

MEETING WITH

(Continued from page 1)
stated the prime minister was "most impressed by the appearance and effectiveness of the city police."

Dr. Wendall MacDonald, city health officer, reported that sanitary conditions in the city had improved since compulsory garbage disposal was established. Suggestions were made regarding night dumping at the gate of the incinerator area.

A comment by Coun. MacNeill on the condition of the street near the site of the new provincial office building led to a decision to send a flusher to clean the area at the end of each week, and it was agreed the construction company had an obligation to clear away mud and other refuse at the end of the work week.

Mayer Gaudet said the city's new industrial brochure, published by the board of trade in conjunction with city council, would be available for distribution within the next few days.

It was decided to set aside the afternoon of Oct. 6, the first day of the Queen's visit, as a civic holiday, to begin at 12 noon.
Council adopted resolutions to accept tenders from MacKay Construction Company for the purchase of a bulldozer from the city at a price of \$3,500; from Clyde M. Nicholson for purchase of a loader priced at \$1,600; from Matheson and MacMillan for a roller at a price of \$1,000, and from John W. Wilson for a cement mixer at a price of \$500.
It was also decided to accept a tender of \$19,900 from Lounsbury Industrial Limited for a new payloader bucket and one-way plow for the city. The new tender price is \$28,900 less \$7,000 trade-in allowance for a motor grader and payloader.
The streets committee was authorized to spend \$800 for a storm sewer on Easton Street between Weymouth and Cumberland Streets.
It was agreed to re-appoint Weston (Bucko) Trator as rink manager for the coming season. Rink committee chairman Coun. MacDonald reported a satisfactory financial standing in rink operation.

Two Die In Crash Near Lunenburg

LUNenburg, N.S. (CP) — Ralph Mader of nearby Oakland and his sister Mabel Mader, both in their 70s, died Monday after a two-car crash on a highway skirting this town.
Mr. Mader was driving a car and he died in hospital here soon after the accident. Miss Mader died in the crash.
Several persons in the second car, whose names were not immediately known, were taken to hospital for treatment of injuries.



NEW BUILDING OPENED AT INVERNESS

Labor Minister MacEachen Monday laid the cornerstone and officially opened a new \$138,000 federal building at Inverness, N.S. It will house

a post office and the national employment office. Mr. MacEachen recalled that postal service began in Inverness in 1891 when the town was known

as Loch Lever. Looking on in this picture is former mayor Rod Ferguson. (CP Wirephoto)

Helicopters Are Used To Locate Drug Crops

TANGIER (AP) — Over the rugged mountains of the north Moroccan Rif, a helicopter and men peer through binoculars at the parched slopes.
The job is to spot fields of keef, a widely spread narcotic and the main means of subsistence for more than 1,000,000 Berber mountaineers.
Despite efforts of authorities, the growing and smuggling of keef continues to be a booming business in the kingdom of Morocco.
In the last decade, 325 tons of keef were seized. The amount believed to be only a fraction of what changed hands, was smoked or left the country aboard smugglers' boats on the coasts of foreigners.
For keef—a tobacco-like product similar to Indian hemp—one of the cheapest narcotics available. Here, in this once noxious seaport of international fame, a pound of keef can be bought for as little as \$3.
It is smoked in tiny clay pipes attached to long wooden holders made by local craftsmen and frequently sold to tourists at souveniers in crowded Moroccan souks (markets).

W.H.P. ISSUES RULING
Up to 1954, keef was sold freely throughout Morocco. The World Health Organization declared keef a dangerous drug

and the fight against the growers and smugglers was on.
Soon, the government of the independent Morocco struck violent opposition of Berbers in the northern part of the country, where keef is virtually the only thing that doesn't refuse to grow in the barren mountains.
Despite surveillance and helicopter teams whirling over the mountains, the growing of keef continues—a time-sanctioned occupation passed from father to son.
Caravans of mules carry keef branches over mountain passes to distribution points below where specially organized smuggler teams take over. Most of the smuggling operations are linked with major drug syndicates established outside Moroccan frontiers.
The Moroccan keef smoker prefers to get his drug straight from the branch. He likes to separate the grains himself to stuff the tiny pipe and watch the blue smoke curl out in expectation of bliss—or the illusion of bliss—that frequent follows.
The smoking is widespread—from the shores of the Mediterranean to the red-walled villages in Morocco's south.
Last year, Moroccan courts tried 2,000 cases of smuggling. In the same year, 50 tons of keef were burned and 18,000,000 branches were destroyed in the region of Ketama in the north alone.

