

WARTIME
Souvenir
of
CARBERRY

50¢



Published by

CARBERRY NEWS-EXPRESS

Carberry, Manitoba, Canada.

IN THE INTEREST OF THE VISITING AIRMEN
AND THE SURROUNDING DISTRICT



HIS MAJESTY KING GEORGE VI.

Foreword

PEACETIME Carberry, nestling in the midst of the Empire's grainery, suddenly has been called upon to play a vital wartime role. It has become a focal point in the vast Commonwealth Air Training Scheme; with all the speed of modern engineering, the quiet routine of rural Carberry has given way to the incessant drone of countless training planes. The people of Carberry, now hosts to our visiting cousins from the United Kingdom, vie with the good folk of the City of Winnipeg, yea, those of our entire province, in the desire to welcome—to make a home away from home for our visiting airmen. We have them today, tomorrow they are gone. The Carberry News-Express therefore publish this book in an effort to preserve a story in pictorial form of local wartime activities in which we are all concerned.

The Wartime Souvenir Book of Carberry is an attempt to give to its readers overseas a brief description of our Country, the R.A.F. boys at work and at play. Here, at home, this book preserves the record of Carberry in 1942.

The Story of the Plains . . . and Carberry



Once upon a time . . . so stories traditionally begin, but this is no fairy story and the time is just sixty-four years ago, in the spring of '78 . . . a small cavalcade of creaking Red River carts that had been travelling across the endless plain all day at the amazing speed of two miles an hour finally came to rest in the lengthening shadows of a poplar bluff which had been visible on the horizon since the early hours of the day.

The drivers of the ox-carts were stalwart, bronzed young men in their early twenties, and their speech indicated their Ontario upbringing. They spoke lightly of the hardships of the trip that lay behind them and most hopefully of the morrow when they would explore more



fully this new land to which they had come. Yes, these were the first "settlers" to come to what is now known as the Carberry Plain, and the story of "the Plain" since their coming is such a tale as to merit the recounting by top-ranking literary men. However, these pens are busy on other jobs these days, and it has fallen to our lot to give, though most inadequately, some outline of the development and progress of the splendid farming area first settled by these young ox-drivers sixty years ago.

Although records are by no means complete, and names of all the earliest pioneers are not available, no account of the first Plainsmen would be complete without mention of such first-comers as: J. H. and



R. Lyons, W. Shillington, George Hope, J. G. Barron, W. Ford, J. Clark, J. Dempsey, J. Sallow, Wm. Hunt, James and George Cathrae. W. Kennedy, W. Fitzsimmons, Chris. Rasmussen, Richard Marshall and Angus McKenzie, all of whom were among those hardy pioneers who came to the Plain in 1878, the first year of settlement. To many, the above named may be only names, but it is most fitting that they be here set down as the men who laid the foundations of what has since become one of Western Canada's best known and most prosperous farming communities.

The young ox-drivers camping beside that poplar bluff that spring night did a little scouting around the next morning and came to the conclusion that they had indeed reached the "promised land", for the rich plain seemed to be the answer to the homesteader's prayer. The rich soil which produced such a lush growth of grass gave promise of golden harvests of wheat in the days to come, and the level expanse of bush-free land held a charm for the young adventurers who recalled



their fathers' tales of literally hewing their homes out of the bush in old Ontario. Here were uncounted acres never crossed by white men but ready for the plow! And the only other requirement of a suitable farm—good water—was to be found almost anywhere. What more could man desire? Needless to add, the young home-seekers soon staked out their claims—160-acre tracts of virgin prairie—and the Plain became HOME to many who, with their children and grandchildren, still reside in the Carberrry area. Time has only proved the wisdom of the choice made by those young ox-drivers of the past. They might indeed be termed "wise men of the east".

Nor did these wise men of the east alone establish their new homes; they built their shod shacks, and weathered their first Manitoba winter, and then sent for their wives and families, or for their sweethearts back in old Ontario, and, in 1879 the first white women and children came to the Plains. We are told that the first white women in the district were Mesdames J. Koyle, J. Polworth and J. McKinnon; and the first white child to be born on the Plains was J. A. Boles, well-known in later years as one of the veteran councillors of the Municipality of North Cypress, which rural area coincides almost exactly with the farming district commonly referred to as Carberrry Plain. Another of the first children born on the Plain was George Cathrea, now a successful business man in the city of Vancouver.



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Dan Cupid came to the prairies along with the young folk, and his bow and arrow kept pace with the plows and flails of the industrious young homesteaders. The nearest marriage license bureau was in Brandon, but stalwart young ox-drivers from the Plain found their way thence and procured the necessary document, even though cases are on record where borrowed finery for the big event was the order of the day, and we may presume the officiating clergyman tied the knot for a nominal fee, or perhaps "put it on the cuff". The early sky pilots were real pioneers themselves, and always ready to prove themselves good co-operative neighbors. Rev. G. Roddick was the first minister to be stationed on the Plain, and Miss Elizabeth Meredith became the first bride, changing her name to Mrs. William Switzer.

The Post Office of Fairview was established in 1879, with Mr. J. G. Barron as first Postmaster on the Plain. Prior to this, the settlers had to get their mail at Porage la Prairie, some fifty miles to the east. In 1880 Messrs. R. F. and J. H. Lyons opened a store on the prairie, which



Shillington was the pioneer to enjoy the distinction of having the first shingled roof. (Earlier dwellings had sod or thatched roofs.) Sam Ruckle's father was the first to paper his shanty (with old newspapers), a neat job, too.

The first frame houses west of Portage were built by D. Kerr for John and Billie Markle of the Linwood district. One of the first brick houses was James Cathrea's, the bricks being brought from Sidney. Furniture for all the early dwellings was largely made on the spot.

