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**HURRY!
HURRY!
HURRY!**

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PRINCESS AT THROTTLE—Princess Elizabeth drove the 315-ton Canadian National locomotive of the Royal train for 14.4 miles from Yates to P.E., Alta., on the journey from Vancouver to Edmonton. Here the Princess receives instruction from the regular engineer, A. McPhail of Edmonton. The Duke of Edinburgh—who previously had driven the Royal train for part of the journey in Ontario—was fireman while the Princess was at the throttle. (CP from Canadian National Railways)

Collision Evidence

Princess Kathleen Officer Tells How He Tried To Avoid Crash

VANCOUVER — SS. Princess Kathleen altered course five times in an effort to avoid collision with SS. Prince Rupert, H. T. Harris, second mate aboard the Kathleen, told an Admiralty Court hearing before Mr. Justice Sidney Smith in Vancouver. All were in the same direction to starboard.

The two well-known passenger vessels, one Canadian Pacific and the other Canadian National, collided in the early hours of Aug. 30, 32 miles northwest of Prince Rupert. No one was injured.

The SS. Princess Kathleen was proceeding from Ketchikan, Alaska, to Prince Rupert, on the SS. Prince Rupert was on its way from Prince Rupert to Ketchikan. Both were in the established steamer lane between the two centres.

Second Mate Harris, officer on watch on the bridge when the mishap took place, told the hearing that the Prince Rupert was first sighted by his ship's radar when the two vessels were an

estimated three miles away. It was one degree off the Kathleen's port bow.

He said that visibility was clear, but that when he failed to see the approaching vessel through glasses, he concluded it was proceeding through fog.

The radar set had just been turned on in order to pick up a point of land upon which is located a light which he knew not to be working. The approaching ship was reported to him by another officer who had been detailed to watch the radar screen.

From then on, the radar set produced the only information about the Prince Rupert's course until the sound of fog horns minutes before the crash.

"I altered one-half point to starboard to give him a wide berth," said Second Officer Harris.

A second radar bearing soon after showed the Prince Rupert to be 2 1/2 miles away and bearing five degrees off his ship's port bow. He then ordered another one-half point turn.

"Visibility was still good and I had not heard any fog whistles."

Another radar bearing showed the Prince Rupert was now only two miles away and bearing 10 degrees, still another showed the distance at one mile and the angle of procedure now 13 degrees in relation to the Kathleen.

"There were still no fog whistles; then the visibility closed down as we entered fog. I ordered the engines on 'stand by,' sounded one long blast (international fog signal), then sent for Capt. Hughes."

CAPTAIN HUGHES
Earlier, Capt. Hughes explained that routine ship's orders require that, if he is not in the wheelhouse at the time, he must be called whenever his ship enters fog.

"I considered that he (SS. Prince Rupert) had not altered course, so I altered to keep clear of him," said the second officer.

It was when the approaching ship answered his whistle that he ordered the third one-half point alteration of course.

"I figured I'd pass him by at least three cables, then I altered another half-point, then another in quick succession, and put the engines on slow."

He testified he continued to sound his fog whistle, heard two short blasts from the approaching ship, but still saw no lights, no ship.

"It was just at that time that the captain came into the wheelhouse, and I saw a green light. Then the ship was about one ship's length away. I made a grab for one engine telegraph while Capt. Hughes reached for the other, and rang for full astern."

Immediately after the crash he went below into the crew's quarters where the Prince Rupert's bow had entered, made a search with fire axe and flashlight to check the crew. He found all safe.

Winner at Newmarket

NEWMARKET — Fleeting Moment won the 106th running of the Cambridgeshire Stakes over one and an eighth miles course today. Beniz was second in a photo finish with Brunetto for third. Forty-five horses ran. Fleeting Moment started at 25 to one. Beniz was 20 to one.

AID TO ARTS
The annual government grant to the Arts Council of Great Britain amounted to £600,000 for the fiscal year 1949-50.

German Envoys Well Selected

By HERMAN TIMM
BONN, Germany (AP)—Western Germany's top diplomats have been chosen with one main idea in mind, making a hit with the Big Three Allied powers. Officials in the new foreign

office at Bonn admittedly took great care in selecting diplomatic representatives in Washington, London and Paris. As representatives of a defeated nation, they must win confidence for the young German republic in the victor countries.

This requires tact, poise and determination.

The men are selected to suit the special tastes of the Americans, British and French.

Washington has gone 45-year-old Heinz Krekeler, newcomer to government service. Krekeler made his deputation as a chemical company executive. The foreign office hopes the Americans prefer a career diplomat.

Krekeler first went to America 25 years ago for visits to New York and Albany. He returned in the 1930's and toured the south.

After the war Krekeler joined the right-wing Free Democratic Party. He was named consul-general in New York and then charge d'affaires in Washington. He is likely to become ambassador when the western powers scrap their occupation.

In London, Germany's diplomatic representative is a different type. Dr. Hans Schlange-Schoeninger, 65, is a professional politician and a member of the old Junker class of landholders.

JOHANNESBURG (CP) — Because smokers overseas dislike the flavor of South African cigarettes, a big drive is under way to produce a leaf which can be exported. Thousands of tobacco farmers are being taught how to grow the new leaf.

Torbrit Silver Miners Strike

ALICE AR.M—Employees under jurisdiction of IAMM & SW, employed at Torbrit Silver Mines Limited, Alice Arm, commenced their strike on Tuesday.

Over seven months have elapsed since commencement of negotiations, which included a Government Conciliation Board under the I.C.A. Act and a government supervised strike vote as stipulated under the same legislation with the result 126 voted in favor of strike, and four against.

