



SAFE DESTROYED

SCENE OF BREAK

## Three Sailors Drift Six Days On Rubber Raft

MARSALA, Sicily (Reuters) — Three shipwrecked sailors, who stayed alive by sipping seawater while drifting on a rubber raft for six days, rested in a hospital here Monday and expressed their gratitude to their rescuers — and to a book written by French scientist-adventurer Alain Louis Bombard, founder of the English skipper; French engineer Henri Berge and Danish seaman Jens Nielsen were picked up Sunday by the Italian vessel Ernesto Leoni off the south coast of Sicily.

The men had been drifting in the area since last Tuesday when their 65-ton British yacht, Taifun, foundered. Food and water supplies were swept off the life-raft right after it was launched from the sinking Taifun. Shortly afterward, another huge wave washed Nielsen and an Algerian deckhand overboard. The deckhand was drowned.

**METHOD FOLLOWED**  
Berge told how he suggested to Edwards that they should follow the Bombard method of survival. (In 1953, the French scientist wrote a book called The Bombard Story telling how he crossed the Atlantic alone in 62 days — during 33 of which he ate no food and drank no fresh water. By sipping the salt sea-water, Bombard received nourishment from plankton — microscopic plant and animal life living in the sea.)

Berge said he had read Bombard's book. Each man drank three table-spoons of sea water every two hours from six in the morning until eight at night during the six days.

"It is due to this that we are now all right — tired and fairly weak, but basically in excellent health," Berge said. "I myself lost 17½ pounds, but am feeling fine."

## BRITISH - JORDAN TALKS

AMMAN, Jordan (Reuters) — Britain and Jordan began talks Monday on ending their 1948 treaty and to bring about complete evacuation of British troops from Jordan.

## Speculate On The Identity Of Moscow's Mystery Patient

MOSCOW (AP)—Speculation on the identity of Moscow's mystery patient moved down a notch from the apex of the Kremlin hierarchy Monday.

Newspaper men narrowed their speculation to an individual in the second team of Soviet executives and administrators, but there seemed to be no possibility they would be allowed to name him in dispatches from Moscow.

(The Associated Press was advised that one of its stories filed in Moscow, based on fairly substantial information as to the patient's identity, would not be cleared by the censors.)

It became known that a high Soviet official was hovering between life and death when Dr. Hans Joachim Schulten, a blood specialist of Cologne, West Germany, arrived here Saturday for consultations in the case.

## DOCTOR DIDN'T KNOW?

Not even Dr. Schulten knew the name of the patient.

"They told me it was a secret," he told reporters.

The specialist contributed these few new facts about the patient Monday:

He is clean-shaven, getting bald and his hair is turning grey.

He is not very tall, but not very short.

He is being given blood transfusions.

Dr. Schulten previously had been able to contribute these clues: He appears to be in his mid-50s. weeks. The doctor did not recognize him.

The available facts added up to a description of what might be called an "average" Soviet minister.

**NOT KAGANOVICH**  
Reports published abroad that the patient was Lazar H. Kaganovich, first deputy premier and Jew in the Soviet hierarchy, were discounted here.

Kaganovich has been on a tour of Siberian cement plants recently.

(Kaganovich, Premier Bulganin, Party Chief Khrushchev, President Klement Voroshilov, former premier Georgi Malenkov and first deputy Premier A. I. Mikoyan made personal appearances before a crowd of 11,000 in Moscow Monday night when awards were handed out to Soviet builders, Moscow Radio said.)

(The New York Daily News had quoted Washington intelligence sources as reporting that moustached 64-year-old Kaganovich had been shot in a struggle for power in the Kremlin and had developed blood poisoning from the wound.)

(The West Berlin tabloid BZ said rumors circulating in Moscow were that the patient was Marshal Nikolai A. Vassilievsky. Apparently it meant Marshal Alexander M. Vassilievsky, deputy defence minister.)

**PARLIAMENT TO OPEN**  
Whoever the patient may be, some further clues may be given when the Supreme Soviet, Russia's parliament, opens today. This meeting is almost a must for high-ranking officials, and the higher the rank the quicker any absence will be noted.

High Soviet officials have said, however, that the mystery patient is not Foreign Minister Dmitri Shepilov, who is resting after an illness, nor any member of the party presidium, formerly called the politburo.

Despite official secrecy around the case, Soviet authorities have not attempted to keep Dr. Schulten under wraps. Reporters have been able to see him twice and he has spoken freely.

## Safe Wrecked By Burglars In S'side Service Station Break

A break at the Texaco Service Station on the corner of Eustace and Water Streets in Summerside was discovered by the proprietor, Mr. Toussaint Perry, when he arrived for work yesterday morning.

Some \$30 in silver and about \$200 in cheques were taken from the safe by using a heavy metal slicer to pry open the bottom edge of the door, in a rough attack which completely ruined the safe.

Entry to the service station was made by forcing the door of the men's washroom in the front of the building and through a connecting door access was easily made to the safe which was located near a window in the office of the service station.

Using a metal slicer and an axe, both of which were carried away from the station, possibly because they had proven to be reasonably effective in safe breaking, the handle of the safe and the combination dial were both pried and broken away from the door of the safe.

With the slicer used as a pry beneath the top edge of the door, persistent effort finally resulted in a small aperture directly opposite the metal cash box through which a hole was punched.

By tilting the safe which weighed about 500 pounds the thieves were able to reach the money and

transmitter building at its base. The new broadcasting antenna, finished up to 1,265 of a projected 1,379 feet, was being built for station WSM-TV by the John F. Bensley Construction Company, Muskogee, Okla.