Mr. Dugal MacLaren owned the first team of horses on the Plain and was no doubt the envy of his neighbors who still had to drive Buck and Bright. The first seeding was done by the old method of "broad-casting", and the first crop was cut with "cradles", threshed with flails, and marketed at Minnedosa some thirty-five miles to the north-west. Single-furrow walking plows were used, drawn by oxen, and the dulled plow-shares were sharpened at Portage.

The first public meeting was called in 1878 by George "Laird" Hope, in connection with the proposal to get a Post Office for the Plain; and the same "Laird" Hope was elected President of the first Agricultural Society, formed in 1883. The first Agricultural Fair was held that same summer. The first council meeting was held in 1882, with Mr. W. Spence as the first Reeve and Mr. W. G. Rogers as the first Clerk.

The first school was built on the R. Lyons farm, with a Miss Williamson of Beaverton, Ont., as the first teacher on the Plain, and Messrs. Thompson, McCulloch and Lowes as the first trustees.



Some readers who have never been to the Canadian West may ask, "Where is the Carberry Plain? and if I wanted to visit it, how would I get there?" To answer these questions in order: Carberry Plain comprises 278,000 acres of beautiful rolling prairie, almost coinciding with the rural municipality of North Cypress. Roughly, it is bounded on the south by the wooded sandhills along the north bank of the Assiniboine River, and on the north by the rolling land south of Neepawa. Its geographical centre is approximately Petrel Station, but its marketing centre is the thriving town of Carberry in the southern part. It is served by five railway lines, four of them running from

convenience was welcomed by the settlers as it made the long drive to Portage no longer necessary.

"First" things are usually of interest, so it may be in order to simply enumerate some of the "first" things in the old Plains community:

The first home to be built on the Plain was on the McLaren homestead, and still stands on the farm now owned by Mr. A. Barron. Mr. W.

Winnipeg west (including the Main Lines of both Canadian Pacific and Canadian National Railways) and one running north to Neepawa. It is now criss-crossed by a net-work of good roads, chief of which is the Trans-Canada Highway which passes through the town of Carberry. Thus, it is really one of the most easily accessible farming areas in the Dominion.



The Town of Carberry itself has an interesting history. Unlike the pioneer settlement on the Plain, Carberry followed rather than preceded the railroad. It really had its beginning in 1882 when the Canadian Pacific Railway then building the first transcontinental line across Canada, suddenly moved its station from DeWinton, a small townsite about a mile and a half east of Carberry's present site, to the new location where its successor still stands. It appears that certain C.P.R. officials had bought up DeWinton townsite property expecting to make themselves rich out of the boom, but the Company discovered the plot, which involved a violation of Company rules, and had the station moved lock, stock and barrel by 100 specially employed men one night after dark. We may imagine the chagrin of the speculators who were left holding the bag.

To the new settlement was given the name Carberry, in honor of Carberry Hall, an English estate. The bestower of the name was no less a personage than James J. Hill, then a director of the C.P.R. and later President of the Great Northern.



By the spring of 1883 Carberry boasted one hundred inhabitants. From the beginning, the town has been on the Main line of the C.P.R., but later the C.N.R. built its branch through from Brandon Junction north to Neepawa, and the Grand Trunk lines (also trans-continental) was laid across the territory just a few miles north of the thriving little prairie town. In more recent years, with the development of motor travel, the Provincial Government included Carberry in the route served by the Province's Number One Highway, which has recently been incorporated into the Trans-Canada Highway, an all-weather road bearing perhaps the heaviest traffic of any highway in the west. By this highway, the 112 miles to Winnipeg can now be traversed in less than two hours, a journey that took the first settlers six days with their creaking Red River carts. By the same highway the distance to the neighboring city of Brandon is an even thirty miles.

The first school in Carberry was built in 1883 by contractor Robertson, a simple one-room building, quite in contrast with the present brick structure which boasts eight rooms. The first building in the new town, however, after the station was moved in, was a store built by Messrs. Dalton and Wise. This was followed by a post office and

two other stores (Lyons Brothers, and Smith & McCall), then the Western Hotel and a furniture store. The last named was operated by Mr. M. Wallace, who also built the first residence in this new settlement.



The early settlers were not without their amusements. Dances were held in the stores and in the waiting room of the C.P.R. station. The first Carberry picnic was held in the summer of 1883, at which "reserved grandstand seats" were spaces on the grass. On this occasion an amusing incident occurred: the station agent, having received a very urgent invitation, decided to attend, but, having no assistant, he placed a red flag beside the track and went merrily on his way; when he returned, he found the flag had performed so well the task assigned to it that four freight trains stood puffing in the yard.



Stories of pioneer gatherings also include an account of a picnic in the summer of 1881 at William Dickenson's, when, in a baseball game between Wellwood and Fairview, the captain of the winning side made all his runs in his bare feet. No fancy uniforms and expensive equipment were needed in those days, and we venture to guess that the participants in the sports of those early times derived just as much enjoyment from their "home-made" fun as we today from our imported amusements. After all, there is real sincerity behind the sigh that accompanies the words of the old-timer when you hear him say: "Them was the good old days". He means it.



Carberry has a sports history of which the old-timers may well speak with pride, but a history of which the younger generation need be reminded, for Carberry's greatest achievements in the realm of sports are well in the past now. Let us recall a few of the highlights:

In baseball, the first game to be played in Carberry, the local team enjoyed a number of flourishing seasons around the turn of the century. In 1901 a league was formed with Virden, Brandon and Portage as the other teams; and the following year, the North Cypress League came into being.

