

Eastern Canada's First Big Crash Was Worst of Week End Faltalties

Six Lose Their Lives in Fatal Plane Crash and Fire at St. Catharines

BLAME ENGINE

St. Catharines, Sept. 15.—Six persons were killed here Saturday evening, near the close of the Niagara District Airport festivities, when a palatial Travelair plane belonging to Airways Limited, Toronto, careened down out of the sky, crashed to the ground with terrific impact, bounded 100 feet into a field, then slowly rolled over and burst into flames.

Every occupant was either instantly killed or almost immediately burned to death.

THE DEATH LIST

Frank Bradfield, aged 32, 387 Sherbourne Street, Toronto, pilot.
J. A. McDonald, aged 42, official Government photographer on the Welland Ship Canal, 229 Geneva Street, St. Catharines.
Mrs. Walter Bennett, 210 Aberdeen Avenue, Hamilton, a widow.
John Bond, aged 35, employee of the City Dairy Company, 33 Henry Street, St. Catharines.
Allan Bond, his son, aged 6.
Louis Bennett, aged 23, Assistant Claims Agent for the Canadian National Railways, of St. Catharines Heights. He is no relation of the Hamilton woman victim of the same name.

NOT ONE SURVIVOR.

With no survivors to tell the story of the mishap, officials were reticent to comment on the probable difficulties that overtook the pleasure craft.

Opinion among aviators at the field, however, was that Pilot Bradfield found his motor suddenly losing power and made a desperate effort for a safe forced landing.

It was 7.30 last night when the Travelair plane took the air. The committee in charge of the opening festivities had ordered the machine to remain on the ground while stunt flights and races were in progress. No passenger planes were allowed in the air.

For two hours the prospective passengers sat about and awaited the official word to start. Little Allan Bond was particularly impatient. It was his first flight. The other passengers became impatient and those in charge of the flight finally refunded the money.

TWO LEAVE PLANE.

A few minutes later permission was given for the machine to take the air. All returned except two, Royal Nugent and his little son.

Mrs. J. A. McDonald, wife of one of the victims, refused at the last minute to enter the plane. She said

she was tired and did not care to fly. The plane soared away, but to those on the ground it seemed that Pilot Bradfield was having trouble getting altitude. His ship rose slowly and seemed barely to clear tree tops at the far end of the field.

As it sailed along in a southwesterly direction over the Welland canal, it cleared its next obstacle, high-tension wires on lofty steel towers.

Then, suddenly the craft planged sharply toward the earth and then nose dive but appeared to be making a forced landing.

With a crash it struck a knoll, plowed a furrow in the earth and then suddenly burst into flames with a loud explosion.

It catapulted and rolled over 15 yards of marsh and came to rest on the far side of the swamp, a mass of flames.

CRASHED INTO MARSH.

No house is near the end of the fatal flight. The banks of the Welland canal at Lock 15 roll down to a marsh spot and rise again in knolls that shape a gradually sloping hill to the west. Lock 15 is about two miles from the city limits of St. Catharines and also near Merriton and Thorold. Two miles further on is the airport.

Ottawa, Sept. 15.—Aviation officials described the flying tragedy at St. Catharines, Ont., last night as almost the worst which has happened in Canada. In only one other case was there a greater number of deaths, when a seaplane crashed into the sea near Victoria, B.C., a year ago and seven persons were killed.

Frank Bradfield, pilot of the machine which crashed yesterday, was one of the most experienced Canadian aviators, according to officials of the civil aviation branch. He was a war-time flier, and during the last ten years has engaged in various types of civil aviation. Last year he flew mail planes between Rimouski, Que., and Ottawa.

The finding of the board of inquiry investigating the tragedy will, it is expected, be returned to the national defence department tomorrow or Tuesday. Although no word has been received here from the board as yet, department aviators here are inclined to blame the crash on engine trouble.

