  
PICKLING ONIONS—Silverskin ..... 2 lbs. 25c  
RIPE TOMATOES—Firm, ripe. Basket ..... 49c  
APPLES—Wealthy Cookers. 2 lbs. 19c  
CORN-ON-COB—Large cobs. 4 for 25c  
GRAPEFRUIT—Thin skin. Size 126 ..... 5 for 29c  
ORANGES—Sunswell. Size 344. Doz. .... 29c  
Size 288. Doz. .... 33c  
Size 220. Doz. .... 43c  
TABLE PEACHES for slicing. Serve with cream. Doz. .... 49c

BLUEBERRIES—Northern, Firm, dry. Lb. .... 29c

PURE LARD—Any Brand. Lb. prints ..... 2 lbs. 31c  
COWAN'S COCOA—Pure Perfection, Lb. tin ..... 24c  
CARNATION MILK—Tall Tins ..... 2 tins 19c  
BUTTER—Woodland, 1st Grade, lb. 36c  
No. 2 Grade, lb. .... 32c  
No. 3 Grade, lb. .... 30c  
SUNLAND SODAS—Family size, pkt. .... 19c  
WHITE SUGAR—Lb. .... 9c  
5 lbs. 44c; 10 lbs. 88c  
GLACE CHERRIES, 8-oz. pkt. .... 26c  
SEALERS—Gem Tops, Quarts, doz. .... \$1.17  
Half-gallon, doz. .... \$1.59  
RUBBER RINGS—Doz. .... 6c  
METAL RINGS—Doz. .... 29c  
MEMBA SEAL—Pkt. .... 9c  
PICKLING VINEGAR—Full Strength, gallon ..... 55c  
WHOLE PICKLING SPICES—4-oz. pkt. .... 9c  
Also a complete assortment of Whole and Ground Spices for all your pickling.

MASON LIDS to fit any size jars. Also Lids and Caps to fit Miracle Whip Jars.

WATER GLASS for Egg Preserving. 18-oz. Bottle will Preserve 6 dozen Eggs. Each ..... 12c

WE DELIVER

Any Place in the City. Every Day of the Week. Saturday Delivery Orders Must Be In By 12 o'Clock. Personal Shopping Only

Quality Meats

A large selection of non-rational meat items on display at most reasonable prices.

Cakes and Pastry

Cello Wrapped for Your Protection  
CHERRY CAKES, each ..... 15c  
FRUIT LOAF, each ..... 20c  
FRUIT CAKES, each ..... 25c  
E.C.B. FRUIT CAKES, each ..... 35c  
SPICE CAKES, each ..... 15c  
LAYER CAKES, each ..... 25c

Albertans Giving  
Gifts to Chinese

Previously acknowledged \$6,762.20  
E. S. Wabamun 2.00  
A Friend 10.00  
Mrs. Errington 5.00  
George A. Steele, Jarrow 5.00  
V. A. Porter 10.00  
E. L. Shell, Opal 10.00  
Brit. Amer. Paint Co., Ltd. 25.00  
C. W. Boon & Co., Ltd. 25.00  
J. B. Dostal, Grassland 20.00  
Mrs. J. B. Parker 5.00  
Amil Palig, Legal 1.00  
L. Morancey, Legal 1.00  
Yee Gong Yuen 10.00  
Capt. L. G. Coldwell, Seattle 20.00  
Appreciation 1.00  
Armitage-McBain Lumber Co., Ltd. 100.00  
Mrs. W. W. McBain 10.00  
Dr. G. A. Gomeroy 10.00  
Archib. L. Clark, Kelsey 1.00  
Dr. G. L. Cook, Lloydminster 100.00  
J. A. Skirrow, Stewartfield 15.00  
H. B. Robinson, Clyde 5.00  
R. McCutcheon 25.00  
Mrs. Margaret McDonald 5.00  
Edith Wild 5.00  
Ernest Jackson 1.00  
Miss George 1.00  
Peter G. McRowan 10.00  
The Grill 10.00  
Cherhill Mercantile Co., Cherhill 10.00  
James Richardson & Sons, Ltd. 35.00  
Winfield Drug Store, Winfield 2.00  
Mr. and Mrs. R. H. Goodridge 5.00  
Mrs. LeRoy 2.00  
Benefit Tea—Mrs. R. E. McLaughlin, Mrs. W. J. Dick, Mrs. L. D. MacLaurin. 252.50  
Staff Imperial Bank, Main Branch 44.00  
Miss J. F. McRae 5.00  
J. A. Werner Hardware Co., Ltd. 25.00  
Mrs. T. Petet 10.00  
H. W. McDonald 2.00  
M. M. Burgess 1.00  
A. A. Robinson 2.00  
Alfred G. Sun 5.00

CORONATION

C. Sande 1.00  
E. Chabrier 2.00  
W. L. Sharplin 1.00  
W. A. Lamrock 1.00  
W. Petrov 1.00  
D. A. McAlpine 1.00  
Miss Erma Easton 1.00  
B. Aisanstat 3.00  
Mrs. L. Clark 1.00  
W. G. Steele, Talbot 1.00  
Mrs. M. Lang, Talbot 1.00  
Emerson Robinson, Talbot 1.00  
Mrs. E. W. Eksandh, Talbot 1.00  
Albert Smith, Talbot 1.00  
R. J. Twa, Talbot 1.00  
Roland Eksandh, Talbot 1.00  
Bert Perry, Talbot 1.00  
John Perry, Talbot 2.00  
Mrs. B. Anderson 1.00  
Mrs. W. Oke 1.00  
W. T. Biddle 1.00  
Charles Duer 1.00  
George E. Ford 1.00  
S. R. Northwood 2.00  
A. E. Glasier 1.00  
N. McFarlane 1.00  
Fred Hood 1.00  
R. N. Knight 1.00  
G. W. Benson 1.00  
D. G. Venables 1.00  
N. W. High 1.00  
H. S. Clarke 1.00  
Mr. and Mrs. H. M. Perry, Talbot 2.00  
A. Music, Talbot 1.00  
H. Harrington, Fleet 1.00  
Mr. and Mrs. Wing Wong, Fleet 5.00  
Mr. and Mrs. N. Merishki, Fleet 1.00  
A. Butterwick, Brownfield 1.00  
H. B. Bedson, Brownfield 1.00  
H. E. Bearsto 2.00  
Peter Skov, Brownfield 1.00  
C. L. Hay 1.00  
Hugh Evans 1.00  
George James, Bulwark 27.97  
Miscellaneous 6.15  
Total to date \$8,478.41

ARE YOU IN NEED OF  
READY CASH?

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But China's Need Increasing

As the fourth anniversary of the beginning of the war approaches, not only do Canadians realize that their country is making a substantial contribution toward victory, but, what is a greater source of pride, that Canada stood second only to England as the defender of world freedom when the French quit and the German army was overrunning Europe.

Since those days, times have changed for most of the United Nations. Great Britain, once almost defeated, is again playing her historic role of ruining would-be world conquerors. The Russians are winning victories. The enslaved peoples of Europe have been told that the day when they will be called upon to rise is at hand.

But one of the United Nations, China, still has little cause for rejoicing. A large part of her territory remains under Japanese control. Millions of her people have been killed, and many more have been made homeless. A large part of her productive capacity has been destroyed.

Only determination and courage have kept the Chinese in the fight for six years—for their country was invaded long before the European phase of the war began.

China is in desperate need of food, clothing, medical supplies, drugs, medicines, hospital equipment, housing—a large proportion of the people of China lack the necessities of life.

It was to bring aid to these people that the Chinese War Relief Fund was started. Canadian objective of the fund is \$1,000,000.

Edmonton headquarters of those in charge of raising money for this fund is at 9974 Jasper ave. The campaign lasts until the end of this month.

Contributions should be sent to J. A. Wetmore, treasurer, Imperial Bank of Canada, Edmonton, or to any bank or treasury branch in Alberta. Contributions may be deducted from taxable income.

IMPLEMENT OFFICIAL HERE

Farm implement supply situation shows good prospects of being improved in 1944. C. W. Lockard, of Chicago, Canadian manager for the International Harvester Co., Ltd., said here Friday. Mr. Lockard is making a branch inspection trip and conferred here with V. A. Porter, Edmonton manager.

Military Notes

2/BN. THE LOYAL EDMONTON REGIMENT

The brass band will parade at the Prince of Wales armories at 10:30 hours, Sunday. This is an important parade, and full attendance is requested. Dress: khaki drills, white waistbelts, dress caps.

Complete Stock of  
Nationally Advertised

Watches and Diamonds

Expert Watch Repairing

BERT KNOWLES  
JEWELERS

10156 Jasper Ave. Phone 21457

DANCE  
Saturday Night

ton. Other officials will be W. J. McDonald, ring steward; R. G. McMillan, show superintendent; Dr. A. J. Malmes, veterinarian; Mr. Caswell, C. Hagghith, P. A. Amy, J. Kilgannon and Dr. Malmes, members of the executive.

Mrs. Jack Starky  
Dies Early Friday

Well known in Canadian sports circles, Mrs. Simone Marie Starky, wife of J. B. Starky, manager of the Crown Coal Co. Ltd., and Kent Coal Co. Ltd., died of a seizure at her home, 50 St. George's Crescent, Crescent, early Friday. She was 53.

Mrs. Starky was western Canadian ladies' tennis champion in 1925 and in the same year won the dominion ladies' doubles in tennis. She was the provincial ladies' badminton champion in 1927.

Born in Belgium, Mrs. Starky came to Canada with her parents about 1895. The family moved from Manitoba to Edmonton in 1910.

On the retirement of her father, Mrs. Starky went to live with her parents in Seattle and in 1920 she was club champion for the Seattle Tennis club.

Returning to Edmonton in 1922, Mrs. Starky became active in city sports circles. She was fancy skating instructor in the Glenora club. She was a former member of the I.O.D.E. and a member of the Mayfair Golf club.

In 1927 she married Mr. Starky. Surviving are her husband, one son, Louis, with the Canadian Army overseas, one daughter, Mrs. R. C. Jamieson of Charlottetown, P.E.I., her parents, Mr. and Mrs. V. Coupez of Seattle.

There are two brothers: Etienne Coupez, in Belgium and Louis Coupez in Seattle, and four sisters: Mrs. R. H. Tyner, 10714 84 ave., Edmonton, Mrs. William Kennedy in Seattle, Mrs. Victor Woodman, in Montreal and Mrs. H. Arbough in Washington, D.C.

Funeral arrangements by Howard & McBride parlors will be announced later.

WINS EAST POST

Maj. D. F. Rogers, former M.D. 13 representative on the Alberta mobilization board, has been appointed deputy assistant adjutant-general at Camp Borden, it was announced Friday.

Chinese Checkers

A new shipment has just arrived

75c

Ouija Boards

(The Egyptian Luck Board) Interesting and Mysterious Full size, 18x12

\$1.25

"Magic Bubble Wand"

50c

2 wands and bottle of magic solution. Just dip and wave the wand—bubbles of all sizes appear.

F. A. Nye,

Lieut. H. M. Turner  
Not Seriously Hurt

Mrs. H. M. Turner, 11317 61 st., has received from Ottawa official notice of the wounding of her husband, Lieut. H. M. Turner, in the Sicilian campaign. The notice said he had received his wound on July 28 and that the nature and extent were not known.

Mrs. Turner has received a message from Lieut. Turner stating he was not seriously hurt.

Parade Will Mark  
War Anniversary

Last day of four years of war, September 2, will be marked in Edmonton by a gigantic air force parade, consisting of nearly 4,000 men, Flt. Lt. W. C. Barrell, acting officer commanding No. 3 Recruiting Centre, announced Friday.

The parade, which is to be held in the early part of the evening, will be followed by a wings parade at Clarke stadium, with student navigators and bombers from No. 2 Air Observer school receiving their wings.

Final arrangements have not been completed and are expected to be announced next week. Group Capt. R. M. Smith, officer commanding No. 3 "M" Depot and senior air force officer in Edmonton, is in charge.

Airmen taking part will be from No. 3 "M" Depot, No. 4 Initial Training School, No. 2 Air Observer school and other smaller air force units. It is possible that a group of airwomen from Calgary will take part. Edmonton air force bands will be in attendance.

DANCE

AT THE

BAR

TONIGHT

Ladies Must Be Accompanied

By Gentlemen Escorts

Exclusively  
HERS!  
BRIDAL WREATH  
PERFECT DIAMONDS  
OUR BEST SELLERS  
Bridal Wreath  
Perfectly matched in smart modernistic design.  
\$50  
\$100  
Brilliant solitaire—guaranteed perfect, flawless.  
YOUR CREDIT IS FINE!

Withdraw Counts  
Against Soldiers

Charges of criminal assault, brought last week against four American soldiers, have been withdrawn by agreement of U.S. and Canadian authorities, it was announced by Capt. F. C. Bishop, U.S. public relations officer, Friday.

His announcement said the charges had been withdrawn "after a thorough investigation had been made." He said the four soldiers are charged with theft of the automobile in which a young woman was found sitting late on the night she charged the attack on her was made.

The soldiers also are charged with breaking restrictions under which they had been placed by their commanding officer and they will be tried by a U.S. court martial in the near future, he said.

cliff. Document disclosed under the Access to Information Act. Document divulgué en vertu de la Loi sur l'accès à l'information. "It sure will be wonderful to have him home," his mother said, excitedly. The pilot of a bomber, Flt. Sgt. Templeman was listed as missing last summer after a raid on Essen. Later, his family received a letter from him from a Spanish internment camp. He was in hospital with a spinal injury. The next word they received from him was from Gibraltar, and following this message there was a letter from England.

How he escaped from Germany to Spain, apparently through occupied countries, and from Spain to Gibraltar remains a mystery.

For That Special Gift  
Choose an  
Omega or Tissot Watch  
IRVING & LACEY, LTD.  
10329 Jasper, Next Reed's Gift Shop

DANCE TONIGHT!

MEMORIAL HALL

Featuring JOE JOHNSON'S ORCHESTRA

Dancing Every WEDNESDAY, THURSDAY and FRIDAY — Memorial Hall

TRAIL EVERY SATURDAY

Also WETASKIWIN EVERY TUESDAY

AUGUST Specials!

High quality pure Oil Paint, 5-gallon tins. Sale, gallon



RED BARN or ROOF PAINT \$1.89

DISH

MOPS

2 for 15c

GALVANIZED

GARBAGE PAILS

Large size. SALE ..... \$2.25

Glassware Specials!

LARGE ORANGE or LEMON REAMERS. Saturday only ... 19c  
CUPS AND SAUCERS. 2 for 35c  
Saturday only ..... 2  
DECORATED TUMBLERS. 8c  
Floral designs. Saturday only ... \$1.09  
WATER SETS—7 pieces. Sale ..... \$1.09  
WATER PITCHERS—with ice lip. Sale ..... 69c



TRUCK CLEARANCE LAMPS—Red or green. SALE ..... 29c

MARVELUBE MOTOR OIL—All Grades. Bulk. SALE, gallon ..... 98c

BRAKE LINING—Model A Ford. SALE, set ..... \$1.49

FARMERS! See us for your harvest needs. Complete stock. Low Prices!

Munro's CUT-RATE Hardware



# SAMPLE SHOE STORE

10128 Jasper Avenue

Phone 27202

## Introducing FALL STYLES

At CHRISTIE GRANTS Saturday

LADIES' WORSTED SUITS. Suitable for Fall wear. All the newest shades and patterns

\$24.50 to \$35.00

LADIES' SMART JACKETS—Just the thing for early fall. Can be worn on every occasion

\$10.95

LADIES' SMART FALL DRESSES—Fine quality crepe in all the new colors and embodying all the new features for Autumn

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MEN'S ROMBO SLIPPERS with solid leather soles and heels and kid. In brown only

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Sizes 6 to 11

\$2.95 to \$4.45

MEN'S SUMMER SPORT OXFORDS to clear. In brown or black. All sizes

\$2.95 to \$4.45

CHILDREN'S OXFORDS in black or brown

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Sizes 8 to 10 1/2

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INFANTS' KNITTED SETS—Jack-et, Bonnet and Booties, white trimmed pink or blue

\$1.89

BABY BEACON KIMONOS. Animal designs

79c

KIDDIES' PURE WOOL KNITTED SUITS, sweater and pants to match. Red, blue and yellow. 1, 2 and 3 years

\$2.95

# CHRISTIE GRANTS

Better Service - Better Values

## Groceteria

Fruit and Vegetables

PRESERVING PEACHES—Freestone. Case ..... \$2.69  
CRABAPPLES—Yellow Transcendent, 3 lbs. 25c; Case \$2.95  
BARTLETT PEARS, lb. ..... 25c  
PRESERVING APRICOTS—Washington No. 1. Large case ..... \$3.45  
Small case ..... \$3.09  
PICKLING CUCUMBERS. Case. \$1.15  
PICKLING ONIONS—Silverskin ..... 2 lbs. 25c  
RIPE TOMATOES—Firm, ripe. Basket ..... 49c  
APPLES—Wealthy Cookers. 2 lbs. 19c  
CORN-ON-COB—Large cobs. 4 for 25c  
GRAPEFRUIT—Thin skin. Size 12c ..... 5 for 29c  
ORANGES—Sunset. Size 344. Doz. ..... 29c  
Size 288. Doz. ..... 33c  
Size 220. Doz. ..... 43c  
TABLE PEACHES for slicing. Serve with cream. Doz. ..... 49c

BLUEBERRIES—Northern, Firm, dry. Lb. ..... 29c

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No. 3 Grade, lb. ..... 30c  
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Half-gallon, doz. .... \$1.69  
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J. B. Postal, Grassland ..... 29.00  
Mrs. J. B. Parker ..... 2.00  
Amil Palig, Legal ..... 1.00  
L. Morancey, Legal ..... 10.00  
Yee Gong Yuen ..... 20.00  
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Mrs. W. W. McBain ..... 10.00  
Dr. G. A. Gernero ..... 10.00  
Archie L. Clark, Kelsey ..... 1.00  
Dr. G. L. Cook, Lloydminster ..... 100.00  
J. A. Skirrow, Stewartfield ..... 15.00  
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H. W. McDonald ..... 2.00  
M. M. Burgess ..... 1.00  
A. A. Robinson ..... 2.00  
Alfred G. Sun ..... 5.00

### CORONATION

C. Sande ..... 1.00  
E. Chabrier ..... 2.00  
W. L. Sharplin ..... 1.00  
W. A. Lamrock ..... 1.00  
W. Petrov ..... 1.00  
D. A. McAlpine ..... 1.00  
Miss Erma Easton ..... 1.00  
B. Aisanstat ..... 3.00  
Mrs. L. Clark ..... 1.00  
W. G. Steele, Talbot ..... 1.00  
Mrs. M. Lang, Talbot ..... 1.00  
Emerson Robinson, Talbot ..... 1.00  
Mrs. E. W. Eksandh, Talbot ..... 1.00  
Albert Smith, Talbot ..... 1.00  
R. J. Twa, Talbot ..... 1.00  
Roland Eksasdh, Talbot ..... 1.00  
Bert Perry, Talbot ..... 1.00  
John Perry, Talbot ..... 2.00  
Mrs. B. Anderson ..... 1.00  
Mrs. W. Oke ..... 1.00  
W. T. Biddle ..... 1.00  
Charles Duer ..... 1.00  
George E. Ford ..... 1.00  
S. R. Northwood ..... 2.00  
A. E. Glasier ..... 2.00  
N. McFarlane ..... 1.00  
Fred Hood ..... 1.00  
R. N. Knight ..... 1.00  
G. W. Benson ..... 1.00  
D. G. Venables ..... 1.00  
N. W. High ..... 1.00  
H. S. Clarke ..... 1.00  
Mr. and Mrs. H. M. Perry, Talbot ..... 2.00  
A. Music, Talbot ..... 1.00  
H. Harrington, Fleet ..... 1.00  
Mr. and Mrs. Wing Wong, Fleet ..... 5.00  
Mr. and Mrs. N. Merishki, Fleet ..... 1.00  
A. Butterwick, Brownfield ..... 1.00  
H. B. Bedson, Brownfield ..... 1.00  
H. E. Beairsto ..... 2.00  
Peter Skov, Brownfield ..... 1.00  
C. L. Hay ..... 1.00  
Hugh Evans ..... 1.00  
George James, Bulwark ..... 27.97  
Miscellaneous ..... 6.15  
Total to date ..... \$8,478.41

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Dominion Pawn Shop  
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DRY CLEANING  
CASH and CARRY 49c  
DOLLAR CLEANERS  
Phone 23513

changed for most of the United Nations. Great Britain, once almost defeated, is again playing her historic role of ruining would-be world conquerors. The Russians are winning victories. The enslaved peoples of Europe have been told that the day when they will be called upon to rise is at hand.

But one of the United Nations, China, still has little cause for rejoicing. A large part of her territory remains under Japanese control. Millions of her people have been killed, and many more have been made homeless. A large part of her productive capacity has been destroyed.

Only determination and courage have kept the Chinese in the fight for six years—for their country was invaded long before the European phase of the war began.

China is in desperate need of food, clothing, medical supplies, drugs, medicines, hospital equipment, housing—a large proportion of the people of China lack the necessities of life.

It was to bring aid to these people that the Chinese War Relief Fund was started. Canadian objective of the fund is \$1,000,000.

Edmonton headquarters of those in charge of raising money for this fund is at 9974 Jasper ave. The campaign lasts until the end of this month.

Contributions should be sent to J. A. Wetmore, treasurer, Imperial Bank of Canada, Edmonton, or to any bank or treasury branch in Alberta.

Contributions may be deducted from taxable income.

### IMPLEMENT OFFICIAL HERE

Farm implement supply situation shows good prospects of being improved in 1944. C. W. Lockard, of Chicago, Canadian manager for the International Harvester Co., Ltd., said here Friday. Mr. Lockard is making a branch inspection trip and conferred here with V. A. Porter, Edmonton manager.

### Military Notes

2/BN. THE LOYAL EDMONTON REGIMENT  
The brass band will parade at the Prince of Wales armories at 10:30 hours, Sunday. This is an important parade, and full attendance is requested. Dress: khaki drills, white waistbelts, dress caps.

### Complete Stock of Nationally Advertised

### Watches and Diamonds

Expert Watch Repairing

### BERT KNOWLES

JEWELERS

10156 Jasper Ave. Phone 21457

## DANCE

Saturday Night  
ST. ALBERT

Regular Dancing Every Saturday Night

BERT PEARCE ORCHESTRA

Since those days, times have changed for most of the United Nations. Great Britain, once almost defeated, is again playing her historic role of ruining would-be world conquerors. The Russians are winning victories. The enslaved peoples of Europe have been told that the day when they will be called upon to rise is at hand.

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Contributions may be deducted from taxable income.

### WINS EAST POST

Maj. D. F. Rogers, former M.D. 13 representative on the Alberta mobilization board, has been appointed deputy assistant adjutant-general at Camp Borden, it was announced Friday.

### Chinese Checkers

A new shipment has just arrived

75c

### Ouija Boards

(The Egyptian Luck Board)  
Interesting and Mysterious  
Full size, 18x12

\$1.25

### "Magic Bubble Wand"

50c

2 wands and bottle of magic solution. Just dip and wave the wand—bubbles of all sizes appear.

F.A. Nye,  
Miller, Ltd.

Booksellers and Stationers  
10321 Jasper Avenue

## Parade Will Mark War Anniversary

Last day of four years of war, September 2, will be marked in Edmonton by a gigantic air force parade, consisting of nearly 4,000 men, Flt. Lt. W. C. Barrell, acting officer commanding No. 3 Recruiting Centre, announced Friday.

The parade, which is to be held in the early part of the evening, will be followed by a wings parade at Clarke stadium, with student navigators and bombers from No. 2 Air Observer school receiving their wings.

Final arrangements have not been completed and are expected to be announced next week. Group Capt. R. M. Smith, officer commanding No. 3 "M" Depot and senior air force officer in Edmonton, is in charge.

Airmen taking part will be from No. 3 "M" Depot, No. 4 Initial Training School, No. 2 Air Observer school and other smaller air force units. It is possible that a group of airwomen from Calgary will take part. Edmonton air force bands will be in attendance.

DANCING TONIGHT  
Ladies Must Be Accompanied By Gentlemen Escorts

Exclusively HERS!  
BRIDAL WREATH  
PERFECT DIAMONDS  
OUR BEST SELLERS  
Bridal Wreath  
Perfectly matched in smart modernistic design.  
\$50  
\$100

YOUR CREDIT IS FINE!  
WITH IRVING KLINE  
EDMONTON'S CREDIT JEWELLERS  
1017 JASPER AVE. AT THE SIGN OF THE CLOCK  
PHONE 25264

His announcement said the soldiers had been withdrawn "after a thorough investigation had been made." He said the four soldiers are charged with theft of the automobile in which a young woman was found sitting late on the night she charged the attack on her was made.

