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The Guardian

"Covers Prince Edward Island Like The Dew"

WEATHER

Cloudy with snowflurries; continuing cold; light westerly winds. Low-high at Charlottetown 5 below and 10 above.

12 PAGES — CHARLOTTETOWN, CANADA FRIDAY, JANUARY 18, 1957 — PRICE 5c

FLYING CURLERS LEFT FOR EUROPE YESTERDAY

Island members of the Europe-bound Flying Curlers assembled in front of the Department of Transport Office in Moncton prior to take off on their overseas jaunt. Delayed twelve hours by a series of storms, the flight got under way at 3:00 p.m. yesterday. They are scheduled to arrive at Preswick, Scotland today. Included in the sixty-three Maritimers making the trip to various centers in the old country are the following residents of this Province: Gladys MacQuarrie, Lillian Hogg, Blanche Hogg, Daisy Williams, Mrs. John Watson, John Watson, Walter Coulson, Derek Hughes, W.B. Shand, Summerside; Rita Bell, Mrs. R.L. Blakeney, J.F. MacLeod, R.L. Blakeney, Emmett MacDonald, Keith Myers, Dr. E.S. Giddings, Gordon Wellner, T.N. Inman, Mrs. Charles MacArthur, Rev. J.H. Bishop, Roland Taylor, Dorothea Stewart, Charlottetown; Olive Poole, Dr. Preston MacIntyre, Dr. L.A. Johnston, R.M. Martin, Montague; Mrs. Eric Robinson, Eric Robinson, Carleton Siding.

PASSENGERS, CREW TAKEN OFF

Nfld. Ferry Cabot Strait Is Abandoned On Sand Bar

Report No Immediate Danger Ship Will Start Breaking Up

PORT AUX BASQUES, Nfld. (CP)—The grounded ferry Cabot Strait lay deserted and dark on a sandbar in nearby Grand Bay Thursday night, all 51 of her passengers and crew safe ashore.

Capt. Edward O'Keefe and his crew of 38 were taken off in fishermen's dories before night fall to join the 12 passengers rescued earlier.

As the wind shifted and the seas moderated the CNR, which operates the 2,043-ton ferry between this Southwestern Newfoundland rail terminal and North Sydney, N.S., held hope she could be refloated.

E.J. Heavy, CNR marine superintendent in St. John's, said the ferry appeared in no immediate danger of breaking up. As yet there are no plans for refloating.

Passengers were rescued by crew members, railroad workers and fishermen Thursday afternoon. They pulled dories 100 yards hand-over-hand along a lifeline stretched above the breakers from ship to shore. The water was too shallow to launch the ship's lifeboats.

The ferry ran onto the sandbar, about six miles west of here, in the teeth of a blizzard Thursday morning.

VISIBILITY ZERO

She grounded as snow driven before winds gusting to 80 miles an hour cut visibility almost to zero. Seas were in a turmoil after a week-long intermittent lashing by high winds. Temperatures were near zero.

The Cabot Strait also had railway freight in her hold as she made her regular overnight run from North Sydney.

The Cabot Strait grounded between 7 and 8 a.m. NST on a sandbar known as the Big Barrachoix in Grand Bay to the west of Port Aux Basques harbor entrance.

The wind swung from southeast to northwest late in the morning and a line was rigged to shore. Railway workers brought a rescue train from Port Aux Basques to accommodate the landed passengers.

They were taken off two and three at a time. The Cabot Strait has carried passengers, mail and freight between Newfoundland and Nova Scotia since she left her builders in Scotland in 1947.

Shipping men said the spot where the ferry ran aground was almost the only one along the coast that is free of rocks.

The ferry had developed a seven degree list by late afternoon. Capt. O'Keefe ordered his crew to draw the fires in her boilers and the ship was without steam after 11 a.m. She was said to be taking some water through a buckled bulkhead.

In Moncton R. G. Hayes, CNR regional vice-president, said a skeleton crew would return to the ship this morning to prepare to salvage mail and other cargo. She carried 1,077 bags of mail, 24 tons of express and 144 tons of freight for Newfoundland points.

The Cabot Strait is one of two CNR ferries maintaining daily service between Cape Breton Island and Newfoundland. They make overnight trips in each direction across the 100-mile strait.

The accident is the first of consequence since the ferry Caribou was torpedoed and sunk by a German submarine in 1942 with loss of 137 lives.

The CNR said the 1,137-ton Springdale, normally in coastal service, will replace the Cabot Strait Monday.