Members of the board of inquiry are Inspector G. B. Holmes, of the civil aviation branch; Capt. F. G. N. Sparks, Montreal, and Captain J. Spaulderson, London, Ont. J. A. Wilson, director of civil aviation branch, is also at the scene.



DOWN TWICE BUT ARRIVED
Ramsay MacDonald, premier of Great Britain, arrives at Hendon, London, from Lissleworth, in a new bombing plane after two forced landings en route.

Emphasize Value Of Canadian Goods

Produced-in-Canada Exhibition at Montreal Will Help Industries

Montreal.—The growing importance of industry in Canada, the corresponding increase in the interest in produced-in-Canada goods, and the effect of a more widespread use of these goods on the prosperity of the individual, will be emphasized in various ways during Produced-in-Canada Week which will be held from November 4 to November 9 to correspond with the National Exhibition in the Stadium, and Buyers' Week, it was announced by the Quebec Branch of the Canadian Manufacturers' Association.

There will be three separate events but each will be co-related. Produced-in-Canada Week, arranged by the Canadian Manufacturers' Association, Quebec Branch, will call attention to the advantages of buying articles produced in Canada by Canadians, and Buyers' Week, arranged by the Montreal Board of Trade, will stimulate the sale of goods by merchants and firms in the city. In addition, the exhibition will afford manufacturers an opportunity to augment their sales throughout the East. It is stated.

The committees responsible for each event have arranged many attractions to emphasize the ideas they have created.

A film is now being made for distribution to various theatres in Montreal which will show phases of Canadian industries. Gramophone records are being prepared to give voice to the importance of Canadian industry and the people who are engaged therein.

A window dressing contest has been arranged and City merchants will be invited to enter. In addition it is planned to arrange demonstrations at some central point—most probably at the Stadium where the exhibition is held—by the Ontario Research Bureau, the Industrial Research Bureau of the Dominion Government and also the bureau of the Pulp and Paper Association.

Toll of Wild Life is Heavy

Nelson, B.C.—Carcasses of big game found in burned off areas of British Columbia mountain forests have revealed that the toll of wild life taken by this year's forest fires was very heavy.

Owing to the long spell of hot dry weather many fires travelled at a rate of one mile in five minutes along the crowns of giant trees. Game on mountain sides had no chance to escape and perished miserably when the red peril swept up the slopes.

Goodwill Message

Leading Business Men of Canada Send Greetings to King George

Edmonton, Alta.—A message of greeting from the 300 leading business men from mail provinces of the Dominion and representatives of five of the leading Chambers of Commerce of Great Britain was sent to King George at the opening session of the fourth annual convention of the Canadian Chamber of Commerce. The message signed by the president, William Birks, conveyed to His Majesty the rejoicing of the convention over the improvement of his health.

Messages of greeting from the Governor-General, Right Hon. Ramsay MacDonald, Prime Minister of Great Britain; Right Hon. W. L. Mackenzie King, Premier of Canada; Lord Passfield, Secretary of State for the Dominions; Lord Iveagh, President of the Federation of Chambers of Commerce of the British Empire and from the premiers of various Canadian provinces, were read.

"It is the very earnest and confident hope of myself and of all my colleagues that the remarkable progress of Canada may continue at a rapid rate; that the free, the happy and the mutually advantageous association which unites her with Great Britain may be strengthened," said the Premier of Great Britain in his message.

Thornton to Stay As Head of C.N.R.

Amount of Salary to be Paid President Not Yet Decided

Ottawa.—Sir Henry Thornton, whose second term as head of the Canadian National Railway System is about to expire, will remain in his position.

This, it is learned, has been definitely arranged and there was no foundation for any report of his going elsewhere.

The salary to be paid the president in the new agreement has not been decided but, it is said, there is no warrant whatever for an suggestion that the president has applied for more money. Whatever his remuneration in future, it will be on the initiative of the Government. Sir Henry at present draws \$75,000 a year.

