



Dilemma over Bermuda security TOUR ALERT FOR CHARLES



By Chapman Pincher

THE PERSONAL security of Prince Charles is to be discussed by a three-man Cabinet team, following the assassination of Sir Richard Sharples, the governor of Bermuda, it was disclosed yesterday.

This has become necessary because the Prince is scheduled to return to Bermuda next month for a two-to-three-week stay.

CAR DEATH RIDDLE



Murdered man's car... no bullet holes

Double life of the A4 gun victim

By Colin Pratt

THE MYSTERY double life of a man shot dead at the wheel of his sports car was being probed by detectives last night. They believe that he may have been killed by an enemy he made in car dealings.

By day, Barrie Page, a 25-year-old bachelor, worked for an American-owned catering firm at London's Heathrow Airport.

But in his spare time he imported second-hand cars from the Continent to sell.

Detectives yesterday began sifting through records of car sales and H.P. deals in which Page was involved.

Detective Superintendent Philip Fairweather, the man leading the murder hunt, said: "We feel sure this is not a case of a man being ambushed for no reason. A most serious case it was something to do with his car dealings."

Smashed

Page's £7,000 red Aston Martin, owned off the A4 Colbrook by-pass as he drove towards Slough, Buckinghamshire, on Saturday evening.

As it smashed into a hedge on the opposite side of the road, a car close behind it reared up and roared away.

Another motorist stopped and called an ambulance, thinking that it was an ordinary road accident.

But at Wexham Park Hospital, near Slough, two bullets from an automatic pistol were found in the body.

One thing passing police is just how the fatal shots were fired. The car doors and windows were closed and there were no bullet-holes.

The theory is that he stopped to talk to someone in another car. As the shots were fired, he jammed the door open and tried to drive off but died after travelling a short distance.

Page, short and thick-set, of the Paris bureau. Start reading him today ON PAGE 4.

On the same page—a new, enlarged weather service.

Then come the special articles and features.

TV programmes are on Page 10

William Hickey is on Page 11

And there are two pages of City news on Pages 18 and 19.

After touring Caribbean islands, his ship, the 2,500-ton frigate *Minerva* is due at the old dockyard on Ireland Island for essential maintenance.

The *Minerva* visited Bermuda last month at the start of the Caribbean tour and Prince Charles took the same late night walk in the gardens of Government House that Sir Richard and his aide, Captain Hugh Savers were enjoying when they were shot dead.

Lord Carrington, the Defence Secretary, Mr. Robert Carr, the Home Secretary and Sir Alec Douglas-Home, the Foreign and Commonwealth Secretary, are to meet to decide the best course of action for the heir to the throne.

Action

Lord Carrington is responsible for the Prince's safety while he is aboard *Minerva* and the responsibility passes to the Home Secretary as soon as Prince Charles sets foot on land.

The Queen will be consulted before the "considered view" is given to the Prince through the *Minerva's* captain, Commander John Garner.

The decision is hedged with sensitive political and personal issues. Three courses of action are possible.

ONE: The Prince could return to Bermuda with the ship as planned and rely on the tight security of the island when he goes ashore.

This would put great strain on the Bermuda Administration, even if extra security men were flown out from Britain.

Safer

The Prince's presence might be accepted as a challenge by Black Power gunmen who regard Bermuda as one of the last remaining symbols of British imperialism.

It is not considered feasible that he could stay on board the frigate during the whole period it is scheduled to be there.

TWO: Prince Charles could stay behind in Barbados or some other safer island or be flown home when the ship sails for Bermuda.

I understand that the Prince does not like either of these solutions because he wants to be treated like his ship mates.

Further, his absence could be claimed as something of a victory for the Black Power movement which is expected of being responsible for the assassinations.

THREE: The ship could cancel its visit to Bermuda and put in for maintenance at an American port, such as Norfolk, Virginia.

Slight

This seems to be the likeliest move, though it would not be popular with the 50,000 Bermudians, most of whom are opposed to becoming independent of the British crown, and the Bermuda Government might regard it as a slight because Bermuda is the headquarters of the Navy's West Indies Squadron.

Meanwhile the scheduled date of the arrival of *Minerva* at various Caribbean islands, including Bermuda, are to be kept secret.

Guard dogs panic girl fans



An Alsatian leaps and the young pop fans cringe in fear

THIS WAS Popland '73 in London yesterday, a scene of snarling dogs and frightened young fans.

Several girls had their clothes torn by the dogs. Another was hit by a car—though not badly hurt—in the stampede to get away.

One man—a member of the Cassidy entourage—said he was bitten.

Scene of it all was the Esso Motor Hotel, 500 yards from the Empire Pool, Wembley, where singing idol David Cassidy was appearing last night.

Hotel manager Brian Holt said: "The safety of my guests is my concern—that's why the dogs were there. We have our own security arrangements and we wouldn't dream of including dogs in this arrangement. It's barbaric."

The handlers, did a good job as far as I'm concerned, although there was a lot of barking and snarling, no one was bitten.

Said dog-handler, Leigh Williams: "My dog didn't bite anybody—it's more than my job's worth."

But Cassidy's public relations officer, Tony Barrow, said: "It was a disaster. We have our own security arrangements and we wouldn't dream of including dogs in this arrangement. It's barbaric."

Beatle back

Former Beatle Paul McCartney made his first "live" return to London last night with his group, Wings, at the Hard Rock Cafe.

Joe Gormley and Clive Jenkins—special feature—

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Big Crossword: Page 13

Fashion: Pages 16, 17

Money: Pages 18, 19

Sport: Pages 21, 22, 23, 24

P.S.: Rupert is growing: Page 12

Plane firms set for giant merger

By Keith Thompson

BRITAIN'S "Big Two" planemakers are to merge.

Drive and initiative to get the Hawker Siddeley aerospace companies and British Aircraft Corporation together has come from the Government.

The £220 million merger—creating Europe's most formidable and powerful aerospace firm—is likely to take a year or more to complete.

To encourage it, the Government has promised financial partnership in a range of new projects, including Hawker's new "SIS 146" "commuter" airliner.

The work force of the new set-up will be about 70,000. It is most probable that new jobs will be created with new projects in the pipeline.

There should be no redundancy fears for the unions.

Fears

So far no formal talks have been held between Hawker Siddeley and British Aircraft Corporation. But there have been a number of off-the-record chats between Hawker boss Sir Arnold Hall and B.A.C.'s Sir George Edwards.

Both firms are financially in a happy state. Their joint turnover last year was around £700 million.

The Common Market has been a major factor in getting the two firms closer.

There have been growing fears about the expansion of the French aerospace industry.

One link up would give Britain a powerful stepping-stone into Europe and world markets.

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