

### Scout Leaders Are Given Tests

Build a bridge over a fast moving stream in about three hours, with nothing but an axe, a saw, a bundle of baller twine and some good strong rope. Sounds like an impossibility, if not an impossibility, but not to the twelve Scout troop leaders undergoing the Gillwell Leadership Course at Camp Buchan this weekend. This was one of the many exercises they were given to test their ingenuity and develop their skills, traits they will need to carry them through another winter of scout activity in communities across the Island.

Staffing this course in advanced scouting techniques were, Harvey MacKinnon, Bud McMurry, Emerson Smallman, David Hall and Gordon Kerr, Provincial Executive Commissioner. The leaders taking the course were from as far west as O'Leary and as far east as Souris. Each year a number of leaders are given this course to prepare them for duties with their own scout troops.

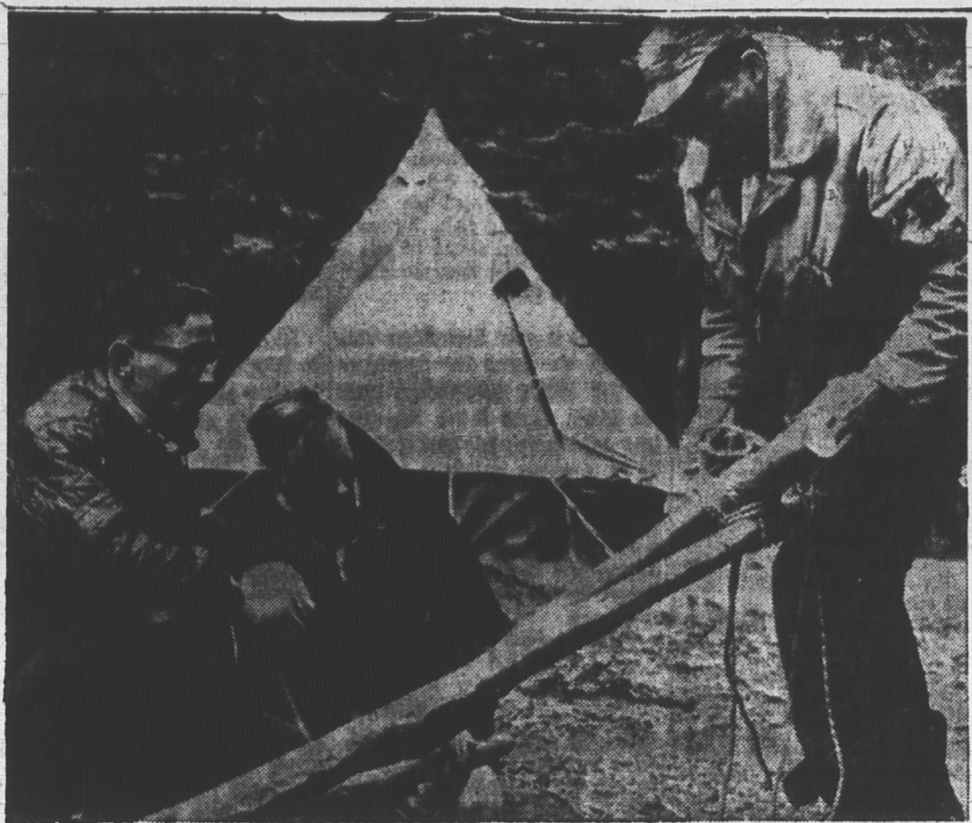
The skills they learn are then passed on to the individual scouts, equipping them to better take care of themselves should the occasion arise and develop in them a sense of achievement and responsibility.

**LOCATION**  
Camp Buchan, located between Mt. Buchanan and the

shoreline some 25 miles east of Charlottetown, is maintained by the provincial council of the Boy Scouts Association with the aid of the P.E.I. United Fund. In use for most of the twelve months in a year it houses facilities for almost any type of outdoor activity with emphasis on camping skills.

A beautiful chapel has been erected on the site from peeled logs, in which interdenominational services are held during regular camps and jamborees. A demonstration camp site has been set up, at which the various types of facilities such as open pit fires, food storage pits, and reflector fires can be seen.