Comparisons with what is paid other big railway executives will be a factor in settling his future remuneration, along with consideration of the results he has achieved in the financial rehabilitation of the National System.

Much Better

Cincinnati Enquirer: If a man wants to remain single during his life he has a heap better chance if he is a flop at making money.

Prison Colony For Doukhobors

Federal Establishment in Gulf of Georgia Suggested by E.C.

Victoria, B.C.—Fanatical Doukhobors blamed for disturbances in Saskatchewan and British Columbia's interior, may be consigned to a prison colony, probably on Darcy Island in the Gulf of Georgia. Suggestion has been made to the Dominion government by provincial authorities it was revealed recently.

The scheme has been placed before Dr. J. H. King, Dominion minister of health. He will discuss the matter with his colleagues on his return to Ottawa.

The proposal that Doukhobors who refuse to obey Canadian laws be removed to a colony by themselves, where they will have no contact with law-abiding members of their sect, is advanced by the provincial government in the belief that the whole Doukhobor problem is a federal issue. The Doukhobors, it is explained, were brought here under contract by the federal government.

Darcy Island is suggested as a suitable place for the proposed colony because it is isolated and escape from it is almost impossible.

British Troops Leave Rhine

London.—With a great deal more emphasis on perambulators than on guns, the British Army of Occupation, which marched militantly into German territory nine years ago, is now ready to begin the homeward journey. It is safe to say that no political stroke since the Labor government came into power—even including Chancellor Philip Snowden's financial victory at the Hague Reparations Conference—caused so much satisfaction in England as that of Arthur Henderson, Secretary of State for Foreign Affairs, in winning concessions from France and Belgium to the early evacuation of the Rhineland. The desire of certain of Britain's former allies to keep Germany smarting under foreign occupation has been short-lived. For England there has never been a Rhineland problem as France and Belgium understand that term. Those nations and Germany are paying for the weakness of Charles-magne's sons. Such an observation, however, would have been decidedly out of place when the British troops marched into Rhineland nine years ago—400,000 strong.

MANY CHANGES IN DECADE

In a sense, the arrival of the British army was more spectacular than that of any of the others. No nation so loves the trappings of military display. The French occupation ranked more in German breasts, but the French, with characteristic lack of interest in what is called "smartness" in things military, moved in with less display—and are still staying longer.

The order to return home has served to reveal what great changes a decade can bring even in a zone that is technically under martial law. Early in the occupation one military order especially irked the Germans. That was the command that every male citizen must salute British officers on the street. The famous "hatless brigade" of men of Cologne was the result.

Few are now indelicate enough to revive the memories of those days. Officially, British troops in the Rhineland maintained the position of conquerors, but unofficially they have reverted to national type and have become colonizers. Strict orders forbade the marriage of British soldiers with German girls. Only fifty-three such unions have been mentioned since the occupation began.

"Tommy Atkins," however, is an old hand at evading just such orders. It was never difficult to obtain passes to unoccupied German territory in Germany and officers seldom inquired how the leave was spent.

900 MIXED MARRIAGES.

Unofficially, it is estimated that at least 900 marriages have taken place. The removal of the wives and children forms one of the major problems of evacuation. It fell to the lot of the British troops to hold the most attractive part of the occupied territory.

Since the evacuation order was issued, London newspapers have been replete with laments from correspondents in the Rhineland over the prospect of trading Weisbaden, Koenigstein and Bad Schwalbach for the comparative dreariness of Aldershot or Catterick. Especially since the British abstained from joining the French advance into the Ruhr has the feeling of Germans for the red-coated army improved.

Rhineland authorities have been informed that the evacuation will begin Sept. 14. Already, the first contingents of wives and children have started back to England. While there are only 6,000 troops now in the territory, in reality about 10,000 persons will have to be transported. The spas of Koenigstein and Schwalbach will be the first to be deserted. The artillery and Hussar detachments at Weisbaden and Biebrich will begin to depart on Sept. 29.