Football, too, has had its day in Carberry, with its beginning in the early 90's, and its heyday at the end of the decade. The Carberry Maple Leaf Club carried off the premier honors of the Manitoba and North-West Football League. This team played a series of games at the Canadian National Exhibition in Regina in 1898, they made an eastern tour in which they played eleven games against the best teams of Eastern Canada and the United States, and they lost only one game.

Something of a record was established in 1900 when, in a game at Portage against Neepawa with the Walkerville cup at stake, darkness fell with no score chalked up by either side. The contest was resumed the following morning, but when the tie remained unbroken at the end of the second day of play, some of the Carberry players had to go home and the game was defaulted to Neepawa.

Lacrosse had a short but eventful life in Carberry. While going strong, the Carberry team defeated the best in Brandon, Portage and Winnipeg, but this was in the "gay nineties", and little lacrosse was played after 1900.

Carberry had its hockey teams, too. In 1902-3, the "Imperial Limiteds" won the coveted Manitoba and North-West Hockey Association Championship, and for a number of years Carberry puck chasers enjoyed enviable success.



But the one sport in which Carberry has held a worthy place through all the years is curling. As far back as 1904, a Carberry rink won the Grand Aggregate in the Provincial 'Spiel at Winnipeg. The rink consisted of Wm. Hope, skip, Wm. A. Banister, Wm. Vanderlip and Wm. Williams, and lost only one game in the open events of the 'spiel. Carberry was one of the six clubs forming the Manitoba Curling Association in 1889. A Carberry rink won the Tatley Tea Tankard in 1910 at Winnipeg, and the W. A. Banister rink attended the Brandon Bonspiel for several years, winning many trophies and individual prizes. In recent years Carberry has been represented in the Winnipeg classic mainly by the Walkey rink, which, too, has enjoyed a goodly measure of success. Locally, the annual Carberry Bonspiel is the outstanding sports event of the year.



Other organizations have flourished in the Carberry district. Perhaps the one making the most consistent progress has been the Agricultural Society, which had its beginnings in the early days of Plains settlement and this year held its sixtieth annual Fair. The reason for such consistent success is not far to seek. From the first, Carberry has been a most productive farming area. The district has never experienced a real crop failure, and its year-in-year-out yield of high grade wheat adds much to the western quota. In addition to its wheat and other grains, at least \$100,000 worth of cattle, hogs and sheep, and much cream and poultry are shipped annually. In 1914 the Plain boasted no less than eighteen grain elevators, testifying to the fertility of the soil. At one time Carberry had ten elevators, but some were removed as other points on the Plain were established and the long trains of grain wagons divided their golden cargo with grain buyers at Gregg, Fairview, Wellwood and other newer towns and sidings.



Calf and Pig Clubs which have operated most successfully in later years.

Progress in the community has not been confined to agriculture, however. A network of good roads now serves the Plain, and some of those sun-browned ox-drivers who first invaded the Plain sixty years ago with their creaking carts now travel in eight-cylinder limousines, and even make a return trip to Portage or Brandon during the evening. The change has been a rapid one—from the 2 m.p.h. ox-cart through the buck-board era, then the horse and buggy period, to the Model-T Ford age, and now to the high-powered closed-in automobile—all within the memory of many pioneers still living in Carberry. And a greater age of speed is ahead, as evidenced by the constant drone of planes in the sky overhead.



Perhaps the period of greatest change and advancement was between 1895 and 1910. A big fire in '96 wiped out several business places and residences in the central part of the town. Shortly after, all the buildings destroyed were replaced by fine brick ones. The present brick school was built in 1895, the Anglican Church in 1902, and the Methodist (now United) Church in 1903. The present Presbyterian Church was built in 1904. Carberry reached its peak in population, about 1250, in 1900 or 1901, and for a time enjoyed the distinction of being the largest grain shipping centre in western Canada, when a train of 25 wagons, lined up to unload their cargo of No. 1 wheat, was not an uncommon sight. At this time, electric lights were installed in the town, large brick blocks were added to the business section, and along many streets were planted maple and ash trees, trees which add immeasurably to the beauty of the town even today. During these years Carberry grew so rapidly that it was incorporated as a Town in 1905, with Dr. J. M. Eaton as the first Mayor, and the present Town Hall was built in 1907.

Two business enterprises that have contributed largely to the progress of the town and community deserve special mention, two institutions without which no community can expect to expand and make a place for itself in the sun. One is the bank, and the other the local newspaper. In these, Carberry has been fortunate, perhaps never more



so than at the present time when Carberry is very much in the public eye by virtue of the location here of one of Canada's most outstanding schools of the vast Commonwealth Air Training plan.

In the early days of the century, Carberry boasted two very busy banking establishments, with a staff of about twelve each. The Merchants Bank, in the brick building now occupied by "The News-Express", was taken over, throughout Canada, by the Bank of Montreal, and when the Union Bank withdrew in the "depression years" after being taken over by the Royal, the Bank of Montreal moved across the street in 1934 into its present fine office building, where it has continued to give unrivalled service to the town of Carberry, to the farmers of the surrounding district, and to the business folk of the neighboring villages which have no bank of their own. Although the Bank of Montreal was established in 1817, 125 years ago, and has over 500 branches in Canada and Newfoundland, we venture to guess that few communities have been more fortunate in the choice of bank Managers than has Carberry. Managers of the earlier days included Messrs. H. R. Belt, who will be best remembered by the old-timers, and who was a great community worker, F. R. Pike, and R. L. Stidston. The present manager, Mr. E. Lucas, has been in charge since 1931, during which eleven years of service he has taken a most active interest in all worthwhile community enterprises, from Board of Trade meetings to golf tournaments. Among other bank officials who have rendered signal service to the community, special mention should be made of Mr. R. J. R. Bonneland, accountant, who during his stay in Carberry, before being moved to Saskatchewan last year, served in many capacities and on numberless committees to help make Carberry a better and more attractive town.



