

**HELICOPTER-AIRPLANE TESTED AT MONTRÉAL**

Canada's first vertical takeoff and landing aircraft, the Canadair CL-84 rises slowly off a runway at Montreal's Cartier Airport. After takeoff flight, engines are lowered for normal flight. (CP Wirephoto).

# Welcome To Hungaria Rolled Out For Canada

By BRENDA LARGE  
OTTAWA (CP)—They're rolling out the welcome mat in Budapest for Canadian businessmen.

The invitation is good anytime, but particularly for May 20-30 this when Hungary will hold its annual Budapest International Fair.

Hungarians say the fair resulted in business deals to the States dollars in 1964.

The number of foreign exhibitors, topped 1,000 in 1965, and these included, for the first time since the end of the Second World War, an official pavilion from the United States.

Dr. Andrew Sved, Hungary's trade commissioner, told a reporter Thursday his country is most eager to show Canadians the full range of Hungarian consumer and industrial goods.

"We want to get to know Canadian businessmen and see what they have to offer us, too. We hope they will come to the fair this year to see, and then come back next year and set up their own exhibits."

An official of the Canadian trade department said Thursday Canada now has a relatively small but growing trade with Hungary.

For the first nine months of 1965, Hungarians bought \$3,229,000 worth of Canadian goods, mostly wheat, but also raw materials such as aluminum and synthetic rubber.

IMPORTED \$671,000

is the same period, Canada

Imported only \$671,000 worth of Hungarian goods, including foodstuffs, wines, furniture, glassware, arts and crafts.

The trade department spokesman said like all Communist countries, Hungary is taking a while to adjust to trading in free world markets.

"They think at first that all they have to do is go to the government and the government will push a button and trade will start. They have to learn that in Canada, it is up to Canadian businessmen whether or not they trade with this or that country."

Once Communist countries learn they have to make their contacts with the business community first, the government trade department is always ready to provide assistance.

"We are always willing to help, but we can't do their selling for them."

Even though they are freshmen in the free world trade market, the Hungarians are trying energetically to correct the imbalance of trade between their country and Canada.

The two countries signed a long-term trade agreement in 1964, mutually granting most-favored nation treatment. Following this, several Hungarian foreign trade companies participated in the Canadian National Exhibition in Toronto in 1965. They plan an even bigger display at next year's CNE.

## Rains Follow Day Of Prayer

JOHANNESBURG (Reuters) Rains fell Wednesday night and continued Thursday over many parts of South Africa two days after a national day of prayer for rain to relieve the drought that was reaching disaster proportions.

Experts warned, however, that more rain is needed to break the drought.

Up to four inches fell in the stricken Orange-Free State and in the neighboring Northern Cape, another parched area. Heavy rain also fell in part of the western Transvaal, easing the drought over an area of hundreds of square miles.



**DRUG STORE OPEN**

**STEAD'S PHARMACY**

128 KENT STREET

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## ANNUAL MEETING

The annual meeting of Prince Edward Island Mutual Fire Insurance Company will be held at the Summerside boys' club, corner of Notre Dame and Cedar Streets, in the Town of Summerside on Tuesday, the 25th day of January at the hour of 10:30 o'clock in the forenoon.

## BRISTOL

Mrs. Agnes Gallant entered the Charlottetown Hospital on Friday evening for treatment. This fine old lady who is 82 years young was going to the hospital for the first time in her long lifetime despite the fact she is the mother of 16 children. She says I have been blessed with good health and never was seriously ill in my life and never inside a hospital. That's a record we think. Mrs. Gallant makes her home with her daughter Mrs. Charles Eldershaw, most of the time now in the village. Her old home is in St. Charles.

John R. O'Brien, who has been in poor health since he suffered a severe attack of the flu some time ago, was in the city twice last week to consult with his doctor. He may have to enter the hospital for treatment. A veteran of World War Two and retired from the staff of Campbell Hospital for some years he has always enjoyed good health.

Those who put up ice for commercial use at tourist stands and fish packers will start the battle of harvesting the ice this week. It is reported to be a foot thick and prime quality, power saws and trucks along with crews of husky men will haul several hundred tons of the stuff and store it in sawdust until summer days come around again. The greatest enemy to the ice dealers is the rats and squirrels. They love to bore holes into the sawdust and this lets air in unnoticed and much of the ice is lost. One man reports the loss of at least three truck loads last season before noticing the air holes in the sawdust.

