

Site Picked For Nuclear Power Plant

OTTAWA (CP) — Industry Minister Drury has confirmed that property owned by the Hydro-Electric Power Commission of Ontario at Fairport, 7 1/2 miles from Pickering, has been approved as the site of a 1,000,000 kilowatt nuclear power station.

The \$266,000,000 power plant, to be located four miles east of the metropolitan Toronto boundary on the shore of Lake Ontario, will be built jointly by the federal and Ontario governments and Ontario Hydro. It will consist of two 500,000 kilowatt units.

Mr. Drury said in a statement that the site has been approved by the Atomic Energy Control Board. He said approval was given by the board's reactor safety advisory committee in conjunction with representatives of the Ontario departments of health and labor and the Ontario water resources commission.

The minister said they began a study of the health and safety features of the design of the huge power plant before the submission of a formal application for approval of the Fairport site.

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Hi Pat.

Hi!o Mary Lou. Well I'll be darned. Aren't you frozen sitting there in your pyjamas?

Nope. It's nice and warm in here.

By the way, what ever happened to the little bomb. Now outgrow it. So we bought this new Studebaker. Now everybody fits into it. Funny how Jim and Mike grew so suddenly. And Julie. There was hardly any room for them, let alone their schoolbooks. (They liked that.)

Can I come in and get warm for a minute? It's cold in my car.

Come on Pat. And hey, look. Isn't it amazing how a car so trim could be so huge inside?

There are lots of other big cars.

I know, but that's not all. Take last winter. The old car must have been tested in the Sahara or something. Seven mornings out of ten, it just wouldn't start. Studebaker has been tested in Canadian blizzards, so you know it's going to start on a freezing cold day. Can you imagine me sitting in the wee car with my pyjamas? I'd have turned blue.



Yes, but haven't European cars got better brakes and things? After all, they're built to slam around all over the place.

Studebaker has disc-type brakes. You can't have better in an emergency. Honestly Pat, I can't think of anywhere I feel safer.

You know, Mary Lou, I guess sports cars and Studebakers are kind of the same. They're both unique.

Right. Except Studebaker's a sight more comfortable. A sort of kindred soul. Why don't we switch places, and you drive it for a while Pat? See for yourself.

"CANADA'S OWN PEOPLE TRY THEN BUY CANADA'S OWN CAR"

MARTIN'S GARAGE

CHARLOTTETOWN P. E. I.

The Guardian

Charlottetown, P.E.I., Nov. 27, 1964. PAGE 9

Kennedy Credited With Predicting It Was Easy To Shoot The President

GEN. KENNEDY

It was a deadly morning a year ago as the 34th U.S. president mused about the techniques of assassination. Hours later he was dead. Associated Press White House correspondent Frank Corner, who covered John F. Kennedy's ill-fated trip to Texas, here recalls the events of the late president's final day.

By FRANK CORNER

WASHINGTON (AP) — The weather in Fort Worth, Tex., was dark, damp and full of foreboding on the morning of Nov. 22, 1963. Perhaps for that reason, John F. Kennedy's thoughts turned to a most awful, virtually unthinkable subject.

Kennedy, lounging in his suite at the old Texas Hotel, turned to Kenneth O'Donnell, his friend and aide, and, as O'Donnell later paraphrased it, said:

"If anybody really wanted to shoot the president of the United States, it was not a very difficult job—all one had to do was get a high building with a telescope rifle, and there was nothing in the hotel where they had spent the night."

"Mrs. Kennedy is organizing herself," the president exclaimed. "It takes longer, but of course, she looks better than I do when I'm in the news."

Everybody smiled.

Inside the hotel, guests at the Chamber of Commerce breakfast waited. The president and his vice-president, Lyndon B. Johnson, went to the breakfast from the parking lot. Mrs. Kennedy was there.

"I've never seen," Kennedy told the breakfasters, "I introduced myself in Paris last year. I was in the car with me when I traveled around Texas. Nobody wonders what Lyndon and I wear."

Someone at the breakfast thought Jack Kennedy ought to wear a Texas hat, and gave him one. Always shy about posing in front of a character costume, Kennedy declined to wear it for photographers.

Come to the White House on Monday, he promised, and he would try it on.

Then he went upstairs and, unaccountably, began philosophizing about the impossibility of giving a president certain protection against assassination.

DRIVE TO AIRPORT

A few minutes later, Kennedy and his party drove to the airport. The big jet landed at Love Field at 11:40 a.m.

Another noisy crowd was waiting. The president, after shaking free of official greetings, headed for a fence where hundreds of hands were held out for him.

Mrs. Kennedy, striking in a pink suit and pillbox hat, and carrying red roses, went to the fence, too, and offered her hand to the crowd.

At 11:50 a.m., the Kennedys settled back on the limousine. The trip would have been a similar position ahead of Mrs. Kennedy.