Growth Seen Maintained Across Aircraft Industry

BOGOTA, Colombia (CP) — Sir William P. Hildred, director-general of the International Air Transport Association, today described 1963 as a "hectic year" for the airline industry but one that saw growth rates "broadly maintained" and the general financial picture improved.
With more aircraft on order by member airlines, he did not expect "the industry as a whole to be out of the woods for a few years yet."
Sir William's annual report to the general meeting of IATA's 106-member airlines was one of cautious optimism. Text of the

26-page report was released to the press in advance of delivery.
Sir William said preliminary estimates indicate that member airlines will show a 1963 operating profit of \$165,000,000. This is based on estimates of operating revenues of \$7,123,000,000 and operating expenses of \$6,958,000,000.
"Airline operating revenues are thus estimated to have increased at a slightly faster rate than operating expenses in 1962—8.4 per cent compared with 7.9 per cent," he said. "These are the best figures since 1952."
Sir William also gave revised figures to show IATA airlines earned a profit in 1962 of \$97,000,000. The preliminary estimate had been \$60,000,000.
The airlines ended up with a \$18,000,000 deficit.
Operating revenues for 1962 had come to \$6,570,000,000 and expenditures were \$6,673,000,000.
Sir William said low fares will continue to open up new areas to mass air travel but he doubted whether airlines could afford to reduce fares.
"With the cost of everything else constantly increasing all over the world it is difficult to see how we can continue to have air fares run counter to this trend, and put up with a one-per-cent return on our capital investment," he said.
He said prices have zoomed all over the world on such travel essentials as hotel rooms, meals, sightseeing tours, tips and even suitcases and bags.
"The great concern of many of the suppliers of basic elements to travel know no bounds. I can only forecast that there will be a day of retribution and that the travelling public will appear those who are gouging them at the present time."

Indian, Eskimo Culture Comes Under Probe

OTTAWA (CP) The royal commission on bilingualism and biculturalism, staked out two new fields of inquiry—the cultural problems of Indians and Eskimos.
Commission officials said here they will collect and analyze existing and new research findings on the education, languages, attitudes and cultural life in the first Canadian governments.
The 10 bilingual commissioners plan to make informal, personal contacts with Indians and Eskimos as well as with government officials and others who are well informed about the native population.
As part of this program, commissioners Frank R. Scott and Jean-Louis Gagnon, both of Montreal, currently are touring the Eastern Arctic and Northern Quebec in a 10-day swing.

The problem was being approached on a tri-service basis for the first time and regulations were being tightened.

Templeton Quits Leadership Race

TORONTO (CP) — Charles Templeton, defeated Liberal candidate in the provincial Riverdale by-election Thursday, has announced he is withdrawing from the Ontario Liberal leadership race.
However, he told a press conference he would "undoubtedly be in the political arena again." Attributing his defeat entirely to lack of manpower, he said his campaign efforts, though doing a magnificent job, had been unable to compete either of two canvasses planned.

Mr. Templeton, 48, said he had spent a hectic day after a disappointing night. "I received upward of 100 telephone calls urging me to stay in the leadership race. But nevertheless I decided to abide by my previous statement that if beaten in Riverdale, I would withdraw."
"We lost in an honorable campaign and all due credits to Mr. James' Betwick."