Gordon Commission Report Under New Fire In House

OTTAWA (CP)—Renewed criticism from both sides of the Commons floor was levied Thursday at the Gordon Commission report.

And a Social Credit non-confidence motion, charging the government with "failure" to increase old age pensions, was inserted into the throne speech debate.

George Hees (PC — Toronto Broadview) described as "election bait" the Gordon Commission's preliminary report issued last week, with its forecast of a bright economic future in the next 25 years.

He said the predictions were made to create an impression among voters that the improvements would come only under a Liberal government.

Mr. Hees predicted that Walter Gordon, Toronto accountant who headed the commission, will be offered a cabinet post as reward for the report, succeeding Trade Minister Howe.

A.J. MacEachen (L—Inverness-Richmond), in a more tempered criticism of the report, said its conclusions about the Atlantic provinces were "out of step with the current feeling of reasoned optimism" in the area.

MISSED PROPOSALS

Mr. MacEachen, economics professor at St. Francis Xavier University, Antigonish, N.S., said there was general disappointment in the Maritimes because the commission made no proposal for a general program of Maritimes redevelopment.

It had made no mention of federal monetary measures which could affect the area either for good or bad.

The Social Credit motion was presented by F. D. Shaw (SC—Red Deer).

It criticized the government for "failure to take effective action to stop the continuous rise" in living costs, to provide a policy giving farmers an equitable share in Canada's prosperity, or to bring old age pensions and other social security measures into line with living costs.

Mr. Shaw called for a $20 increase in the $40 monthly pension paid to all Canadians 70 and over. He proposed a similar increase in the old ge assistance paid by federal and provincial governments to needy persons between 65 and 69.

Members of all parties, including a number of Liberals have been urging higher payments for old age and blind pensions and family allowances.

The Social Credit non-confidence motion is an amendment to an earlier motion by the Progressive Conservatives.

RESTRICTIONS POOR

Mr. Hees said the Gordon Commission "conveniently" forgot that the government's tight-money policy was hamstringing the housing industry and forcing many businesses into bankruptcy.

The commission had suggested no policy to meet its forecast of increasing power needs in Canada. In that field the government itself had a "do nothing hope-and-grope" policy.

Mr. MacEachen said there is value in the commission's proposal for a board with federal financial aid which would recommend public projects in the Maritimes.

But he said the commission was out of step with the feeling of quiet optimism in the Maritimes.

RAISE WAGES

One way in which the federal government could help raise incomes of Maritime workers would be to pay the same wages to all its so-called prevailing rates employees across the country.

C.W. Carter (L—Burin-Gurgeo) said the Gordon report must be accepted as an honest attempt to appraise the possbilities of the next 25 years.

He referred to the commission's proposal that efforts be made to bring living standards in the Atlantic provinces closer to those in the rest of the country. The report said that if the area's resources were inadequate to accomplish that, help should be given to residents wanting to move elsewhere.

The Newfoundland member said care must be taken not to substitute purely economic considerations for human considerations. It was more in the national interest to do whatever possible to raise living standards in the Atlantic provinces than to "completely denude" the area.

BRITAIN WILL STAY GREAT

Macmillan Proposes To "Get On With The Job"

LONDON (AP) — Prime Minister Macmillan said Thursday night he believes history will justify the British-French invasion of the Middle East last fall.

The prime minister made only passing reference to the Miedle East venture which led to the downfall of his predecessor, Sir Anthony Eden. But in a speech devoted largely to the future of Britain as a nation, he said, "I believe history will justify what we did."

"The difficulties we are up against are the price we are paying for action," he said in a country-wide television and radio address. "But the price of inaction, the price we would have had to pay for letting things slide, that might have been very high indeed."

As to the future, Macmillan said with emphasis that Britain is a great nation that is determined to stay great.

He said the partnership with the United States will be preserved and strengthened, but added: "We don't intend to be satellites."

NO ELECTION SIGHTED

He said emphatically that no election will be called, but he and his new government propose to "get on with the job" with great energy. The Conservative mandate has three years to run.

Macmillan's object, obviously, was to restore the confidence of the nation.

"Every now and again since the war I've heard people say: 'Isn't Britain only a second or third class power now? Isn't she on the way out?'"

"What nonsense! This is a great country, and don't let's be ashamed to say so. It has a superb record of achievement of every kind.

"The country that produced the men who invented the steam engine, gave us penicillin and discovered radar, and the men who first mastered the atom: the country that built the first atomic power station has no reason to quiver before temporary difficulties."