The soldiers also are charged with breaking restrictions under which they had been placed by their commanding officer and they will be tried by a U.S. court martial in the near future, he said.

to Spain, apparently through occupied countries, under the Access to Information Act. Document divulgué en vertu de la Loi sur l'accès à l'information.

## For That Special Gift

Choose an

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IRVING & LACEY, LTD.  
10329 Jasper, Next Reed's Gift Shop

## DANCE TONIGHT!

### MEMORIAL HALL

Featuring JOE JOHNSON'S ORCHESTRA

Dancing Every WEDNESDAY, THURSDAY and FRIDAY — Memorial Hall

TRAIL EVERY SATURDAY

Also WETASKIWIN EVERY TUESDAY

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High quality pure Oil Paint. 5-gallon tins. Sale, gallon

RED BARN or ROOF PAINT \$1.89

DISH MOPS 2 for 15c  
GALVANIZED GARBAGE PAILS Large size. SALE ..... \$2.25

## Glassware Specials!

LARGE ORANGE or LEMON 19c  
REAMERS. Saturday only ...  
CUPS AND SAUCERS. 2 for 35c  
Saturday only .....  
DECORATED TUMBLERS. 8c  
Floral designs. Saturday only ...  
WATER SETS—7 pieces. \$1.09  
Sale .....  
WATER PITCHERS—with ice lip. Sale ..... 69c

TRUCK CLEARANCE LAMPS—29c  
Red or green. SALE .....

MARVELUBE MOTOR OIL—98c  
All Grades. Bulk. SALE, gallon .....

BRAKE LINING—\$1.49  
Model A Ford. SALE, set .....

FARMERS! See us for your harvest needs. Complete stock. Low Prices!

Munro's Hardware and Auto Supplies Ltd.

PHONES: Store, 22573; Office, 25550  
10014 102nd Avenue Opposite Telephone Bldg.



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# Canada for Pa

## ancouver Sun

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High 3:01 p.m., 9.9  
Low 7:00 p.m., 9.0  
F  
Low s

ER, BRITISH COLUMBIA, TUESDAY, AUGUST 10, 1943

\*\*\*C PRIC

ARRIVES FOR 'VICTORY CONFERENCE'



# Roosevelt and War Leaders to New Strateg

## Strikes Spread In North Italy

BERNE, Switzerland, Aug. 10—(AP)—Agitation to bring about a nationwide general strike in Italy and force the Badoglio government to make peace with the Allies continued today as troops patrolled strike-ridden industrial areas in the

Prime Minister Churchill accompanied by British Chief Premier Mackenzie

QUEBEC, Aug. 10. Winston Churchill has for conferences, ally today.

000270



THE VANCOUVER SUN—Vancouver's Home Newspaper—TUESDAY, AU

# WHERE SNOW-CLAD PEAK GAVE UP GRIM SECRET



This map shows the location of the CPAL plane, found yesterday on Queen Peak in the Cheam mountains after an eight-months search. The plane in the circle indicates

the approximate position of the wrecked craft, which hit the mountain while endeavoring to circle through n weather to Vancouver.

000271

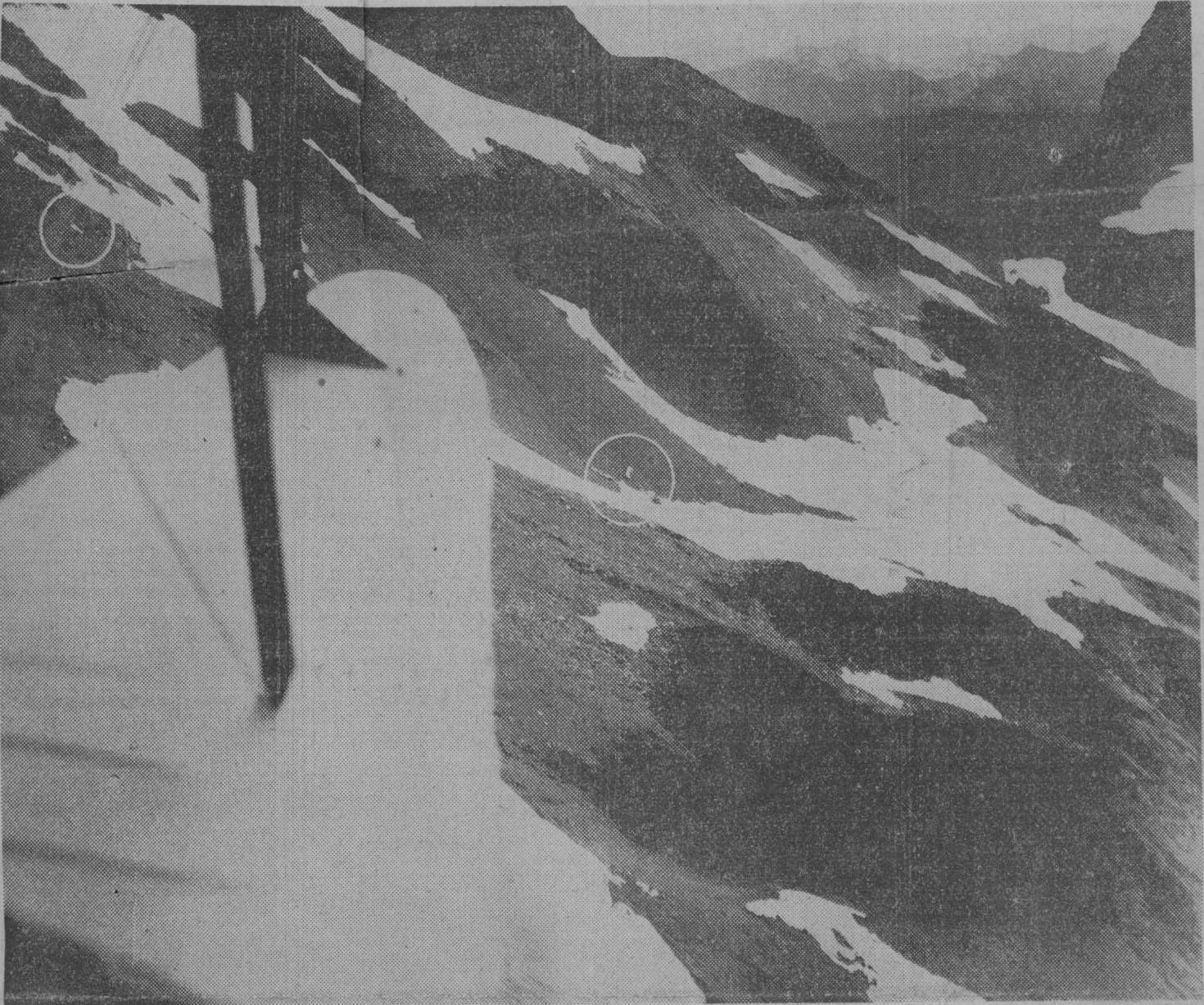
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## The Vancouver

VANCOUVER, BRITISH COLUMBIA. WEDNESDAY, AUGU

### WRECKAGE OF AIRLINER STREWS PINNACLE OF 7000-FOOT M



BRIDGEMAN BAILEY



GEORGE STEVENSON



PERCY CLIFFE



ART BUTLER

Here are the main parts of the wreckage of the Canadian Pacific Air Lines plane on the side of Mount William Knight as taken yesterday afternoon by David Buchan, Sun Cameraman. In the circle at the right are the forward part of the fuselage and beside is a part of the tail section. Below this, partially buried in the snow is the rear part of the fuselage. In the circle at the

left is another section of the plane which apparently broke off higher on the mountain immediately after the crash. Also shown are the four woodsmen, three of them game wardens, who are working their way to the scene. Alongside scene is Sgt. J. W. Thomson of the Provincial Police charge of search operations.

000272



SUN—Vancouver's Home Newspaper—WEDNESDAY, AUGUST 11, 1943

## S COMPLETE SCHEDULE

Vancouver Sun by networks and stations. Late program changes, which may be made before broadcast time cannot be included

MUTUAL KOL 1200 Kc.	CKWX TIMES (Vancouver) 980 Kc.	CBR (Vanc.) 1130 Kc.	CJOR (Vanc.) 600 Kc.	CKMO (Vanc.) 1410 Kc.
4:00 Blighty 4:15 Blighty 4:30 Organ 4:45 Jamboree	4:00 Tin Soldier 4:15 Squashshooters 4:30 Uncle Ben 4:45 Lone Ranger	Singing for Pleasure Singing for Pleasure Caribbean Nights Kerry Wood, talk	Rhythm Revolution Rhythm Revolution Cash Clues News	Musical Grab Bag Musical Grab Bag Musical Grab Bag Musical Grab Bag
5:00 Toward Costigan 5:15 Superman 5:30 Buck Carter 5:45 Norman Nesbitt	5:00 Lone Ranger 5:15 Santa Fe Trail 5:30 News 5:45 Those Who Serve	El. Philpott & Pr. String Serenade Thrasher Sisters British Songs	Ranch House Race Broadcast Race Broadcast Music	Ranger's Cabin Ranger's Cabin British Empire gm. British Empire gm.
6:00 Abriel Heatter 6:15 Faces and Places 6:30 Soldiers With Wings 6:45 Soldiers With Wings	6:00 Lone Ranger 6:15 Santa Fe Trail 6:30 News 6:45 Those Who Serve	RCAF Quiz RCAF Quiz Eyes Front Eyes Front	Club 600 Club 600 Deep River Boys Meet the Band	British Empire gm. British Empire gm. Dancing at Risk The Army Spiks
7:00 John B. Hughes 7:15 Stigan Interviews 7:30 The Ranger 7:45 The Ranger	7:00 National News 7:15 Total Conscripton 7:30 Wilf Wylie 7:45 Easy Aces	News People on the March Eventide Eventide	Racing Highlights A to Z Don Willson Alan Roth's Orch.	CBC News Race Results Betty Lee Betty Lee
8:00 The Card 8:15 The Card 8:30 Clock Holmes 8:45 Clock Holmes	8:00 To Think About 8:15 News 8:30 Calling All Cars 8:45 Calling All Cars	BBC Newsreel BBC Newsreel Green's Impressions Green's Impressions	China Relief Fund News Novatime Cash Clues	News Larry Cuthbertson Velvet Mood Tune Time
9:00 vs 9:15 Gazing 9:30 J. Barrows 9:45 Jon Lewis Jr.	9:00 Academy Award 9:15 Academy Award 9:30 Selective Service 9:45 Music Cavalcade	Production Front Musical Sketches Concert Orchestra Concert Orchestra	Dal Richards Dal Richards Charlie Chan Charlie Chan	Evening Concert Evening Concert Music Music
10:00 Roll Carter 10:15 vs 10:30 Symphony Orch. 10:45 Symphony Orch.	10:00 Sun News 10:15 Dream Weaver 10:30 At Close of Day 10:45 Sandy de Santis	News—El. Philpott Freddie Martin Jimmy Dorsey's Or. Jimmy Dorsey's Or.	Moonlight Cocktail Moonlight Cocktail Concert Hour Concert Hour	CBC News Gospel Hour Foot's Gold Salon Serenade
11:00 sic in Night 11:15 sic 11:30 sic 11:45 wws	11:00 Time to Dance 11:15 Time to Dance 11:30 Silent 11:45 Silent	Louis Prima Orch. Louis Prima Orch. Silent Silent	Concert Hour Concert Hour Silent Silent	DX Prowl DX Prowl DX Prowl DX Prowl
MUTUAL KOL 1300 Kc.	CKWX TIMES (Vancouver) 980 Kc.	CBR (Vanc.) 1130 Kc.	CJOR (Vanc.) 600 Kc.	CKMO (Vanc.) 1410 Kc.

## CASTS AND FEATURES — CKWX

His Radio Notebook, daily (except Saturday and Sunday), 11:15 p.m. Uncle Ben, Wednesday and 10 p.m. Cookery Corner, Thursday, 9:15 p.m. Your Garden, Thursday, 4:45 p.m.

### CEMETERIES

MOUNTAIN VIEW CEMETERY  
Purchase Perpetual Care for  
your Burial Plot.  
Apply City Clerk, City Hall.

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J. SPENCER CLARK  
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Hastings St. Phone HAST. 4521

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MISSALS, ROSARIES, Medals, Etc.  
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SPECIAL FLORAL DESIGNS  
WE MAKE ATTRACTIVE FLORAL  
Designs for all occasions. Our  
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our individual needs.

Flowers Telegraphed  
HUDSON'S BAY CO.  
FLOWER SHOP MAIN FLOOR

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"The Kiddies' Studio"  
13 Granville PAC. 9722  
GEO. T. WADDS  
118 Granville MAR. 1421

### COMING EVENTS

HAPPYTIME SOCIAL CLUB  
EMBASSY BALLROOM  
Davie at Burrard  
Whist and old-time dancing. \$50  
cash prizes. Every Tues., Wed.,  
Thurs., \$35 Saturday. Modern dancing  
every Friday.  
PRAIRIE SONS' AND DAUGHTERS'  
whist drive and dance, tonight  
and every Wednesday, 100F Hall,  
H and Main. Union orchestra. All  
welcome.  
TOWN HALL — "COOLEST PLACE  
in town." Big Mountain Boys;  
dancing Tuesday and Friday; Doc's  
oldtimers Wednesday and Saturday.  
Modern and oldtime. Admission 25c.  
WHITE ROSE BALLROOM  
Oldtime Dance—Sweet Music  
Every Wednesday and Saturday  
OLD-TIME DANCE EVERY TUES-  
day, Thursday and Saturday.  
Bowden Ballroom, 1313 Granville.

### MUSIC — ART — DANCING

POPULAR MUSIC  
4 LESSONS \$5  
Rex Studios MAR. 4720  
PLAY POPULAR PIANO, 20 LES-  
sons. Ted Williams. MAR. 2032.  
LEARN TO PLAY THE CONLEY  
way. MARine 8010.

### PERSONAL

MEN'S GOOD USED SUITS, TOP-  
coats and raincoats are avail-  
able. Used overcoats and top-  
coats, \$7.50, \$10, \$12.50, \$15 and  
\$18; also new coats, including  
all-wool gabardines, in blue, khaki  
and teal at \$27.50, \$29.50 and \$32.50.  
Used suits, \$10, \$12.50, \$15 and \$18;  
new suits at reasonable prices. New  
raincoats in fawn twill and grey  
or green tweed, \$6.95; used \$4.00 and  
\$5.00. New black rubber coats, fish-  
man's style, \$6.95. New sport coats,  
\$15 to \$18; used \$5.00, \$7.50 and \$10.  
New odd pants, \$5.00, \$6.50 and \$7.50.  
Used tuxedo suits, \$16 and \$18. Tux-  
edos and tail suits for rent; also  
shirts, collars, ties, studs, etc. Mail  
orders—Please send measurements,  
height, weight, age, color desired,  
a money order for one of above prices,  
and we will fill every order possible.  
We trade—It is better to trade in a  
suit, than to have it cut down to  
size. Bring us that suit, overcoat  
or what have you? If out of town,  
kindly write. San Francisco Tailors,  
52 W. Hastings St., Vancouver, B.C.,  
opposite Army & Navy Dept. Store.

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Permanently removed. No pain, no  
knife, no loss of time. Literature on  
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22 Years in Vancouver

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cash. We pay 5c for 10-inch; 8c  
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records, except Edison and Lamin-  
ated records. Record Department,  
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Centre  
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### PERSONAL

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Reprints 3c ea. Giant size prints 5c ea.  
FREE—5x7 enlargement  
coupon with each roll.  
SPECIAL—One 5x7 matte enlarge-  
ment in modernistic folder, 29c.  
Please send return postage with orders

### LADIES!

We are now in a position  
to take orders for your  
New Fall Suit. These are  
hand-tailored from imported  
British Worsteds and hand-  
loomed Shetland Tweeds.  
Elizabeth Sarber,  
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TAKE HEED!  
WHILE SUMMER PRICES PREVAIL.  
Be sure to see our exceptionally  
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months.

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wanted — Used clothing, like  
scrap metal, when put back in use,  
helps the war effort. Don't let the  
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phone Pacific 4955. We pay highest  
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Francisco Tailors (Established 1908),  
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without surgery by using Pilocaine  
—for painful, bleeding or swollen  
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from first application, and steady  
benefit from continued use, or  
money refunded. Suppositories or oint-  
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Cunningham Drug Stores and other  
drug stores. Mail orders.

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Arriving Daily!  
OPEN A 30-DAY CHARGE ACCOUNT  
PAY AS YOU WEAR  
Terms in accordance with Wartime  
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event! Take advantage of our  
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any size, paying best prices in  
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GREY HAIR RETARDS YOU—"Bay  
Rum-Sulphur Compound." Gives  
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astrology forecasts, 50c and \$1.00.  
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Remedy for  
Arthritis, Catarrh, other disorders.  
At all Drug Stores or Pacific 8781.

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away those old shoes! Have  
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Shoe Repair Shop, 1150 Granville St.

#### WORKING MAN, 42; HAS OWN

home. Would like acquaintance  
lady, 35 to 40, not tall. Object matrim-  
ony. Box 1161, Sun.

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get acquainted. Join friendship  
club. Particulars 10c; ladies free.  
PO Box 383, Vancouver.

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bridal set, very newest design;  
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electric shavers bought at highest  
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cleaned in your own home by  
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#### WOULD PARTY WHO PICKED

up purse at Broadway and  
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257 East 17th; money of no conse-  
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#### SUNDAY AT WHITE ROCK, WHITE

female terrier, 3 months old; 1  
black and 1 brown eye and ears; no  
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#### LOST — COMMERCIAL TRAVEL-

ler's folder containing identifica-  
tion, certificate, driver's license and  
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709 Georgia St. W.

#### KODAK CAMERA, FOLDING

type, left on bench at end Capla-  
no car line, Sunday evening. Re-  
ward. Glen. 0491R.

#### BLACK AND WHITE ENGLISH

setter, female, with 3 months old  
pup; vic. Kingsway and Knight Rd.  
FA. 3363L.

#### STIRLING SILVER LAPEL BROOCH

with engraving on back, "Aud-  
rey" and dates. Keepsake. Reward.  
Bay. 3369R.

#### 1 PEAR EARRING, C. 000273

design, No. 3 car. W. 7R  
ry and bus, Tues. Reward  
or MA. 9410.

#### REWARD FOR LOST BLACK DOG



CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	DL
Night Letter	NM
Night Letter	NL

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

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WESTERN UNION  
TELEGRAPH CO.  
Cable Service  
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Money Transferred  
by Telegraph

STANDARD TIME

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:OTTAWA ONT=

1087

RETURNED FROM SEARCH CPD YESTERDAY STOP EXPECT INSPECTOR

SHIELDS TODAY=

:N C TERRY.

*DAS. seen.*  
*CAR*

*24/8*

48457

143 AUG 23 PM 8 21

5002-100  
107

000274

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# CANADIAN NATIONAL TELEGRAPHS



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Day Letter	
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Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S No.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 23rd, 1943.

Controller of Civil Aviation,  
Ottawa.

TRANSPORT-RECORDS

AUG 28 1943

File 5002-100

<sup>SEARCH</sup>  
Returned from ~~scene~~ wreck CPD yesterday STOP Expect Inspector  
Shields today.

*N.C. Terry*  
N.C. TERRY.

000275

## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS). HEREINAFTER CALLED THE COMPANY.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE.

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### CLASSES OF SERVICE

#### TELEGRAMS

A FULL-RATE EXPEDITED SERVICE.

#### NIGHT MESSAGES

ACCEPTED UP TO MIDNIGHT AT REDUCED RATES, TO BE SENT DURING THE NIGHT AND DELIVERED ON THE MORNING OF THE NEXT DAY AFTER THEIR DATE. AT PLACES WHERE THE COMPANY'S OFFICES ARE NOT OPEN ON SUNDAYS, DELIVERY WILL BE MADE ON THE MORNING OF THE NEXT ENSUING BUSINESS DAY.

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DAY LETTERS MAY BE FORWARDED BY THE COMPANY AS A DEFERRED SERVICE, AND THE TRANSMISSION AND DELIVERY OF SUCH DAY LETTERS ARE, IN ALL RESPECTS, SUBORDINATE TO THE PRIORITY OF TRANSMISSION AND DELIVERY OF FULL-RATE MESSAGES.

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P. A. - mfile 5002-100  
RM

q/c accident CF-CPD

O. H. M. S.

DEPARTMENT OF TRANSPORT  
CANADA

NO. 55

000277



# 4-Man Party Begins Climb To Airliner

Police Squad May Reach Wreck This Afternoon and Be Back in Chilliwack Tomorrow Morning

By ARTHUR MAYSE  
Vancouver Sun Staff Writer

**CHILLIWACK, Aug. 11.** — With a trailwise veteran of the Pacific Coast Militia Rangers for their guide, three Lower Mainland game wardens are today working their way from west to east along the flanks of the Cheam Range, their goal a snowfield under the 7000-foot pinnacle of Mount William Knight which hides the last chapter in the grimmest air tragedy Western Canada has ever known.

There, on December 20 last, a huge Lockheed passenger plane of Canadian Pacific Airlines ripped itself in shreds and battered the life out of three women and ten men as a lost pilot sent it roaring through overcast into the peak.

With luck, the light-packing four who took to the hills at dawn today may rope and claw their way to the scene of the crash by late afternoon.

With more luck, they may be able to return to B.C. Police headquarters at Chilliwack sometime before Thursday morning with the data they set out to recover.

A less optimistic estimate is that the trip may take three days.

"It takes a good man to get up Cheam itself and back in a day," one oldtimer observed to The Vancouver Sun as the party was making its preparations.

**Mt. William Knight, least accessible summit of the range, is three peaks removed from Cheam.**

In the group, sent to scout a route for later expeditions which will attempt to recover the bodies of the victims and salvage the plane's log and valuable instruments, are Wardens Art Butler of Chilliwack, Percy Cliffe of Mission, and George C. Steven-

son, who was summoned from North Vancouver. The guide is Bridgeman Bailey of Ryder Lake.

## LOGGING TRAILS HELP

They were accompanied to the jumping-off point by Sgt. J. W. Thomson, in charge of Chilliwack provincial police detachment, who organized the trip.

Plans were changed from hour to hour Tuesday, as the expert hillmen checked and rejected several alternative routes. Although the mountain is about nine miles in an air line from

Please Turn to Page Two  
See "Airliner"

## Sun Cameraman Tells of Flight Over Mountain

*Dave Buchan, Vancouver Sun staff photographer, was the first city newsman to fly over the wreckage of the Canadian Pacific airliner which lies in the Cheam mountains. With a party of officials he inspected the location of the crash and gives an exclusive eyewitness report of the scene.*

By DAVE BUCHAN

One look at the wreckage of the ill-fated Canadian Pacific Air Lines plane strewn over the top and side of Mount William Knight in the Cheam Range would convince anyone that the end for the 10 passengers and crew of three was mercifully sudden.

Yesterday afternoon I flew over the scene of the crash in the same plane and with the same pilot that located the wreckage on Monday. Aboard the plane with Pilot Don Patry and myself were Grant McConachie, general manager of CPA western lines, and Norman Terry, district inspector of civil aviation for the Department of Transport.

## AS IF PLACED BY HAND

The scene which met our eyes on approaching the mountain would surprise even the most imaginative person. Less than 100 feet from the peak were two three-bladed propellers ground into the side of the cliff.

This is apparently where the plane struck with terrific force, but the propellers appeared as though some one had carefully placed them in position as a mark to guide searchers to the remainder of the wreckage which lay several hundred feet beyond.

A few feet behind the propellers was scattered further wreckage, among which appeared to be an engine cowling. From this point it appeared that the plane had bounced crazily over a hump and then dropped sharply into a ravine, scattering baggage and other articles en route.

## PIECES EVERYWHERE

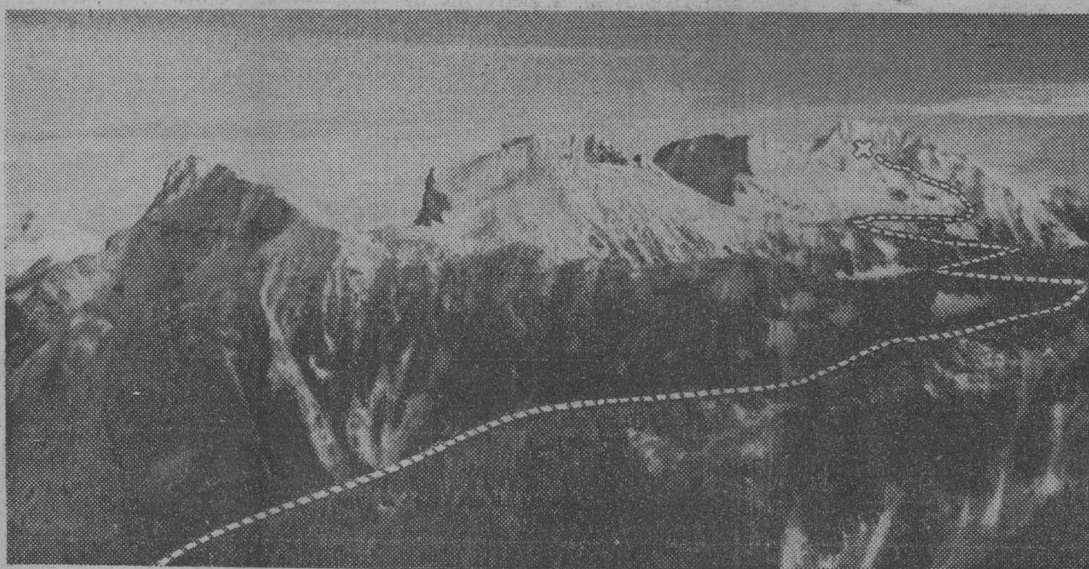
On the edge of a drift of deep snow, which might easily have been a glacier, I could see the

lage, which bore the brunt of the first crash against the mountain side, was twisted and torn open as though some giant had been locked inside and hammered his way out.