For many years Carberry was served by two newspapers: the "News", established in 1889 and edited by R. E. Belfry and the "Express", established in 1892 under the editorship of George Meikle. The two were merged in 1910, and became the "Carberry News-Express", with Mr. J. L. Cowie as the editor of the new publication. Mr. Cowie gave long and most meritorious service to the community of Carberry, not only through his position of influence as editor of the town's only newspaper, but as a public-spirited citizen and leader in all worthwhile community activities. Among other phases of distinguished public service, he served for some time as a member of the local School Board, and was the town's chief executive officer, Mayor, from 1929 until his departure in 1937, at which time he was appointed King's Printer for Manitoba. There is perhaps no one among Carberry's present or recent citizens who has contributed more to the community life and general welfare of her people than the same Mr. J. L. Cowie.

Mr. Cowie's successor, Mr. W. H. Vopni, who took over in 1937, is carrying on in the best traditions of good newspapermen, and giving a lead in all worthwhile community projects. He has spared no trouble in modernizing his equipment in order that not only his weekly news sheet but all job printing work may be of the highest quality.

Yes, Carberry has an interesting and even romantic past, though in print it may seem to be quite prosaic. But its present is equally interesting, particularly in these war days, for it is doubtful if any town of comparable size in Canada has entertained more talented and interesting young men from more parts of our far-flung Empire than has Carberry, not to mention the numerous visits by high officials of state. At this time, it would appear to be in order to mention briefly some of the townsmen who are occupying positions of prominence today and guiding the destinies of this thriving community.



The Mayor, Dr. R. J. Waugh, has held office since June, 1937, and given leadership in many projects that have been most advantageous to the community. As chief executive, he was largely instrumental in getting the Provincial Hydro to include Carberry in its network, and more recently he had a large part to play in securing the town's most recent improvement—the paving of Main Street. Besides having been local medico since the town's early days and bringing many of its present adult population into the world, Dr. Waugh has been active on the School Board since 1908, its perennial chairman since 1910.

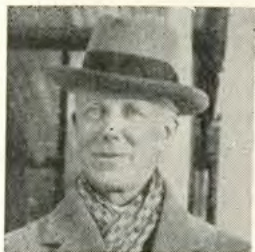


Giving meritorious service, though less in the public eye than the Mayor, is his right-hand man, Mr. A. E. Horton, who has served Carberry in the dual capacity of Clerk and Treasurer for the past thirty years, succeeding Mr. George Balfour in that position in June, 1912. He has also been Secretary of the Carberry School Board since 1920, his predecessor in that post having been Mr. Robt. A. Garland. Quietly and unobtrusively Mr. Horton has carried on his exacting duties, and has had the responsibility for keeping the wheels of local government running smoothly. Others often received the credit when things went well, but "A.E." had to handle the complaints when things didn't go so well. A handy man to have around, "A.E."



General Bureau of Information of Carberry's Past—that's Mr. H. R. Hooper, Town Solicitor and Council's chief adviser. What "H.R." can't recall about Carberry's thriving days and steps in the town's development isn't worth remembering. Ever an active participant in local enterprise, Mr. Hooper was the town's chief executive during the stirring days of the last war, and his shrewd counsel is often sought by those who

are most interested in advancing Carberry's interests in the present war years. Member of almost every committee of importance, H. R. Hooper is ably assisting the town to make its most worthy contribution to Canada's war effort.



The story of Carberry's past would not be complete without special reference to the unselfish and untiring service rendered the community by Mr. Robt. A. Garland, unsurpassed as a citizen and public servant. Never seeking the public eye, he has yet served the town as Secretary, Town Clerk and Mayor; and although now holding no such prominent official position, his ready help in any worthy public enterprise is one of the town's greatest assets.

A parallel to the case of Mr. Horton is that of Mr. A. N. Menzies, Clerk of the Municipality of North Cypress, whose out-of-the-public-eye work is scarcely suspected by any except Reeve Thomas Braden and the members of the Municipal Council,



Messrs. J. A. Boles, J. G. Brown, Alex. Dempsey, Silas Dunfield, S. L. Reidle and H. E. Graham. But is it a safe bet that Mr. Menzies can give you pretty accurate information, without reference to books, about almost any quarter-section in the municipality, and there are 1920 of them. North Cypress includes Townships 10, 11 and 12 in Ranges 13-16 inclusive and the north half of Township 9, Range 13—288,000 acres in all. Mr. Menzies is himself an old-timer in the district

and has served in his present position since October, 1936.

Also serving the people of Carberry in a quiet, unostentatious manner, but with responsibilities of which the public is seldom conscious, are the members of the Town Council: Messrs. R. Wilkie, E. F. Davey, F. J. Chandler and L. Murray. These men are responsible for every civic improvement that the town boasts, and it is only as far-sighted and public-spirited men form the town's governing body that Carberry can hope for or expect continued progress. Such slumps as there have been occasionally in the past can be justly attributed, in part at least, to conservatism and lack of foresight in the town fathers. Fortunately, in the case of Carberry, these times have been of rare occurrence.



Visit Carberry and you will see most of these dignitaries for yourself. Drive slowly and you will see Mr. George Belton crossing the street to the High School of which he is the Principal, Miss Switzer coming out of the new telephone office where she is Chief Operator, "Chuck" Banister on duty in the front room of the Nelson Hotel, or Norman Balfour going across to see John Crich on some urgent Board of Trade busi-



ness. Or—drive too fast and the person you are most likely to see about his business is the town constable. And his up-raised hand does not just mean, "Hello, stranger!" It's his business to make Carberry safe for residents and visitors alike; and other citizens make it their business to see that Carberry is a pleasant place to live, a congenial town in which to conduct a business, and a community that anyone, having visited, will remember with delight. For the hospitality that is Carberry today is a direct descendant of that which was brought from the farms of Old Ontario and came to the Carberry Plain in a creaking Red River ox-cart over sixty years ago.