RELATIONS WITH U.S.

The prime minister said:

"A lot of people are worried about our relations with the United States . . . the life of the free world depends upon the partnership between us. Any partners are bound to have differences now and then. I've always found it so.

"But true partnership is based upon respect. We don't intend to part from the Americans and we don't intend to be satellites. I'm sure they don't want us to be so."

The 62-year-old prime minister said it has become evident the government will stress the production of power for industry and homes. He said he regards power as the key to prosperity.

"We lead the world in the production of atomic energy for peaceful and industrial uses, and we're going to stay in front. That's why I appointed as minister for power—not fuel and power—but power, Sir Percy Mills. . .

"His job is to take over all our power resources. Mind you, atomic energy isn't going to solve all our problems, at least for a long time. It's not the atom, it's coal, and the men who get it from the ground, on whom our future come.

"And of course oil. But power from all its sources is the key to the future."

DEFENCE OBLIGATIONS

In a brief reference to national defence Macmillan said Britain said Britain has obligations to itself and to its partners.

"We must carry our fair share, but not more than our fair share," he said. "We're going to make sure that we're not spending money on things we don't need and on commitments we can't sustain.

"There must be no waste of money. No vested interest however strong, and no traditions' however good, must stand in our way."

In a material sense, Macmillan said, Britain cannot match the resources of the United States and Russia.

"All the same Britain isn't alone. Think of the Commonwealth and all that this implies. Then there are the peoples of Europe. With these countries we already have close ties.

"I firmly believe it is our destiny to work more and more closely with them. The total strength of all these communities, Commonwealth and Europe, is no less than that of the two giant powers."

This apparently was an allusion to the plan for a European free trade area.

Gov't Planning Record Spending Next Fiscal Year

OTTAWA (CP) — The government plans to spend more than $4,800,000,000 in the next fiscal year, a peacetime record, authorities disclosed Thursday.

The basic estimates of expenditures, to be placed before Parliament next week, would compare with the latest estimated outlays of $4,657,000,000 for the current year which ends March 31. The record high was $5,245,000,000 in wartime 1944-45.

The government is understood to be planning to dissolve the present Parliament in about 10 weeks to prepare for a general election, possibly in mid-June. The present session opened Jan. 8.

On this basis, officials concede that not all of the estimates for the 1957-58 fiscal year will be approved by Parliament in that time and that the government will ask for an interim supply of money to carry out administration during the summer months.

DISCUSS IN FALL

The first session of the new Parliament would then be held next fall to reintroduce and complete discussion of the main and supplementary estimates. If a new government replaces the Liberals, the estimates could be amended before they are presented to the new Parliament.

The anticipated size of federal outlays for 1957-58 indicate that Finance Minister Harris may again budget for a large surplus.

His budget, to be brought down before the end of March, is not expected to include any sharp reduction in taxes, though minor cuts may be made.

Revenues, on the other hand, are expected to climb in 1957-58 on the basis of current economic expansion. Federal economists estimate that in the 1957 calendar year, the gross national product —value of all goods and services produced—may rise to a record $32,000,000,000 from the $29,700,000,000 in 1956.

'SLIDE KILLS TWO

SARLAT, France (Reuters)—A landslide Thursday wrecked seven houses, killed two persons and blocked the road at the picturesque village of La Roque Gageac in southwestern France.

Plan To Open Sealed Coal Mine At Springhill Today

SPRINGHILL, N.S. (CP)—Another chapter in the story of the Nov. 1 Springhill mine disaster opens today when rescue crews re-enter Cumberland No. 4 colliery to bring out the bodies of 26 victims still undergrosnd.

Thirty-nine died in the gas explosion in the pit, but only 13 bodies were recovered. Eighty-eight trapped men were rescued.

The mine has been sealed since the rescue Nov. 5 but there may be danger of another explosion. Mines superintendent William F. Campbell said adjoining No. 2 mine of the Cumberland Railway and Coal Co. would be clared of men before No. 4 was entered.

The mine area would be roped off, he said. Only men involved in the operation would be permitted near the pithead.

Even wind direction will be taken into consideration. Officials say a northwest wind would blow the escaping gases away and almost eliminate danger of blast. Wind from another direction could mean delay.

ENTER BY TUNNEL

A brisk west wind blew across the mine property Yhursday night. But the Halifax weather office forecast southerly winds for today.

Mr. Campbell said No. 4 mine will be entered throuh steel explosion doors from No. 2, the same tunnel used as a rescue route two months ago.

