

Head Office of Northern Jewellers Comes to Timmins

Three Killed When Plane Takes Dive Near Sudbury

Plunges to Earth After Making Loop. Was Run by Amateur Enthusiasts

Sudbury, Nov. 8.—A biplane nosedived to earth at more than 300 miles an hour Monday, instantly killing its pilot-owner and two passengers in this district's worst aeroplane crash on record.

Ross Armstrong, 26-year-old stope boss at Levack Mine, the owner and pilot, and Gordon Lennox and Frank Church, two young Levack miners, were the victims of the dizzy descent which saw the craft fall from a height of 1,000 feet and bury itself in a farm field a half-mile from the Village of Chelmsford. The plane nosed into the earth with such force that the engine was shoved back almost to the rudder. A government inquiry has been ordered.

The three men had no chance to escape death. Two were seated in the wide front cockpit and the pilot in the rear. According to an eyewitness, Armstrong had just completed a loop when the machine went out of control. The red-winged machine, its motor roaring a mighty finale, tore to its own destruction and the death of its occupants in a breath-taking plunge. It crashed on the side of a small, unnamed lake in a stretch of open land barren of foliage.

Tree Might Have Saved Them
"Had there been a tree to break its fall as it dived, they might not have all been killed," commented one farmer who witnessed the tragedy.

The plunge earthward came as the climax to an afternoon of stunting. The three men, whose daily work took them into the bowels of the earth, revelled in the sensation of being thousands of feet up in the air, and Armstrong, the young Albertan, put the craft through various manoeuvres.

"It poised for a moment as if to dive, then straightened out and a moment later nose-dived to earth," said William Tranchemontain, French-Canadian farmer, who was working on his brother's farm at the time.

"It fell with its nose going like this," said the eyewitness, describing several circles with his forefinger. "And while the nose seemed to go around in circles, the tail went straight up and she came down and hit with a noise like an earthquake."

"I watched him loop several times," said Tranchemontain. "Then I saw the plane dive and straighten out. I thought it would climb, but the next thing I knew it was spinning like a top straight for the ground. After the crash I ran as fast as I could go to where it lay wrecked. They were jammed in so tight I had to chop open the cockpit to get them out. I knew they couldn't be alive, but I thought I had better make sure, anyway. They were so badly mangled it made me sick. Then I walked to Chelmsford village and telephoned the police."

Got License in Toronto
A twisted heap of wreckage was all that was left of the trim craft, a 200-horsepower Valkyr which Armstrong picked up at a bargain price in Brantford last fall. He had it reconditioned in Sudbury and this summer obtained his private license at the Island Airport, Toronto. The plane was made in Ottawa and there were only two of its type. It had a cruising speed of about 115 miles an hour and a top speed of over 300 miles per hour.

Lennox, one of the three victims, was also a pilot. He had promised 13-year-old Jimmie Dickie a ride in the plane last Sunday, but the weather was poor for flying on that day and the trip was postponed.

"He promised me if it wasn't snowing the following Sunday he would take me up for sure," said the boy. "He was a swell chap. He was my pal."

Boy Saw It Spinning
Sixteen-year-old Morris Brosseau was on his father's farm when he noticed the plane looping.

"I heard a lot of backfiring and looked up in the air, and there it was, spinning fast," he recounted. "I thought it was coming straight for me, but it landed half a mile away. I ran over as quickly as I could."

Ross Armstrong came to Sudbury from Mannville, Alta., two years ago and had worked at Frood before being transferred to Levack. He rose rapidly from laborer to stope boss underground. He is survived by a brother, John Grant Armstrong, of Mannville.

Frank Church came to Sudbury from St. John, N.B. He was 27 years of age. He is survived by an aunt, Katherine Crumb, of Saint John. Gordon Lennox was from Redbridge, Ont., and is survived by his mother there.

The three were supposed to have reported at Levack for duty underground at 4:30 p.m. Monday.

H. & V. S. Students to Present Musical Revue, "Pirate Gold"

Proceeds in Aid of Red Cross. Event at Goldfields Nov. 28th and 29th.

Brief reference was made in The Advance on Monday to the fact that the students of the Timmins High and Vocational School are to present the musical revue, "Pirate Gold," in the Goldfields theatre on Tuesday and Wednesday, Nov. 28th and 29th, the proceeds to be given to the Red Cross. Dramatic and musical events by the Timmins High and Vocational School in the past have been so outstanding that the event on Nov. 28th and 29th should create very special interest. Events by the Timmins High and Vocational School students have won crowded houses on merit in the past. The event on Nov. 28th and 29th should have double appeal, the fact that the students are giving the proceeds to the Red Cross being in itself an added feature of attraction.