They Buildded Well

Many of the real pioneers of Carberry and the Big Plain—the men and women who came here in 1878-79—buildded well, some even better than they knew. The great majority have long since gone to their reward but members of their families in many instances are carrying on the farming or business activities so firmly established by these pioneers.

Outstanding among these is the name of G. B. Murphy, a '78er who made his start in the stock and grain business from his Pine Creek ranch which is still operated by his son, Mr. C. G. Murphy. He owned and operated one of the first grain elevators erected at Carberry with the advent of the Pacific Railway. He saw his grain business grow with elevators at Oberon, High Bluff and

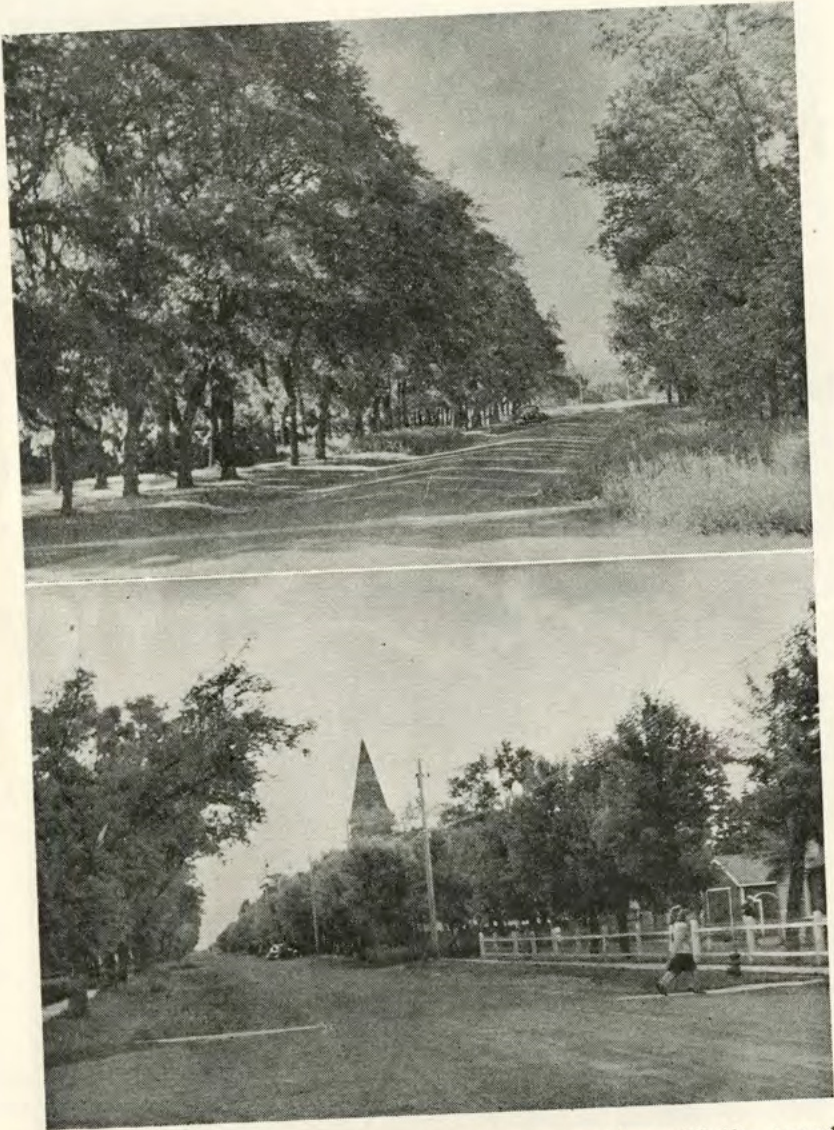
Binscarth with buyers at many other provincial points. Later the G. B. Murphy business was organized and today the Reliance Grain Company, with a line of elevators throughout the wheat producing area of the West, carry on a tremendous grain business which had its start from the foresight and business ability of one of Carberry's outstanding pioneers—G. B. Murphy.

Mr. Murphy was not only a good business man but was one of our leading citizens taking an active part in the growth and development of the town and district. In addition to other monuments that stand to his memory is the beautiful property of St. Agnes Church, in the building of which he took an active part.

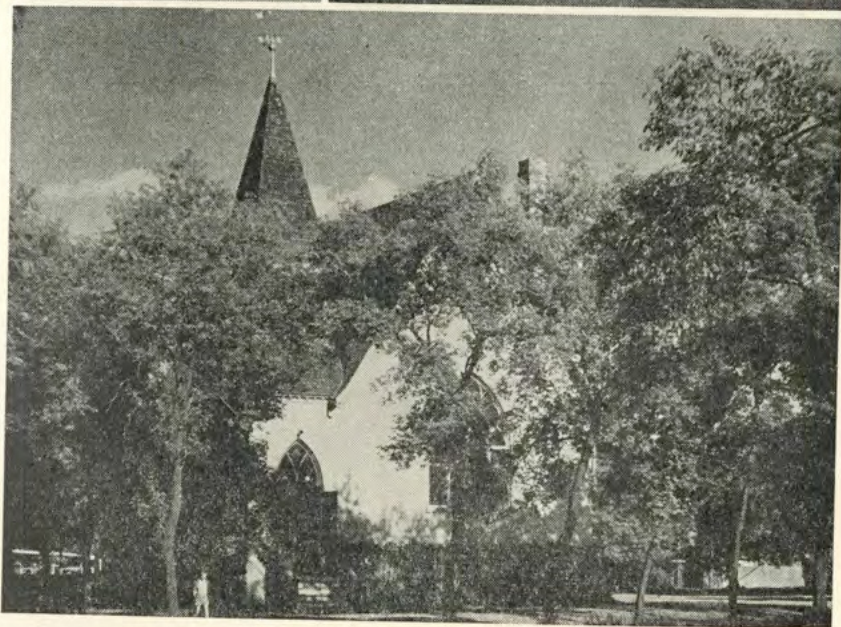
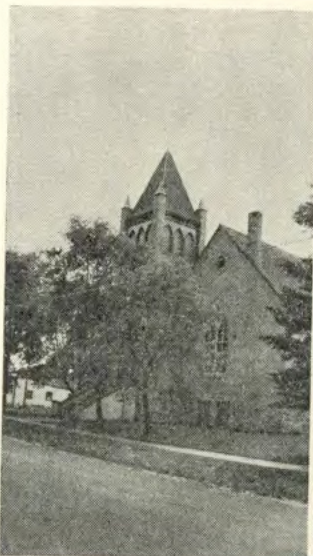
You will remember Carberry