Two rescue crews will edge their way through the tunnel, testing for gas and fire. They plan to establish a fresh air station 800 feet along the tunnel.

As giant air fans pump up to 5,000 cubic feet of fresh air into the pit part of a stopping that seals the main entrance to No. 4 will be removed to permit air to circulate.

Then crews, known from their equipment as draegermen, will inch forward another 2,000 feet to set up a second air station. As the stations are established officials of the provincial government, the mine company and United Mine Workers Union will follow.

If all goes well, Mr. Campbell said, the task of bringing out the bodies will start. Victims will be identified and brought to the surface in special metal caskets.

COMMISSION TO MEET

The bodies will be taken to Springhill armory, used during rescue operations as an emergency hospital. There families may claim them.

Chief provincial mines inspector Thomas Casey of Halifax, Dosco coal chief Harold Gordon of Glace Bay, N.S., and Tom McLachlan, UMW district president, head the officials. They will follow rescue crews underground.

Next month a government commission will begin taking evidence to fix the cause of the explosion, Nova Scotia's worst mine disaster in recent years.

Housewife Gives Graphic Story Of Grounding Of Nfld. Ferry

PORT AUX BASQUES, Nfld. (CP)—Mrs. Millei Ingraham, a Port Aux Basques housewife, says Jan. 17, 1957, is date she'll never forget. She was one of 12 passengers rescued through boiling surf from the grounded CNR ferry Cabot Straint Thursday.

"We were mighty lucky," she said. "If the boat hadn't landed on that sand bar instead of the rocks where she first struck we'd all be dead now."

Mrs. Ingraham, whose husband Montford Ingraham is a railway worker here, boarded the ill-fated ferry at North Sydney, N.S., Wednesday night. She was bound home after visiting relatives in Halifax.

"The storm was very bad—blowing and snowing—when we went aboard about 8 p.m." she said. "I went to my stateroom, undressed got into the berth.

'We left the dock about 10:30 and soon it got rougher and rougher. It was so rough I never slept a wink all night. There were three other women passengers and all of us were sick.

'It was after daylight Thursday —I was still in my berth—when I felt her hit something. I thought it was ice at first.

FRIGHTENED AT FIRST

"A little later a steward knocked on the door and said get up. I wondered why he was asking me to get up.

"After a while another steward came to the door and told me to get up too. But I was too weak from being sick to stand up.

"Finally the stewardess, Kitty St. Croy, came into the room and said, 'My dear, get up. We're on the rocks somewhere between Cape Ray and Port Aux Basques.'

"I was frightened, I can tell you. Everyone else was too. But there was no panic. Everyone was very calm.

'What scared me was seeing the stewardess with her lifebelt on.

'I got dressed and went out into the corridor. The other passengers were up and putting on life jackets. One of the steward boys helped me put on mine.

"I tried to get up the stairway but I fell. A steward caught my lifebelt and helped me up. All the passengers, including myself, went up to the main saloon. It was about 8 o'clock then.

"A steward gave us some tea. Later, we had a glass of orange juice and a bowl of soup. We sat there — all the passengers, four women and eight men—until about 2 p.m.

KEPT SPIRITS UP

"I couldn't tell you what we talked about—everything, I guess. We tried to keep our spirits up but sometimes we were pretty sure we wouldn't get off.

"The waves were 10 or 12 feet high. The boat struck first on some rocks. If we'd stayed there we'd have been lost. But in about a half hour the boat slipped off and ran in onto the sand bar.

"She stood pretty even on the bar at first but later she began to list. They told us the Baccalieu (another CNR vessel) was standing by at Port Aux Basques to help us. That made us feel better.

'A little before 2 o'clock they shot a line from the boat to shore, about 100 yards away. They had tried to float a line attached to a keg but the sea was too rough.

"Two dories tried to come to the boat but had to turn back. Then about 2 o'clock they made it to the side of the ship.

"They put a rope ladder down the side of the ship and the four of us women passengers and the stewardess were told to get ready to go. Marie O'Quinn (of Doyles, Nfld.) was the first one down and I went right after her.

HAPPY TO GET OFF

The two of us were in the first boat. I was rowed by two railway men from shore. I was a little scared going down the ladder but I took it easy. I remember there were 10 or 12 steps about six inches apart.

"The men in the boat wrapped us in blankets. It only took about five minutes to row us ashore, although the surf was still pretty high. The men on shore waded out in the water up to their knees to carry us from the boat. The other three women came in the second boat.