Cooking an egg without any utensils may seem to be an unnecessary chore in this day of automatic appliances, purifying water by straining it through sand and then boiling it could be a skill that may never be used, but all these things put together mean a better understanding of life, a willingness to work together and a desire to understand the nature of things for the leaders attending Camp Buchan this weekend and the boys they will be instructing throughout this coming winter.



JOHN HENNESSEY, Souris; Ben Nichols, Misconche pulling on ropes to draw bridge during the pioneer session at Camp Buchan over the week-end.

### MAYORS' MEETING

## Shift Of Legislation Stressed By Speaker

SUMMERSIDE — Henry A. Lawless, executive director of the Canadian Federation of

Mayors and Municipalities, told the annual meeting of the P.E.I. Federation Saturday that "since 1867, there has been a considerable shift of legislative authority, responsibility and initiative from the federal government to the provincial legislatures."

He said that the B.N.A. Act gives or has been interpreted as giving to the provinces those fields of legislative activity which are "the most important both in terms of spending and in terms of their effect on modern society."

In illustrating his point, he

mentioned such fields as natural resources, education, health and welfare, and economic planning and development.

He stated that this is supported by facts. He reported that in 1965 the federal government spent only 54 percent of total provincial, municipal and federal sources. The remainder was spent by the provinces or their municipalities.

He said that the field of municipal government had also undergone considerable change since 1867, but the "evolution here was different because municipal governments have no sovereign power, but have delegated authority originating with the provincial government."

**SOCIAL SERVICES**

"While historically," he said, "municipal governments were responsible for the administration of many social services, such as garbage collection, health, welfare, and justice, along with street lighting, the reappraisal that is taking place today is the result of the greater significance being attached to the national character of education, health, welfare, and justice."

He told the two-day meeting in its closing luncheon that because of the broader social implications of health, etc., the provincial governments are showing an inclination towards the assumption by the province of administration and financial responsibility for these services.

"The further process of evolution," he said, "is that which emanates from such matters as land-use planning, transportation planning, the effects of pollution, the need for regional economic development and therefore, regional planning and this is leading both provincial authorities and public administrators to seriously examine, consider and recommend the establishment of regional forms of government, regional councils which can pool competences and abilities for the benefit of the entire region and thereby carry out a better planning function."

He said that ideally, such regional councils should be composed of representatives from the individual municipalities within the given region. "This is also democratically essential. One thing is clear — fragmented local government can no longer hope to deal effectively with the problems of urban man in a complex society."

### DEATHS

**GALLANT** — At the Charlottetown Hospital, Saturday, Oct. 1, 1966, Nazaire Gallant, 80 Peake Street in his 68th year. Resting at the Charlottetown Funeral Home until this afternoon at 2 o'clock then at his late residence. Funeral Tuesday morning leaving the house at 9:15 for Requiem High Mass at the Church of the Most Holy Redeemer at 9:30. Interment in the Catholic cemetery.

**MacNEVIN** — At St. Catherine's, Oct. 2, 1966, Mrs. Hector MacNevin in her 85th year. Resting at the Cutcliffe Funeral Home until noon Tuesday then to Long Creek Baptist Church, service commencing at 2 o'clock. Interment in Long Creek cemetery. Please omit flowers.

**MATHESON** — At the P.E.I. Hospital, Friday, September 30, 1966, George P. Matheson of Wheatley River in his 91st year. Resting at his late residence. Funeral today, Oct. 3, from Glasgow Road Presbyterian Church with service commencing at 2 p.m. Interment in Portage cemetery. Please omit flowers.

**BAMBRICK** — In the P.E.I. Hospital, Oct. 1, 1966, Gertrude Bambrick, Royalty Junction, age 86 years. Resting at the Hennessey Funeral Home this afternoon. Funeral Wednesday morning at 9 o'clock to St. Pius X Church for Requiem High Mass at 9:15. Interment in the Catholic cemetery.

**LARKIN** — In the P.E.I. Hospital, on Oct. 1, 1966, Kathleen Larkin, 46 Orlebar Street, age 62 years. The funeral will take place this morning at 9:15 from the Hennessey Funeral Home to the Church of the Most Holy Redeemer for Requiem High Mass at 9:30. Interment in the Catholic cemetery.