Carberry, 1942—Top picture shows Carberry's main street looking south toward C.P.R. depot. The new hard-surfacing of the town's main thoroughfare adds much to the cleanliness of the business section.

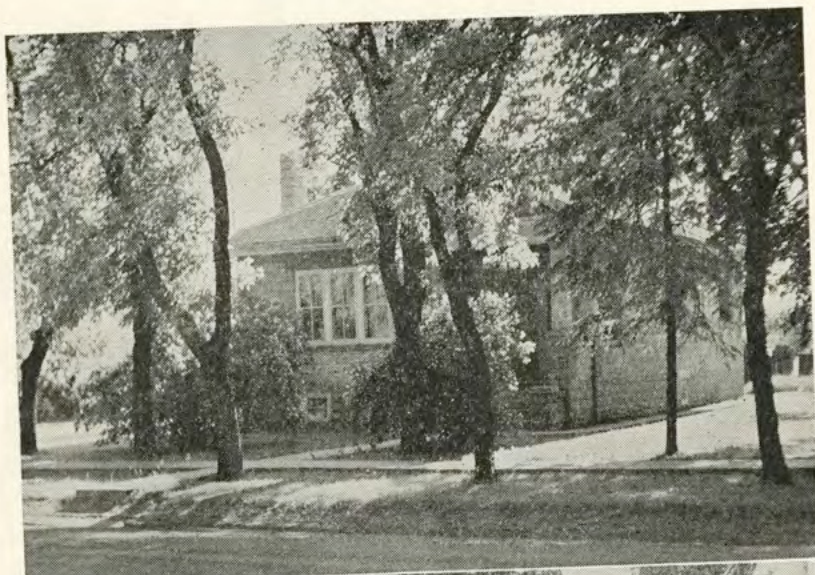
Lower Photo—An airman's-eye view of Carberry, looking north-east. People familiar with Carberry will readily recognize the high school. Note the Reliance Grain Company's capacious annex made necessary by the abundant grain yield of the district.

Carberry the Beautiful

Every street and avenue in Carberry is so beautifully treed that the above views might have been taken almost anywhere in the town. Actually the top picture is a vista looking north on Lisgar Street, while the lower one is a view of Third Avenue looking west from Simcoe. The spire showing in centre of the picture is that of the United Church. The street names of Carberry, west of Main Street, are redolent of Canadian history: Simcoe, Selkirk, Dufferin, Lisgar, Elgin.

Carberry Churches

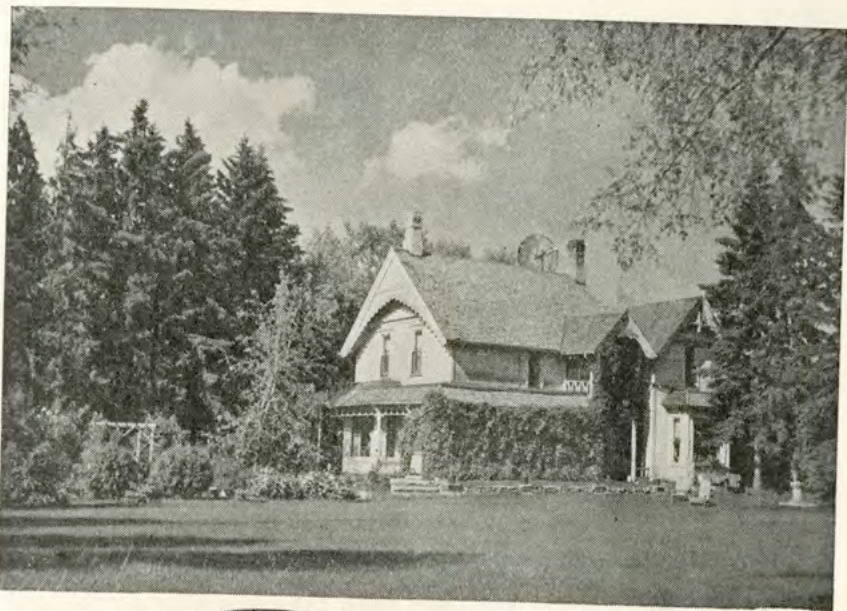
Prominent features of the Carberry skyline are the spires of the town's houses of worship. Three fine brick church edifices have served the community for many years, and a fourth (Pentecostal), not shown in the above layout, is under construction. Knox Presbyterian church (upper left) stands on the corner of Main Street and Second Avenue, while the United Church (upper right) and St. Agnes' Anglican face each other across the corner of Selkirk and Third Ave.

The Old and the New

Above are two typical west end residences, representative of two different periods in Carberry history.