"My husband and my son Eric —he's 22—were waiting on the beach. They helped me walk up to the train that was waiting for us. It was about a 10-minute walk but I didn't mind it too much. I was so happy to get on land again.

'It was about 4:30 p.m. when they got the last of the passengers off.

"There was a doctor and ministers on the train. They gave us something to eat and made us comfortable. Soon we were taken on the train into Port Aux Basques and home.

"I was pretty excited—shock, I guess—and so was everyone else. All my friends called me up to greet me. The phone was ringing all the time.

"Now I'm to have a good rest, but I guess I won't sleep much tonight either."

FOOD STRIKE SPREADS

ROME (Reuters) — Many Romans may be reduced to eating spaghetti without meat and tomato sauce as strikes in the city's food industry spread. Slaughterhouse workers, butchers and poultry vendors Thursday closed up shop and walked out in sympathy with the three-day-old strike in the central fruit and vegetable market.

Eastern Train Running On Schedule Yesterday

All was normal on the CNR's main Eastern line yesterday. The 39-hour tie-up resulting from the wreck of the city-bound regular which occurred near Douglas Station at 9:20 a.m. Tuesday ended at midnight Wednesday.

The auxiliary crew, section gangs and temporary help working full time had succeeded in overcoming the many difficulties presented by the jumbled wreckage and torn up roadbed, plus the extreme inclmency of the weather, and had departed to their homes for a much needed rest.

The only visible reminder of the mishap was the baggage unit which was abandoned temporarily. It is expected that this unit will be picked up and returned to the city terminus in the near future.

The eastern regular held up at Mount Stewart Junction for two or three hours Wednesday night pulled out for Souris shortly after the line was pronounced fit to use. The regular return trip was accomplished yesterday morning on schedule and without incident.

Liner Empress Of Britain Asks Aid

LIVERPOOL, England (Reuters) — The Empress of Britain the new 25,516-ton flagship of the Canadian Pacific Steamships fleet, early today called for the help of tugs to bring her 20 miles into port here.

The radio-telephone call from the liner, inward-bound from St. John's, Nfld., said an engine was out of commission but she was in no danger.

The Empress of Britain passed a pilot station off Anglesey Island late Thursday night when she was late Thursday night when she was reported to be going well.

The captain of the liner sent out his appeal for tugs when she was near the Mersey River bar.

The vessel would normally have remained at the bar until proceeding up-river to the Liverpool landing stage where she was due to disembark passengers early today.

Tugs are due at dawn to help her up the treacherous Mersey Channel into Liverpool where she now is not expected before this afternoon.

Interest Rate Increases Again

OTTAWA (CP — The Bank of Canada interest rate again rose to record heights this week for the second consecutive week. The bank reported Thursday a rate of 3.97 per cent compared with 3.96 last week.

The rate now is fixed at one-quarter of one per cent above the week's average treasury bill rate which this week was 3.72.

MAKES NON-STOP TRIP

LONDON (Reuters)—A U.S. Air Force strategic air command B-52 Stratofortress landed in England Thursday after a non - stop flight from its home base at Merced, Calif. The air force would not reveal how long the flight took. The eight-jet, 650 -mile an hour heavy bomber has a range of 6,000 miles and can be refuelled in flight.

Many Pay Tribute To Toscanini

NEW YORK (AP)—Princes and commoners, musicians and singers, housewives and students paid tribute Thursday to conductor Arturo Toscanini.

In biting cold, a long line of mourning music lovers formed at the Manhattan funeral home where the great Italian conductor's body lay in state.

Inside the funeral home the casket was banked with flowers. A basket of white lilies and snapdragons from opera singer Lotte Lehman bore a card saying, "to the greatest of all artists, to the dearest of all friends." Among those who visited the chapel were Manlio Brosio, Italian ambassador to the United States, soprano Vivian Della Chiesa, violinist Nathan Milstein and tenor Giovanni Martinelli.

A solemn requiem mass will be held for Toscanini at St. Patrick's Cathedral Saturday morning. The body will be flown to Milan later for burial in the family chapel.

Mayfield Soldier Dies In Accident

WINNIPEG (CP) Army officials today identified two Canadian soldiers killed Wednesday at the Fort Churchill military camp as being from the Maritimes.

Killed when an anti-tank weapon exploded were Pte. Francis Edward Duff of 9 Breton St. Halifax and Pte. Joseph Irving Doucette of Mayfield, Queen's County P.E.I., both members of the 2nd Battalion, Royal Canadian Regiment.