**WRIGHT** — As a result of a car accident Friday, September 30, Blais George Wright, 126 West Street, Summerside, age 20. Forwarded from Compton Funeral Home Sunday morning to the home of his brother, Wilfred Wright, 53 East Street, where a short service will be held Monday at 2 p.m., then to St. Luke's Anglican Church, O'Leary for service at 3:30. Interment in the Church cemetery.

**DOUCETTE** — As a result of a car accident, Friday, September 30, F. Clifford J. Doucette, Misconche, age 20. Resting at Compton Funeral Home until 8:30 Tuesday, October 4, then to Saint John The Baptist Church, Misconche, for Requiem High Mass at 9 a.m. Interment in the Church cemetery. Visiting hours today 2-5, 7-10 p.m.

**HACKER** — At the P.E.I. Hospital, Friday, September 30, 1966, Mrs. Elsie Hacker, wife of Louis W. Hacker formerly of Charlottetown and Summerside. The remains were transferred from the MacLean Funeral Home to the home of her son, Alister MacLeod, Albany, and will rest until noon today, October 3, then to St. John's Anglican Church, Crapaud, for service commencing at 2:30 p.m. Interment in the Church cemetery.

**KILBRIDE** — At Somerset Manor on Saturday, Oct. 1, 1966, Laughlin Kilbride formerly of Foxley River in his 73rd year. The remains were forwarded on Sunday afternoon from Jellies Funeral Home, O'Leary to Compton Funeral Home where the funeral will be held this morning at 9:45 to St. Paul's Church, Summerside for Solemn Requiem High Mass at 10 o'clock, then forwarded to his former residence, Foxley River, where they will rest until Tuesday morning at 9:45 then to St. Bridget's Church, Lot 11, for Solemn Requiem High Mass at 10 o'clock. Interment in the Church cemetery.

## WESTERN BRIEFS

**MINOR FIRE**  
The Summerside Fire Department was called out to a minor fire Saturday noon on Willow Street. Bags in a warehouse caught fire, but were quickly quelled.

**FAIR HUNTING**  
Goose hunting was reported fair in the O'Leary area and good numbers of blue and green wing teal were reported bagged throughout West Prince. On some areas Pin Tail Ducks were reported fairly plentiful. The Black Duck population was reported up from last year. No reports were received of anyone getting ruffed grouse or Hungarian Partridge.

### WESTERN FUNERALS

**TOOMBS FUNERAL** — The funeral for the late Blotice Toombs was held from the Davison Funeral Home to Breadalbane United Church where service was conducted by the Rev. Donald Powell. Members of Central Creameries attended in a body. Members of the Royal Canadian Legion, Kingston branch also attended and held a short service at the grave. Pallbearers were Elmer Wigmore, Irving Haslam, Elton Somers, Ivan Kennedy, James Snowie, Eldon Hickox. Flowerbearers were Stirling Nicholson, Millage MacLeod, Gordon Ripley and Donnie Gillis. Interment was in Breadalbane Cemetery.

**PHILLIPS FUNERAL** — Funeral for Hanes Phillips was held Sunday afternoon from the Compton Funeral Home to Trinity United Church, where service was conducted at 3 p.m. by Rev. Dr. Cecil Webber. Hymns were Unto The Hills and Abide With Me. Organist was Mrs. Eric Sheen. Grand Lodge of Independent Order (IOOF) of the Maritime Provinces, Brother George E. Wilson representing the Grand Master, accompanied by F. Winston Smith of Charlottetown, attended the funeral. Pallbearers were Lloyd Miller, George Mutart, Senator Orville Phillips, Robert Phillips, Everett MacFarlane, and Clifford C. Montgomery. Interment was in People's cemetery, Summerside.

**MOASE FUNERAL** — The funeral for the late Brian Moase was held from his late residence to Kensington United Church where service was conducted by the Rev. Gordon MacBeth. "How Great Thou Art" was sung by the choir. Members of the Sigma C group and the Boy Scouts attended in a body, also the Grade 9 A high school class. Pallbearers were Carl Montgomery, Milton Montgomery, Bradford Miller, Rendall Caseley, Claude Soncey and Gerald Caseley. Flowerbearers were Alan Pendergast, Roy Moase, Gordon Rayner, Ervin Johnson, Robert Gallant and Allan Taylor. Interment was in the People's cemetery, Kensington.