From the position of the propellers on the southeast face of the mountain, it is apparent that the plane was travelling north, or northwest at the time of the crash.

I may have been awed by the sheer peaks pointing to the sky and the closeness of our search-plane to the peaks, but there is little doubt in my mind that the rescue party going to the scene of the wreck is in for a tough climb.

PROBABLE ROUTE TO WRECKED PLANE



Several alternative routes to the wrecked airliner in the Cheam Mountains were considered by the scouting party before a start for the scene was made today, and further changes may be made when the four woodsmen pass timberline and gain a closeup view of the difficulties ahead. A probable line is indicated above. It

would lead the party along the top of a fairly open ridge of the Cheam Range from which they could swing at right angles to the direct attack on Mt. William Knight, fourth peak in the massive mountain system. Mt. Cheam looms at the left. Next in order are Lady, Queen and William Knight. Other pictures on page 17.



oil and severe bruises following a 60-foot fall down the rocky side of Capilano Canyon, north of the first suspension bridge. She slipped and disappeared from the edge of the steep cliff when she was walking along a narrow path with her husband and seven-year-old son. Rock ledges prevented her from rolling into the water a few feet below where she lay for an hour until provincial police and city firemen rescued her. She was carried on a stretcher across the swinging bridge to an ambulance. Her condition is reported as "fair."

## C. Guise, City Cannery Man, Dead

Frank Charles Guise, 2988 Brown, assistant sales manager of Canadian Canneries (West) Ltd., died at St. Paul's Hospital, Tuesday.

Mr. Guise was born in Worceshire, England, and had lived in Vancouver for five years.

He leaves his wife, three daughters, Mona, Shirley and

people, was demanded in a resolution drawn up by the Housewives' League Tuesday night.

The resolution, which will be sent to Ottawa soon, carries with it the complaint that the new rubber sealing rings for canning are of poor quality and result in spoilage of fruit.

### FRUIT SPOILED

Declaring that "fruit for food is more necessary than fruit for wine," the league claimed that if fruit cannot be preserved without spoiling, women will have to make jam instead, which requires more than twice as much sugar.

One member reported that 29 jars of preserves out of 54 have already gone bad this year, another said that all the strawberries for which she paid \$4 a crate are ruined.

The league also went on record as favoring the resolution of the Consumers' Council demanding that coffee rationing be lifted because of "surpluses" in the United States.

### BACON "INFERIOR"

"Inferior" quality of bacon being sold to the public will be investigated soon by Mrs. Doris

This is the opinion of Basil Mathews, MA., deputy director of the British Ministry of Information until 1941, and presently professor of world relations at Boston University, who was guest speaker at the Trans-

the United Nations gained more than 1000 Norwegian merchant ships, manned by some 25,000 experienced sailors.

Glasgow, Scotland, still has 1510 Italian citizens.

Document disclosed under the Access to Information Act  
Document divulgué en vertu de la Loi sur l'accès à l'information  
JEWELLERS  
783 GRANVILLE  
at Robson

# Dress SALES

## 50 Main Floor

### Cotton Frocks

Reg.  
Value  
to \$6.50

### One - Piece and Two - Piece Styles

# \$3<sup>95</sup>

High-grade Main Floor dresses reduced in price and placed on sale Thursday in the Famous Basement. . . . Good quality Summer cottons in one and two-piece styles. . . . Allover printed designs and combinations. . . . Early shopping advised as quantities are limited.

### To Clear!

Value to \$3.95

Thursday. . . . A good assortment of one and two-piece dresses Summer novelties. . . . Grand Regular values to \$3.95. . . . floral designs. . . . Sizes 14 Basement.

# \$2<sup>95</sup>

### PRINTED

\$2.49

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# \$4<sup>50</sup>



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# CANADIAN NATIONAL TELEGRAPHS

PA.

5002-100

07



CLASS of SERVICE DESIRED	
Full-Rate Message	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

D. E. GALLOWAY, ASSISTANT VICE PRESIDENT, TORONTO, ONT.

RECEIVER'S No.  
**CONFIRMATION**

TIME FILED

CHECK

Chg. Dept. of Transport, Civil Aviation  
Br. 420 Federal Bldg.

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 16, 1943.

Controller of Civil Aviation, ✓  
Ottawa.

and -

46740

District Inspector, Air Regulations,  
717 Dominion Public Bldg., Winnipeg.

RUSH.

Inspectors Shields and Terry left yesterday for scene wreck CPD.

DISTRICT INSPECTOR AIR REGULATIONS

CAR

## CANADIAN NATIONAL TELEGRAPH COMPANY

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### CLASSES OF SERVICE

#### TELEGRAMS

A FULL-RATE EXPEDITED SERVICE.

#### NIGHT MESSAGES

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# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, ASSISTANT VICE PRESIDENT, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	
Day Letter	<b>X</b>
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S No.

CONFIRMATION

TIME FILED

CHECK

Chg. Dept. of Transport, Civil Aviation  
Br. 420 Federal Bld.

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 14th, 1943.

Controller of Civil Aviation,  
Ottawa.

DAY LETTER.

V.6 Advance party returned from search last night unable to overcome last fifteen hundred feet climb where wreckage rests STOP We believe according to aerial reconnaissance advance party selected most difficult approach to scale Mount William Knight STOP Planning to proceed to wreckage ourselves today by route decided on from aerial observations and think will be successful if plenty of time is taken.

*T.M.*  
T.M. SHIELDS.



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CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D L
Night Message	N M
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM

(18)

D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

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STANDARD TIME

045 AUG 16 PM 3 20

RA360 10=FD VANCOUVER BC 16 1035A

CONTROLLER=

572

5002-100

CIVIL AVIATION OTTAWA ONT=

INSPECTORS SHIELDS AND TERRY LEFT YESTERDAY FOR SCENE WRECK

CPD=

DISTRICT INSP AIR REGULATIONS.

44254

*Handwritten:* 1752.6N  
CTR

*Handwritten:* 16.8.43.

000284

SERVICE	SYMBOL
Day	DL
Night	NM
Night Letter	NL

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

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STANDARD TIME

1945 AUG 14 AM 6 53

MOA88 98 NL=FD VANCOUVER BC 13

CONTROLLER CIVIL AVIATION=

OTTAWA ONT=

5602-100

43871

ARRIVED VANCOUVER TWENTY THREE HUNDRED HOURS ELEVENTH AWAITING  
RETURN TO CHILLIWACK OF ADVANCE SEARCH PARTY CONSISTING OF  
GAME WARDEN TO FORREST<sup>w</sup> ANGERS<sup>R</sup> AND ONE GUIDE WHICH LEFT FOR  
SCENE OF ACCIDENT AT NAUGHT FIVE HUNDRED HOURS ELEVENTH STOP  
BELIEVE PROGRESS DELAYED BY LOW CLOUDS STOP NOTHING FURTHER  
TO REPORT EXPECT OUR PARTY CONSISTING MACCONACHIE FIELDS  
TERRY SENDER AND GUIDE WILL LEAVE IMMEDIATELY ON RETURN  
ADVANCE PARTY STOP EXPECT TO TAKE TWO DAYS TO REACH WRECKAGE  
AND TWO DAYS TO RETURN STOP BROWN BEARS VERY NUMEROUS  
OBSERVED FROM AIR AROUND WRECKAGE HOPE THEY HAVE NOT CHEWED  
UP ADVANCE PARTY=

T M SHIELDS.

DASDLR

CAR

ENTERED  
ON CARD

27-24  
accid  
B.L.

14/18  
143



CLASS OF SERVICE	SYMBOL
Full-Rate Message	DL
Day Letter	NM
Night Message	NL
Night Letter	

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM

(35)

D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

RA426 63/62 DLC=FD VANCOUVER BC 14 1152A

1943 AUG 14 PM 3 38

CONTROLLER CIVIL AVIATION=

OTTAWA ONT=

706

5002-100

(1) DAS  
(2) CAR

44253

Adm  
16/8/43

V6 ADVANCE PARTY RETURNED FROM SEARCH LAST NIGHT UNABLE TO  
OVERCOME LAST FIFTEEN HUNDRED FEET CLIMB WERE WRECKAGE RESTS  
STOP WE BELIEVE ACCORDING TO AERIAL RECONNAISSANCE ADVANCE  
PARTY SELECTED MOST DIFFICULT APPROACH TO SCALE MOUNT WILLIAM  
KNIGHT STOP CLIMBING TO PROCEED TO WRECKAGE OURSELVES TODAY  
BY ROUTE DECIDED ON FROM AERIAL OBSERVATIONS AND THINK WILL BE  
SUCCESSFUL IF PLENTY OF TIME TAKEN=

T M SHIELDS.

CAR SH

Records  
CT- 94

000286

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, ASSISTANT VICE PRESIDENT, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S No.

CONFIRMATION

TIME FILED

HHS

CHECK

Chg. Dept. of Transport, Civil Aviation  
Br. 420 Federal Bldg.

Send the following message, subject to the terms on back hereof, which are hereby agreed to

44993

5002-100  
August 13th, 1943.

Controller of Civil Aviation,  
Ottawa.

NIGHT LETTER.

P42997

Arrived Vancouver 2300 hrs. eleventh awaiting return to Chilliwack of advance search party consisting of Game Warden two forest rangers and one guide which left for scene of accident at 0500 hrs. eleventh STOP Believe progress delayed by low clouds STOP Nothing further to report except our party consisting MacConachie Fields Terry ~~and~~ sender and guide will leave immediately on return advance party STOP Expect to take two days to reach wreckage and two days to return STOP Brown bears very numerous observed from air around wreckage hope they have not chewed up advance party.

T.M. SHIELDS.

PA

T.M.

## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS). HEREINAFTER CALLED THE COMPANY.

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IT IS AGREED BETWEEN THE SENDER OF THE MESSAGE ON THE FACE OF THIS FORM AND THIS COMPANY THAT THIS COMPANY SHALL NOT BE LIABLE FOR DAMAGES ARISING FROM FAILURE TO TRANSMIT OR DELIVER, OR FOR ANY ERROR IN THE TRANSMISSION OR DELIVERY OF, ANY UNREPEATED TELEGRAM, WHETHER HAPPENING FROM THE NEGLIGENCE OF ITS SERVANTS OR OTHERWISE, OR FOR DELAYS FROM INTERRUPTIONS IN THE WORKING OF ITS LINES, FOR ERRORS IN CIPHER OR OBSCURE MESSAGES, OR FOR ERRORS FROM ILLEGIBLE WRITING, BEYOND THE AMOUNT RECEIVED FOR SENDING THE SAME.

TO GUARD AGAINST ERRORS, THE COMPANY WILL REPEAT BACK ANY TELEGRAM FOR AN EXTRA PAYMENT OF ONE-HALF THE REGULAR RATE; AND, IN THAT CASE, THE COMPANY SHALL BE LIABLE FOR DAMAGES SUFFERED BY THE SENDER TO AN EXTENT NOT EXCEEDING \$200.00, DUE TO THE NEGLIGENCE OF THE COMPANY IN THE TRANSMISSION OR DELIVERY OF THE TELEGRAM.

CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE.

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NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

### CLASSES OF SERVICE

#### TELEGRAMS

A FULL-RATE EXPEDITED SERVICE.

#### NIGHT MESSAGES

ACCEPTED UP TO MIDNIGHT AT REDUCED RATES, TO BE SENT DURING THE NIGHT AND DELIVERED ON THE MORNING OF THE NEXT DAY AFTER THEIR DATE. AT PLACES WHERE THE COMPANY'S OFFICES ARE NOT OPEN ON SUNDAYS, DELIVERY WILL BE MADE ON THE MORNING OF THE NEXT ENSUING BUSINESS DAY.

#### DAY LETTERS

A DEFERRED DAY SERVICE AT RATES LOWER THAN THE STANDARD TELEGRAM RATES AS FOLLOWS: ONE AND ONE-HALF TIMES THE TEN-WORD DAY MESSAGE RATE FOR THE TRANSMISSION OF 50 WORDS OR LESS, AND ONE-FIFTH OF THE INITIAL RATE FOR SUCH 50 WORDS FOR EACH ADDITIONAL 10 WORDS OR LESS. THE MINIMUM CHARGE FOR TRANSMISSION OVER THE COMPANY'S LINES OF ANY DAY LETTER WILL BE 45 CENTS.

DAY LETTERS MAY BE FORWARDED BY THE COMPANY AS A DEFERRED SERVICE, AND THE TRANSMISSION AND DELIVERY OF SUCH DAY LETTERS ARE, IN ALL RESPECTS, SUBORDINATE TO THE PRIORITY OF TRANSMISSION AND DELIVERY OF FULL-RATE MESSAGES.

DAY LETTERS MAY BE DELIVERED BY THE COMPANY BY TELEPHONING THE SAME TO THE ADDRESSEES, AND SUCH DELIVERIES SHALL BE A COMPLETE DISCHARGE OF THE OBLIGATION OF THE COMPANY TO DELIVER.

DAY LETTERS ARE RECEIVED SUBJECT TO THE EXPRESS UNDERSTANDING AND AGREEMENT THAT THE COMPANY DOES NOT UNDERTAKE THAT A DAY LETTER SHALL BE DELIVERED ON THE DAY OF ITS DATE ABSOLUTELY AND AT ALL EVENTS; BUT THAT THE COMPANY'S OBLIGATION IN THIS RESPECT IS SUBJECT TO THE CONDITION THAT THERE SHALL REMAIN SUFFICIENT TIME FOR THE TRANSMISSION AND DELIVERY OF SUCH DAY LETTER ON THE DAY OF ITS DATE DURING REGULAR OFFICE HOURS, SUBJECT TO THE PRIORITY OF THE TRANSMISSION OF FULL-RATE MESSAGES UNDER THE CONDITIONS NAMED ABOVE.

#### NIGHT LETTERS

ACCEPTED UP TO MIDNIGHT AT REDUCED RATES, TO BE SENT DURING THE NIGHT AND DELIVERED ON THE MORNING OF THE NEXT DAY AFTER THEIR DATE. AT PLACES WHERE THE COMPANY'S OFFICES ARE NOT OPEN ON SUNDAYS, DELIVERY WILL BE MADE ON THE MORNING OF THE NEXT ENSUING BUSINESS DAY. THE RATES FOR NIGHT LETTERS ARE STILL LOWER THAN THE STANDARD NIGHT MESSAGE RATES, AS FOLLOWS: THE STANDARD DAY RATE FOR 10 WORDS FOR THE TRANSMISSION OF 50 WORDS OR LESS AND ONE-FIFTH OF THE INITIAL RATE FOR SUCH 50 WORDS FOR EACH ADDITIONAL 10 WORDS OR LESS. THE MINIMUM CHARGE FOR TRANSMISSION OVER THE COMPANY'S LINES OF ANY NIGHT LETTER WILL BE 30 CENTS.

NIGHT LETTERS MAY, AT THE OPTION OF THE COMPANY, BE MAILED AT DESTINATION TO THE ADDRESSEES, AND THE COMPANY SHALL BE DEEMED TO HAVE DISCHARGED ITS OBLIGATION IN SUCH CASES WITH RESPECT TO DELIVERY BY MAILING SUCH NIGHT LETTERS AT DESTINATION, POSTAGE PREPAID.



5002-100

AIR SERVICES  
CIVIL AVIATION DIVISION



CANADA

DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

AIR MAIL

717 Dominion Public Bldg.,  
Winnipeg, Man.,

PERSONAL

August 11, 1943.

J. A. Wilson, Esq.,  
Director of Air Services,  
Department of Transport,  
Ottawa, Canada.

45580

Dear Mr. Wilson:

Further to our telegram of the 10th August and our long distance telephone conversation this morning, with reference to A.H.Walker, A.I.D. representative accompanying the undersigned to Vancouver for the purpose of assisting in the examination of the wreckage of Lockheed CF-CPD and then proceeding to the Yukon, advice has since been received from N.C.Terry to the effect that he is in good health and that it will not be necessary to have Mr. Walker's assistance.

Arrangements, however, have been made for Mr. Walker to accompany the undersigned from Vancouver to the Yukon on completion of the Inquiry. In this connection, it should be added that Mr. Walker will make his own arrangements to travel from Winnipeg to Vancouver and return from Vancouver to Winnipeg. The Department will, therefore, not be liable for any of his expenses other than from Vancouver to Whitehorse and Carcross and return to Vancouver, as would be the case if N.C.Terry were making the journey. Mr. Walker, I believe, has some property at Carcross which he is most anxious to dispose of. He contacted N.C.Terry some time ago on the matter and the latter signified his willingness for Walker to make this trip instead of himself. Mr. Wallingford has also been notified of this arrangement.

Terry, when I was speaking to him, stated that when flying over the scene of the accident, he observed several bears tearing away at the wreckage so I presume that it will be somewhat difficult to identify the remains of the occupants.

COPY ON

1814-4754

000289

Records  
CF-CPD  
accident file

also copy in C.A.M.  
Walker's personal file

7

CAF  
ms 5  
9/13.8.43.

D  
K  
1 copy made  
2/13/43  
B.H.

-2-


J.A.Wilson

August 11, 1943.

On the completion of the Inquiry I will proceed to the Yukon Territory and should be back in Winnipeg about the 25th or 26th.

With kindest regards.

Yours sincerely,

  
T.M. Shields

Connection  
with  
WESTERN UNION  
TELEGRAPH CO.  
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to all the World  
Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS

D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

CLASS OF SERVICE DESIRED
FULL-RATE MESSAGE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

5002-100

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

Ottawa, August 11, 1943.

District Inspector, Central Airways,  
Confederation Life Building,  
WINNIPEG, Man.

*27-CPD  
accident file*

If Shields applies for advance for  
Walker's travelling expenses this may be granted.

*J.H.K.*

Charge: Transport Dept.

**COPY ON**  
1010-1040

J.A. Wilson  
Director of Air Services

*mt 7/18.12.43*

*C.G.R. to note.*

000291  
FILE



## CANADIAN NATIONAL TELEGRAPH COMPANY

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## LA "CANADIAN NATIONAL TELEGRAPH COMPANY"

(EXPLOITANT SES PROPRES LIGNES DE MÊME QUE CELLES DE LA "GREAT NORTH WESTERN TELEGRAPH COMPANY", DE LA "GRAND TRUNK PACIFIC TELEGRAPH COMPANY" ET CELLES DES CHEMINS DE FER DU GOUVERNEMENT CANADIEN)—CI-APRÈS NOMMÉE LA COMPAGNIE.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DÉPÊCHES PAR TÉLÉGRAPHE ET PAR CÂBLE SERONT TRANSMISES SONT PRÉSCRITES PAR L'ORDONNANCE NO 49274 DE LA COMMISSION DES TRANSPORTS DU CANADA EN DATE DU 5 DÉCEMBRE 1932 ET PUBLIÉE DANS LA GAZETTE OFFICIELLE DU CANADA, AINSI QUE PAR L'ORDONNANCE NO 57471 EN DATE DU 22 MAI 1939.

IL EST CONVENU ENTRE L'EXPÉDITEUR DE LA DÉPÊCHE AU RECTO ET LA COMPAGNIE, QUE LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DES DOMMAGES POUVANT RÉSULTER DU DÉFAUT D'EXPÉDITION OU DE LIVRAISON, OU D'UNE ERREUR DANS L'EXPÉDITION OU LA LIVRAISON D'UNE DÉPÊCHE NON-RÉPÊTÉE, POUR UN MONTANT EXCÉDANT LE PRIX PAYÉ POUR L'ENVOI DE LA DITE DÉPÊCHE. QUE CES DOMMAGES SOIENT DUS OU NON À LA NÉGLIGENCE DES EMPLOYÉS DE LA DITE COMPAGNIE, OU AUTREMENT, OU À DES RETARDS CAUSÉS PAR L'ARRÊT DU FONCTIONNEMENT DES APPAREILS TÉLÉGRAPHIQUES, OU À TOUTE ERREUR DANS UNE DÉPÊCHE DUE À SES CHIFFRES ET À SES TERMES OBSCURS OU À UNE ÉCRITURE ILLISIBLE.

POUR ÉVITER TOUTE ERREUR LA COMPAGNIE RÉPÊTERA UNE DÉPÊCHE MOYENNANT UN PAIEMENT ADDITIONNEL DE LA MOITIÉ DU TAUX RÉGULIER, ET DANS CE CAS LA RESPONSABILITÉ DE LA COMPAGNIE SERA LIMITÉE À \$200.00 S'IL Y A DANS L'EXPÉDITION OU LA LIVRAISON DE LA DITE DÉPÊCHE ERREUR OU RETARD RÉSULTANT DE LA NÉGLIGENCE DE LA COMPAGNIE.

LA RESPONSABILITÉ DE L'EXPÉDITION ET DE LA LIVRAISON PARFAITE D'UNE DÉPÊCHE S'ASSURE PAR CONTRAT ÉCRIT DANS LEQUEL EST STIPULÉ LE MONTANT DU RISQUE ET SUR PAIEMENT, EN PLUS DU TAUX POUR LES DÉPÊCHES RÉPÊTÉES, D'UN SUPPLÉMENT CALCULÉ SUR LA BASE SUIVANTE; UN POUR CENT POUR UNE DISTANCE N'EXCÉDANT PAS 1,000 MILES ET DEUX POUR CENT POUR UNE PLUS LONGUE DISTANCE.

LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DU FAIT OU DE L'OMISSION D'UNE AUTRE COMPAGNIE, MAIS S'EFFORCERA TOUJOURS DE FAIRE PARVENIR LES DÉPÊCHES À DESTINATION EN SE SERVANT DE CETTE AUTRE COMPAGNIE LORSQUE NÉCESSAIRE. DANS CE CAS ELLE NE SERA CONSIDÉRÉE QUE COMME MANDATAIRE DE L'EXPÉDITEUR ET N'ENCOURRA AUCUNE RESPONSABILITÉ PERSONNELLE. LA RESPONSABILITÉ DE LA DITE COMPAGNIE COMMENCERA SEULEMENT QUAND LES DÉPÊCHES AURONT ÉTÉ PRÉSENTÉES ET ACCEPTÉES À UN DE SES BUREAUX D'EXPÉDITION. LORSQU'UNE DÉPÊCHE EST APPORTÉE À UN DES BUREAUX DE LA COMPAGNIE PAR UN DE SES MESSENGERS CE MESSAGEUR EST CONSIDÉRÉ COMME MANDATAIRE DE L'EXPÉDITEUR. LORSQU'UNE DÉPÊCHE EST COMMUNIQUÉE AU BUREAU DE LA COMPAGNIE PAR TÉLÉPHONE, LA PERSONNE QUI REÇOIT CETTE DÉPÊCHE EST CONSIDÉRÉE COMME MANDATAIRE DE L'EXPÉDITEUR ET EST CENSÉE AVOIR TOUTE AUTORITÉ POUR CONSENTIR, AU NOM DE L'EXPÉDITEUR À CES CONDITIONS. DANS AUCUN CAS LA COMPAGNIE NE SERA RESPONSABLE POUR DOMMAGES À MOINS QUE DEMANDE N'EN SOIT FAITE PAR ÉCRIT DANS LES SOIXANTE JOURS QUI SUIVENT LA REMISE DE LA DÉPÊCHE À LA DITE COMPAGNIE.

AUCUN EMPLOYÉ DE LA COMPAGNIE N'A LE DROIT DE CHANGER CES RÈGLEMENTS. LA VERSION ANGLAISE DES PRÉSENTES CONDITIONS PRÉVAUDRA.