Evacuation of Bingen will begin on Nov. 14, and the headquarters troops will begin leaving Weisbaden on Dec. 7. The last of the Army of Occupation is expected to be back on British soil by Dec. 13.



WINS PIPING LAURELS
Pipe-Major Donald E. Macpherson, Toronto, won honors in piping events at Banff Highland gathering and Scottish music festival recently.

3,000,000 Jews Slowly Dying

Paris, Sept. 11.—After four weeks spent in Soviet Russia investigating the conditions of Jews living under the Bolshevik regime, Rabbi Simon Glazer, president of the Central Council of Rabbis of Greater New York, has returned to western Europe convinced that "slowly but surely the life is being snuffed out of more than 3,000,000 Russian Jews by the iron rule and diabolical ingenuity of Bolshevism."

Rabbi Glazer is rabbi of Temple Bethel, of Borough Park, Brooklyn. He told the Associated Press correspondent that not more than 10 per cent of the number of Jews once in Russia were now attached to Judaism there, among those who have survived the troubles of the last ten years, "death and insanity are considered messengers of mercy."

PROSPERITY

The bumper crops
Now bump the bumps.
And jumper stocks.
Now jump the jump.



PLANE GOES 360 AN HOUR

Lieut. Waghorn, a baby of the Force, who flew a British Schneider Cup plane entry over trial course at 360 miles an hour, believed to be a record.

Wheat of Canada Plugging the U.S.

Canal Carriers Protest Alleged Conditions to Senator Nye

Washington.—The charge that grain elevators in New York state are crowded with Canadian wheat held under bond for milling and that this condition prevents the free movement of merican wheat, was made in a telegram to Senator Nye (R., N.D.) from the Canal Carriers' association with headquarters in New York city.

Nye sees in this condition and in conditions reported to him from other sections, a reason for repeal of the provision of the tariff laws according to duty-free entry to Canadian wheat for milling in the United States with the privileges of holding it in bond on coast of Labrador at the western entrance to the Strait of Belle Isle. This information came to the minister of legislation," Senator Nye said. "There must be alteration of the present privilege granted in the tariff law which admits it held in bond for manufacture and export."

Nye is also interested in the alleged

discrepancy between wheat prices in the northwest and prices in contiguous Canadian provinces. He cited a letter received from a North Dakota wheat producer telling how the same sample of wheat had been offered on the same day to three American elevators, and two Canadian. The American elevators offered to pay \$1.07, while the Canadian elevators offered \$1.37 and \$1.38.

