

and from measurement of the distances between the marks, experts said it was possible to determine the engine speed and make assumptions in regard to engine failure.

Discovery of the marks settles one problem but raises another one. Striking the ground as they apparently did, the tips of the propeller blades could not have twisted backward, unbalance the ship and probably caused it to crash soon after.

LOW ALTIMETER MYSTERY
But it still remains to be solved why the ship was down that low, why it was gained, and what caused it to slide after the takeoff. Even with twisted propellers it apparently regained altitude, flew another half-mile before crashing.

Over the Canadian aviation commission on Regina to open the official government inquiry today. The probe was expected to last at least all day. Twisted of the inquiry board will see the scene of the crash.

Squadron Leader Alan Perrier, Ottawa, chief of the aircraft inspection branch of the Department of Transport, heads the inquiry. He is assisted by Mr. G. W. G. Robertson, Regina, Assistant Inspector K. P. Saunders, Edmonton, and Assistant Inspector W. S. Lawson, Regina.

Trans-Canada Airlines officials assisting in the inquiry are H. O. West, in charge of maintenance and overhaul; E. L. Leach, instructor pilot; O. T. Larson, in charge of meteorology and despatch, and M. Sutherland, chief mechanic.

TO HEAR WITNESSES
After inspecting the wreckage, the inquiry probably will move to the Department of Transport office in the post office building when more than a dozen witnesses, including eyewitnesses, airport attendants and police-men, will be heard.

Another peculiar feature of the wreckage was that the Fowler flap on the right wing, the one not destroyed, was fully extended. The flap was extended to allow down the plane for a Pilot Inmate, after plunging along the ground once may have decided to try an emergency landing and lowered his flap. It is not believed the plane's retractable landing gear had been lowered, however, as it would have been down for a landing.

The Winnipeg fibers, both of whom had long experience in Canadian aviation, were hurried to their deaths in the Winnipeg to Vancouver, being placed a few minutes after their scheduled takeoff from Regina at 12:51 a.m. (21 11 a.m. EST).

Trans-Canada Airlines officials said this was the first disaster since the T.C.A. started "serious cross-country flying" about a year ago.

CONDITIONS FAIRLY GOOD
At the take-off weather conditions were fairly good. Temperature was 24 above zero and a light west wind was blowing. A light snow was falling, but the average velocity was 2,000 feet and visibility was from one to two miles.

Two eye-witnesses said they believed the log Lockheed 14 machine, valued at \$130,000, did not get more than 50 feet off the ground after the Regina take-off and the motors did not seem to be functioning properly.

The plane seemed to be turning in a southeasterly direction when it nosed suddenly to earth. Immediately it burst into flames and a series of explosions occurred. The control cabin and the main cabin were enveloped, half the right wing disappeared and lives of the two eye-witnesses were momentarily endangered.

Those on duty at the airport did not witness the crash. Office Manager David Weir and Despatcher Orville Knight were growing disturbed because of failure of the plane to report when one eye-witness arrived to tell them what had happened.

LAST RADIO CONTACT
Last radio contact with the machine was when Mr. Weir gave clearance orders as the plane waited at the east end of the Regina field.

Voice of one of the aviators asked the routine question, "Will you please give clearance orders?"

"Field clear, ok, take-off," was Mr. Weir's reply from the radio office. The plane roared westward down the runway.

Those were the last words spoken by the pilots to the outside world and it is not known whether it was Weir or Knight who spoke.

Two men had spent about 15 minutes in Regina, chatting casually with Weir while Orville Knight, des-

patcher, was no special person, along with Andrew Jackson. His collection includes one of the few complete sets of Napoleon's correspondence in America, as well as other rare historical documents. His home was a veritable Napoleonic shrine.

On behalf of the French Republic, Consul Paul Morand decorated him with the Legion of Honor, May 1, 1934, in recognition of his interest in the Little Corporal.

Among his contributions to Michigan lore were the volumes, "Pere Marquette, the Missionary-Explorer" and "A Catholic Priest in Congress—Father Richard." He also was the author of "Public Service of Sanford M. Green."

He was president of the Michigan Historical Society.

NATIVE OF IRELAND
Born in Ballisgarret, Ireland, January 1, 1880, Mr. Weadock came with his parents to Ohio as a boy. His early education, during the Civil War days, was a struggle, and he found it necessary to earn his way when he entered the University of Michigan Law School in 1871. He was admitted to the bar in Detroit, April 8, 1873, at the age of 23.

Establishing law offices in Bay City, he was named prosecutor in 1877. A vigorous campaign of law enforcement, his first term as mayor of Bay City in 1883. He served two years. Later he served two terms in Congress from what is now the Tenth District. He declined renomination for a third term, in 1895, and came to Detroit to establish a law office.

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JINX TO CHAMPIONS!
Jockey Mies Will is a jinx to champions in United States flat-horse-racing. He was up on three moments that won at the expense of Seabiscuit and since last fall, and rode the one that gave War Admiral his only defeat of the aluminum and brought it home in 1926. Menos.