Top picture shows an early house of stone masonry construction, built by Wright Garland about the turn of the century. It is still in excellent condition, and was the home of Group Captain H. C. Walker, M.C., D.F.C, during his term as Officer Commanding of No. 33 S.F.T.S. The lower photo shows the modern frame dwelling built by Councillor L. Murray early this year.

The Mayor's Home and Grounds



Above: The comfortable home and beautifully landscaped grounds of the town's chief executive; situated on the corner of First Avenue (No. 1 Highway) and Main Street, the spacious grounds are the finest in the town, complete with lily pond and well kept flower beds. Not shown in the picture is a large and productive vegetable garden.

Lower picture: Mayor R. J. and Mrs. Waugh and Mrs. W. B. Shannon.

Fun, Frolic and Education



A view of Carberry's Summer Fair. For about sixty years the Agricultural Society has sponsored a top-notch exhibition of live stock, and all forms of farm products. The Carberry Fair is recognized as one of the best of its kind. Horse races, baseball, and a good midway provide fun for old and young. On Fair Days all roads lead to Carberry.



A fine brick structure, modern in every respect, was erected in 1939, and officially opened just after the memorable Royal Visit. The present postmaster, Mr. Thomas Lee, a veteran of the World War 1, after many years of faithful and obliging service, is richly deserving of the many modern conveniences of his new "stamping grounds".

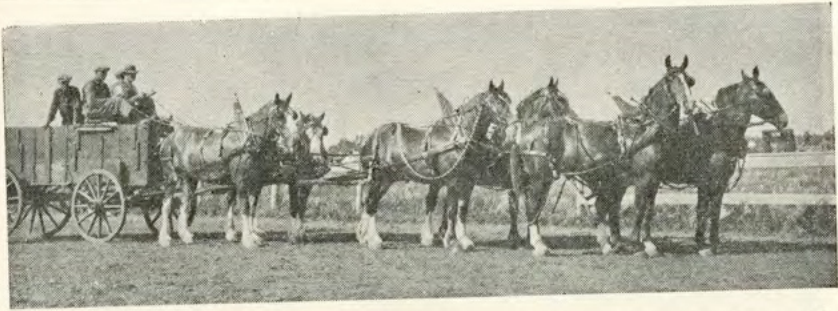


CARBERRY WAR SERVICE CLUB

With the coming of the R.A.F. to Carberry, the community felt the need for suitable quarters for entertaining the airmen. A War Service Club was formed at once with a strong, efficient executive, and the Town Council placed at the Club's disposal the "Robertson Block", a fine brick building on the town's main corner, which, though in good repair, had been in the hands of the Council for some time. Donations of money and furnishings were made, and the main floor was fitted up as a commodious Club Room where the generous entertainment of visiting airmen from the farthest corners of the Empire is symbolic of Carberry hospitality.



Here we have an airman calling at a local residence. The boys from overseas are always welcome visitors in Carberry homes.



A prize-winning sextette. The above team is a composite outfit and belongs to three farmers in the Welwood district. The lead team belongs to R. Renwick, the swing team to Oliver Bros., and the pole team to Humeston Bros.



The imposing barns and some of the fine livestock on the farm of Mr. John G. Brown, prominent farmer of the Carberry district and president of the Agricultural Society. Mr. Brown, some years ago, received Provincial honors for operating the best farm in Manitoba.

A Family of Farmers.

The Muirhead Brothers, sons of the late Samuel Muirhead, operate an up-to-date farm in the Summerville district. The accompanying picture, taken in their own yard, includes the five brothers. Reading from left to right: John, David, James, Andrew and Thomas. The lady in the group is their housekeeper, Miss Eva Terrick.





Almost any week day afternoon and evening during the summer months a group of the town's older residents may be seen gathered at the horseshoe pitch on the east side of Main Street. This is the favorite resort of many of the old-timers, and many a pleasant hour is spent as the ox-cart drivers of sixty years ago pile up their "ringers" and zealously add up their mounting scores. Reading from left to right: A. Keachie, L. R. Burch, Foster Olmstead, W. Craig, Ed. Fisher, J. McFetridge (deceased), Dan Switzer.



With the advent of the gas ration book the bicycle has come into its own. Here we have a group of Carberry cyclists off for an afternoon jaunt.

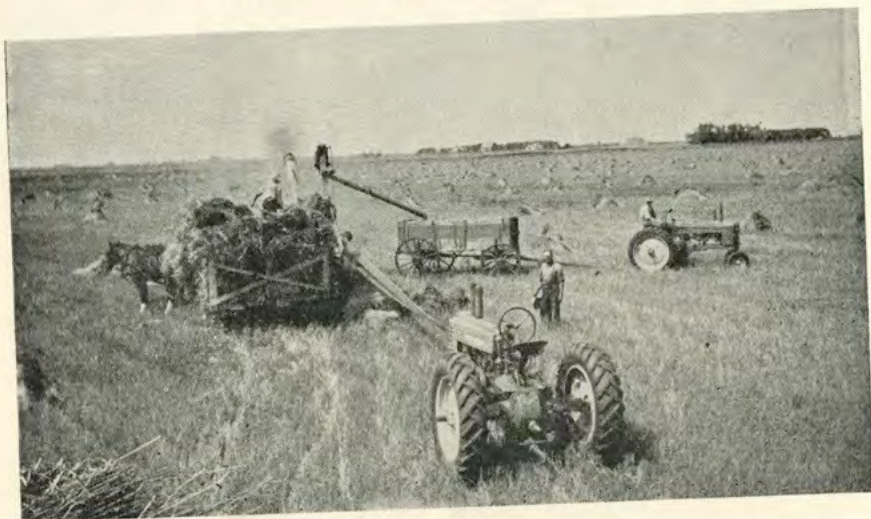
C. G. "Ches" Crich,

Carberry baker,

looks over his garden.