CLASS OF SERVICE	SYMBOL
Rate Message	
Letter	D L
Message	N M
Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

**Exclusive Connection**  
with  
**WESTERN UNION**  
**TELEGRAPH CO.**  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

STANDARD TIME

110Y KE 102 NL

WINNIPEG MAN AUG 10 1943

CONTROLLER CIVIL AVIATION

1111

OTTAWA ONT

**COPY ON CARD**  
10/10-1040  
45820  
15820  
18/41110  
Reply please  
ADW

INFORMATION RECEIVED WRECKAGE LOCKHEED CF DASH CPD SCATTERED IN MOUNTAIN SEVEN THOUSAND FEET HIGH NEAREST TOWN AGASSIZ BC SEVENTY FIVE MILES EAST VANCOUVER STOP TRAIL IS NOW BEING BLAZED TO SCENE AND CAMP SET UP HALF WAY AND IT IS ANTICIPATED THAT WRECKAGE WILL BE REACHED BY SEARCH PARTY BY FRIDAY STOP AS WRECKAGE WILL HAVE TO BE CAREFULLY EXAMINED PROPOSE TAKING A H WALKER AID TO ASSIST N C TERRY STOP AFTER COMPLETION OF ENQUIRY THE FORMER CAN THEN PROCEED WITH SENDER FOR INSPECTIONS ETC WHITEHORSE AND CARCROSS STOP DO YOU CONCUR STOP IF SO AUTHORIZE DICA FOR ADVANCE TRAVELLING EXPENSES.

ENTERED  
ON CARD

M SHIELDS, DISTRICT INSPR, AIR-REGULATING

-645PM-

000293

Not. Spoke to D.G. Mr. Werry has been laid up  
and Shields does not think him physically fit to  
climb mountain, hence his request to take Walker  
He will contact Werry and ascertain definitely  
whether this is so. If application is made  
for advance this should be granted.



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# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, ASSISTANT VICE PRESIDENT, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	
Day Letter	
Night Message	
Night Letter	

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RECEIVER'S No.

TIME FILED

CHECK

CONFIRMATION

Chg. Dept. of Transport, Civil Aviation Br. *98*

420 Federal Bldg. Vancouver, B.C.

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Aug. 10th, 1943.

Controller of Civil Aviation,  
Ottawa.

43862

RUSH.

Missing aircraft CPD reported located vicinity Agassiz elevation seven thousand feet estimated STOP Accompanying C.P.A.L. and Police officials to scene of crash August tenth a.m.

*102*  
*W. H. [unclear]*  
DISTRICT INSPECTOR AIR REGULATIONS.

*px*

## CANADIAN NATIONAL TELEGRAPH COMPANY

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### CLASSES OF SERVICE

#### TELEGRAMS

A FULL-RATE EXPEDITED SERVICE.

#### NIGHT MESSAGES

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#### DAY LETTERS

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DAY LETTERS ARE RECEIVED SUBJECT TO THE EXPRESS UNDERSTANDING AND AGREEMENT THAT THE COMPANY DOES NOT UNDERTAKE THAT A DAY LETTER SHALL BE DELIVERED ON THE DAY OF ITS DATE ABSOLUTELY AND AT ALL EVENTS; BUT THAT THE COMPANY'S OBLIGATION IN THIS RESPECT IS SUBJECT TO THE CONDITION THAT THERE SHALL REMAIN SUFFICIENT TIME FOR THE TRANSMISSION AND DELIVERY OF SUCH DAY LETTER ON THE DAY OF ITS DATE DURING REGULAR OFFICE HOURS, SUBJECT TO THE PRIORITY OF THE TRANSMISSION OF FULL-RATE MESSAGES UNDER THE CONDITIONS NAMED ABOVE.

#### NIGHT LETTERS

ACCEPTED UP TO MIDNIGHT AT REDUCED RATES, TO BE SENT DURING THE NIGHT AND DELIVERED ON THE MORNING OF THE NEXT DAY AFTER THEIR DATE. AT PLACES WHERE THE COMPANY'S OFFICES ARE NOT OPEN ON SUNDAYS, DELIVERY WILL BE MADE ON THE MORNING OF THE NEXT ENSUING BUSINESS DAY. THE RATES FOR NIGHT LETTERS ARE STILL LOWER THAN THE STANDARD NIGHT MESSAGE RATES, AS FOLLOWS: THE STANDARD DAY RATE FOR 10 WORDS FOR THE TRANSMISSION OF 50 WORDS OR LESS AND ONE-FIFTH OF THE INITIAL RATE FOR SUCH 50 WORDS FOR EACH ADDITIONAL 10 WORDS OR LESS. THE MINIMUM CHARGE FOR TRANSMISSION OVER THE COMPANY'S LINES OF ANY NIGHT LETTER WILL BE 30 CENTS.

NIGHT LETTERS MAY, AT THE OPTION OF THE COMPANY, BE MAILED AT DESTINATION TO THE ADDRESSEES, AND THE COMPANY SHALL BE DEEMED TO HAVE DISCHARGED ITS OBLIGATION IN SUCH CASES WITH RESPECT TO DELIVERY BY MAILING SUCH NIGHT LETTERS AT DESTINATION, POSTAGE PREPAID.

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS

W. M. ARMSTRONG, GENERAL MANAGER, TORONTO, ONT.

CLASS of SERVICE DESIRED	
Full-Rate Message	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S No.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Winnipeg, Man., August 10, 1943

Controller, Civil Aviation, Ottawa.

INFORMATION RECEIVED WRECKAGE LOCKHEED CF DASH CPD SCATTERED IN MOUNTAIN SEVEN THOUSAND FEET HIGH NEAREST TOWN AGASSIZ BC SEVENTY FIVE MILES EAST VANCOUVER STOP TRAIL IS NOW BEING BLAZED TO SCENE AND CAMP SET UP HALF WAY AND IT IS ANTICIPATED THAT WRECKAGE WILL BE REACHED BY SEARCH PARTY BY FRIDAY STOP AS WRECKAGE WILL HAVE TO BE CAREFULLY EXAMINED PROPOSE TAKING A H WALKER AID TO ASSIST N C TERRY STOP AFTER COMPLETION OF ENQUIRY THE FORMER CAN THEN PROCEED WITH SLINDER FOR INSPECTIONS ETCETERA WHITEHORSE AND CARCROSS STOP DO YOU CONCUR STOP IF SO AUTHORIZE DICA FOR ADVANCE TRAVELLING EXPENSES

confirmation

*Car*  
*may 2843*  
T.M. Shields,  
District Inspector, Air Regulations.



## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS), HEREINAFTER CALLED THE COMPANY.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE

IT IS AGREED BETWEEN THE SENDER OF THE MESSAGE ON THE FACE OF THIS FORM AND THIS COMPANY THAT THIS COMPANY SHALL NOT BE LIABLE FOR DAMAGES ARISING FROM FAILURE TO TRANSMIT OR DELIVER, OR FOR ANY ERROR IN THE TRANSMISSION OR DELIVERY OF, ANY UNREPEATED TELEGRAM, WHETHER HAPPENING FROM THE NEGLIGENCE OF ITS SERVANTS OR OTHERWISE, OR FOR DELAYS FROM INTERRUPTIONS IN THE WORKING OF ITS LINES, FOR ERRORS IN CIPHER OR OBSCURE MESSAGES, OR FOR ERRORS FROM ILLEGIBLE WRITING, BEYOND THE AMOUNT RECEIVED FOR SENDING THE SAME.

TO GUARD AGAINST ERRORS, THE COMPANY WILL REPEAT BACK ANY TELEGRAM FOR AN EXTRA PAYMENT OF ONE-HALF THE REGULAR RATE; AND, IN THAT CASE, THE COMPANY SHALL BE LIABLE FOR DAMAGES SUFFERED BY THE SENDER TO AN EXTENT NOT EXCEEDING \$200.00, DUE TO THE NEGLIGENCE OF THE COMPANY IN THE TRANSMISSION OR DELIVERY OF THE TELEGRAM.

CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE

THIS COMPANY SHALL NOT BE LIABLE FOR THE ACT OR OMISSION OF ANY OTHER COMPANY, BUT WILL ENDEAVOR TO FORWARD THE TELEGRAM BY ANY OTHER TELEGRAPH COMPANY NECESSARY TO REACHING ITS DESTINATION, BUT ONLY AS THE AGENT OF THE SENDER AND WITHOUT LIABILITY THEREFOR. THE COMPANY SHALL NOT BE RESPONSIBLE FOR MESSAGES UNTIL THE SAME ARE PRESENTED AND ACCEPTED AT ONE OF ITS TRANSMITTING OFFICES; IF A MESSAGE IS SENT TO SUCH OFFICE BY ONE OF THE COMPANY'S MESSENGERS, HE ACTS FOR THAT PURPOSE AS THE SENDER'S AGENT; IF BY TELEPHONE, THE PERSON RECEIVING THE MESSAGE ACTS THEREIN AS AGENT OF THE SENDER, BEING AUTHORIZED TO ASSENT TO THESE CONDITIONS FOR THE SENDER. THIS COMPANY SHALL NOT BE LIABLE IN ANY CASE FOR DAMAGES, UNLESS THE SAME BE CLAIMED, IN WRITING, WITHIN SIXTY DAYS AFTER RECEIPT OF THE TELEGRAM FOR TRANSMISSION.

NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

### CLASSES OF SERVICE

#### TELEGRAMS

A FULL-RATE EXPEDITED SERVICE.

#### NIGHT MESSAGES

ACCEPTED UP TO MIDNIGHT AT REDUCED RATES, TO BE SENT DURING THE NIGHT AND DELIVERED ON THE MORNING OF THE NEXT DAY AFTER THEIR DATE. AT PLACES WHERE THE COMPANY'S OFFICES ARE NOT OPEN ON SUNDAYS, DELIVERY WILL BE MADE ON THE MORNING OF THE NEXT ENSUING BUSINESS DAY.

#### DAY LETTERS

A DEFERRED DAY SERVICE AT RATES LOWER THAN THE STANDARD TELEGRAM RATES AS FOLLOWS: ONE AND ONE-HALF TIMES THE TEN-WORD DAY MESSAGE RATE FOR THE TRANSMISSION OF 50 WORDS OR LESS, AND ONE-FIFTH OF THE INITIAL RATE FOR SUCH 50 WORDS FOR EACH ADDITIONAL 10 WORDS OR LESS. THE MINIMUM CHARGE FOR TRANSMISSION OVER THE COMPANY'S LINES OF ANY DAY LETTER WILL BE 45 CENTS.

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CLASS OF SERVICE	SYMBOL
Full Rate Message	
Day	D L
Night Message	N M
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

**Exclusive Connection**  
with  
**WESTERN UNION**  
**TELEGRAPH CO.**  
Cable Service  
to all the World  
Money Transferred  
by Telegraph

STANDARD TIME

1943 AUG 9 PM 8 06

MOA560 25 GET REPLY=FD VANCOUVER BC 9 435P

CONTROLLER=

1172 CIVIL AVIATION OTTAWA ONT:

=MISSING AIRCRAFT CPD REPORTED LOCATED VICINITY AGASSIZ  
ELEVATION SEVEN THOUSAND FEET ESTIMATED STOP ACCOMPANYING  
CPAL AND POLICE OFFICIALS TO SCENE OF CRASH AM AUGUST TENTH=  
N C PERRY FOR DISTRICT INSPECTOR OF AIR REGULATIONS.

DASE  
CAIS  
CAW

Planned Shields to keep in touch with B.P.A.L. and continue the enquiry  
as soon as possible

J.H.M.  
10-8-43

AD  
10/8/43

000299

PA Km  
Ottawa, Ontario, August 11, 1943.

5002-100  
~~5002-100-6~~ 97

Mr. T. M. Shields,  
District Inspector,  
Air Regulations,  
717 Dominion Public Building,  
Winnipeg, Man.

Dear Jack:-

Inclosed please find preliminary accident report on aircraft CF-CPD, as requested in telephone conversation yesterday. The location of the crash in the neighborhood of Agassiz seems to bear out our original surmise that the fundamental cause of the accident was an error in navigation. The examination of the remains may prove otherwise, of course, or may indicate that there was a subsidiary or contributory cause. Any evidence obtainable regarding the exact time of the accident will be extremely helpful here. Also evidence relating to the amount of power being delivered by the engines at the moment of impact will give some idea of what was going on.

What I really wanted to write to you about was the incident involving Boeing aircraft CF-BVF. You may recollect that trip No. 4-25 of April 28th had one engine fail while in the neighborhood of Lillooet. We have two reports on the accident. One stating that he was east of Lillooet at the time and the other that he was west of Lillooet. Patry flew south until he intercepted the range then west until he got a fix over the writer, after which he made an instrument let-down. In the face of this Company officials maintain that he was flying contact all the time excepting for the last few minutes. This may be correct; but if you get a chance it might help to have a talk with Patry himself to find out exactly what did go on. Incidentally, he was dispatched direct from Prince George to Vancouver. The last letter from the Company indicates that direct means by way of Hope. You remember that Mr. Hollick-Kerby stated in evidence that direct means straight from Prince George to Vancouver via Howe Sound. If the opportunity arises you might get Patry's idea about that too.



- 2 -

Good luck with the investigation. I hope it does not play too much hob with your waistline.

Please arrange to return volume one as soon as the investigation is completed.

Sincerely Yours,

*K.M.*  
J.R.K. Main

REPORTS ON TRIP 4-17 RUN DEC. 20TH.

RECEIVED

PORT ST. JOHN MESSAGE NUMBER FOUR TO VANCOUVER; FILED FOURTEEN HUNDRED  
ADDRESSER OPERATIONS VANCOUVER.

FLIGHT PLAN TRIP FOUR OF SEVENTEENTH CREW KUBICKI, HOLLAND, AND YOUNG  
CAPTAIN FIRST OFFICER, AND STEWARDESS RESPECTIVELY, AIRCRAFT CF-CPD  
ESTIMATED TIME DEPARTURE FROM PORT ST. JOHN FOURTEEN FORTY FIVE  
TO PRINCE GEORGE INTERMITTANT INSTRUMENTS CRUISE AT TWELVE THOUSAND  
FEET TIME OF FLIGHT ONE HOUR AND FIFTY FIVE MINUTES. PRINCE GEORGE  
TO VANCOUVER TWELVE THOUSAND TWO HOURS AND TWENTY FIVE MINUTES  
ALTERNATES CHANGE CRUISING ALTITUDE RETURN FT. ST. JOHN? MINIMUM  
FUEL TWO HUNDRED AND SIXTY GALLONS RADIO FREQUENCY 5390. SIGNED  
DISPATCH PORT ST. JOHN, RECEIVED BY E. WILLIAMS AT THIRTEEN FIFTY  
THREE.

FT. ST. JOHN 2 PRINCE GEORGE FILED FOURTEEN FORTY FIVE  
ADDRESSED TO OPERATIONS CANADIAN PACIFIC AIR LINES.  
DISPATCH ~~TRIP~~ TRIP FOUR OF THE SEVENTEENTH OUT ~~KUBICKI~~ ST. JOHN  
FOURTEEN FORTY LOAD PASSENGERS VANCOUVER SIX BAGGAGE TEN BIRDS  
AT TWO HUNDRED AND FORTY ONE POUNDS MAIL NONE ON BOARD EXPRESS  
NONE ON BOARD DELAY DUE CLEARANCE. SIGNED DISPATCH FT. ST. JOHN,  
RECEIVED BY E. WILLIAMS AT 1357.

EDMONTON MESSAGE NUMBER THREE TO FT. ST. JOHN FILED AT FOURTEEN THIRTY  
SIX.

ADDRESSEE DISPATCH FT. ST. JOHN.

OK KUBICKI PROCEED SOUTH.

SIGNED DISPATCH EDMONTON RECEIVED BY A. SCHUBERG AT FOURTEEN THIRTY  
SEVEN DECEMBER TWENTY SECOND.

POSITION REPORT FROM TRIP FOUR OF DECEMBER SEVENTEENTH ESTIMATE  
SENTINEL MOUNTAIN TWELVE THOUSAND FEET COMPASS READING ONE SEVEN  
FIVE RECEIVED BY E. WILLIAMS AT FIFTEEN NINETEEN MOUNTAIN STANDARD  
TIME.

PRINCE GEORGE THREE VANCOUVER FILED FIFTEEN TWENTY ONE  
TO DISPATCH VANCOUVER COPY ALL STATIONS  
DISPATCH TRIP FOUR OF SEVENTEENTH IN PRINCE GEORGE FIFTEEN ZERO FIVE  
OUT PRINCE GEORGE FIFTY EN TWENTY ONE PASSENGERS FOUR BAGGAGE  
SEVEN TRICES AT ONE HUNDRED AND FIFTEEN POUNDS EXPRESS ONE PIRCE  
AT THREE POUNDS MAIL NONE ~~SIX~~ CABS FOR PASSENGERS TEN SIGNED  
MACDONALD CANADIAN PACIFIC AGENT AT PRINCE GEORGE RECEIVED BY  
E. WILLIAMS AT FIFTEEN TWENTY FOUR.

POSITION REPORT AT FIFTEEN FIFTY TEN MILES WEST QUEBELL RECEIVED BY  
E. WILLIAMS.

POSITION REPORT AT SIXTEEN TWENTY ON TRIP FOUR OF SEVENTEENTH TWENTY  
SOUTH OF STUM LAKE RECEIVED BY E. WILLIAMS.

POSITION REPORT RECEIVED FROM TRIP FOUR OF SEVENTEENTH AT SIXTEEN  
FIFTY OVER BRIDGE RIVER RECEIVED BY R. RAINE

#2

POSITION REPORT ON TRIP FOUR OF SEVENTEENTH AT SIXTEEN FIFTY BY GUNN LAKE  
RECEIVED BY XXXXIKKLIAMS.R. RAINE.

LANDING CODE IN IXXKX AMERICAN ILACO CODE NR. ~~XXXX~~ 93779 CEILING  
QUEEN VISIBILITY T FOR TARE WIND DIRECTION P FOR PREP WIND VELOCITY  
P FOR PREP KOLSMAN D FOR DOG, SENT TO TRIP FOUR OF SEVENTEENTH AT  
SIXTEEN FIFTY BY R. RAINE.

TRIP FOUR OF SEVENTEENTH AT SEVENTEENTH ~~XXXXXX~~ TWENTY SEVEN NORTH  
LEG OFXX SYDNEY RANGE. RECEIVED BY R. RAINE.

AT SEVENTEEN THIRTY FOUR TRIP FOUR OF SEVENTEENTH ON NORTH LEG VANCOUVER  
RANGE TWELVE THOUSAND ESTIMATED TIME OF ARRIVAL VANCOUVER 1745  
LETTING DOWN ON EAST AND WEST LEG RECEIVED BY R. RAINE.

NOTE:

TRIP FOUR OF SEVENTEENTH REPLIED ASKING FOR CEILING AND VISIBILITY  
RANGE GAVE SAME BUT DID NOT RECEIVE ANY ACKNOWLEDGEMENT AT EIGHTEEN  
ZERO FIVE XX. R. RAINE.

000303



JRKM/F

91

5002-100

May 14, 1943.

Dr. J. Patterson,  
Controller, Meteorological Service,  
315 Bloor St. West,  
TORONTO.

My attention has been drawn to your letter of the 11th of May, to the Director of Air Services, requesting proceedings of the Board of Inquiry dealing with the accident to aircraft CF-CPD. From your letter we gather that Mr. A. R. McCauley wants this information in order to release it to the legal department of the Canadian Pacific Air Lines. Presumably this question has come up in regard to litigation arising from the accident.

Mr. McCauley should be advised to release such reports and factual material dealing with the accident as he has in his possession. The proceedings of the Board are based on information gathered from various sources, which information is available to the litigants. These proceedings do not in themselves constitute evidence in relation to this accident, since the Board is not a Court of Record. The Board acts only on behalf of the Minister and cannot be regarded as an agency for collecting evidence for any party in a legal dispute. In the present instance, the report was preliminary in nature in view of the fact that the aircraft has not yet been found. The press release, copy of which is attached, was made as soon as the preliminary investigation had been completed. The Department is not in a position to give any further information at the present time.

*W. J. M.*

*km*

Should you require a copy of these proceedings for your own use, we will be pleased to forward it to you immediately.

C. P. Edwards

(C. P. Edwards)  
Deputy Minister.

Encl.

*mm*

000304



# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

Toronto, Ontario, May 11/43.

PLACE

DATE

YOUR FILE

SUBJECT

OUR FILE

5002-0

TRANSPORT RECORDS

MAY 13 1946

File 5002-100

Director of Air Services - Dept. of Transport,  
Hunter Building,  
OTTAWA, Canada.

A1-10:37

Would you kindly supply us with a copy of the transcription of the evidence that was taken regarding an accident on December 20th on the Canadian Pacific Air Lines in which an airplane was lost flying between Prince George and Vancouver.

We have had a request from Mr. A.R. McCauley, our Meteorologist in charge at Vancouver for this transcription, who states that the Legal Department of the Canadian Pacific Air Lines are requesting information regarding the accident.

We do not know if this transcription of evidence can be made available. If you could secure two copies, we would be grateful as we would retain one for own files as well as providing a copy for the use of our Vancouver office.

Copy to Mr. A.R. McCauley.

*J. Patterson*  
(J. Patterson)  
Controller

ENTERED  
ON CARDS

000305

PUBLICITY BRANCH

PRESS RELEASE.....



CANADA

DEPARTMENT OF TRANSPORT

The Honourable C.D. Howe, Minister with jurisdiction over the Air Services, today issued a statement based on the preliminary report of the Board of Enquiry into the loss of a Lockheed aircraft in the vicinity of Vancouver on December 20 last. A most diligent search carried out by the Canadian Pacific Airlines and R.C.A.F. planes failed to locate the missing aircraft or its personnel consisting of ten passengers, the pilot, co-pilot and stewardess. The Board of Enquiry has adjourned sine die until further evidence is made available.

"Bearing in mind that this is a mountainous country and that the plane was lost in the middle of winter," the Minister stated, "the Board has concluded that there are no reasonable grounds for assuming that either the aircraft or the passengers or the crew may be safe."

The aircraft in question was operating on a scheduled daylight flight from Fort St. John, B.C. to Vancouver. The evidence showed that the weather between Prince George and Princetown, B.C., was clear and fit for contact flying. "There is strong evidence to show," says the report, "that on the west side of the Cascade Mountains on the route which the pilot was following between Bridge River and Squamish at the head of Howe Sound, the area was heavily, if not entirely overcast, with clouds rising to a height of 18,000 feet or more, and with indications of considerable turbulence and the probability of ice."

The last message from the plane was one from the pilot asking for weather conditions at Vancouver at 6.05 p.m. He was then 20 minutes overdue and was presumably in the vicinity of Vancouver. His message gave no indication that he considered himself to be in difficulty.



-2-

Evidence was submitted to show that the aircraft was in good condition prior to its departure for Vancouver and carried a full complement of navigating and other instruments. It carried an adequate amount of fuel and its load was within limits and safely distributed. The pilot, Captain E. Kubicek had 5,439 hours of flying experience to his credit and the co-pilot, First Officer W. Holland, had 5,648 hours. They and the stewardess, Miss Edna Jones, had recently been medically examined and found to be physically fit.

The Board of Enquiry was appointed by Hon. Mr. Howe the day following the loss of the aircraft and consisted of T.W. Shields, District Engineer of Air Regulations, Winnipeg; J.R.K. Main, Inspector of Airways, Ottawa; and K.F. Saunders, Acting District Inspector of Air Regulations, Edmonton. Evidence was taken by the Board of Enquiry at Vancouver, Edmonton, Fort Saint John and also from residents along the route of flight of the ill-fated aircraft.

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PUBLICITY BRANCH

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JRKM/ED

5002-100

81

March 22, 1943.

Dear Mr. Dickins:-

Thanks for your letter of February 25th, regarding the recommendations of the Board of Inquiry dealing with the loss of aircraft CF-CPD: the suggestions contained in paragraphs 1, 2 and 3 of your letter, regarding aids to navigation and the improvement in the communication system relating particularly to the transmission of weather reports, have been taken under consideration. As you have already been advised, a range will be installed as soon as possible at Quesnel and Dog Creek; and a large programme for improved communications is now under discussion.

At the moment I wish to deal particularly with the question of pilot training. Documents submitted to the Board by your Company officials show that Flight Checks carried out with Pilot Kubicek, during the summer of 1942, give the following results:

- (a) August 18/42: Instructor remarked, "Is not confident or familiar enough with procedure".
- (b) August 23/42: Instructor remarked, "Wants to improve -- lacks practice and instruction -- instructed to take two hours weekly practice--".
- (c) September 3/42: Instructor remarked, "Needs practice, smoothing out, and close to cone work. On let-down off north leg of Sydney spoiled by misalignment N course, transferred to east leg of VR".

Mr. C. H. Dickins,  
Vice-President and General Manager,  
Canadian Pacific Air Lines, Ltd.,  
Windsor Station,  
Montreal, P. Q.

000314

- 2 -

- (d) October 12/42: Instructor remarked, "Very good -- marked improvement since last check".
- (e) December 14/42: Instructor remarked, "Very good -- much improvement".

The details given on these checks coincide closely with the remarks.