The following additional notes about the event on Nov. 28th and 29th are given herewith:—

In aid of the Canadian Red Cross, the students of the Timmins High and Vocational School are presenting a musical revue, "Pirate Gold," at the Goldfields theatre on Nov. 28th and 29th. The talent provided by the students will be directed by Mr. M. E. Turner of the Mallabar-Turner Company, London, Ontario.

"Pirate Gold" is a sparkling new two-act revue with music, drama and comedy. The first act, "On the Good Ship Jolly Rover," has the colourful setting of an old pirate ship. The catchy popular songs, the beautiful dancing, and the rousing pirate songs make this act a very entertaining one. Through musical comedy, dramatic sketches, a military drill, and a pageant for the finale, the second act has a variety which is certain to please everyone.

In order to give everyone an opportunity to see the revue, a matinee will be held on Nov. 28th. The use of the theatre will, it is hoped, give comfortable and adequate seating. Tickets may be obtained from the High and Vocational School students.

Brockville Recorder:—The Bureau of Statistics reports that in 1937 there were 1,633 traffic deaths in Canada, whereas accidental deaths in the home totalled 2,760. It might be argued, therefore, that one is safer on the road or street than within his own four walls.

EMPIRE AIR OFFICIALS IN CONFERENCE AT OTTAWA



In conjunction with the gigantic aviation expansion programme which is intended to make Canada the Empire's air centre during the war, a group of aviation experts arrived from Australia, Nov. 1, to confer in Ottawa with British and Canadian officials. Shown in the picture are Hon. Norman Rogers, minister of national defence for Canada; Cedric Kelway, Australian trade commissioner at New York; Hon. J. V. Fairbairn, Australian controller of civil aviation and leader of the Australian group; Sir Christopher Courtney of the British air mission, and Lord Riverdale, leader of the British experts.

Alfred Scadding Plans to Work Moose River Mine

Toronto, Nov. 8.—Alfred Scadding, survivor of the Moose River mine accident in 1936, is going back to the Nova Scotia property to put it into operation, he disclosed yesterday.

Scadding, Dr. D. E. Robertson and Herman Magill, all of Toronto, were trapped in the mine by a rockfall. Magill died underground but the other two emerged after ten days' entombment. The rescue by Nova Scotia draegermen was one of the most thrill-

ing in mining history and attracted world-wide attention.

Scadding has acquired a couple of new associates and they have leased the Moose River property from the Nova Scotia government. A government geologist has reported the existence of tungsten in the mine and Scadding believes that, with a war on, the price of the valuable wartime metal should rise. The operations will be directed toward mining the tungsten rather than purpose of operations.

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Heavy gunfire was heard early yesterday in Amsterdam and at several other points of Netherlands anti-aircraft batteries attempted to bring down unidentified planes. Firing first was reported at Schiphol airport, south of Amsterdam, then on the western outskirts of the city and later northward in the directions of Haarlem. This indicated the planes were flying in a northerly direction. The gunfire brought numerous residents to the streets in their night clothes, but no planes could be seen.

Death of Daniel Still at Pembroke Last Week

Pembroke, Nov. 8.—Daniel Still, a resident of this section for 80 years, died Thursday night in the cottage hospital here in his 86th year. Mr. Still had been active and going about his work as usual until three weeks ago when he entered the hospital. Born at Mansfield, Que., he was a son of the late Mr. Still. He moved to this section with his parents in boyhood and for a number of years lived at Beachburg. For the past 23 years he resided at Rankin. Surviving are his wife, formerly Elizabeth Ann Thrasher; four daughters, Mrs. Harold Culisse and Mrs. George Bishop, Windsor; and Mrs. Thomas Hewitt, Rankin; and Mrs. Robert Sutton, Sault Ste. Marie, Mich., and three sons, Abraham, Windsor; James, Schumacher, and John, Rankin. The funeral took place Sunday afternoon from the home, with burial in the Presbyterian cemetery at Micksburg.

Don't be Downhearted! Think of Walter Callow!

(MacLean's Magazine)
Should you be feeling discouraged or disgruntled, think of Walter H. Callow. Mr. Callow is a patient in Camp Hill Hospital, Halifax. Injured in an R.F.C. plane crash in 1917, since 1930 he has been completely incapacitated by spinal trouble and arthritis. He lies constantly in one position. He cannot use his hands. He is blind. Eight years ago, his wife died, leaving a young daughter to be cared for.

Mr. Callow has a hobby, by radio he keeps himself posted on current happenings, and composes verse to cheer up his friends. He sells some of his poetry, too.

His name tells us that "the spirit and courage of this patient is a source of inspiration to all who have the privilege of his acquaintance."

If you think your lot is a pretty tough one, you might, now and then, remember Walter H. Callow.

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Leave destinations up to and including Monday, November 20th, EXCEPT as follows: From Windsor up to 12.30 a.m. Tuesday, Nov. 21st. From Jellicoe, Geraldton, Beardmore, Nakina, Tashota and Longlac, up to Wednesday, November 22nd, 1939.

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