The anti-tank weapon exploded during infantry weapon winter tests at the base, 610 miles north of Winnipeg.

U.S. Backs Proposal UNEF Take Over The Gaza Strip

UNITED NATIONS, N.Y. (CP) —The United States Thursday threw its weight behind the latest United Nations proposals that the UN Emergency Force take over the Gaza Strip and the Gulf of Aqaba area from Israel.

Henry Cabot Lodge, chief American delegate, this afternoon voiced support of a new resolution put forward by 24 African and Asian powers—including the Arab bloc—asking that the General Assembly reaffirm its previous withdrawal demands.

He said the U.S. has spoken clearly and unequivocally in favor of the withdrawal of all forces in line with the UN's Nov. 2 call.

But he added: "We feel it is important that the United Nations Emergency Force move in immediately behind the withdrawing Israeli forces in order to assure the maintenance of the cease-fire and to safeguard the armistice agreement.

"This is particularly important at this final stage of the withdrawal because the areas in question have been major sources of tension and the sites of many hostile actions in the past.

MUST USE FORCE

"We believe that the United Nations Emergency Force should be so deployed as to be in a position to prevent a recurrence of such hostile activities."

He also called on both sides to "undertake scrupulously to observe the provisions of the armistice agreement."

Russia's Deputy Foreign Minister Vassily V. Kuznetsov also announced that he would vote for the resolution even though he regarded it as inadequate.

The U.S. presentation followed a speech to the General Assembly by Mrs. Golda Meir, Israeli foreign minister, who said her country's position that "the mere entry into this area of the United Nations Emergency Force, even with the specific aim of preventing belligerency," would not in itself be a solution to the whole Middle East problem.

Canada's External Affairs Minister Pearson is reported to have been a leading figure in behind-the-scenes moves in the last three days for a new compromise aimed at a long-term solution.

It is understood he has been consulting with the U.S., Norway and Latin-American countries on the advisability of drawing up a resolution under which the Emergency Force would move into the disputed Gaza Strip and the Gulf of Aqaba area.

DEMAND GUARANTEES

Israel' s stand, reiterated by Mrs. Meir, has been that withdrawal from these two key points can only follow effective guarantees by the UN of freedom for Israeli shipping in the Suez Canal and the gulf.

"Any temporary measure for preventing belligerency and securing free navigation," she told the assembly, "would not be effective unless it were ensured in advance that it would operate until a peace settlement were achieved, or until some other effective measures were established by international guarantees. . .

"But if UNEF (the Emergency Force) were to be regarded as a key to the solution of this problem, greater clarity and precision would be needed in defining its functions and the conditions and duration of its tenure." a

Wreckage Of Missing Pilot Boat Found

SAINT JOHN, N.B. (CP)— Sections of a mast and hull, positively identified as from a Saint John pilot boat missing with seven men since Monday, were picked up Thursday by the Canadian Government ship Walter E. Foster.

The grim discovery in the Bay of Fundy, nine miles south of Partridge Island near the mouth of Saint John Harbor, dashed any lingering hope that three pilots and four crew members of the small craft could have survived a Monday morning collision with the freighter Fort Avalon at the harbor mouth.

District marine agent F.A. McKinnon said identification of the wreckage had been established beyond doubt.

The pilots were William J. Murray, William P. Traynor and John V. Cunningham. Crew members of the 65-ton pilot boat were Ward Poole, Frank Coughlin, Blanchard Cosman and Ronald Johnson.

Before Thursday, vapor created in sub-zero weather followed by snow Wednesday had frustrated search by sea and air. The pilot boat disappeared in vapor immediately after the collision.

A preliminary, closed inquiry was conducted here Wednesday for the Transport Department by Capt. G.W.R. Graves of Ottawa. Transport Minister Marler will decide if the evidence warrants a formal investigation.

Passengers On Grounded Ferry

PORT AUX BASQUES, Nfld. (CP)- Following is a list of the 12 passengers taken off the grounded ferry Cabot Strait Thursday. Only their Newfoundland destinations were available.

Keith McCulloch, Gander; Mr. and Mrs. R. Porter, C. Robert, A. Robert, and M. Lockyer, all for St. John's; G.F. Sparkes, Glenwood; Mrs. R.A. Brown, Bonavista; Marie Quinn, Doyles; L.F. Nelson, Corner Brook; Mrs. M. Inghram and Bernard Payne, Port Aux Basques.