Our understanding is that during all this time Kubicek was flying on this route carrying passengers. I need hardly point out that had the accident occurred during the latter part of August or the beginning of September it would have been most embarrassing for all concerned, since the record clearly shows that Kubicek was not at that time competent to fly on instruments using the aids to navigation provided on this route. The seriousness of this situation can hardly be overstressed: and it is hoped that this method of training has been discontinued.

I do not think the Board attached great importance to the fact that emergency rations were not carried on this aircraft. For the purpose of the record, however, it should be noted that the Air Engineer, who signed the aircraft out on the morning of December 20th, stated under oath: "Blankets were carried but there were no rations, axe or other emergency equipment. On my previous report I noted that no equipment was on board. I understand that it was a company rule that such be carried". This aircraft, you will recollect, left Vancouver on the morning of December 20th, flew to Fort St. John and returned the same evening. The Board endeavored to ascertain whether rations had been put on board during the interval but has been unable to find any such record. If it can be shown that rations and emergency kit were placed on the aircraft during the interval, I am sure the Board will be pleased to modify its findings accordingly.

We are pleased to note that there is close co-operation between the pilots and the meteorological staff, which I am sure will be of benefit to all concerned.



- 3 -

79

We realize that you are anxious to develop and improve facilities throughout your system, and we will make every endeavor to lend assistance wherever we can.

Yours truly,



(J. A. Wilson),  
Director of Air Services.

Km

D R A F T

C. H. DICKINS:

Thanks for your letter of February 25th regarding the recommendations of the Board of Inquiry dealing with the loss of aircraft CF-CPD: the suggestions contained in paragraphs 1, 2 and 3 of your letter, regarding aids to navigation and the improvement in the communication system relating particularly to the transmission of weather reports, have been taken under consideration. *As you have already been*  
*Admiral Raup will be installed as soon as possible at Lussac & Dog Creek.*  
*I am unable to say what the attitude of the Department, regarding*  
*and a large programme for improved communications is now under discussion.*  
*the extension of the teletype system, will be.*

At the moment I wish to deal particularly with the question of pilot training. Documents submitted to the Board by your Company officials show that Flight Checks carried out with Pilot Kubicek, during the summer of 1942, give the following results:

- (a) August 18/42: Instructor remarked, "Is not confident or familiar enough with procedure".
- (b) August 23/42: Instructor remarked, "Wants to improve -- lacks practice and instruction -- instructed to take two hours weekly practice --".
- (c) September 3/42: Instructor remarked, "Needs practice, smoothing out, and close to cone work. On let-down off north leg of Sydney spoiled by misalignment N course, transferred to east leg of VR".
- (d) October 12/42: Instructor remarked, "Very good -- marked improvement since last check".
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The details given on these checks coincide closely with the remarks.

Our understanding is that during all this time Kubicek was flying on this route carrying passengers. I need hardly point out

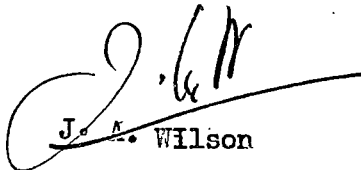
- 2 -

that had the accident occurred during the latter part of August or the beginning of September it would have been most embarrassing for all concerned, since the record clearly shows that Kubicek was not at that time competent to fly on instruments using the aids to navigation provided on this route. The seriousness of this situation can hardly be overstressed: and it is hoped that this method of training has been discontinued.

I do not think the Board attached great importance to the fact that emergency rations were not carried on this aircraft. For the purpose of the record, however, it should be noted that the Air Engineer, who signed the aircraft out on the morning of December 20th, stated under oath, "Blankets were carried but there were no rations, axe or other emergency equipment. On my previous report I noted that no equipment was on Board. I understand that it was a company rule that such be carried". This aircraft, you will recollect, left Vancouver on the morning of December 20th, flew to Fort St. John and returned the same evening. The Board endeavored to ascertain whether rations had been put on board during the interval but has been unable to find any such record. If it can be shown that rations and emergency kit were placed on the aircraft during the interval, I am sure the Board will be pleased to modify its findings accordingly.

We are pleased to note that there is close cooperation between the pilots and the meteorological staff, which I am sure will be of benefit to all concerned.

We realize that you are anxious to develop and improve facilities throughout your system, and we will make every endeavor to lend assistance wherever we ~~reasonably~~ can.

  
J. K. Wilson



JRKM/ED

Ottawa, Ontario, March 10, 1943.

*It's file  
5002-43*

Board of Inquiry Proceedings -  
Lockheed CF-CPD

*5002-100*  
~~5202-100~~

District Inspector,  
Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Man.

1. Reference yours of the 24th ultimo regarding the above, enclosed please find the original documents filed with the Board pertaining to pilots' flight checks and reports, viz:

Flight Test Under Hood Kubicek	August	18/42
" " " " "	"	23/42
" " " " "	Sept.	3/42
" " " " "	Oct.	12/42
Pilot En Route Check Kubicek	Oct.	13/42
" " " " "	Dec.	13/42
" " " " "	Dec.	14/42

Photostat copies have been taken of these and are held on file.

*(A. D. McLean),*  
Controller of Civil Aviation

Encls. 7

*CARD*  
*@ Note correction*  
*(b) Miss on two preceding*  
*folios not cleared + file*  
*Signed H*  
*1/37*  
*1/43*

000319

DEPARTMENT OF TRANSPORT  
CANADIAN GOVERNMENT RADIO SERVICE

MAR 5 1943

2032  
5-38

SENT No.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK
----------	---------	---------	-------------	-----------	------	-------

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

To Controller, Civil Aviation, Ottawa. February 23, 1943. 19

A12598

RW 63 RE BOARD ENQUIRY PROCEEDINGS LOCKHEED CT DASH CPD PLEASE  
CHECK EXHIBITS AND ADVISE TOTAL SERVICE LIFE OF AIRSCREWS SINCE NEW  
AND TOTAL HOURS SINCE LAST OVERHAUL URGENT

*TMS*

T.M. Shields,  
District Inspector, Air Regulations.

Phoned 16:15 hrs. 23/2/43

confirmation

*C. H. R.*  
*262/23*

000320

ALL MESSAGES ARE SUBJECT TO THE FOLLOWING CONDITIONS:—

WALTER A. RUSH,  
CONTROLLER OF RADIO.

It is agreed between the sender of the message on the face of this form and the Department of Transport that, in consideration of the acceptance for transmission of the said message, the Department of Transport, its servants or agents, employed in the forwarding and delivery of this Radio Telegram, shall not be liable for any loss or damage arising from failure to transmit or to deliver the said message or from any neglect, delay, error or omission on the part of the Department of Transport, its servants or agents, in connection therewith.



73

C. A. W. mw. main

Is a reply required to this  
letter?

I understand Butler - of Radio Ar  
is going to Vancouver - to supervise  
erecting of a whole series of ranges  
on this route - no details available  
here though.

DH

8.3.43

**Canadian Pacific**  
**AIR LINES**  
LIMITED

FEB 26 1943

5002-100

DOMINION SQUARE Bldg.  
MONTREAL, CANADA.

A10789

1000-31  
Your 5002-100

February 25th, 1943.

*C.A.R.*  
Director of Air Services,  
Department of Transport,  
Ottawa, Ontario.

*Discuss with chain*  
*who was Chairman of the*  
*Board & C.A.W. and have*  
*reply prepared*  
*J. L. H.*  
Dear Sir :-

Thanks for your letter of February 16th,  
and I am glad to have the opportunity of noting the  
recommendations of the Board in connection with the  
loss of aircraft CF-CPD.

**COPY ON**  
*3106-1*  
*5202-C5*  
*85*  
*6208-C47*  
*6604-1*  
*6800-109*  
(1) I cannot stress too strongly the immediate  
establishment of radio range station at Dog Creek, B.C.  
This is the most important single immediate improvement  
that can be made on this air route. The pilots to whom I  
have talked, including those of Pan American, the U.S.  
Army Air Corps and the R.C.A.F., are unanimous in stating  
that this radio range station between Princeton and Prince  
George is most urgently required. I would be glad if  
you will advise when the range station is expected to be  
in operation.

(2) The transmission of weather reports  
between Vancouver, Prince George and Fort St. John has  
not been accomplished as quickly as it should. I suggest  
that serious consideration be given to the immediate  
establishment of a teletype circuit direct from Prince  
George to Vancouver. There is a Government Telegraph line  
which extends from Prince George to Ashcroft. This line  
may or may not be suitable for teletype installation but,  
if it is, the installation could be made without any loss  
of time by leasing a telegraph line from Vancouver to Ashcroft,  
and by connecting there to the Government Telegraph line  
to Prince George. The advantage of this line is that it

ENTERED  
ON CARD

b. c. d.

26-2



*Canadian Pacific*  
**AIR LINES**  
LIMITED

DOMINION SQUARE BLDG.  
MONTREAL, CANADA.

- (2) -

could be extended to take in the Dog Creek radio range and would also include a number of intermediate points such as Williams Lake, Quesnell, etc.

If it is not possible to establish this teletype line direct via Ashcroft, it is suggested that the teletype service be extended from Edmonton to Prince George so that Vancouver can communicate directly with Prince George over the established wire circuits.

Communication between Prince George and Fort St. John is essentially by means of radio, but if teletype were provided at Prince George, via Edmonton, this could be used by circulating messages via Edmonton and then from the latter point to Fort St. John.

Short-wave radio is not entirely dependable for the purposes of airline operations, and I strongly recommend the establishment of a teletype service via one route or another just as quickly as possible.

(3) It is admitted that the radio communications between Vancouver, Prince George and Fort St. John are not entirely dependable as they are limited to short-wave frequencies which, at times, are unstable, and messages are delayed in transmission.

We have special arrangements with the Canadian Pacific Telegraphs, and messages from Vancouver to Edmonton are transmitted within three minutes, but delays occur in the transmission of telegraph messages from Edmonton to Prince George. Edmonton-Fort St. John messages are handled by radio through the Department of Transport, who are providing us with radio communications service at these points.

**Canadian Pacific**  
**AIR LINES**  
LIMITED

70

DOMINION SQUARE BLDG.  
MONTREAL, CANADA.

-(3)-

It is felt that the use of a long-wave frequency between Vancouver and Prince George would improve the radio communications, and we have requested the Controller of Radio for the assignment of such a frequency so that the Canadian Pacific Air Lines radio stations at Vancouver, Williams Lake and Kamloops can be set up on it as well as the Department of Transport station at Prince George. A long-wave frequency provides communications very often when short-wave is out.

(4) The training of pilots in instrument and radio range flying is not being done in spare time. A number of our pilots were sent to Minneapolis where they spent two months with Northwest Airlines in their training school and, actually, on the line, and they were checked out to the same standards that Northwest Airlines use in checking out their captains. These pilots have, in turn, instructed other pilots and, at the present time, Mr. Kenyon, who probably has as good qualifications as any other man in Canada, is in charge of the pilot training, and has developed a system which provides for the checking of pilots periodically. Our pilots actually practice both in the Link trainer and under the hood so many hours each month, this, after they have been checked out from the training school.

Pilots who are undergoing training are assigned to training full time, and they are kept in training for whatever length of time is necessary to bring them to the proper standards.

The only handicap at present is that we are unable to assign full time to training ~~with~~ one of the main line aircraft. It is essential that we endeavour to keep the traffic moving and the training is being done chiefly on smaller aircraft, with final flight checks on the main line aircraft. We have three

69

**Canadian Pacific**  
**AIR LINES**  
**LIMITED**

DOMINION SQUARE BLDG.  
MONTREAL, CANADA.

-(4)-

aircraft assigned to flying and instrument training : a Moth, Fleet and Stinson. I do not believe that any other airline in Canada ~~are~~ providing the same number of aircraft for actual flying training.

Every opportunity will be taken to improve our training, especially when a main line aircraft can be made available for this purpose.

(5) The recommendation of the Board appears to be that a flight should not be operated in clear weather on the direct route Prince George-Vancouver. Instructions have already been given to pilots that all flights are to be operated via Princeton. I do not agree with the statement that there is a tendency for our pilots to fly contact on the direct route when the weather is clear. Actually if the weather is clear, the flight would be termed a contact one anyway.

(6) The question of reliability of weather reports has received consideration, and all our pilots have for some time now been completing a special form showing the actual weather encountered enroute, handing this information to the meteorological officer after the flight. This has resulted in a very great improvement in the weather reporting and has proven to be mutually advantageous.

(7) I have been unable to find any evidence whatsoever to show that emergency rations were not carried on the aircraft. According to the evidence that I have been able to find, it would prove that the rations were on the aircraft.



*Canadian Pacific*  
**AIR LINES**  
LIMITED

DOMINION SQUARE BLDG.  
MONTREAL, CANADA.

-(5)-

It is considered that this operation between Vancouver-Prince George is over reasonably well settled territory, and no condition was stated in the route licence which indicated that emergency rations were necessary. However, as a matter of fact, on our own initiative, rations were being carried between Fort St. John and Whitehorse, and it became common practice to leave these rations on board the aircraft between Fort St. John and Vancouver. There is no evidence that I can find that the rations were removed from the aircraft prior to its flight. I would appreciate it if you could provide me with any evidence indicating that the rations were removed from the aircraft.

We are most anxious to develop and improve the facilities on this route, as well as the efficiency of our operations, and assure you of our heartiest co-operation. If there is anything further that you would suggest might be done, I would be very pleased indeed to hear from you.

Yours very truly,



C. H. Dickins  
Vice-President & General Manager.

DATE

CANADIAN PACIFIC AIR LINES.  
WESTERN LINES

Pilot Kubick PILOT ENROUTE CHECK REPORT  
Date Oct 13 1942 Grade (A)

Plane TCS Trip 3-13 From VR To XJ

- |   | Poor | Satisfactory | Good | Excellent |
|---|------|--------------|------|-----------|
| 1. Appearance   |      |              |      | ✓         |
| 2. Pilots Equipment                                   |      |              |      | ✓         |
| 3. Preparation of Flight                              |      |              |      | ✓         |
| 4. Taxiing  |      |              |      | ✓         |
| 5. Runup  |      |              |      | ✓         |
| 6. Takeoff  |      |              |      | ✓         |
| 7. Climb  |      |              |      | ✓         |
| 8. Cruising   |      |              |      | ✓         |
| 9. Approach   |      |              |      | ✓         |
| 10. Landing   |      |              |      | ✓         |
| 11. Radio   |      |              |      | ✓         |
| 12. Cockpit Procedure                                 |      |              |      | ✓         |
| 13. Leaving Cockpit                                   |      |              |      | ✓         |
| 14. Weather conditions etc. prevailing during flight. |      |              |      | ✓         |
| 15. Steps to be taken to correct                      |      |              |      | ✓         |

any weak point

CAPTAIN

CHECK PILOT



24  
66  
X

NIGHT

DATE Dec 13 1942

CANADIAN PACIFIC AIR LINES.  
WESTERN LINES

Pilot KUBICKI PILOT ENROUTE CHECK REPORT  
Date Dec 13 1942 Grade \_\_\_\_\_  
Plane CPD Trip Indt-12 From XJ To XY

Poor  
Satisfactory  
Good  
Excellent

1. Appearance \_\_\_\_\_
2. Pilots Equipment \_\_\_\_\_
3. Preparation of \_\_\_\_\_  
Flight \_\_\_\_\_
4. Taxiing Night qualification flight,  
including XJ YE QH XY  
- this officer fully competent.
5. Runup No passengers XJ-XY.
6. Takeoff \_\_\_\_\_
7. Climb \_\_\_\_\_
8. Cruising \_\_\_\_\_
9. Approach \_\_\_\_\_
10. Landing \_\_\_\_\_
11. Radio \_\_\_\_\_
12. Cockpit Procedure \_\_\_\_\_
13. Leaving Cockpit \_\_\_\_\_
14. Weather conditions etc. prevailing \_\_\_\_\_  
during flight.
15. Steps to be taken to correct \_\_\_\_\_  
any weak point \_\_\_\_\_

CAPTAIN \_\_\_\_\_ CHECK PILOT Kubicki



DATE

CANADIAN PACIFIC AIRLINES

PILOT *Kubicek* FLIGHT TEST UNDER HOOD AIRCRAFT *TCS* STATION *VR* DATE *Sep 13 1948*

TIME UNDER HOOD *50*

GRADE EACH ITEM "A", "B", "C", "D",

1. Take-off.....
2. Take-off (cut one engine).....
3. Steep right and left 180° turns (Bank of 45° or over).....
4. Steep right and left 180° turns (cut one engine).....
5. Recovery from stalls, skids, slips, steep spirals, unusual manoeuvres.....
6. Glide (at minimum airspeed).....
7. Glide (at maximum rate).....
8. Ability to locate and identify beacon course from unknown position(indicate method used).....
9. Ability to locate cone of silence at minimum altitude and simulate descent over field on both engines.....On one engine.....  
(Grade determined by net result ratings of item, 12.)
10. Cut one engine when over field on final approach...
11. Instrument Approach

	Altitudes			GRADE
	TOLERANCE ALLOWED	PRESCRIBED	FLOWN	
a. Initial Approach	50 feet			A
b. Altitude Prior to turn	50 "			A
c. Procedure Turn	50 "			
d. Return to Station	nil			
e. Over Station	nil			B
f. Over Field	nil			
GYRO HEADINGS				
g. Initial Approach	10°			A
h. Procedure Turn(out)	5°			B
i. Procedure Turn (in)	0°			A
j. Return to Station	5°			A
k. Airspeed	5 mph			B
l. Rate of Descent	100 feet			B
m. Course from Station to Field	5°			C
n. Timing (Station to Pull Out)	sec			B
o. Pull Out				
p. Technique in locating Station(Initial)				A
q. Technique in locating Station(Final)				B
r. Signal Reaction				B
s. Signal Volume				B
t. Knowledge of Procedure				A

12 Weather and conditions prevailing at time *CA 40*

13 Instruments used *see*

14 Remarks (attitude, etc.) *Good. Pilot is keen. Needs practice, smooth things out, and close to cone work.*

Check Pilot. *Kings*

*As down off north leg of Sydney, spotted by misaligning it N course, transferred to east leg of VR.*



DATE

CANADIAN PACIFIC AIRLINES

PILOT *Kubrick* FLIGHT TEST UNDER HOOD  
AIRCRAFT *14.14* STATION *VR* DATE *Aug 23 1945*

TIME UNDER HOOD *45 mins* GRADE EACH ITEM "A", "B", "C", "D",

1. Take-off.....
2. Take-off (cut one engine).....
3. Steep right and left 180° turns (Bank of 45° or over).....
4. Steep right and left 180° turns (cut one engine).....
5. Recovery from stalls, skids, slips, steep spirals, unusual manoeuvres.....
6. Glide (at minimum airspeed).....
7. Glide (at maximum rate).....
8. Ability to locate and identify beacon course from unknown position(indicate method used).....
9. Ability to locate cone of silence at minimum altitude and simulate descent over field on both engines.....On one engine.....  
(Grade determined by net result ratings of items 12.)
10. Cut one engine when over field on final approach...
11. Instrument Approach

Altitudes			
	TOLERANCE ALLOWED	PRESCRIBED	GRADE
a. Initial Approach	50 feet		C
b. Altitude Prior to turn	50 "		B
c. Procedure Turn	50 "		B
d. Return to Station	nil		B
e. Over Station	nil		B
f. Over Field	nil		
GYRO HEADINGS			
g. Initial Approach	10°		
h. Procedure Turn(out)	5°		
i. Procedure Turn (in)	0°		
j. Return to Station	5°		
k. Airspeed	5 mph		C
l. Rate of Descent	100 feet		C
m. Course from Station to Field	5°		C
n. Timing (Station to Pull Out)	sec		B
o. Pull Out			B
p. Technique in locating Station(Initial)			B
q. Technique in locating Station(Final)			C
r. Signal Reaction			A
s. Signal Volume			A
t. Knowledge of Procedure			B

12 Weather and conditions prevailing at time... *Time, slightly rough lower levels.*

13. Instruments used... *All.*

14. Remarks (attitude, etc.) *Wants to improve - lacks practice and instruction*  
*- instructed to take 2 hours weekly practice -*  
*Kennison*  
Check Pilot.



DATE

CANADIAN PACIFIC AIRLINES

PILOT *Kubrick* FLIGHT TEST UNDER HOOD *VR* DATE *Aug 18 1942*  
AIRCRAFT *1st H* STATION

TIME UNDER HOOD *Variable* GRADE EACH ITEM "A", "B", "C", "D",

1. Take-off.....
2. Take-off (cut one engine).....
3. Steep right and left 180° turns (Bank of 45° or over).....
4. Steep right and left 180° turns (cut one engine).....
5. Recovery from stalls, skids, slips, steep spirals, unusual manoeuvres.....
6. Glide (at minimum airspeed).....
7. Glide (at maximum rate).....
8. Ability to locate and identify beacon course from unknown position(indicate method used).....
9. Ability to locate cone of silence at minimum altitude and simulate descent over field on both engines.....On one engine.....  
(Grade determined by net result ratings of item 12.)
10. Cut one engine when over field on final approach...
11. Instrument Approach

Altitudes			
	TOLERANCE ALLOWED	PREScribed	FLOWN
a. Initial Approach	50 feet		
b. Altitude Prior to turn	50 "		
c. Procedure Turn	50 "		
d. Return to Station	nil		
e. Over Station	nil		
f. Over Field	nil		
g. Initial Approach	10°		
h. Procedure Turn(out)	5°		
i. Procedure Turn (in)	0°		
j. Return to Station	5°		
k. Airspeed	5 mph		
l. Rate of Descent	100 feet		
m. Course from Station to Field	5°		
n. Timing (Station to Pull Out)	sec		
o. Pull Out			
p. Technique in locating Station(Initial)			
q. Technique in locating Station(Final)			
r. Signal Reaction			
s. Signal Volume			
t. Knowledge of Procedure			

12. Weather and conditions prevailing at time. *Variable*
13. Instruments used. *All*
14. Remarks (attitude, etc.) *Is not confident, or familiar enough with procedures.*

*Kempson*  
Check Pilot.



DATE

CANADIAN PACIFIC AIRLINES

PILOT *Kutnick* FLIGHT TEST UNDER HOOD *info.* AIRCRAFT *CPD* STATION *VR* DATE *Dec 14/44*

TIME UNDER HOOD *40* GRADE EACH ITEM "A", "B", "C", "D",

1. Take-off.....
2. Take-off (cut one engine).....
3. Steep right and left 180° turns (Bank of 45° or over).....
4. Steep right and left 180° turns (cut one engine).....
5. Recovery from stalls, skids, slips, steep spirals, unusual manoeuvres.....
6. Glide (at minimum airspeed).....
7. Glide (at maximum rate).....
8. Ability to locate and identify beacon course from unknown position(indicate method used).....
9. Ability to locate cone of silence at minimum altitude and simulate descent over field on both engines.....On one engine.....  
(Grade determined by net result ratings of item 12.)
10. Cut one engine when over field on final approach...
11. Instrument Approach

Altitudes			
	TOLERANCE ALLOWED	PREScribed	FLOWN
a. Initial Approach	50 feet		
b. Altitude Prior to turn	50 "		
c. Procedure Turn	50 "		
d. Return to Station	nil		
e. Over Station	nil		
f. Over Field	nil		
GYRO HEADINGS			
g. Initial Approach	10°		
h. Procedure Turn(out)	5°		
i. Procedure Turn (in)	0°		
j. Return to Station	5°		
k. Airspeed	5 mph		
l. Rate of Descent	100 feet		
m. Course from Station to Field	5°		
n. Timing (Station to Pull Out)	sec		
o. Pull Out			
p. Technique in locating Station(Initial)			
q. Technique in locating Station(Final)			
r. Signal Reaction			
s. Signal Volume			
t. Knowledge of Procedure			

12. Weather and conditions prevailing at time. *A-80 10 12 - 435 - 50*
13. Instruments used. *info.*
14. Remarks (attitude, etc.) *Thompson - much improvement*

*E H Kutnick*

Check Pilot.