## Good Prices Are Obtained

Good prices were obtained for the younger stock at the Shed Acres farm sale of pure bred Hereford cattle, Saturday, although some of the prices paid for mature animals left something to be desired, auctioneer Ivan Kerry, Charlottetown told The Guardian yesterday.

The top price received was for the registered bull, Nova National Romeo, who was grand champion several years at Charlottetown for his then owner, Gordon Matheson, Hunter River. Romeo is a son of a former Royal Winter Fair grand champion that was brought from England by E.H. (Ernie) Himmelman, La Have, Nova Scotia, who is a past president of the Canadian Hereford Breeders Association.

## CP Plant Will Resume Production

Canada Packers Charlottetown plant will resume full production tomorrow, The Guardian learned last evening. "We expect there will be a hog kill tomorrow forenoon, and a kill of cattle is expected for Tuesday. Purchasing at both will be resumed in the morning," it was learned from Vernon Fraser, chief livestock buyer for the plant here.

## George Key Elected President

SUMMERSIDE — Mayor George Key, Jr. of Summerside was elected president of the Prince Edward Island Federation of Municipalities at their annual meeting here Saturday.

Mayor Howard MacLean of Georgetown was elected first vice-president, and Mayor Wallace Cox of Charlottetown was elected second vice-president. John Cameron, town clerk of Summerside, was elected secretary-treasurer, and Mayor Bruce Yeo of Montague is past president.

County representatives on the executive are: Councillor Everett MacKenna (Borden), Mayor Prince County; Councillor Dorothy Corrigan and Councillor John P. Nicholson, Q.C., both of Charlottetown for Queens County, and Councillor Robertson (Montague), and Councillor Maurent (Souris) for Kings County.

## Inquest Ordered

SUMMERSIDE — A coroner's inquest into the death of Clifford Doucette, Misconche and Blotice Wright, Summerside, both 20, killed in a two-car head-on collision here Friday night, will be held Thursday, October 13 in Charlottetown.

The two were killed instantly and were pinned in the wreckage.

The crash occurred in front of O'Brien's store in St. Eleanor's at 11:40 p.m. Doucette was proceeding along Notre Dame Street, while Wright was heading east on South Drive, St. Eleanor's.

Involved in the accident were a 1963 Ford, operated by Doucette, and a 1956 Ford, operated by Wright.

**THREE-WAY INTERSECTION**  
The accident occurred near a three-way intersection, where Water Street, Summerside, runs in a curve into South Drive, St. Eleanor's and Notre Dame Street meets the curved road at a junction.

The accident is being investigated by the Summerside detachment of the RCMP.

Wright is survived by his parents Mr. and Mrs. Ira Wright, 139 West Street, Summerside, six brothers, John, Popular Ave., Summerside; Raymond, Ellerslie; Norman, Toronto; George, Toronto; Wilfred, East St. Summerside; and four sisters, Ruby (Mrs. Earl Ford), Ellerslie; Sadie (Mrs. Layton Walfield), Ellerslie; Alice (Mrs. William Trowsdale), St. Eleanor's; and Bessie (Mrs. Wilfred Campbell), Ellerslie.

## Is the Mercedes-Benz 230S "over-engineered"? Some facts:

The Mercedes-Benz 230S exists without fancy marketing plans or piles of sales research. Its destiny rests with engineers—just as it did in 1886, when Gottlieb Daimler and Karl Benz invented the automobile.

Fervent engineering research has earned Mercedes-Benz more than 5,200 patents. And produced a unique automobile.

In fact, David E. Davis Jr., Editor of Car and Driver, has said: "You could be blindfolded, spun around three times and dropped into a Mercedes-Benz, and when you sat down you'd know it was a Mercedes-Benz."

Since 1901 Mercedes-Benz cars have gained 4,403 racing victories. They last entered international motor racing in 1954, competed for two seasons—and won two world championships.

**Welded 10,000 times**  
The Mercedes-Benz 230S will not age to the tune of squeaks, groans or rattles. Its body is a rigid one-piece structure—welded at ten thousand points. It is remarkably strong and twist-resistant.