The tower broke into sections as it crumpled to the ground in the midst of a thickly populated area without hitting any houses. The main sections came to rest parallel to each other alongside the

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## Orenda Engines Start Series Of Nuclear Lectures

TORONTO (CP) — Orenda Engines limited declined Monday to say whether a series of nuclear engineering lectures for its engineering experts indicated a move into the field of atomic-powered aircraft.

Word of the lectures was contained in The Orenda, house organ of the suburban Malton firm whose Orenda jet engine powers the RCAF's CF-100 interceptor.

The announcement said 56 applications to attend the lectures have been filed.

A spokesman said security laws prevented him from commenting one way or the other on nuclear engines. The question put to him was: "Can Orenda say without qualification that the lectures do not indicate a planned move into the field of atomic-powered planes?"

However, he did say that Orenda has "fairly close relations with Atomic Energy of Canada Limited," the government's nuclear research and development agency.

"We have an engineer on loan to them," he added. He did not say in what capacity.

**FIRM KEEPING ABREAST**  
The spokesman said Orenda "is keeping abreast" of all developments in the field of atomic aircraft engines. American companies have periodically disclosed progress and one of them has flown an atomic reactor inside a conventionally-powered aircraft.

The weight of the radiation shield that must envelop reactors is one of the toughest quantities facing nuclear engineers trying to build an atomic aircraft engine.

In addition to the well-established Orenda jet, the firm also is working on the Iroquois power plant which will be used in the RCAF's new CF-105 delta-winged fighter. A New York newspaper reported a few days ago that it would have a static thrust of 20,000 pounds but the spokesman said he could not comment on the accuracy of the statement.

**CAN'T GET BELOW**  
"I was aboard her but you can't get below the fumes are too heavy. They drove men out of the wheelhouse."

He said Captain J. Jourdain of Methan N.S. part owner of the ship and at least one crew member along with several hundred persons from the area inspected the ship but the fire still smouldered.

The Maid of Lahave carried 500 barrels of diesel oil.

First reports said the Kipawo escaped damage. The ship was grounded and could probably be re-floated at high tide. The ferry, now owned by the Newfoundland Transportation Co. once ran between Wolfville and Parrsboro, N.S., on Minas Basin.

At the time of grounding the Kipawo was battering her way upward her dock through heavy ice. The ice suddenly parted and she went aground with engines full ahead.

Ice played havoc with shipping all along the Newfoundland coast. The Kipawo normally operates between Bell Island and Portual Cove, about 10 miles from St. John's, Nfld. However, her main land terminal was shifted to Brigus Saturday when ice jammed Portual Cove.

Ice fields the largest and earliest in a decade, stretch from Labrador and threaten to fill Conception Bay with the next easterly wind.

(The Petit Bras d'Or for the past few years has called several times during each summer at the Bunain and Bell wharf in Charlottetown where she would pick up a cargo of farm produce while playing her course between Maritime ports and the French Islands south-west of Newfoundland.)

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## Report 35 Abandon Ship Off Florida

KEY WEST, Fla. (AP) — Distress calls picked up by a commercial radio station late Monday started a navy and Coast Guard dash from Key West to aid 35 persons who are reported to have abandoned the Liberian freighter Nertuna off the Dry Tortugas, at the tip of the Florida Keys.

At 9:55 p.m. EST no confirmation of the vessel's sinking or her presence in the area had reached Miami Coast Guard search and rescue headquarters, directing the operation.

The site of the reported sinking was 68 miles west of Key West, from which U.S. Navy and Coast Guard air and surface craft were dispatched.

The weight of the radiation shield that must envelop reactors is one of the toughest quantities facing nuclear engineers trying to build an atomic aircraft engine.

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## PINEAU GIVES OUTLINE OF POSITION

# France Will Ignore Any U.N. Action On Algeria

## Coastal Vessel Lost In Collision With Iceberg

HALIFAX (CP) — The 10-man crew of the French coastal vessel Petit Bras d'Or was rescued by the Imperial Halifax Monday after a day of disaster for shipping along the Atlantic Coast. One ship was lost a second damaged by fire and a third ran aground but all aboard the ships were rescued.

The crew of the Petit Bras d'Or took to the lifeboats after their 302-ton craft struck heavy ice 50 miles southeast of Louisbourg, N.S. on Cape Breton Island's eastern tip. About the same time the seven-man crew of the 406-ton Bahama freighter Maid of Lahave surveyed their burning ship from the rocky shore of Cape Sable Island in Southwest Nova Scotia where she had been beached in a calm sea.

The Maid of Lahave caught fire four miles off the island an hour before dawn Monday. Her glow attracted the attention of light-keeper Benjamin Smith who flashed word to RCAF search and rescue in Halifax.

The third ship, the 350-ton ferryboat Kipawo, crunched into the shore at Bell Island, Nfld., a few yards from her dock. All passengers and nine crew members were off.

**COULDN'T MAKE PORT**  
The Petit Bras d'Or out of St. Pierre et Miquelon and owned by Fatur and Daor was abandoned after an unsuccessful attempt to reach Louisbourg port with her engine room flooded. She managed to make 15 miles when Capt. Jean LeHorne of St. Pierre gave the abandon order.

The Imperial Halifax was within 10 miles but took several hours to reach the two lifeboats through heavy icefields. Planes of the RCAF and a United States Coast Guard plane from Argentina Nfld. maintained communication with the tanker.

At intervals the men in the boats set off flares to guide the rescue ship. The rescued men are expected here early today.

Lightkeeper Smith said Monday the fire in the Maid of Lahave, sailing from New Haven, Conn., to Halifax, died after the ship was beached within a mile of her light at 5 a.m. Monday.

"She just seemed to skim up on the beach" Smith said. He said the ship might be dragged back into deep water if the fire didn't cause much damage.

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