DATE

CANADIAN PACIFIC AIRLINES

PILOT *Kuback* FLIGHT TEST UNDER HOOD  
AIRCRAFT *725* STATION *VR* DATE *Oct 12/1942*  
TIME UNDER HOOD *1.45* GRADE EACH ITEM "A", "B", "C", "D",

1. Take-off.....
2. Take-off (cut one engine)..... *B*
3. Steep right and left 180° turns (Bank of 45° or over)..... *B+*
4. Steep right and left 180° turns (cut one engine).....
5. Recovery from stalls, skids, slips, steep spirals, unusual manoeuvres..... *A*
6. Glide (at minimum airspeed).....
7. Glide (at maximum rate).....
8. Ability to locate and identify beacon course from unknown position(indicate method used)..... *Combination* *A*
9. Ability to locate cone of silence at minimum altitude and simulate descent over field on both engines..... *B+* On one engine.....  
(Grade determined by net result ratings of items 12.)
10. Cut one engine when over field on final approach... *B+*
11. Instrument Approach

Altitudes			
	TOLERANCE ALLOWED	PREScribed	GRADE
a. Initial Approach	50 feet		<i>A-</i>
b. Altitude Prior to turn	50 "		<i>A-</i>
c. Procedure Turn	50 "		<i>A-</i>
d. Return to Station	nil		<i>A-</i>
e. Over Station	nil		<i>A</i>
f. Over Field	nil		<i>A</i>
GYRO HEADINGS			
g. Initial Approach	10°		<i>A</i>
h. Procedure Turn(out)	5°		<i>A</i>
i. Procedure Turn (in)	0°		<i>A</i>
j. Return to Station	5°		<i>A</i>
k. Airspeed	5 mph		<i>A</i>
l. Rate of Descent	100 feet		<i>A-</i>
m. Course from Station to Field	5°		
n. Timing (Station to Pull Out)	sec		
o. Pull Out		<i>too much power</i>	<i>B</i>
p. Technique in locating Station(Initial)			<i>A</i>
q. Technique in locating Station(Final)			<i>A</i>
r. Signal Reaction			<i>A</i>
s. Signal Volume			<i>A</i>
t. Knowledge of Procedure			<i>A</i>

- 12 Weather and conditions prevailing at time..... *CRVW - Sm*
13. Instruments used..... *All*
14. Remarks (attitude, etc.)..... *Very good - marked improvement since last check.*

Check Pilot. *Kuback*

AIR SERVICES  
CIVIL AVIATION DIVISION



CANADA  
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

5002-43

717 Dominion Public Bldg.,  
Winnipeg, Man.,

February 26, 1943.

PERSONAL

J. R. K. Main, Esq.,  
Inspector of Airways,  
Civil Aviation Branch,  
Department of Transport,  
Ottawa, Canada.

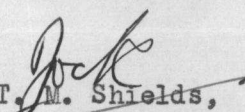
A15778

Dear Ken:

I am attaching hereto letter received from Canadian Air Line Pilots' Association together with a letter from myself with some observations in connection with their recommendations in flying the route Vancouver to Fort St. John via Princeton and Prince George.

Although I am not at all familiar with this particular area, I hope that these comments will be of some use.

With kindest regards.

  
T. M. Shields,

District Inspector, Air Regulations





DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE

2

2-41

717 Dominion Public Bldg.,  
Winnipeg, Man., February 24, 1943.

PLACE

DATE

YOUR FILE

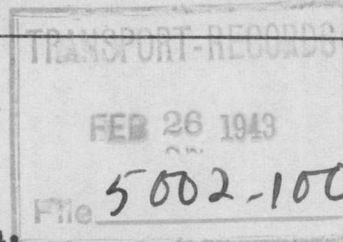
SUBJECT

Board of Inquiry Proceedings-  
Lockheed CF-CPD

OUR FILE

5002-43

A10750



h<sup>2</sup>

Controller, Civil Aviation, Ottawa.

1. Canadian Pacific Air Lines Limited, Edmonton, have requested the return of original documents filed with the above noted Board of Inquiry Proceedings, pertaining to pilot's flight checks and reports.

2. If the above documents have served their purpose, may they be forwarded direct to Canadian Pacific Air Lines Limited, Edmonton, Alta.

T. M. Shields,

District Inspector, Air Regulations.

TMS/OA

*Mr. Mac  
26/2/43*

000337

5002-100

1/12  
5-1

February 16, 1943.

Dear Mr. Dickins:

For your information I am enclosing a copy of the press release relating to the proceedings of the Board of Enquiry dealing with the loss of aircraft CF-CPD. Under the circumstances, it has not, of course, been found possible to do anything more than treat in a most general way the circumstances surrounding this accident.

While investigating this accident the Board made a number of suggestions and recommendations, which it is felt should be brought to your attention:

- (1) It is recommended that a Radio Range should be installed in the neighbourhood of the Dog Creek Airport. I am pleased to say that this matter is in hand and it is hoped that this additional aid to navigation will be installed during the coming summer.
- (2) It was found that the transmission of weather reports to Prince George and Fort St. John was not as quick as could be desired, due in part to the limited land line communication systems available. We would appreciate having your views on this situation with suggestions as to how communications could be improved, if this is considered necessary.
- (3) The Board was of the opinion that the Company organization was not working as smoothly as could be desired, due, in part at least, to limited communication facilities. It

G.H. Dickins, Esq.,  
Vice-President and General Manager,  
Canadian Pacific Airlines Ltd.,  
Windsor Station?  
Montreal, P.Q.

000338

is felt that this is a question for you to take up with the telephone and telegraph companies concerned. This is, of course, an internal matter; but we would appreciate having your reactions to this observation.

- (4) The evidence indicates that the training of pilots in instrument flying is being done largely in spare time, and is, therefore, lacking in continuity and the systematic development of the pilot's skill and technique, which is considered desirable. If this has not already been done, it is suggested that steps be taken to give your senior pilots a thorough training in range flying and airline procedure of not less than six weeks duration, with provision for aperiodic check-up thereafter. I believe it is correct to say that the airline companies over the entire continent have had to approach the matter in this way, and I believe this systematic procedure in training is to be commended.
- (5) After reviewing the evidence it is the considered opinion of the officials of this Headquarters that operations into and out of Vancouver can only be conducted safely, while maintaining a high percentage of schedules, by using the Aids to Navigation in that area at all times. There appears to be a tendency on the part of your pilots to fly contact on the direct route when the weather is clear. Taking into account the lack of airports and aids to navigation, the roughness of the terrain, and the instability of the weather in the neighbourhood of Vancouver, this is considered unsound practice.
- (6) There was apparently some criticism of the accuracy and reliability of spot weather reports between Fort St. John and Whitehorse. We understand that this matter is receiving the attention of the officials of the Meteorological Branch in Edmonton. In this connection also the Board recommended that your pilots be encouraged to discuss weather encountered en route, with the Meteorological staff after landing.
- (7) Evidence shows that no emergency rations were carried.



- 3 -

1/5

on this aircraft contrary to Information Circular 0/11/38.  
As a matter of interest, we should like to know if steps  
have been taken to prevent a recurrence of this omission.

If the opportunity arises, the officials of the  
Department would appreciate being able to discuss these questions  
with you or the officials of your Company concerned.

Yours truly.

RM

*signed J. A. Wilson*  
(J.A. Wilson).  
Director of Air Services

P/

JRKM/ED

5002-100  
5202-85

Ottawa, Ontario,  
February 12, 1943.

T. M. Shields, Esq.,  
District Inspector,  
Air Regulations,  
402 Blowey-Henry Building,  
Edmonton, Alta.

Dear Jock:

Thanks for yours of February 2nd with letter of authority authorizing Kubicek's to use radio in aircraft, attached. This pretty well cleans us up I think, excepting for the report from the Airline Pilot's Association.

The report, incidentally, is in the hands of the D.M., but I am not sure whether the Minister has yet given it formal approval.

Best regards,

J.R.K. Main,  
Airways Inspector

5602-100

REFER TO FILE NUMBER

5002-43

AIR SERVICES  
CIVIL AVIATION DIVISION



CANADA

DEPARTMENT OF TRANSPORT

717 Dominion Public Bldg.,  
Winnipeg, Man.

February 2, 1943.

J. R. K. Main, Esq.,  
Inspector of Airways,  
Civil Aviation Branch,  
Department of Transport,  
Ottawa, Canada.

A 71.17

Dear Ken:

Further to my letter of the 28th of  
January, enclosed are copies of letters from the  
Radio Inspector, Edmonton, with reference to  
Pilot E. W. Kubicek's competency to use radio  
apparatus installed in aircraft.

I believe this now completes the  
Enquiry.

With kindest regards,

T.M. Shields,  
District Inspector, Air Regulations.

TMS/MC





DEPARTMENT OF TRANSPORT  
INTRA-DEPARTMENTAL CORRESPONDENCE

E-3

1-37

COPY Edmonton, Alta, June 26, 1939.

PLACE

DATE

YOUR FILE

SUBJECT

R.O.R. Examination - E.W.Kubicek

OUR FILE

2-5

Submitted herewith, examination file  
of Mr. E.W.Kubicek for Radiotelephone Operator's  
Restricted Certificate.

I consider his qualifications satis-  
factory and recommend that the above certificate be  
issued in his favor.

(W.G.D.Allen)  
Radio Inspector.

R. Ainslie, Esq.,  
Supervising Radio Inspector,  
404 Public Bldg.,  
Calgary, Alta.



# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

E-3

1-37

Edmonton, Alta., Jan. 29, 1943.

COPY

PLACE

DATE

YOUR FILE

SUBJECT

OUR FILE

R.O.R. Certificate - E.W.Kubicek

2-5

I have been asked by the local Civil Aviation Branch to request that Mr. T. M. Shields, D.I.A.R., 717 Dominion Public Bldg., Winnipeg, Man., be furnished with the number of the R.O.R. Certificate issued to Mr. E.W.Kubicek. It would be appreciated if this information could be forwarded Air Mail.

This, in connection with the enquiry regarding the loss of aircraft CF-CPD piloted by Mr. Kubicek.

My files show that Mr. Kubicek passed his examination for R.O.R. Certificate at this office on June 26, 1939.

(W.G.D. Allen)  
Radio Inspector.

Controller of Radio,  
Radio Division,  
Dept. of Transport,  
Ottawa, Ont.

5002-100

44

Recadr

P.F.

SL





# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

Ottawa, Ontario, 29th January, 1943.

DGJ/CEN

PLACE

DATE

YOUR FILE

SUBJECT

Accident - Canadian Pacific Air Lines<sup>t</sup>  
Lockheed CF-CPD - Vancouver - Dec. 20, 1942

OUR FILE

5002-100

*PAW.*  
*CAR.*  
*SA*  
D.A.S.

A14823

43

1. A study of the preliminary report submitted by the Board of Enquiry investigating the accident to Canadian Pacific Air Lines' Lockheed CF-CPD indicates that the operations of this company on the Vancouver-Fort St. John route have been conducted with gross carelessness and neglect of ordinary safety-first measures. The following are remarks on the report:-

CREW - Both pilots held valid public transport pilot's certificates. This Department does not, however, require these pilots to prove their competency to fly on radio ranges nor does the evidence indicate that the company pilot training was adequate in this respect. Mr. Hollick-Kenyon evidently did not understand Question 31, Page 48, or what is meant by "orientation" problems. His answer refers to fixes and markers on the VR range and not to the orientation problem which a pilot has to solve when he is lost in order to identify the quadrant he is in and to get back to the required beam of any radio range.

AIRCRAFT - The aeroplane was properly licensed and suitable for this route. There is a great deal of evidence, however, to show it was not maintained or serviced in a thorough and orderly manner. It will be noticed particularly that--

- (a) the company has no standard instruction on the maintenance of aircraft, such as the "Maintenance Manual" issued by T.C.A.,
- (b) according to the standard of the T.C.A. manual, the line check periods have been ~~excellent~~, *incurred*
- (c) no emergency equipment was carried, as required by Information Circular No. 0/11/38,
- (d) propellers had exceeded the service time recommended by the manufacturer.

...

000346



# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

- 2 -

YOUR FILE		PLACE	DATE
SUBJECT			
Accident - CF-CPD			
			OUR FILE
			5002-100

DISPATCH - The evidence of company officials indicates that the company procedure with regard to dispatching is indefinite, uncertain and shows that a close check is not kept on all flights. In this case it will be noted that--

- (a) Trip 4-17 (CF-CPD) cleared from Fort St. John - "intermittent instrument" - (Armstrong P65) - Fort St. John-Prince George. This is contrary to conditions of the route licence, which permits "contact" flying only. The statement on page 7 that "night" flying indicates approval of instrument flying is not concurred in. Clear, precise definitions of "instrument", "contact", and "day" flying are given in Information Circular No. 0/56/41, Airway Flight Rules and Procedures, and in Air Regulations, 1938,
- (b) Trip 4-17 (CF-CPD) cleared "contact" Prince George to Vancouver, despite the fact that it was known that a front was moving in from the west (P65) and that it would not be advisable to clear a trip on the "direct" route (P58),
- (c) Trip 4-16 (Ballentine) was cleared at about the same time over the same route--intermittent instrument Fort St. John to Vancouver--and the pilot was also advised not to fly the "direct" route; why not Trip 4-17 also?
- (d) Overtop for fifteen minutes is certainly not "contact" flight (P49),
- (e) Canadian Pacific Air Lines' radio operator (Vancouver) was informed by Met. Office of front between 12:00 and 13:00 o'clock and notified Ballentyne Trip 4-16 but not Kubicek Trip 4-17--"busy and slipped my mind" (P20).

AIDS TO NAVIGATION & COMMUNICATION - On this route the ground communication system and radio range facilities are definitely below the standard required for instrument flying. In this

...



# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

- 3 -

YOUR FILE	SUBJECT	PLACE	DATE
	Accident - CF-CPD		
			OUR FILE 5002-100

particular case though there is no evidence to show that the accident could be attributed, even in part, to this lack.

EMERGENCY PROCEDURE - The company did not put into effect emergency procedure until 1hr. 55mins. after the E.T.A., although company rules require this action 30 minutes after the E.T.A., and then only on the request from an employee of this Department.

2. In order to prevent a recurrence of such accidents, it is recommended that, as soon as may be convenient, the conditions of issue of Transport Pilots be amended to include radio range flying and/or the issue of pilot route certificates of competency.

3. In addition, it is recommended that this company be required to conform strictly and literally with Air Regulations, 1938, and with the conditions of route certificates.

(D.G. Joy),  
A/Superintendent, Air Regulations.

D.A.S.

Concur fully in the A/CAR's report of the accident and also in the recommendations, paras 2 & 3, but are we not committing ourselves to a certain extent as being partly responsible for this particular accident by making mention of it here. After all, T.C.A. has operated efficiently and safely for five years under our existing Transport Pilot's licence and that Company's interpretation of Air Regulations, 1938.

D  
(R. Dodds)  
10-2-43

000348



jrkm/ep

5002-100

Ottawa, Ontario.  
January 25, 1943.

District Inspector,  
Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Manitoba.

Dear Jock:

It has occurred to me that Canadian Pacific Airlines are taking a long time in forwarding those records regarding the blind-flying tests that Hollick-Kenyon gave to Kubicek, which he, Kenyon, submitted to the Board. I believe you made provision for them as Exhibit H.

I find, too, that the record regarding Kubicek's qualifications as a radio operator, i. e., his understanding of, and skill in, carrying on conversations from air to ground, is somewhat obscure. Do you suppose it would be possible to get a statement from them, saying that they had, or had not, made application for some sort of licence or authority for him to use radio?

Have you heard anything more about the recommendations that the Airline Pilots Association is going to submit? If they are going to put up a story, don't you think they ought to be told that it should be included before the report gets too old?

We are experiencing a return of the Ice-Age here, and I mean Ice and Ice-bergs. Personally, I am turning into a Woolly Rhinoceros.

Sincerely yours,

*Km*  
(J. R. K. Main)  
Inspector of Airways.

000349

PUBLICITY BRANCH

PRESS RELEASE .....



CANADA

DEPARTMENT OF TRANSPORT

The Honourable C.D. Howe, Minister with jurisdiction over the Air Services, today issued a statement based on the preliminary report of the Board of Enquiry into the loss of a Lockheed aircraft in the vicinity of Vancouver on December 20 last. A most diligent search carried out by the Canadian Pacific Airlines and R.C.A.F. planes failed to locate the missing aircraft or its personnel consisting of ten passengers, the pilot, co-pilot and stewardess. The Board of Enquiry has adjourned sine die until further evidence is made available.

"Bearing in mind that this is a mountainous country and that the plane was lost in the middle of winter," the Minister stated, "the Board has concluded that there are no reasonable grounds for assuming that either the aircraft or the passengers or the crew may be safe."

The aircraft in question was operating on a scheduled daylight flight from Fort St. John, B.C. to Vancouver. The evidence showed that the weather between Prince George and Princetown, B.C., was clear and fit for contact flying. "There is strong evidence to show," says the report, "that on the west side of the Cascade Mountains on the route which the pilot was following between Bridge River and Squamish at the head of Howe Sound, the area was heavily, if not entirely overcast, with clouds rising to a height of 18,000 feet or more, and with indications of considerable turbulence and the probability of ice."

The last message from the plane was one from the pilot asking for weather conditions at Vancouver at 6.05 p.m. He was then 20 minutes overdue and was presumably in the vicinity of Vancouver. His message gave no indication that he considered himself to be in difficulty.

-2-

Evidence was submitted to show that the aircraft was in good condition prior to its departure for Vancouver and carried a full complement of navigating and other instruments. It carried an adequate amount of fuel and its load was within limits and safely distributed. The pilot, Captain E. Kubicek had 5,439 hours of flying experience to his credit and the co-pilot, First Officer W. Holland, had 5,648 hours. They and the stewardess, Miss Edna Jones, had recently been medically examined and found to be physically fit.

The Board of Enquiry was appointed by Hon. Mr. Howe the day following the loss of the aircraft and consisted of T.W. Shields, District Engineer of Air Regulations, Winnipeg; J.R.K. Main, Inspector of Airways, Ottawa; and K.F. Saunders, Acting District Inspector of Air Regulations, Edmonton. Evidence was taken by the Board of Enquiry at Vancouver, Edmonton, Fort Saint John and also from residents along the route of flight of the ill-fated aircraft.

--30--



37

L'Honorable C.D. Howe, ministre, ayant juridiction sur les Services de l'Air, a aujourd'hui fait une déclaration basée sur le rapport préliminaire de la Commission d'enquête sur la perte d'un avion Lockheed dans le voisinage de Vancouver, le 20 décembre dernier. Les recherches minutieuses effectuées par des avions de la Canadian Pacific Airlines et du C. A. R. C. n'ont pas réussi à découvrir l'avion perdu ou son personnel qui se composait de dix voyageurs, du pilote, du pilote de relève et de l'hôtesse. La Commission d'enquête a ajourné sine die jusqu'à ce qu'elle ait recueilli d'autres témoignages.

"Sachant que c'est un pays montagneux et que l'avion a été perdu au milieu de l'hiver," dit le ministre, "la Commission a conclu qu'il n'y a pas de motif raisonnable de supposer que l'avion, ou les voyageurs, ou l'équipage puissent être saufs."

L'avion en question faisait une envolée régulière de jour de Fort St. John, C.B., à Vancouver. Les témoignages indiquent que le temps entre Prince George et Princetown, C.B., était clair et propice au vol à vue. "Il existe une forte preuve," dit le rapport, "pour démontrer que sur le côté occidental des Monts Cascade, sur la route que suivait le pilote, entre Bridge River et Squamish à la tête du détroit de Howe, la région était fortement, sinon entièrement couverte, avec nuages s'élevant à 18,000 pieds ou davantage, et indices de nombreux remous d'air et de glace probable."

Le dernier message reçu de l'avion fut celui du pilote qui demandait l'état de la température à Vancouver à 6 h. 05 p.m. A ce moment-là il était en retard de vingt minutes et se trouvait probablement dans le voisinage de Vancouver. Son message ne laissait voir nullement qu'il se considérait en difficulté.

Il a été démontré que l'avion était en bon état avant son départ pour Vancouver et possédait à son bord tous les instruments nécessaires à sa manoeuvre. Il possédait une quantité suffisante de combustible et sa charge était bien dans les limites permises et sûrement répartie. Le pilote, Capitaine E. Kubicek, avait 5,439 heures d'expérience en vol à son crédit, et le pilote de relève, le Premier Officier W. Holland, avait 5,648 heures. Ils avaient, de même que l'hôtesse, Mademoiselle Edna Jones, récemment subi l'examen médical et avaient été trouvés physiquement aptes.

La Commission d'enquête fut nommée par l'honorable M. Howe le lendemain de la perte de l'avion et se composait de T. W. Shields, Ingénieur régional des règlements de la navigation aérienne, Winnipeg; J. R. K. Main, Inspecteur des lignes aériennes, Ottawa; et K. F. Saunders, Inspecteur régional suppléant des règlements de la navigation aérienne, Edmonton. La Commission d'enquête a recueilli des témoignages à Vancouver, Edmonton, et Fort Saint John ainsi que des résidents le long de la route d'envolée de l'avion de malheur.

FINDINGS*Confidential*

The Board finds that Lockheed aircraft CF-CPD, carrying passengers and a crew of three, said aircraft being the property of Yukon Southern Air Transport Limited (Canadian Pacific Air Lines Limited), failed to reach its destination at Vancouver on December 20th 1942, and has not been seen or heard of since that time. The aircraft having been lost for a period of over two weeks in a mountainous country in the middle of winter, the Board assumes that the aircraft is partly or wholly destroyed and that the occupants are dead. Original Damaged

The Board finds evidence which indicates that the pilot lost contact with the ground and miscalculated his position when in the vicinity of the Vancouver airport. There is, of course, no evidence to show conclusively that the accident was caused by an error in navigation. The evidence does show, however, that a high percentage of schedules cannot be maintained on this route with a reasonable degree of safety, with the facilities available.

The Board further finds that the transmission of weather reports is not as quick or thorough as could be desired, due to limited land-line systems of communication, which makes it necessary to resort to the use of radio messages, which must be sent in code.

Original Damaged

There is also evidence that company organization is not functioning smoothly, due, in part at least, to limited communication facilities. It also finds that the training of pilots in work and airline procedure is being done largely in spare time and is therefore not as systematic as it should be.

The Board finds that there is a rather disturbing attitude on the part of the company's pilots, senior and junior alike, to regard or belittle official weather reports.

The evidence shows that, due apparently to lack of emergency rations or equipment were carried in the aircraft.

C O P Y

RECOMMENDATIONS

The Board therefore recommends that:

- 6800-209
- Relay 3106-1
- 6208-247
- Radio Licence
- Secret File
- (a) Immediate steps be taken to install a radio range at, or in the vicinity of, Dog Creek.
  - (b) That the attention of the Company be directed to the faulty system of communication and that the Company and the Department of Transport, and where necessary, the British Columbia Provincial Government, co-operate in improving same.
  - (c) That the weather code be examined with a view to extending it to cover additional information.
  - (d) That steps be taken to authorize pilots to call for weather reports in the clear when an emergency may be reasonably anticipated.
  - (e) That pilots be encouraged to report weather conditions observed on route while flying, with the Meteos staff on the ground after the termination of the flight.
  - (f) That the Company be encouraged to conduct a systematic course in instrument training and airline procedure for its pilots. It now appears that this is merely done in spare time. It is felt that the flight personnel should be trained in instrument flying to the point where contact operations would be undertaken only under unusual circumstances. The company should discourage its pilots from flying the direct route between Prince George and Vancouver, since there are no aids to navigation and no landing fields on this route. At present, these men fly contact, by preference, and only take to the use of instruments in emergency. The highest degree of efficiency cannot be obtained while this outlook prevails.
  - (g) That the company be encouraged to proceed toward that type
- 6604-1





# DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

Ottawa, Ontario, January 21, 1943.

PLACE

DATE

YOUR FILE

SUBJECT

Aircraft accident report--Lockheed Aircraft CF-CPD

OUR FILE

5002-100

## Memorandum to C. C. A.

1. Attached please find preliminary report of the Board of Inquiry commissioned to investigate and report upon the non-appearance of the above-noted aircraft.
2. Particular attention is directed to the recommendations of the Board, on page 11 of the report. If this preliminary report is approved, it is proposed to write to the various parties concerned, regarding these recommendations.
3. The Chairman particularly requested me to draw your attention to the first recommendation, i.e., the installation of a radio range at, or in the vicinity of, Dog Creek, B. C.

*J. R. K. Main*  
(J. R. K. Main)  
Inspector of Airways.

JRKM/ED

100  
5202-45

Ottawa, Ontario,  
February 2, 1943.

T. M. Shields, Esq.,  
District Inspector,  
Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Man.

Dear Jock:-

Thanks for yours of January 28th with records of flight test under the hood and pilot's en route check covering Kubicek's training, attached.

There has been some discussion in Headquarters as to whether the Company operations in this instance were contrary to the conditions of the licence. My own views are given in the attached copy of a memorandum on this subject, which may be of interest to you. If you have a moment to spare you might give us your reactions on this question.

I hope you can get down in March as you suggest, in order that we can get together on this whole subject again.

Kindest regards,

  
(J.R.K. Main),  
Airways Inspector

Encl. 1

AIR SERVICES  
CIVIL AVIATION DIVISION



CANADA  
DEPARTMENT OF TRANSPORT

2  
REFER TO FILE NUMBER

5002-43

Registered Air Mail

717 Dominion Public Bldg.,  
Winnipeg, Man.,

January 28, 1943.

J. R. K. Main, Esq.,  
Inspector of Airways,  
Civil Aviation Branch,  
Department of Transport,  
Ottawa, Canada.

Dear Ken:

I received your letter of the 25th  
January this morning concerning the documents necessary for  
the Board of Inquiry of CF-CPD.