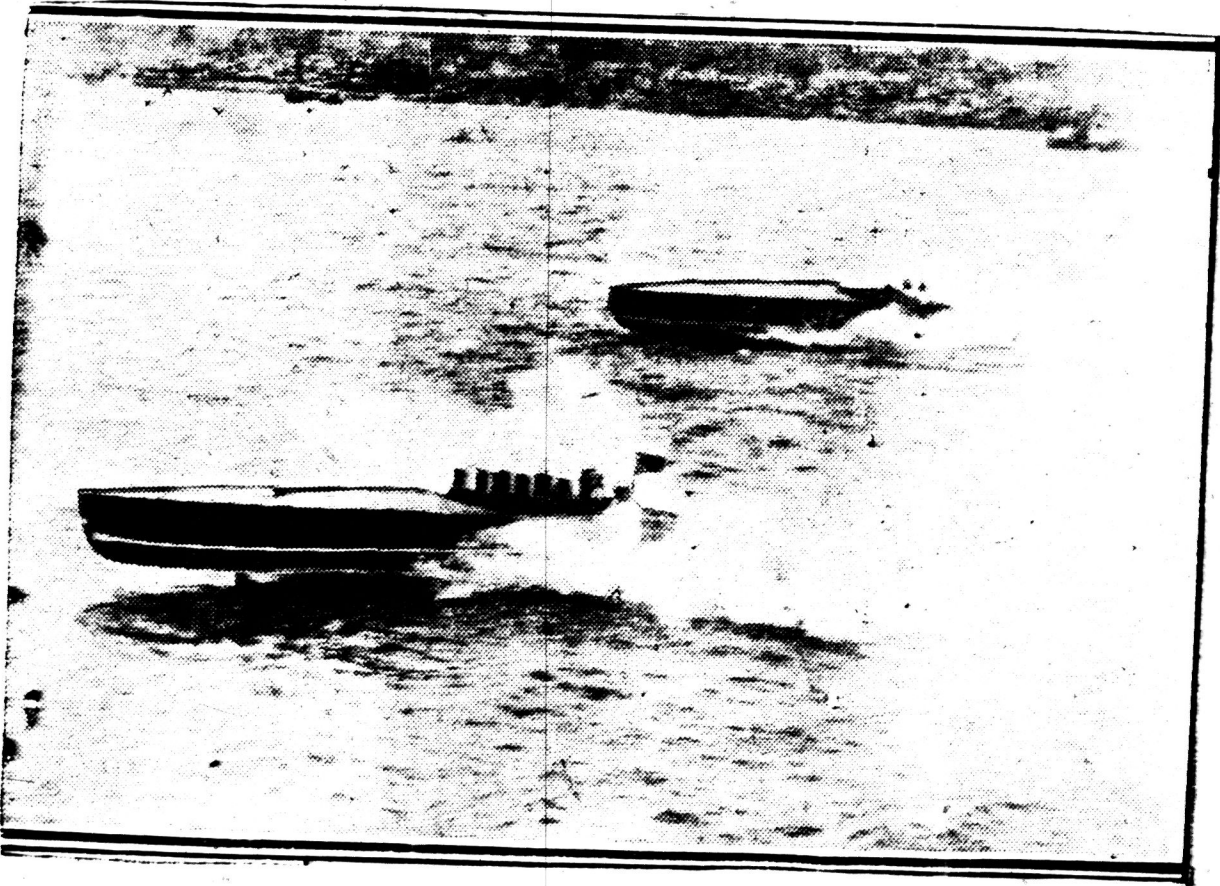
More Excitement

French Tramp Steamer Total Wreck on Greenly

St. John's, Nfld.—The French tramp steamer Baugis, 1,776 tons, is ashore on a total wreck on Greenly Island, a stranding of the German transatlantic plane Bremen, off the coast of Labrador at the western entrance to the Strait of Belle Isle. This information came to the minister of legislation," Senator Nye said. "There must be alteration of the present privilege granted in the tariff law which admits it held in bond for manufacture and export."

To love for the sake of being loved is human, but to love for the sake of loving is angelic.—Lamartine.

Where Betty Failed to Score a Win



BRITISH INTERNATIONAL TROPHY RACE STARTS
Start of race won by Gar Wood's Miss America VIII, defeating Miss Betty Carstair's Estelle IV, in the first heat of the British International Trophy race at Detroit.

Whales Beat It Account Storm

Victoria, B.C.—A succession of gales that caused horrids of small fish to scatter, destroyed excellent prospects for a record season for Canadian whalers.

The whales were within well defined areas out from the Queen Charlotte Islands and were being captured by six vessels of the Consolidated Whaling Company, Limited, when the storms started.

Within a few days the whales had gone in all directions. Despite this the Canadian whaling stations at Rose Harbor and Nelson Harbor report this year catch as three hundred and sixty whales.

Capt. G. Le Marquand, managing director of the company, states he has no fear of the industry petering out as there appears to be as many whales now as when the whalers first operated from the island stations in the north.

Of the total catch one hundred and twenty-five were sperm whales and five were sulphur-bottomed whales, highly valued owing to their large content of oil.

The whalers will probably continue operations until the end of October.