Others at Deal Try to Pound Its Huge Tail With Oars
DEAL, Kent, Eng., Nov. 19.—Appearance of a "sea monster" started this fishing town yesterday.

Three fishermen said they sighted an enormous fin emerging from the water close to shore. Running to a nearby jetty, the fishermen saw what appeared to be a gigantic fish moving through the clear water. One of the fishermen picked up stones and said he hit it twice.

The monster plunged out of sight following this first skirmish, but came into view again about 100 yards away. Two other fishermen, entering the harbor in a boat, said they came close to the sea serpent that one of them attempted to hit it with an oar. The fishermen said the monster weighed at least three tons and had a tail two feet broad.

Regains Mess Kit
WARWICKLOPEN, Pa., Nov. 19.—Clarence Dadds has recovered that mess kit he lost 20 years ago in the Argonne. A chance conversation disclosed Brainerd Hildeman, of nearby Berwick, found it in the World War battlefield, never had heard of the owner whose name was scratched on the aluminum and brought it home.

Liberals Re-elect Col. W. J. Heaman
LONDON, Ont., Nov. 19.—Col. W. J. Heaman was returned as president of the London Liberal Club at a meeting in Ryman Hall last night. Orders selected at the annual session were J. E. Brown, first vice-president; W. Scott, second vice-president; while the executive is composed of P. Rumball, J. Wilson, J. McRae, W. Fyfe, G. Mitchell, T. McKeown, P. Spence, A. S. Ferguson, G. Banghart and J. Banks.

Population Rises
CANBERRA, Nov. 19.—Australia's population at the end of June was 4,802,082, an increase of 26,460 for the six months ended June 30, 1938, compared with 24,617 for the corresponding period of 1937.

VIEW OF R.C.M.P.
REGINA, Nov. 19.—Royal Canadian Mounted Police, headquarters bound to barracks when a Trans-Canada Airlines plane crashed and killed two aviators, described last night their constable's report.

The constables reported they could see the flash of the explosion and heard the crash. Constable Fred Dodd, one of the party, said a sudden terrific roll followed over the plane and flames leaped 100 feet in the air. The flames jumped into their car and drove to the scene.

"We drove within 20 yards of the burning plane and saw the scene of the crash, thinking there was a chance we might pull some one out from the plane," Mr. Withers said. "We saw at once that was useless. There was no chance of any person surviving."

BURNING LIKE TORCH
"Main part of the wreckage was burning like a torch, and as we drew nearer, close enough to make out the bodies, one of the bodies exploded. The head drove it back."

A short time later Royal Canadian Mounted Police arrived. Cornerer Dr. S. C. Moore ordered the bodies removed to a funeral home in Regina.

Both pilots were born in Western Canada and were members of the Eastern Canada aviators. Capt. Irvine, born at Winnipeg, Sask., in 1910, was educated at Wilkes, Sask. He became a pilot with International Airways, Montreal, in 1927. Later he belonged to the St. Catharines Flying Club and Canadian Airways. Surviving as his widow, an infant daughter, and two brothers in Winnipeg. Capt. Irvine joined the T.C.A. Nov. 19, 1937.

First Officer Herald had been with T.C.A. only six months. He joined the service after several years flying experience with the Ontario Provincial Air Service, the Toronto Flying Club and British North America Airways. Herald was born at Gloversdale, Ont., in 1909. He was single and survived by his mother, who lives in Goderich, Ont.

T.C.A.'S FLYING RECORD
WINNIPEG, Nov. 19.—Trans-Canada Airlines officials said the small mail plane crash which killed the lives of Dave Irvine and Captain Herald

in Ann Arbor, Miss Isabel and Mrs. Porter lived with Mr. Weadock at the Perry avenue home.

Also surviving is a brother, John C. Weadock, 78, a prominent attorney in New York. A second brother, George W., died last year in Saginaw, at the age of 83.

Routs Thief
MONTREAL, Nov. 19.—An umbrella is all that Mr. Henri Bond needs to chase away thieves.

Wife of a Montreal detective-sergeant Mrs. Bond was walking near her home yesterday when a youth accosted her and demanded her purse. Instead Mrs. Bond, who said the bandit was carrying a toy gun, swung with the umbrella and broke the steel shaft over the youth's head. The hold-up man escaped.

Montreal Woman Breaks Umbrella on Head of Young Robber

Calls on Jockey
Young Alfred Gwynne Vanderbilt has taken first call on Jockey Nick Wall, and he will ride Vanderbilt horses in California this winter. William Zeigler, Jr., holder of Wall's contract, does not race during the winter.

Roosevelt Going To Warm Springs
WASHINGTON, Nov. 19.—President Roosevelt worked today to clear his desk of a mass of business before transferring the centre of governmental activity to the southland for the next two weeks.

He will leave late tomorrow for Warm Springs, Ga., where, instead of swimmers in the health resort's outdoor pool, he expects to hold conference on the new legislative program. There is possibility, too, that Ambassador Hugh R. Wilson will go there when he returns from Berlin to give Mr. Roosevelt a first-hand account of the happenings in Germany.

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