Perfectionists will search in vain for flaws between body panels. All outside body seams on the 230S are hand-ground, filled with pewter, ground again and polished.

The Mercedes-Benz body is actually a patented safety feature. Front and rear sections are designed to fold if hit in a crash. They act as a shock absorber to cushion shock before it reaches the passenger area.

Inside, door handles are recessed. Twelve danger spots are safety padded—including the steering wheel hub, instrument panel edges, even the window cranks.

**The feel of quality**  
When you drive a Mercedes-Benz 230S, you can feel its engineering quality. Every minute you're behind the wheel.

**Example:** The 230S uses a patented invention of Mercedes-Benz engineers—the single low-pivot swing rear axle.

First used on the Mercedes-Benz 300SLR sports racing car, the low-pivot swing axle gives the 230S an uncanny stability on rough roads, slippery roads, and during braking. Explanation:

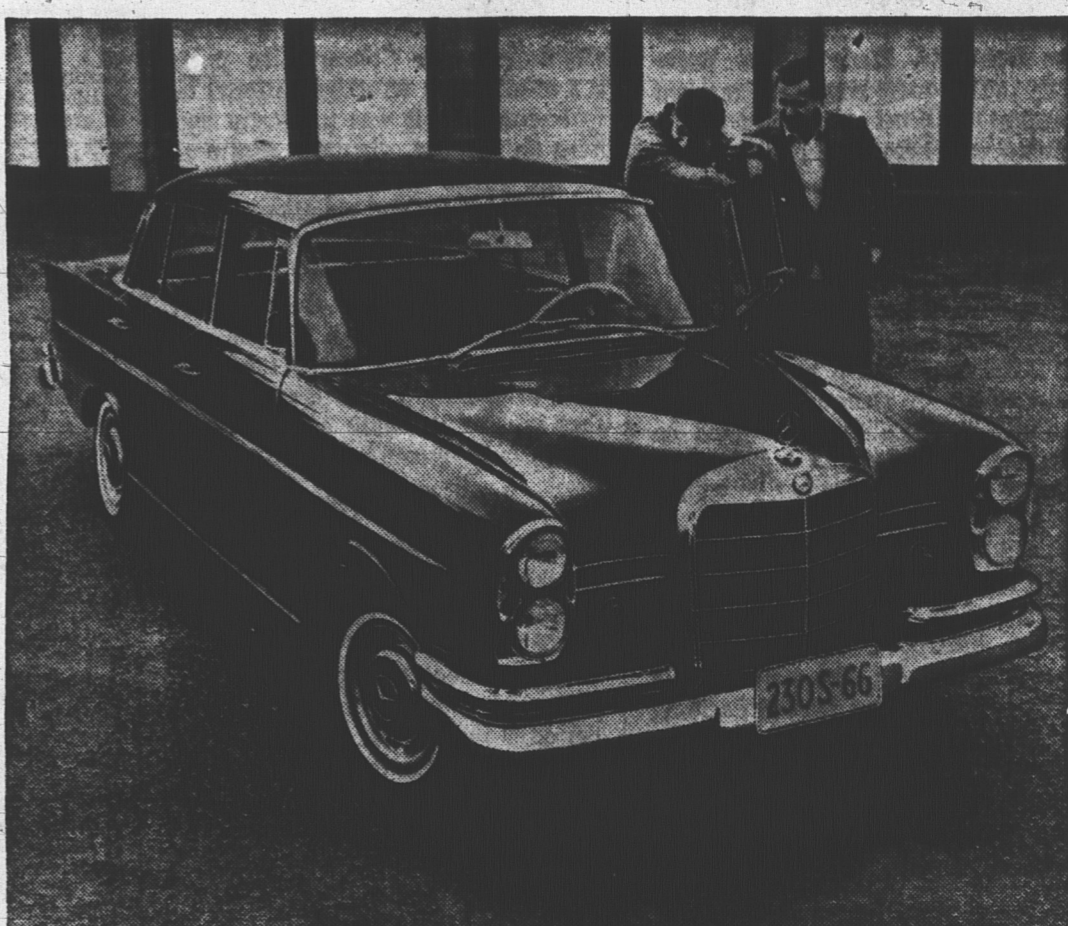
The axle has two separate sections. These two halves move up and down independently. They swing on a single centre joint—or pivot. Here are two main advantages:

1. If one wheel hits a bump, the axle simply pivots on its joint—leaving the other wheel firmly anchored to the ground. (With the normal rigid, one-piece axle the rear wheels tend to bounce up and down together.)
2. In any car, when you brake hard, the rear end lifts. The wheels can lock—and skid. In a 230S, the swing axle keeps pushing the wheels down onto the road. They stay glued to the surface; braking is smooth and sure.