The present basic wage rate for miners at this operation is \$1.19 per hr. while underground labor and surface labor receive \$1.09 and \$1.04 per hour respectively. In the proposals submitted to the company, the miners demanded a 41c per hour increase for all underground employees, and 31c per hour increase for all surface employees. The company's counter offer was for 12c across the board for all employees.

Exciting Romance

Montgomery Clift, Elizabeth Taylor and Shelley Winters are starred this Thursday, Friday and Saturday at Totem Theatre in "A Place in the Sun," which tells with understanding the story of three young people desperately searching for happiness in a drama of alternating tenderness, tenderness and savagery.

Clift is a poor, ambitious youth working in his wealthy uncle's mill. He has an affair with Shelley Winters, a factory girl, but then becomes attracted to Elizabeth Taylor, a beautiful socialite. After a whirlwind romance, the two plan to marry but the impending wedding is threatened when the mill worker reveals that she is expecting a baby.

Tormented with this dilemma, Clift becomes obsessed with the idea of murdering the girl. Then an ironic twist of fate intervenes and the ultimate destinies of the trio are solved in exciting, tense sequences charged with impact and suspense.

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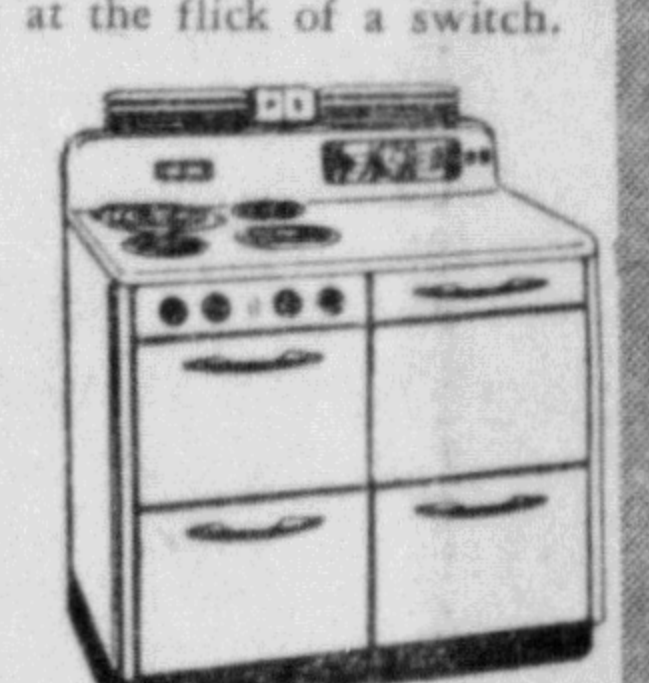
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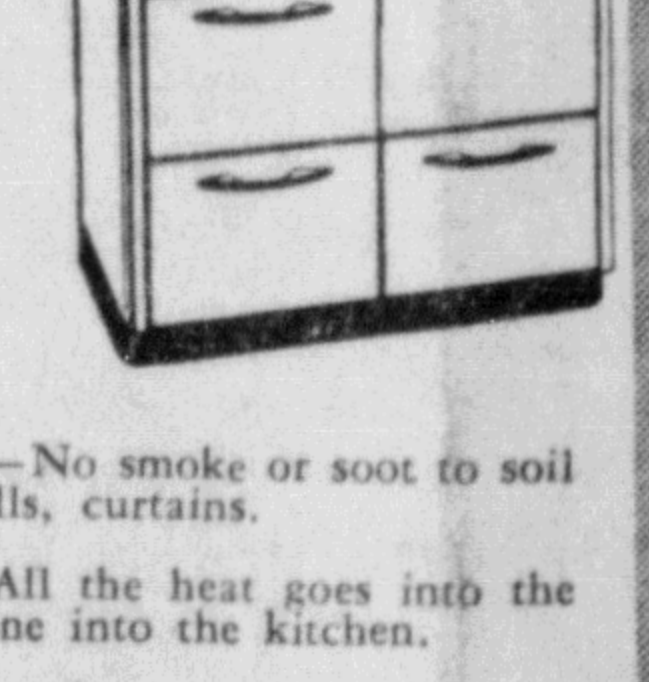
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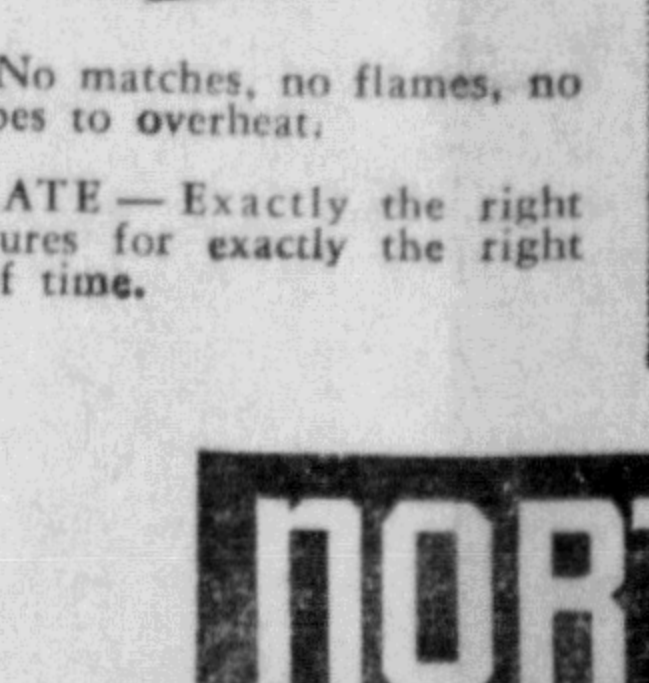
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