Some time ago I received copies of  
Kubicek's flight checks and as the originals were submitted  
to the Board on the day of the last hearing which you initialled,  
I had to return the copies and request that the original reports  
be submitted. They just arrived yesterday and I am attaching  
them hereto. The reports are as follows:

Flight test under hood dated August 18th, 23rd,  
September 3rd and October 12th.

Pilot's en route check reports dated October 13th,  
December 13th & 14th.

As you state these should be attached to the Proceedings and  
marked Exhibit "H".

With reference to Kubicek's qualifica-  
tions as radio operator, this point has not yet been cleared up  
and I am writing again today to Ken Saunders to clear up the  
matter with C.P.A.L. at Edmonton. I will advise you in this  
connection when I hear from Ken.

.....



-2-

30

I am also waiting to hear from Rube Hadfield, President, Airline Pilots' Association. I will also advise you of this in my next letter.

We, too, in Winnipeg have been having exceptionally cold weather for the past fortnight but today it seems as though we are going to have some higher temperatures.

I hope to be down in Ottawa some time in March as there are some points I would like to discuss with Doug. Joy and the D.A.S.

With kindest regards.

  
T. M. Shields,

District Inspector, Air Regulations.

JRKM/ED

5002-100

Ottawa, Ontario,  
January 9, 1943.

Mr. T. M. Shields,  
District Inspector,  
Air Regulations,  
717 Dominion Public Bldg.,  
Winnipeg, Man.

Dear Jock:-

Thanks for yours of the 7th instant with additional documents regarding aircraft accident, attached.

I did go up front; and the aircraft was cold; and I didn't get much sleep; and when I got home I found the whole City of Ottawa turned into one big iceberg, with sections of the street car system still not working but it was, nevertheless, good to get home. My cold, thank you, has taken on the form of an extreme case of the sniffles which, as you probably know, is annoying but not dangerous.

The Board's preliminary report has been presented to C.A.R., C.A.W., C.C.A. and D.A.S. for informal consideration and has met with general approval. Dan had one or two suggestions to make regarding departmental requirements for the safe operation of an air service, but since this in no way affects the findings and recommendations of the Board I am assuming that it will be O.K. to incorporate them in the report. The actual words are "Or at closer intervals where necessary in mountainous country". This in relation to fields being spaced

- 2 -

at 100 mile intervals.

I would suggest that we let the "Big Report" stand in abeyance for a while. After all, they may find that aircraft, in which case it will be possible to issue a final statement with a clear conscience. As matters now stand I think everyone will be satisfied with the preliminary report.

Sincerely yours,



J.F.K. Main

AIR SERVICES  
CIVIL AVIATION DIVISION



CANADA  
DEPARTMENT OF TRANSPORT

REFER TO FILE NUMBER

717 Dominion Public Bldg.,  
Winnipeg, Man.

January 7, 1943.

AIR MAIL

Personal

J. K. E. Main, Esq.,  
Airways Inspector,  
Civil Aviation Division,  
Department of Transport,  
Hunter Bldg.,  
Ottawa, Canada.

Dear Ken:

There is attached hereto Canadian Pacific Air Lines' copy of Kubicek's Flight Plan, also statement covering his flying experience, as well as that for Holland, also names and addresses, de-icing equipment and radio, etc. This should be marked Exhibit "H", as being presented by H. H. Hollick-Kenyon, Ninth Witness.

Also attached is the list of witnesses, showing their appointment, or occupation. I believe I gave you the list of Exhibits, listed "A" to "L" inclusive. The above exhibits submitted by Kenyon should be marked Exhibit "H". The only appendix to the Proceedings is the map you also possess.

Hope you managed to get some sleep on the way to Ottawa, but I doubt it if you went up in front with your nephew



J.K.E.Main.--2.

January 7, 1943.

I hope your cold has finally cleared up.

Let me know Headquarters' reaction to the preliminary report and what about the "Big" Report?

Kindest regards,

Yours very truly,



~~T.M. Shields,~~

District Inspector, Air Regulations.

TMS/MC

P.S. Let me know if any further material, documents, etc., are required.

LIST OF WITNESSES HEARD

First Witness	E.C.F. Williams	Canadian Pacific Air Lines Radio Operator, Vancouver, B.C.
Second Witness	R. N. Raine	Canadian Pacific Air Lines Radio Technician, Vancouver, B.C.
Third Witness	W. A. Boyd	Dept. of Transport Radio Range Operator, Vancouver, B.C.
Fourth Witness	J. H. McKenzie	Dept. of Transport Senior Traffic Control Officer, Vancouver, B.C.
Fifth Witness	T. S. Finnie	Air Engineer, Canadian Pacific Air Lines, Vancouver, B.C.
Sixth Witness	G. C. Wilson	Chief Air Engineer, Canadian Pacific Air Lines, Vancouver, B.C.
Seventh Witness	W. E. Gilbert	Senior Officer, Canadian Pacific Air Lines, Vancouver, B.C.
Eighth Witness	C. G. Ballentyne	Pilot Captain, Canadian Pacific Air Lines, Vancouver, B.C.
Ninth Witness	H. Hollick-Kenyon-	Operations Supervisor, Canadian Pacific Air Lines, Edmonton, Alta.
Tenth Witness	W. J. Brady	Pilot Captain, Trans-Canada Air Lines, Vancouver, B.C.
Eleventh Witness	B. McGrath	Resident, Rosedale, B.C.
Twelfth Witness	Spr. W.O. Cole	R.C.E. Vedder Camp, B.C.
Thirteenth Witness	F.W. Whitwick	Resident, Chilliwack, B.C.
Fourteenth "	Spr. H. O. Beck	R.C.E. Vedder Camp, B.C.
Fifteenth "	A. Rankin	Pilot Captain, Trans-Canada Air Lines, Vancouver, B.C.
Sixteenth "	H.W. Edwards	Dept. of Transport Meteorologist, Vancouver, B.C.
Seventeenth "	H.D. Cameron	Dept. of Transport Meteorologist, Vancouver, B.C.
Eighteenth "	A. R. McCauley	Dept. of Transport Chief Meteorologist, Vancouver, B.C.
Nineteenth "	G. Armstrong	Radio Operator, Canadian Pacific Air Lines, Fort St. John, B.C.
Twentieth "	T. McLaughlin	Air Engineer, Canadian Pacific Air Lines, Edmonton, Alta.
Twenty-first "	N. E. Dennison	Supt. Maintenance, Canadian Pacific Air Lines, Edmonton, Alta.
Twenty-second "	H. G. Hardham	Dispatcher, Canadian Pacific Air Lines, Edmonton, Alta.

CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day L	DL
Night M	NM
Night Letter	NL

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

Exclusive with  
WESTERN UNION  
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to all the World  
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by Telegraph

STANDARD TIME

1942 DEC 31 PM 8 49

RB187 41=FD VANCOUVER BC 31 1029A

CONTROLLER CIVIL AVIATION

OTTAWA ONT=

5002-100

INVESTIGATION NON APPEARANCE LOCKHEED CPD COMPLETED  
VANCOUVER AS FAR AS WE CAN GO STOP PROCEEDING EDMONTON  
THIS DATE TO COLLECT FURTHER EVIDENCE STOP MAIN DEPARTED  
VANCOUVER THIRTIETH FOR PRINCEGEORGE AND FORTSTJOHN  
RETURNING VANCOUVER FIRST OR SECOND JANUARY TO CONTINUE

BOARD ENQUIRY=

T M SHIELDS.

~~CAR~~  
~~CAR~~  
~~DSS~~

*Shields*

*AD 1/43*

000364

A95813

ORIGINAL  
ON FILE

6800-V 1

COPY

FOR FILE

DEC 11 1942

5002-100

DEPARTMENT OF TRANSPORT

Winnipeg, Manitoba, Dec. 28th, 1942.

Lost Canadian Air Lines Trip 4-17 (December)

We are enclosing for Headquarter's information, copies of reports received from both Mr. C. W. Thomas and the Officer in Charge of the Vancouver Radio Range Station concerning the lost C.P.A. Trip 4-17 (delayed, due to arrive Vancouver December 20th).

You will note that a Notam was issued at 2230PDT stating that the Vancouver Range was on intermittent operation until further notice. The trouble was finally traceable to a defective lead in the range monitoring receiver. However, as the operator on duty was not certain as to whether it was range trouble or receiver trouble, he issued the above Notam to cover himself.

As noted from the report, the range monitoring receiver evidently gave trouble at 1851PDT in the form of a momentary failure. Since the operator only experienced momentary failures at both 1851 and 2124 PDT, he did not issue Notams as the failures, as far as he was concerned, were less than the one minute interval stipulated in the regulations.

It is considered that the operator, even though he noticed a momentary failure at 1851PDT, adopted the right procedure in not issuing a Notam and broadcasting same since, as far as he was aware, the trip was approaching Vancouver using the Vancouver Range and it would not have been good policy to interrupt the navigational courses to broadcast this Notam. Placing a Notam on the teletype would not have helped the delayed trip. We are just pointing this out in case Headquarters considers that the operator should have put a Notam on the teletype before 2230 PDT.

As shown in Mr. Robertson's report dated December 21st, it appears there was nothing wrong with the range equipment during the time the C.P.A. Trip 4-17 was using same. This is substantiated by the fact that the O.I.C. and one operator remained at the range station until one o'clock in the morning and could find no signs of transmitter trouble. A broken receiver lead

Controller of Radio, Ottawa

Jan 4/43.  
noted

.....

AMH



ORIGINAL  
ON FILE

COPY

FOR FILE

- Page Two -

Four days later December 24th at 0848PDT, the Vancouver Range operator reported the West course shifted to the North. At 0925P the same day a Notam was issued stating that the Vancouver Range would be on intermittent operation until further notice. The trouble was finally located and certain repairs made. The range resumed normal operation at 0040PDT December 25th.

On December 25th at 0700PDT T.C.A. Trip 2 stated the Vancouver range East course appeared okay. However, the range station issued a Notam, "use with caution until further checks have been completed."

May we point out that on checking through our record of range operation at Vancouver, there has only been one course shift reported from the period July 1st to December 24th and that occurred on December 24th at 0848PDT when the West course was reported shifted by the Vancouver Range Operator.

We have requested the D.I.W.A. at Vancouver to arrange for a complete flight check of this range as soon as weather permits. Mr. Thomas is also carrying out a complete check of all the range equipment.

W. E. Fenn,

Maintenance & Operations Engineer.

Encls.

Ottawa, Ontario, 24th December, 1942

OTT/CEN

Missing Aircraft CF-CPD -

5002-100

REGISTERED

District Inspector, Air Regulations.,  
717 Dominion Public Bldg.,  
Winnipeg, Manitoba.

1. Formal commission to hold Board of Enquiry for the purpose of investigating the circumstances under which aircraft CF-CPD failed to arrive at its destination is enclosed.



for (D.G. Joy),  
A/Superintendent, Air Regulations.

Encl.1

In pursuance of the powers vested in me  
under the Air Regulations, 1938, I, the Honourable  
Clarence Decatur Howe, Minister, do hereby appoint  
T.M. Shiels, District Inspector of Air Regulations,  
Winnipeg, President; J.R.K. Main, Inspector of  
Airways, Ottawa, Member; and K.F. Saunders, Acting  
District Inspector, Air Regulations, Edmonton,  
Member, of a Board of Enquiry for the purpose of  
investigating the circumstances under which aircraft  
CF-CPD failed to arrive at its destination - Vancouver -  
on the night of December 20th, 1942.

Dated at Ottawa this 22nd day of December,  
1942.

MINISTER

DEPARTMENT OF TRANSPORT  
CANADIAN GOVERNMENT RADIO SERVICE

2033  
11-40

**RADIOTELEGRAM**

THE FOLLOWING MESSAGE WAS RECEIVED FOR  
TRANSMISSION SUBJECT TO THE TERMS AND  
CONDITIONS PRINTED ON THE BACK OF BLANK  
NO. 2032, WHICH TERMS AND CONDITIONS HAVE  
BEEN AGREED TO BY THE SENDER.

WALTER A. RUSH  
CONTROLLER OF RADIO.

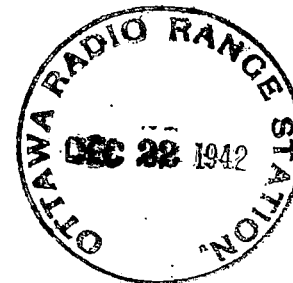
YZ05 VANCOUVER 1935PD/22

DIRECTOR AIR SERVICES OW

V48 SENDER AND MAIN ARRIVE VANCOUVER 1600 HRS 22ND STOP NO FURTHER  
DEVELOPMENT RE MISSING AIRCRAFT

T M SHIELDS.....2324ED/22K

*J. L. W.*  
*Ans. Air. advised*  
OFFICIAL COPY



000369





## DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

2

4-42

JAW/F

Ottawa, December 22, 1942.

PLACE

DATE

YOUR FILE

SUBJECT

Accident to Canadian Pacific Air Lines aircraft  
CF-CPD.

OUR FILE

5002-100

DEPUTY MINISTER

The finding of the wreckage of this aircraft has not yet been reported and, as some time may elapse before it is found, it was deemed advisable to proceed with the organization of a Board of Inquiry so that the evidence of the meteorologists, radio operators, and operating staff of C.P.A.L. might be taken while the circumstances are fresh in their memories.

Action has therefore been taken to nominate Mr. T. M. Shields, District Inspector Air Regulations, Winnipeg, Mr. J.R.K. Main, Inspector of Airways on Headquarters staff, and Assistant Inspector K. Saunders, Acting District Inspector Air Regulations, Edmonton, to hold a Board of Inquiry. The attached form is submitted for signature by the Honourable the Minister, confirming these appointments.

In the circumstances it seems unlikely that any of the passengers or crew will have survived, and it is also unlikely that any eye witness of the accident will be found. The inquiry therefore will probably hinge on the evidence given by the parties mentioned above. The A.I.D. Inspector, Vancouver, has been warned to stand by to proceed to the scene of the accident to examine the wreck if found.

Submitted for approval.

Cowan.

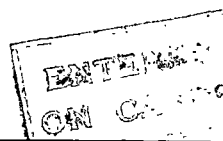
W.

Gy.

23/12/42  
m.

J.A. Wilson

Director of Air Services.



000370

JAW/F

Ottawa, December 22, 1942.

Accident to Canadian Pacific Air Lines aircraft  
CF-CFD.

5002-100

DEPUTY MINISTER

The finding of the wreckage of this aircraft has not yet been reported and, as some time may elapse before it is found, it was deemed advisable to proceed with the organization of a Board of Inquiry so that the evidence of the meteorologists, radio operators, and operating staff of C.P.A.L. might be taken while the circumstances are fresh in their memories.

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Submitted for approval.

J.A. Wilson  
Director of Air Services.

DEPARTMENT OF TRANSPORT  
CANADIAN GOVERNMENT RADIO SERVICE

5002-100  
2032  
6-41

SENT No.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK
	<u>CONFIRMATION.</u>					

SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

To Director Air Services, Dec. 22nd, 19 42  
Ottawa, Ont.

V.48. Sender and Main arrived Vancouver 1600 hrs. twenty-second STOP No further developments re missing aircraft.

*T.M. Shields*  
T.M. SHIELDS.

4.35 p.m.

195301

**ALL MESSAGES ARE SUBJECT TO THE FOLLOWING CONDITIONS:—**

**WALTER A. RUSH,**  
CONTROLLER OF RADIO.

It is agreed between the sender of the message on the face of this form and the Department of Transport that, in consideration of the acceptance for transmission of the said message, the Department of Transport, its servants or agents, employed in the forwarding and delivery of this Radio Telegram, shall not be liable for any loss or damage arising from failure to transmit or to deliver the said message or from any neglect, delay, error or omission on the part of the Department of Transport, its servants or agents, in connection therewith.



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# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

Document disclosed under the Access to Information Act  
Document divulgué en vertu de la Loi sur l'accès à l'information

CLASS OF SERVICE DESIRED
FULL-RATE MESSAGE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER
PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

H. C. Terry,  
Resident Inspector, A.I.D.  
Dept. of Transport,  
325 Granville St.  
VANCOUVER.

Ottawa, December 21, 1942.

5002-100

Understand CPAL Lockheed CPD missing stop Get in touch  
with CPAL and be prepared to proceed to scene of wreck  
immediately this is located to examine aircraft.

Charge: Dept. of Transport.

J.A. Wilson  
Director of Air Services.

TREASURY

000374

## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS). HEREINAFTER CALLED THE COMPANY.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE.

IT IS AGREED BETWEEN THE SENDER OF THE MESSAGE ON THE FACE OF THIS FORM AND THIS COMPANY THAT THIS COMPANY SHALL NOT BE LIABLE FOR DAMAGES ARISING FROM FAILURE TO TRANSMIT OR DELIVER, OR FOR ANY ERROR IN THE TRANSMISSION OR DELIVERY OF, ANY UNREPEATED TELEGRAM, WHETHER HAPPENING FROM THE NEGLIGENCE OF ITS SERVANTS OR OTHERWISE, OR FOR DELAYS FROM INTERRUPTIONS IN THE WORKING OF ITS LINES, FOR ERRORS IN CIPHER OR OBSCURE MESSAGES, OR FOR ERRORS FROM ILLEGIBLE WRITING, BEYOND THE AMOUNT RECEIVED FOR SENDING THE SAME.

TO GUARD AGAINST ERRORS, THE COMPANY WILL REPEAT BACK ANY TELEGRAM FOR AN EXTRA PAYMENT OF ONE-HALF THE REGULAR RATE; AND, IN THAT CASE, THE COMPANY SHALL BE LIABLE FOR DAMAGES SUFFERED BY THE SENDER TO AN EXTENT NOT EXCEEDING \$200.00, DUE TO THE NEGLIGENCE OF THE COMPANY IN THE TRANSMISSION OR DELIVERY OF THE TELEGRAM.

CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE.

THIS COMPANY SHALL NOT BE LIABLE FOR THE ACT OR OMISSION OF ANY OTHER COMPANY, BUT WILL ENDEAVOR TO FORWARD THE TELEGRAM BY ANY OTHER TELEGRAPH COMPANY NECESSARY TO REACHING ITS DESTINATION, BUT ONLY AS THE AGENT OF THE SENDER AND WITHOUT LIABILITY THEREFOR. THE COMPANY SHALL NOT BE RESPONSIBLE FOR MESSAGES UNTIL THE SAME ARE PRESENTED AND ACCEPTED AT ONE OF ITS TRANSMITTING OFFICES; IF A MESSAGE IS SENT TO SUCH OFFICE BY ONE OF THE COMPANY'S MESSENGERS, HE ACTS FOR THAT PURPOSE AS THE SENDER'S AGENT; IF BY TELEPHONE, THE PERSON RECEIVING THE MESSAGE ACTS THEREIN AS AGENT OF THE SENDER, BEING AUTHORIZED TO ASSENT TO THESE CONDITIONS FOR THE SENDER. THIS COMPANY SHALL NOT BE LIABLE IN ANY CASE FOR DAMAGES, UNLESS THE SAME BE CLAIMED, IN WRITING, WITHIN SIXTY DAYS AFTER RECEIPT OF THE TELEGRAM FOR TRANSMISSION.

NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

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## LA "CANADIAN NATIONAL TELEGRAPH COMPANY"

(EXPLOITANT SES PROPRES LIGNES DE MÊME QUE CELLES DE LA "GREAT NORTH WESTERN TELEGRAPH COMPANY", DE LA "GRAND TRUNK PACIFIC TELEGRAPH COMPANY" ET CELLES DES CHEMINS DE FER DU GOUVERNEMENT CANADIEN)—CI-APRÈS NOMMÉE LA COMPAGNIE.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DÉPÊCHES PAR TÉLÉGRAPHE ET PAR CÂBLE SERONT TRANSMISES SONT PRÉSCRITES PAR L'ORDONNANCE NO 49274 DE LA COMMISSION DES TRANSPORTS DU CANADA EN DATE DU 5 DÉCEMBRE 1932 ET PUBLIÉE DANS LA GAZETTE OFFICIELLE DU CANADA, AINSI QUE PAR L'ORDONNANCE NO 57471 EN DATE DU 22 MAI 1939.

IL EST CONVENU ENTRE L'EXPÉDITEUR DE LA DÉPÊCHE AU RECTO ET LA COMPAGNIE, QUE LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DES DOMMAGES POUVANT RÉSULTER DU DÉFAUT D'EXPÉDITION OU DE LIVRAISON, OU D'UNE ERREUR DANS L'EXPÉDITION OU LA LIVRAISON D'UNE DÉPÊCHE NON-RÉPÉTÉE, POUR UN MONTANT EXCÉDANT LE PRIX PAYÉ POUR L'ENVOI DE LA DITE DÉPÊCHE, QUE CES DOMMAGES SOIENT DUS OU NON À LA NÉGLIGENCE DES EMPLOYÉS DE LA DITE COMPAGNIE, OU AUTREMENT, OU À DES RETARDS CAUSÉS PAR L'ARRÊT DU FONCTIONNEMENT DES APPAREILS TÉLÉGRAPHIQUES, OU À TOUTE ERREUR DANS UNE DÉPÊCHE DUE À SES CHIFFRES ET À SES TERMES OBSCURS OU À UNE ÉCRITURE ILLISIBLE.

POUR ÉVITER TOUTE ERREUR LA COMPAGNIE RÉPÈTERA UNE DÉPÊCHE MOYENNANT UN PAIEMENT ADDITIONNEL DE LA MOITIÉ DU TAUX RÉGULIER, ET DANS CE CAS LA RESPONSABILITÉ DE LA COMPAGNIE SERA LIMITÉE À \$200.00 S'IL Y A DANS L'EXPÉDITION OU LA LIVRAISON DE LA DITE DÉPÊCHE ERREUR OU RETARD RÉSULTANT DE LA NÉGLIGENCE DE LA COMPAGNIE.

LA RESPONSABILITÉ DE L'EXPÉDITION ET DE LA LIVRAISON PARFAITE D'UNE DÉPÊCHE S'ASSURE PAR CONTRAT ÉCRIT DANS LEQUEL EST STIPULÉ LE MONTANT DU RISQUE ET SUR PAIEMENT, EN PLUS DU TAUX POUR LES DÉPÊCHES RÉPÉTÉES, D'UN SUPPLÉMENT CALCULÉ SUR LA BASE SUIVANTE; UN POUR CENT POUR UNE DISTANCE N'EXCÉDANT PAS 1,000 MILES ET DEUX POUR CENT POUR UNE PLUS LONGUE DISTANCE.

LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DU FAIT OU DE L'OMISSION D'UNE AUTRE COMPAGNIE, MAIS S'EFFORCERA TOUJOURS DE FAIRE PARVENIR LES DÉPÊCHES À DESTINATION EN SE SERVANT DE CETTE AUTRE COMPAGNIE LORSQUE NÉCESSAIRE. DANS CE CAS ELLE NE SERA CONSIDÉRÉE QUE COMME MANDATAIRE DE L'EXPÉDITEUR ET N'ENCOURRA AUCUNE RESPONSABILITÉ PERSONNELLE. LA RESPONSABILITÉ DE LA DITE COMPAGNIE COMMENCERA SEULEMENT QUAND LES DÉPÊCHES AURONT ÉTÉ PRÉSENTÉES ET ACCEPTÉES À UN DE SES BUREAUX D'EXPÉDITION. LORSQU'UNE DÉPÊCHE EST APPORTÉE À UN DES BUREAUX DE LA COMPAGNIE PAR UN DE SES MESSAGERS CE MESSAGER EST CONSIDÉRÉ COMME MANDATAIRE DE L'EXPÉDITEUR. LORSQU'UNE DÉPÊCHE EST COMMUNIQUÉE AU BUREAU DE LA COMPAGNIE PAR TÉLÉPHONE, LA PERSONNE QUI REÇOIT CETTE DÉPÊCHE EST CONSIDÉRÉE COMME MANDATAIRE DE L'EXPÉDITEUR ET EST CENSÉE AVOIR TOUTE AUTORITÉ POUR CONSENTIR, AU NOM DE L'EXPÉDITEUR À CES CONDITIONS. DANS AUCUN CAS LA COMPAGNIE NE SERA RESPONSABLE POUR DOMMAGES À MOINS QUE DEMANDE N'EN SOIT FAITE PAR ÉCRIT DANS LES SOIXANTE JOURS QUI SUIVENT LA REMISE DE LA DÉPÊCHE À LA DITE COMPAGNIE.

AUCUN EMPLOYÉ DE LA COMPAGNIE N'A LE DROIT DE CHANGER CES RÉGLEMENTS. LA VERSION ANGLAISE DES PRÉSENTES CONDITIONS PRÉVAUDRA.