We learn with regret that Stewart Mosher had to enter the P.E.I. hospital last week to undergo surgery. A resident of Suffolk for many years, Bristol is his old home where he attended the Old Harbour School years ago. We all wish him a speedy recovery.

Mr. and Mrs. Francis Chaisson, who were here from Hamilton, Ont., for a short stay with Mr. and Mrs. Vincent McGrath, at the old home have left again for the west. Mr. McGrath, the island's oldest fisherman in that contest a few years ago enjoys good health now despite his age, 95, and the fact he has lived here all those years and reaped a harvest from the sea in his working years as one of our top fishermen.

Jack Coffin, will be chief buyer for the Morell packing company this spring in what is expected to be the biggest year in the packing business when it is expected some 50 boats will be bringing lobsters to the busy plant and a train load of money will change hands. It's the big industry here now, and still growing, right now you can see piles and piles of traps being readied for the water. New boats will be built in the boat shops here and that old veteran of the needles Jack High Boat Roach, has contracted to knit 10,000 heads for the fishermen and a look in last week showed him racing with time to do the job and on top of this Jack is 85 years young and still rearing to go.

The rabbit hunting season is drawing to a close and we must agree with Hunter's Corner that it may as well never started, the day of the rabbit stew seems to be over, there is no rabbits. With guns and dogs any that are left are scared away from here. With the open season for skating now in full swing many rinks and ponds along with the river presents a sheet of ice that brings back memories of the great John Lapierre, who skated from St. Andrews, to Charlottetown in 55 minutes on a pair of old stock skates made from two rasps by the late John O'Brien in his Bristol blacksmith shop 72 years ago. Mrs. James A. O'Brien, a resident of the Sacred Heart Home in the city recalls the great John Lapierre, and her late father who made the skates in that long ago. She recalls the great John as sailing along like a bird and he was hailed as the greatest skater of all time for speed and poise. John's old home is in

Bristol and a brother the late Stannis Lapierre, died recently and he often told the story of his brother's great record that still stands today. We would appreciate seeing them.

# The tuned car report.

*People are buying Buicks at a record rate this year. What's behind the switch to Buick? What's the tuned car all about?*

If you were going to build a car, you'd start with four absolutely necessary building blocks: performance, styling, ride and handling. If you were going to build a Buick, you'd start there, too. But you wouldn't stop there. You'd test and refine and blend until they were all tuned to work together. Your own favorite mechanic already gives you an idea of what the tuned car is all about when he tunes your car's engine. You know how smoothly and efficiently that engine runs? That's how a Buick runs. Not just the engine. The whole Buick. And that's what tuning is.

### Two years of punishment.

We tune our Buicks in the laboratory. And on the road. We use our Proving Grounds. (As other car makers use theirs.) But we also use parkways and freeways and country lanes and mountain chutes—the tuned car is tuned to behave well on all kinds of roads; roads you'll actually be using. If you bought a new Buick and then, just for fun, gave it back to us to run it through all that testing again, can you guess when you would get it back? In about two years.

### The test run.

Before final assembly, every Buick engine is test run to be sure it's properly tuned and to provide

for controlled initial break-in. If there's the tiniest fault, back it goes.

### Brr.

You think you've got a tough job? We have a man stationed up north where in winter the thermometer can drop to thirty below. He's charged with climbing out of bed in the dark of cold mornings, going out to a new Buick which has been left out all night, and starting it. A car that will start fast enough to please him will please anybody.

### The Inspector.

There are about 1250 people working in our engine plant. 180 of them are inspectors, which works out to one inspector for every 5.9 production people. The average engine is looked at, in component or assembled form, by 170 different inspectors. An inspector's word is law. If something isn't right, back it goes. Sometimes this makes our production people unhappy. But it also makes the product good and you happy.

### Frothing at the shocks.

When it gets hot outside, the oil inside the shock absorbers tends to become aerated. Or, to put it another way, it froths. Which makes it hard for the shocks to do much absorbing. Inside every LeSabre,

Wildcat, Electra 225 and Riviera shock absorber is a piece of baffle tubing that puts a stop to this kind of nonsense. It costs a little extra money to do this. But if you've ever ridden in one of these new Buicks, you'll know why we think it's worth it.