**Automatic leveling.**  
The 230S has another remarkable device invented by

Mercedes-Benz motor cars from \$27,000 to \$4,400.	
600 Grand Mercedes	7,880
7-Passenger Limousine	7,880
230SL Roadster	7,880
230S Sedan	6,415
230S Sedan	5,585
230 Sedan	4,785
200 Diesel Sedan	4,615
200 Sedan	4,400

\*F.O.B. Toronto. Provincial taxes extra.



The Mercedes-Benz 230S. Built to be driven—comfortably, safely and enjoyably for years and years.

Mercedes-Benz engineers—a hydro-pneumatic load leveller. It actually pumps up the rear of the car—automatically.

No matter how many passengers you're carrying, or how much luggage you have in the trunk, the body stays level.

Because the load leveller compensates for such extreme conditions, springs and shock absorbers can be given a lighter, more delicate setting.

This means you get a smooth ride, without the pitching, swaying or wallowing that are the usual by-products of softness.

**Stops without panic**  
The tough-minded Mercedes-Benz engineers think you should have more braking power than you need. The Mercedes-Benz 230S weighs 2,976 lbs.—one and a half tons. Its brakes could safely stop a car of twice the weight.

With disc brakes in front (where most of the car's weight is thrown in stopping) you face steep downhill curves or deep puddles in peace. No shuddering, no fade. And because front and rear brake systems are separately activated, you actually have two sets of brakes—as smooth as they are powerful.

"When you put the brakes on in a Mercedes-Benz, it still feels like you're putting the brakes on in an automobile—not turning a switch that's going to throw you out the windshield."—David E. Davis Jr.

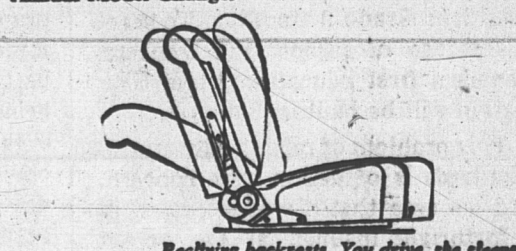
**Power without size**  
The 230S uses a six-cylinder engine with a top speed of 109 mph. Hardly awesome in this age of 400-hp hot rods.

But consider this: it is possible to accelerate the 230S smoothly and rapidly up to 90 mph, stay there, and cruise for days on end without strain (roads and speed laws permitting).

The secret of its efficiency? A single overhead camshaft engine design, a feature on Mercedes-Benz cars since 1951. American cars adopted it this year.

**Designed for people**  
The 230S is a surprisingly comfortable and roomy car. Despite far leaner outside dimensions, it actually provides more interior space than many seemingly larger cars.

That's because Mercedes-Benz cars are designed around their occupants. They are not shaped to a stylist's sketch, or to the illogical dictates of the Annual Model Change.



The seats in Mercedes-Benz cars are designed by orthopedic physicians. They are firm seats—to prevent muscle cramp and fatigue, whether you drive 60 or 600 miles.

They are contoured to stop you from sliding around; they keep you cool through ventilation—and they never lull you to sleep.

The front seats also have backrests that recline to four positions. With the seat tilted far back, the front seat passenger can sleep in comfort while you drive.

**Write for brochure**  
To find out more about the 230S and three other Mercedes-Benz models, just drop us a note and ask for our 24-page color brochure. The address is: Mercedes-Benz, Box 501, Terminal A, Toronto 1.

Better yet, stop in at a Mercedes-Benz showroom. And see what it's like to drive a car that's built to be the best—not the best seller.

DAIMLER-BENZ AG.  
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