DEPARTMENT OF TRANSPORT  
CANADIAN GOVERNMENT RADIO SERVICE

5002-100 2032  
5-38

SENT No.	SENT TO	SENT BY	RECEIVED BY	TIME SENT	CODE	CHECK
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SEND THE FOLLOWING MESSAGE SUBJECT TO THE TERMS ON BACK HEREOF WHICH ARE HEREBY AGREED TO:

To Controller, Civil Aviation AG 5453 December 21, 1942. 19 8  
Ottawa, Canada.

RW 54 RE LOCKHEED CFCPD REPORTED MISSING WHILE EN ROUTE PRINCE GEORGE  
VANCOUVER NINETEENTH LATEST INFORMATION RECEIVED IS AS FOLLOWS  
AIRCRAFT REPORTED ON NORTH LEG SIDNEY RANGE AT SEVENTEEN TWENTY SEVEN THEN  
ON NORTH LEG OF VANCOUVER RANGE SEVENTEEN THIRTY FOUR FLYING AT TWELVE THOUSAND  
FEET ESTIMATING ARRIVAL VANCOUVER EIGHTEEN THIRTY HOURS STOP WEATHER CONDITIONS  
AT THAT TIME SUITABLE FOR INSTRUMENT OR OVER TOP FLYING ONLY STOP MAY COPY  
OF LICENCE COVERING THIS ROUTE BE FORWARDED THIS OFFICE

*lock SA*

*T.M.*

T.M. Shields,  
District Inspector, Air Regulations.

Phoned 16:05 hrs. 21/12/42 MC

c.c. DIAR Edmonton

confirmation

000376

ALL MESSAGES ARE SUBJECT TO THE FOLLOWING CONDITIONS:—

WALTER A. RUSH,  
CONTROLLER OF RADIO.

It is agreed between the sender of the message on the face of this form and the Department of Transport that, in consideration of the acceptance for transmission of the said message, the Department of Transport, its servants or agents, employed in the forwarding and delivery of this Radio Telegram, shall not be liable for any loss or damage arising from failure to transmit or to deliver the said message or from any neglect, delay, error or omission on the part of the Department of Transport, its servants or agents, in connection therewith.



FORM 3122

CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D L
Night Letter	N M
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

Exclusive Connection  
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to all the World  
Money Transferred  
by Telegraph

(16)

MOA444 14=FD VANCOUVER BC 21 207P

1942 DEC 21 PM 5 22

DIRECTOR OF AIR SERVICES=

968 OTTAWA, ONT=

A95323

RETEL INSPECTOR TERRY AT PRINCEGEORGE RETURNING

VANCOUVER WEDNESDAY MORNING STOP AIRCRAFT NOT

YET LOCATED=

DISTRICT INSPECTOR AIR REGULATIONS.

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.

Cable Service  
to-all the World

Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

CLASS OF SERVICE DESIRED
FULL-RATE MESSAGE
DAY LETTER
NIGHT MESSAGE
NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

Ottawa, December 21, 1942.

Z. P. Saunders,  
Asst. Inspector, Air Regulations,  
402 Blowey-Henry Bldg.,  
EDMONTON.

You are appointed member of Board under chairmanship of Shields with Main as other member to inquire into loss of CPAL aircraft CPD. Stop Shields will instruct you direct as to where and when Board will convene.

J.A. Wilson  
Director of Air Services.

Charge: Transport Dept.

FILE COPY

000379

## CANADIAN NATIONAL TELEGRAPH COMPANY

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CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE.

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NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

## LA "CANADIAN NATIONAL TELEGRAPH COMPANY"

(EXPLOITANT SES PROPRES LIGNES DE MÊME QUE CELLES DE LA "GREAT NORTH WESTERN TELEGRAPH COMPANY", DE LA "GRAND TRUNK PACIFIC TELEGRAPH COMPANY" ET CELLES DES CHEMINS DE FER DU GOUVERNEMENT CANADIEN)—CI-APRÈS NOMMÉE LA COMPAGNIE.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DÉPÊCHES PAR TÉLÉGRAPHE ET PAR CÂBLE SERONT TRANSMISES SONT PRÉSCRITES PAR L'ORDONNANCE NO 49274 DE LA COMMISSION DES TRANSPORTS DU CANADA EN DATE DU 5 DÉCEMBRE 1932 ET PUBLIÉE DANS LA GAZETTE OFFICIELLE DU CANADA, AINSI QUE PAR L'ORDONNANCE NO 57471 EN DATE DU 22 MAI 1939.

IL EST CONVENU ENTRE L'EXPÉDITEUR DE LA DÉPÊCHE AU RECTO ET LA COMPAGNIE, QUE LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DES DOMMAGES POUVANT RÉSULTER DU DÉFAUT D'EXPÉDITION OU DE LIVRAISON, OU D'UNE ERREUR DANS L'EXPÉDITION OU LA LIVRAISON D'UNE DÉPÊCHE NON-RÉPÊTÉE, POUR UN MONTANT EXCÉDANT LE PRIX PAYÉ POUR L'ENVOI DE LA DITE DÉPÊCHE, QUE CES DOMMAGES SOIENT DUS OU NON À LA NÉGLIGENCE DES EMPLOYÉS DE LA DITE COMPAGNIE, OU AUTREMENT, OU À DES RETARDS CAUSÉS PAR L'ARRÊT DU FONCTIONNEMENT DES APPAREILS TÉLÉGRAPHIQUES, OU À TOUTE ERREUR DANS UNE DÉPÊCHE DUE À SES CHIFFRES ET À SES TERMES OBSCURS OU À UNE ÉCRITURE ILLISIBLE.

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AUCUN EMPLOYÉ DE LA COMPAGNIE N'A LE DROIT DE CHANGER CES RÈGLEMENTS. LA VERSION ANGLAISE DES PRÉSENTES CONDITIONS PRÉVAUDRA.

Exclusive Connection  
with  
WESTERN UNION  
TELEGRAPH CO.

Cable Service  
to all the World

Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

## CLASS OF SERVICE DESIRED

FULL-RATE MESSAGE

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

T.M. Shields,  
District Inspector, Air Regulations,  
717 Dominion Public Building,  
WINNIPEG.

Ottawa, December 21, 1942.

You are appointed chairman Board of Inquiry into loss of CPAL airliner CPD and Main and Saunders will be other members Stop Terry has been instructed to keep in touch with CPAL and proceed to scene of accident if aircraft found Stop Main leaving Trip 3 tonight for Vancouver Suggest you proceed with him obtaining must ride if necessary this will be your authority to do so Stop Saunders advised he is member of Board and but will leave you to instruct him as to where and when Board will convene Stop Consider prompt action necessary in order that available evidence from meteorological and radio services and CPAL personnel should be promptly recorded irrespective of finding of wreck.

J.A. Wilson  
Director of Air Services

Charge: Transport Dept.

FILE COPY  
000381



## CANADIAN NATIONAL TELEGRAPH COMPANY



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# CANADIAN PACIFIC TELEGRAPHS

CLASS OF SERVICE	
Full Rate	<input type="checkbox"/>
Day Letter	<input type="checkbox"/>
Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>
Please mark an X opposite the class of service desired.	

MONEY TRANSFERRED BY  
TELEGRAPH TO PRINCIPAL  
POINTS IN CANADA AND  
THE UNITED STATES



CABLE CONNECTIONS TO  
ALL PARTS OF THE  
WORLD  
RADIOGRAMS TO SHIPS

TIME FILED
CHECK

W. D. NEIL, General Manager of Communications, Montreal

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

Ottawa, December 31, 1942. H

C. J. Dickins,  
Vice-President and Gen. Manager,  
Canadian Pacific Air Lines,  
1935

Following Board has been appointed to inquire into  
loss of aircraft 771: chairman E.H. Shields members E. Saunders  
and J. A. E. Main. Stop Main and Shields proceeding by Trip 3 tonight  
to Vancouver stop. Please grant all facilities to Board with view  
determining cause of accident.

FILE CO

J.A. Wilson  
Director of Air Services.

Charge: Transport Dept.

000383

D. L. HOWARD, Assistant to General Manager, Montreal

E. H. GOODFELLOW, Assistant Manager, Montreal, Que.

W. M. THOMPSON, Assistant Manager, Winnipeg, Man.

R. R. BACON, Supt., Sudbury, Ont.

P. G. McLEAN, Supt., Vancouver, B.C.

H. S. INGRAM, Supt., Toronto, Ont.

L. A. RAYMOND, Supt., Calgary, Alta.

W. S. EMERY, Supt., Montreal, Que.

T. H. HOLMES, Supt., Moose Jaw, Sask.

C. W. MACDONALD, Supt., Saint John, N.B.

A. J. CLARK, Supt., Winnipeg, Man.

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It is agreed between the sender of the message, on the face of this form and this Company, that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company shall be liable for damages, suffered by the sender to an extent not exceeding \$200, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

## CLASSES OF SERVICE

### FULL RATE TELEGRAM

A full-rate expedited service.

### NIGHT TELEGRAM

Accepted up to 2 a.m. at reduced rates, to be sent during the night and delivered on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day telegram rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Day Letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate telegrams.

Day Letters may be delivered by the Company by telephoning the same to the addressees and such deliveries shall be a complete discharge of the obligation of the Company to deliver.

Day Letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full-rate telegrams under the conditions named above.

### NIGHT LETTERS

Accepted up to 2 a.m. for delivery on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays, at rates still lower than its standard night telegram rates as follows: The standard day rate for 10 words for the transmission of 50 words or less and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night-Letters at destination, postage prepaid.

10  
Kearns

yes

2006

James P. Co. & others to

10.0.0

000385



Ex Connection  
with  
WESTERN UNION  
TELEGRAPH CO.

Service  
to all the World

Money Transferred  
by Telegraph

# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

## CLASS OF SERVICE DESIRED

FULL-RATE MESSAGE

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

N. C. Terry,  
Resident Inspector, A.I.D.  
Dept. of Transport,  
325 Granville St.  
VANCOUVER.

*Beards*  
Ottawa, December 21, 1942.

Understand CPAL Lockheed CPD missing stop Get in touch  
with CPAL and be prepared to proceed to scene of wreck  
immediately this is located to examine aircraft.

J.A. Wilson  
Director of Air Services.

Charge: Dept. of Transport.

FILE COPY

000386

## CANADIAN NATIONAL TELEGRAPH COMPANY

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POUR ÉVITER TOUTE ERREUR LA COMPAGNIE RÉPÉTERA UNE DÉPÊCHE MOYENNANT UN PAIEMENT ADDITIONNEL DE LA MOITIÉ DU TAUX RÉGULIER, ET DANS CE CAS LA RESPONSABILITÉ DE LA COMPAGNIE SERA LIMITÉE À \$200.00 S'IL Y A DANS L'EXPÉDITION OU LA LIVRAISON DE LA DITE DÉPÊCHE ERREUR OU RETARD RÉSULTANT DE LA NÉGLIGENCE DE LA COMPAGNIE.

LA RESPONSABILITÉ DE L'EXPÉDITION ET DE LA LIVRAISON PARFAITE D'UNE DÉPÊCHE S'ASSURE PAR CONTRAT ÉCRIT DANS LEQUEL EST STIPULÉ LE MONTANT DU RISQUE ET SUR PAIEMENT, EN PLUS DU TAUX POUR LES DÉPÊCHES RÉPÉTÉES, D'UN SUPPLÉMENT CALCULÉ SUR LA BASE SUIVANTE; UN POUR CENT POUR UNE DISTANCE N'EXCÉDANT PAS 1,000 MILES ET DEUX POUR CENT POUR UNE PLUS LONGUE DISTANCE.

LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DU FAIT OU DE L'OMISSION D'UNE AUTRE COMPAGNIE, MAIS S'EFFORCERA TOUJOURS DE FAIRE PARVENIR LES DÉPÊCHES À DESTINATION EN SE SERVANT DE CETTE AUTRE COMPAGNIE LORSQUE NÉCESSAIRE. DANS CE CAS ELLE NE SERA CONSIDÉRÉE QUE COMME MANDATAIRE DE L'EXPÉDITEUR ET N'ENCOURRA AUCUNE RESPONSABILITÉ PERSONNELLE. LA RESPONSABILITÉ DE LA DITE COMPAGNIE COMMENCERA SEULEMENT QUAND LES DÉPÊCHES AURONT ÉTÉ PRÉSENTÉES ET ACCEPTÉES À UN DE SES BUREAUX D'EXPÉDITION. LORSQU'UNE DÉPÊCHE EST APPORTÉE À UN DES BUREAUX DE LA COMPAGNIE PAR UN DE SES MESSAGERS CE MESSAGER EST CONSIDÉRÉ COMME MANDATAIRE DE L'EXPÉDITEUR. LORSQU'UNE DÉPÊCHE EST COMMUNIQUÉE AU BUREAU DE LA COMPAGNIE PAR TÉLÉPHONE, LA PERSONNE QUI REÇOIT CETTE DÉPÊCHE EST CONSIDÉRÉE COMME MANDATAIRE DE L'EXPÉDITEUR ET EST CENSÉE AVOIR TOUTE AUTORITÉ POUR CONSENTIR, AU NOM DE L'EXPÉDITEUR À CES CONDITIONS. DANS AUCUN CAS LA COMPAGNIE NE SERA RESPONSABLE POUR DOMMAGES À MOINS QUE DEMANDE N'EN SOIT FAITE PAR ÉCRIT DANS LES SOIXANTE JOURS QUI SUIVENT LA REMISE DE LA DÉPÊCHE À LA DITE COMPAGNIE.

AUCUN EMPLOYÉ DE LA COMPAGNIE N'A LE DROIT DE CHANGER CES RÈGLEMENTS. LA VERSION ANGLAISE DES PRÉSENTES CONDITIONS PRÉVAUDRA.

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# CANADIAN NATIONAL TELEGRAPHS



D. E. GALLOWAY, Assistant Vice-President, Toronto, Ont.

CLASS OF SERVICE DESIRED

FULL-RATE MESSAGE

DAY LETTER

NIGHT MESSAGE

NIGHT LETTER

PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED. OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

RECEIVER'S NO.

TIME FILED

CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Veuillez expédier la dépêche suivante aux conditions mentionnées au verso auxquelles je consens par les présentes

Ottawa, December 21, 1942.

K. F. Saunders,  
Asst. Inspector, Air Regulations,  
402 Bloway-Henry Bldg.,  
EDMONTON.

Retel December 20 Following wire sent Terry today quote  
Understand CPAL Lockheed CPD missing stop Get in touch with  
CPAL and be prepared to proceed to scene of wreck immediately  
this is located to examine aircraft unquote.

*J.F.*

Charge: Dept. of Transport.

J.A. Wilson  
Director of Air Services.

FILE COPY

000388

## CANADIAN NATIONAL TELEGRAPH COMPANY

(OPERATING ITS OWN LINES AND THOSE OF THE GREAT NORTH WESTERN TELEGRAPH COMPANY, THE GRAND TRUNK PACIFIC TELEGRAPH COMPANY AND CANADIAN GOVERNMENT RAILWAYS). HEREINAFTER CALLED THE COMPANY.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE.

IT IS AGREED BETWEEN THE SENDER OF THE MESSAGE ON THE FACE OF THIS FORM AND THIS COMPANY THAT THIS COMPANY SHALL NOT BE LIABLE FOR DAMAGES ARISING FROM FAILURE TO TRANSMIT OR DELIVER, OR FOR ANY ERROR IN THE TRANSMISSION OR DELIVERY OF, ANY UNREPEATED TELEGRAM, WHETHER HAPPENING FROM THE NEGLIGENCE OF ITS SERVANTS OR OTHERWISE, OR FOR DELAYS FROM INTERRUPTIONS IN THE WORKING OF ITS LINES, FOR ERRORS IN CIPHER OR OBSCURE MESSAGES, OR FOR ERRORS FROM ILLEGIBLE WRITING, BEYOND THE AMOUNT RECEIVED FOR SENDING THE SAME.

TO GUARD AGAINST ERRORS, THE COMPANY WILL REPEAT BACK ANY TELEGRAM FOR AN EXTRA PAYMENT OF ONE-HALF THE REGULAR RATE; AND, IN THAT CASE, THE COMPANY SHALL BE LIABLE FOR DAMAGES SUFFERED BY THE SENDER TO AN EXTENT NOT EXCEEDING \$200.00, DUE TO THE NEGLIGENCE OF THE COMPANY IN THE TRANSMISSION OR DELIVERY OF THE TELEGRAM.

CORRECTNESS IN THE TRANSMISSION AND DELIVERY OF MESSAGES CAN BE INSURED BY CONTRACT IN WRITING, STATING AGREED AMOUNT OF RISK, AND PAYMENT OF PREMIUM THEREON AT THE FOLLOWING RATES, IN ADDITION TO THE USUAL CHARGE FOR REPEATED MESSAGES, VIZ: ONE PER CENT. FOR ANY DISTANCE NOT EXCEEDING 1000 MILES, AND TWO PER CENT. FOR ANY GREATER DISTANCE.

THIS COMPANY SHALL NOT BE LIABLE FOR THE ACT OR OMISSION OF ANY OTHER COMPANY, BUT WILL ENDEAVOR TO FORWARD THE TELEGRAM BY ANY OTHER TELEGRAPH COMPANY NECESSARY TO REACHING ITS DESTINATION, BUT ONLY AS THE AGENT OF THE SENDER AND WITHOUT LIABILITY THEREFOR. THE COMPANY SHALL NOT BE RESPONSIBLE FOR MESSAGES UNTIL THE SAME ARE PRESENTED AND ACCEPTED AT ONE OF ITS TRANSMITTING OFFICES; IF A MESSAGE IS SENT TO SUCH OFFICE BY ONE OF THE COMPANY'S MESSENGERS, HE ACTS FOR THAT PURPOSE AS THE SENDER'S AGENT; IF BY TELEPHONE, THE PERSON RECEIVING THE MESSAGE ACTS THEREIN AS AGENT OF THE SENDER, BEING AUTHORIZED TO ASSENT TO THESE CONDITIONS FOR THE SENDER. THIS COMPANY SHALL NOT BE LIABLE IN ANY CASE FOR DAMAGES, UNLESS THE SAME BE CLAIMED, IN WRITING, WITHIN SIXTY DAYS AFTER RECEIPT OF THE TELEGRAM FOR TRANSMISSION.

NO EMPLOYEE OF THE COMPANY SHALL VARY THE FOREGOING.

## LA "CANADIAN NATIONAL TELEGRAPH COMPANY"

(EXPLOITANT SES PROPRES LIGNES DE MÊME QUE CELLES DE LA "GREAT NORTH WESTERN TELEGRAPH COMPANY", DE LA "GRAND TRUNK PACIFIC TELEGRAPH COMPANY" ET CELLES DES CHEMINS DE FER DU GOUVERNEMENT CANADIEN)—CI-APRÈS NOMMÉE LA COMPAGNIE.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DÉPÊCHES PAR TÉLÉGRAPHE ET PAR CÂBLE SERONT TRANSMISES SONT PRÉSCRITES PAR L'ORDONNANCE NO 49274 DE LA COMMISSION DES TRANSPORTS DU CANADA EN DATE DU 5 DÉCEMBRE 1932 ET PUBLIÉE DANS LA GAZETTE OFFICIELLE DU CANADA, AINSI QUE PAR L'ORDONNANCE NO 57471 EN DATE DU 22 MAI 1939.

IL EST CONVENU ENTRE L'EXPÉDITEUR DE LA DÉPÊCHE AU RECTO ET LA COMPAGNIE, QUE LA DITE COMPAGNIE NE SERA PAS RESPONSABLE DES DOMMAGES POUVANT RÉSULTER DU DÉFAUT D'EXPÉDITION OU DE LIVRAISON, OU D'UNE ERREUR DANS L'EXPÉDITION OU LA LIVRAISON D'UNE DÉPÊCHE NON-RÉPÉTÉE, POUR UN MONTANT EXCÉDANT LE PRIX PAYÉ POUR L'ENVOI DE LA DITE DÉPÊCHE, QUE CES DOMMAGES SOIENT DUS OU NON À LA NÉGLIGENCE DES EMPLOYÉS DE LA DITE COMPAGNIE, OU AUTREMENT, OU À DES RETARDS CAUSÉS PAR L'ARRÊT DU FONCTIONNEMENT DES APPAREILS TÉLÉGRAPHIQUES, OU À TOUTE ERREUR DANS UNE DÉPÊCHE DUE À SES CHIFFRES ET À SES TERMES OBSCURS OU À UNE ÉCRITURE ILLISIBLE.

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CLASS OF SERVICE	SYMBOL
Full-Rate Message	
Day Letter	D L
Night Message	N M
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a full-rate message. Otherwise its character is indicated by the symbol appearing after the check.

# CANADIAN NATIONAL TELEGRAM



D. E. GALLOWAY, ASSISTANT VICE-PRESIDENT, TORONTO, ONT.

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(27)

STANDARD TIME

1942 DEC 21 AM 3 24

MOA25 30=FD EDMONTON ALTA DEC 20 1030P

DIRECTOR OF AIR SERVICES=

1585 HUNTER BLDG OTTAWA ONT=

CPA REPORT LOCKHEED CPD WITH TEN PASSENGERS ESTIMATED  
VANCOUVER RANGE AT SEVENTEEN FORTY FIVE AT SEVENTEEN THIRTY  
TONIGHT STOP NOW THREE HOURS OVERDUE AND UNREPORTED STOP  
WILL KEEP YOU ADVISED=  
SAUNDERS.

## DEPARTMENT OF TRANSPORT

FROM.....  
TO.....

SUBJECT..... AIRCRAFT - INSPECTION & REGISTRATION.....

SUB-SUBJECT..... ACCIDENTS - MAJOR.....

FILE TITLE ACCIDENT TO CF-CPD, DEC. 20TH, 1942. TEN PASSENGERS.

## CROSS REFERENCES

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT CENTRAL RECORDS	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FOR- WARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO CENTRAL RECORDS
DEC 21 1942	As requested	Miss Fisher		J. G. M.	DEC 26 42
		DM.		N.	DEC 28 1942
		C.A.R.		C.	JAN - 5 1943
JAN - 2 1943	95813	Radeo A			JAN 24 42
JAN - 5 1943		PAV		D	JAN 29 1943
	with Memo	C.C.A.			FEB 10 1943
		Mr. Hov...		N.	FEB 10 1943
		Dr.		N.	FEB 10 1943
		Mr. Van Allen			FEB 10 1943
		D.A.S.		F	FEB 24 1943
		Mr. Chaim			FEB 24 1943
FEB 26 1943	10750	C.C.A.			MAR - 8 1943
		Mr. Main		Km	MAR - 8 1943
		b.b.a			MAR 23 1943
	Miss.	C.A.W		Km	MAR 23 1943
		D.A.S.			MAR 23 1943
MAY 13 1943	MAY 25 1943	W.A.S.			MAY 25 1943
MAY 17 1943	MAY 24 1943	14037			MAY 25 1943
		Le...			MAY 25 1943
		C.C.A. ①			AUG 13 43
		C.A.W. ②			AUG 16 43
AUG 30 1943	47225	b.A.R.			AUG 30 1943
SEP - 8 1943	49801	C.A.R.			SEP 17 1943
		C.A.E.			SEP 17 1943
SEP 21 1943	55002 - 54850	W.A.S. ④			
SEP 28 1943	55003	b.b.A. ②			
SEP 30 1943		b.A. 25			
SEP 27 1943		b.A.R.			
		C.A.R. ①			
SEP 28 1943		Mr. Main ①			
OCT 1 1943					

IMPORTANT—DO NOT FAIL TO NOTIFY RECORDS WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH

Memo. 18/10/42 C.A.R.

with memo C.C.A.

Memo Oct 20 1943

OCT 25 1943

FILE NO. 5002 - 100

VOLUME NO. 2

# DEPARTMENT OF TRANSPORT

FROM.....  
TO.....

SUBJECT..... AIRCRAFT - INSPECTION & REGISTRATION  
SUB-SUBJECT..... ACCIDENTS - MAJOR  
FILE TITLE..... ACCIDENTS TO CF-CPD, DEC. 20TH, 1942 TEN PASSENGERS.

## CROSS REFERENCES

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NOV 23 1943		P.A.S.		7	NOV 29 1943
NOV 24 1943		D.M.			
NOV 24 1943		D.M.			DEC -1 1943
NOV 29 1943	DEC -4 1943	Mr. Main		Kar	DEC 6 1943
DEC 6 1943	DEC -4 1943	Mr. Van Allan		WHA	DEC 13 1943
DEC 21 1943	77830	Law			JAN 16 1944
JAN 3 1944	77977	D.M. Law			JAN -6 1944
		C.C.A.			
		CAR			
	Request Mr. Francis				
	For Signature please.	P.C.A.			MAR -2 1945
	83094	Le LA			MAR -1 1945
		Dm			
		CAR			JAN 19 1944
		CDW			MAY -5 1944
		B.S.A.			MAY -5 1944
MAR -1 1945	Request	A.T.C			MAR -2 1945

000392

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