### Close.

No matter how hard you try, you can't practically make pistons to more than 3/10,000 of an inch tolerance. The same goes for cylinders, into which the pistons fit. So we use an ingenious machine that measures pistons and cylinders by air. And then we fit piston to cylinder individually.

### The "master" engines.

We not only balance all the engine parts separately, the way everybody else does, but we also balance the final assembly as well. We have machines for this. But, being Buick, we also have perfectly balanced "master" engines that check the machines that check the engine that you end up with. And then there are those inspectors...

### Safety.

Everybody knows that the real key to safety on the road is the driver. We (like our sister divisions at GM) try to make every trip a safe trip for you. So we put back-up lights, a padded dash, padded sun

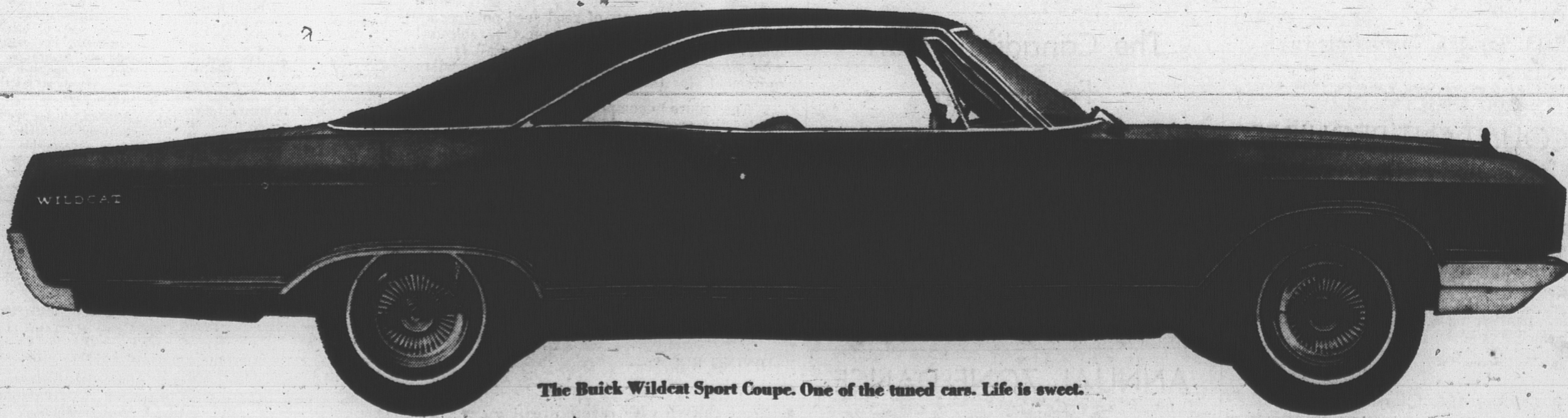
visors, seat belts front and rear, and two-speed wipers and washers in every one of our cars. Standard equipment. So are two mirrors—an outside one and a shatter-resistant inside one—that are just about indispensable. You use them when you're moving into traffic, to see what's coming up to pass you, to see if it's safe for you to pass, and a dozen other things. They're probably the most important glass in the car, if you don't count the windshield.

### Affordable.

A good many people have been brought up to believe that a Buick is some kind of a pinnacle, to be touched only after the kids are tucked away in careers of their own and you've Got It Made. Well, a Buick is a pinnacle, all right, but it's not nearly that hard to attain. In fact, many people who buy new cars are already paying the price of a Buick. And if you're going to pay the price of a Buick, you might as well get a Buick.

### North America has spoken.

Sending a brand-new car out into the world is a ticklish business at best. Even when you're absolutely positively sure you've got a winner, there's always that little niggling doubt. So we must report that the tuned car has been a rousing success, even more rousing, in fact, than we had allowed ourselves to hope. And we shall, by working very hard, keep supplying our dealers with Buicks, so that they, in turn, can keep supplying you with Buicks. *Wouldn't you really rather own a Buick?*



The Buick Wildcat Sport Coupe. One of the tuned cars. Life is sweet.

# 1966 Buick. The tuned car.

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## COLONEL PROMOTED

OTTAWA (CP)—Col. E. C. Cowan, 45, of Ottawa, has been promoted to brigadier and appointed director-general of finance at Canadian forces headquarters, the defence department announced Friday. He succeeds Brig. F. E. Anderson, of Ottawa, who retires this month.