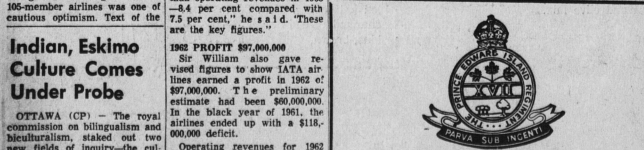
RCAF NEEDS YOUNG MEN

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See the RCAF career counsellor, Summerside RCAF Assoc., 15 Sept. Charlottetown RCAF Assoc., 16 Sept. 11 am to 5 p.m.
Write RCAF Recruiting Unit, Saint John, N.B.

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The Prince Edward Island Regiment (RCAC) will commence fall training at the following times and locations:
"HQ" and "A" Squadrons—Charlottetown Armoury, Charlottetown, Thursday 17 Sep. '64 at 1930 hrs.
"B" Squadron—Montague Armoury, Thursday 17 Sep. '64 at 1930 hrs.
"C" Squadron—Summerside Armoury, Thursday 17 Sep. '64 at 1930 hrs.
Recruits will be accepted at the following times and locations:
Charlottetown—Brighton Compound Monday and Thursday nights at 1930 hrs. beginning Thursday 17 Sept. '64.
Montague—Montague Armoury Friday night at 1930 hrs. beginning Friday 18 Sept. '64.
Summerside—Summerside Armoury Tuesday and Thursday nights at 1930 hrs. beginning Thursday 17 Sep. '64.
D. J. McCormack, Lt. Col. Commanding Officer.

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METEOR 4 door sedan 8 cylinder, two tone brown, only
CONSUL CORTINA SEDAN 4 cylinder white, 6,000 miles
1962 MODELS
COMET 4 door sedan 6 cylinder, Black only
COMET 4 door sedan, 6 cylinder, white, new motor
METEOR 4 door sedan, 8 cylinder, blue, only
COMET 4 door sedan, 6 cylinder, grey, only
COMET 4 door sedan, 6 cylinder, green, only

1961 MODELS
VOLKSWAGEN Tudor, blue
PONTIAC 4 dr. sedan white, 6 cyl. Fully equipped
COMET 4 door sedan 6 cyl, red

1960 MODELS
VOLKSWAGEN TUDOR
Blue, only
ZEPHYR SEDAN, black, Automatic

1959 MODELS
ZEPHYR SEDAN, 6 cylinder,
BLUE
CHEV. SEDAN 6 cylinder, brown and white
Only
METEOR 4 door sedan, two tone blue, 8 cylinder
METEOR RANCH WAGON
2 tone blue
DESOTO 4 door sedan, radio, automatic

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1958 Chev Sedan
1960 GMC 3/2 ton
1959 Ford Sedan

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1964 Meteor Custom 2 Door Hard Top
8 cyl white in color, standard transmission, Power Steering, Custom Radio, courtesy light group, 2 speed wipers, washers, back up lights, seat covers, H. D. suspension, H. D. battery, licensed.
Mileage 4800 WAS \$3995.00 Now \$3295

1964 Meteor 4 Door Sedan
8 cylinder, Burgundy, courtesy lights, convenience package, heater, defroster, H. D. suspension, H. D. battery, licensed.
Mileage 1200 WAS \$480.00 Now \$2780

1964 Meteor 4 Door Sedan
8 cylinder, Cascade Green, standard transmission, courtesy lights, 2 speed wipers, washers, back up lights, electric rear window, H. D. battery, convenience package, heavy duty suspension, licensed.
Mileage 2600 WAS \$560.00 Now \$2860

1964 Meteor 4 Door Sedan
8 cylinder, Navaho Budge safety package, courtesy lights, 2 speed wipers, washers, back up lights, electric rear window, H. D. battery, H. D. suspension, licensed.
Mileage 3300 WAS \$365.00 Now \$2865

1964 Comet 4 Door Sedan
8 cylinder, white and pagoda green, white wall tires, courtesy lights, 2 speed wipers, washers, convenient package, back up lights, H. D. battery, H. D. suspension, licensed.
Mileage 4000 WAS \$325.00 Now \$2695

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