William R. Greer, a secret service agent, was at the wheel. Agent Roy Kellerman shared the front seat with Greer. In front of him was a small microphone through which he could make instant contact with other agents and with Dallas police officials.

Greer and Kellerman were separated from the Kennedys and the Connallys by an open partition, a part of the roof that could not be removed between the front seat and the rear compartment.

LONGER ROUTE CHOSEN

Slowly, the big Lincoln moved ahead on a 10-mile journey toward the Dallas Trade Mart where a luncheon audience awaited the chief executive. The trip could have been mapped for four miles but a longer route was chosen so more people could see the president.

All along the way, happy, enthusiastic people stood and cheered. Only occasionally could Kennedy glimpse an unfriendly sign—one, for instance, expressing absolute contempt for his policies but avowing great respect for his office.

"Please, shake my hand," said another sign. And Kennedy ordered the limousine stopped so he could do just that.

Farther along, some nuns stood with their pupils along the curb in front of a Roman Catholic high school. Again Kennedy saw an unattended stop for more handshaking. The schoolgirls squealed with delight.

Approaching downtown Dallas, the crowds thickened. Along Main Street, in the business district, a thunder of shouts came from a sea of people

standing 10 deep or more along both sides.

Then came a right-angle turn from Main into Houston Street. After one short block, the motorcade turned left again, down the sloping curve of Elm Street to the Texas School Book Depository on the right, Grassy Dealey Plaza on the left.

Nellie Connally turned to face Mrs. Kennedy.

"Mrs. President," she said, "you can't say Dallas doesn't love you."

"That," he replied, "is very obvious."

Down Elm Street, heading for a multi-laned freeway leading to the Trade Mart, the presidential car moved at 11 miles an hour.

RIFLE AIMED

From a partially opened window on the sixth floor of the textbook warehouse a rifle was thrust forward and aimed at the Kennedy limousine. The hands of a massive clock atop the building pointed to 12:30 p.m.

The rifle cracked once, those below heard an echoing report. A firecracker, some thought. A backfire, others believed.

Jack Kennedy stiffened and rectly behind agent Clinton J. Hill was springing toward it.

Mrs. Kennedy turned and saw what she interpreted as a quick, logical pass over his face.

Two, possibly more, shots followed. One ripped through the president's head. He slumped toward his wife, his face now empty of all expression.

It was then that Jacqueline Kennedy cried out, "Oh, my God, they have shot my husband. I love you, Jack."

In the jump seat ahead, Captain, shot through the body, wrist and thigh, tumbled into his wife's arms murmuring:

"Oh, no, no, no. My God, they are going to kill us all. Agent Kellerman whistled around in the front seat, then shouted at driver Greer:

"Let's get out of here. We are hit."

Greer tramped on the accelerator. Kellerman grabbed the microphone and snapped instructions to the police car heading the motorcade:

"We are hit. Get us to the hospital immediately."

At 12:30 p.m., Mrs. Kennedy, seconds earlier, had begun clambering out of the back seat and into the trunk of the big car. From a secret service convertible directly behind, agent Clinton J. Hill was springing toward it.

300 Men To Clear Site In 2 Years

FREDERICTON — The New Brunswick Electric Power Commission at Fredericton says some 300 men will be employed for two years clearing about eight thousand acres of woodland in preparation for the Macquaque power project's headpond.

Plans call for the headpond to be filled in the autumn of 1967.

SASOLBURG, South Africa (Reuters) — Three black trappers by a fire in a coal mine here on Monday and given up for dead were found alive Thursday by rescue teams. They were virtually unharmed, but hungry and thirsty after their underground ordeal. They were able to walk unaided.

DEPARTMENT OF PUBLIC WORKS OF CANADA

SEALED TENDERS addressed to Secretary, Department of Public Works of Canada, Room B 322, Sir Charles Tupper Building, Riverside Drive, Ottawa B, and endorsed "TENDER FOR RENOVATION OF DIESEL TUG 'GLENLYET II', CHARLOTTETOWN, PEI," will be received until 3:00 P.M. (E.S.T.), WEDNESDAY, DECEMBER 16, 1964.

Tender documents can be obtained through: Chief Engineer, Room B-443, Sir Charles Tupper Building, Riverside Drive, Ottawa; District Engineer, P. O. Box 1288, Charlottetown, P. E. I.

To be considered each tender must be submitted on the forms supplied by the Department and must be accompanied by the security specified in the tender documents. The lowest or any tender not necessarily accepted.

ROBERT FORTIER, Secretary

NEWSPAPER CLOSURES

PARIS (Reuters) — The French pro-Communist daily newspaper Liberation will close Friday owing to financial difficulties. A spokesman of its administration said Thursday, Liberation closed a daily circulation of 75,000.

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