Picture by Brother John Crich

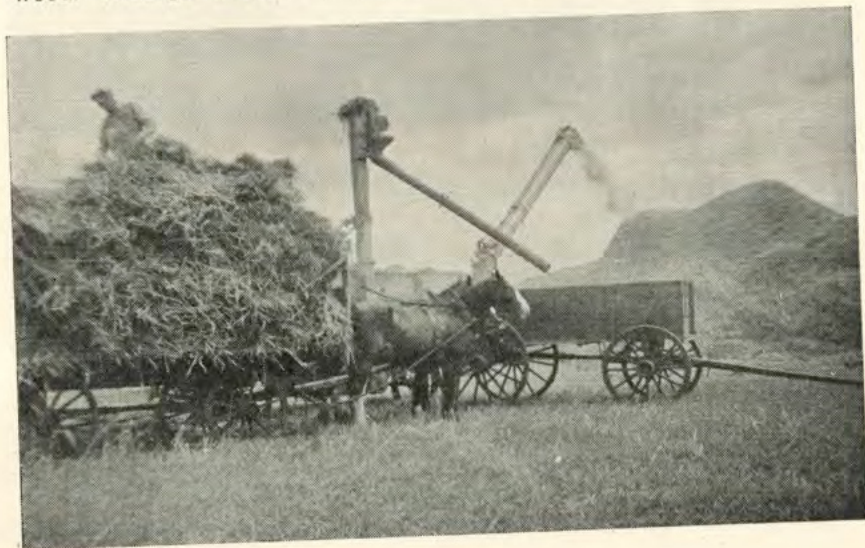


Here's How It's Done

Here are two typical harvest scenes that could be duplicated a hundred times over on the rich Carberry Plain. Although the labor-saving combine, reaping and threshing in one operation, is not an uncommon sight on Manitoba farms, the "threshing outfit" still reigns supreme on most, leaving great billowy piles of clean yellow straw in its wake, sending rich cargoes of golden grain to the elevators. Most of these outfits are now operated by gasoline power, and the grain hauled away in trucks.

Above: Threshing operations on the farm of Foster Olmstead, Gregg. His two sons appear in the picture—Herman, who operates the farm, on tractor; Melvin, standing in field. Hired man feeding the machine.

Below: Close-up of operations on Mr. H. E. Turner's farm at Wellwood. A larger outfit, this machine is being fed from both sides.



The Airport and Carberry

The coming of the Air Port to Carberry has put our town on the map of Canada in larger letters than ever before. It is unfortunate that a world conflict should be the indirect cause of such improvement and progress as Carberry has witnessed the last two years, but no one can deny that certain permanent improvements about the town are directly attributable to the coming of the Air Port. To list only a few—the hard surfacing of Main Street, the improvement of highways in the vicinity, the erection of new buildings, and the renovation and repair of many others.

The war, we hope, will not be of long duration, but the changes it has brought to Carberry are in no sense transitory. It is unlikely that the local Air Port will continue after the war just as it is functioning today, but it is equally unlikely that it will cease to have some function, a very worthwhile function, in the days of peace. Although many of the visiting airmen, who have so won their way into our hearts during their sojourn here, will have departed for their native heaths, the Air Port itself is, we trust, here to stay; and Carberry, instead of becoming a "ghost town" at the cessation of hostilities, will still be marked large on the map of Canada, possessing a name as familiar to the ears of Trans-continental travellers as the name of Winnipeg itself was to the early pioneers of the west.

It is a truism that a town or community is as good, as progressive, and prosperous, as its citizens and administrators are able and willing to make it. The tremendous accomplishments in industry on a world scale during war years are due to the fact that the leaders of the United Nations consider nothing impossible of accomplishment; and this same idea carried over into peace times will bring a lasting measure of prosperity and progress. The idea of

things being impossible to accomplish has no place in today's thinking; no more has it a place in tomorrow's.

Carberry's present financial condition is sound; no rural area in our province is more ideally situated in regard to transportation facilities, being served by two trans-continental railways and the Trans-Canada Highway and branch lines of both railways and highway systems; the Provincial Hydro is at hand with all the electric power we can use; and Carberry ranks second to none among Manitoba communities in the matter of good drinking water. These advantages will be quickly recognized by any industrialist interested in finding a suitable location for a new plant.

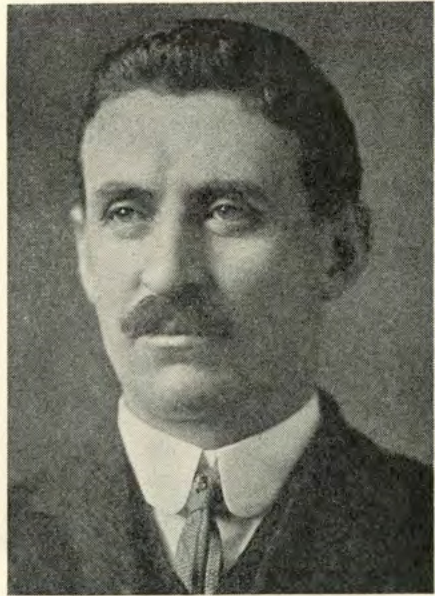
Carberry has been blessed in many ways. Some of the town's advantages are attributable to the fertility of the soil and the fine quality of the water, some to the integrity and foresight of the early pioneers, and some to the wisdom and business acumen of the City Fathers of an earlier generation. But most recent improvements are the direct result of the establishment of the Air Port. The latter has brought an unprecedented influx of population to the town itself, with so many of the airmen having their own living quarters in Carberry; while the visits of the boys resident at the Air Port help business places to maintain and improve their premises, thus making the town a more attractive place for all concerned. In a sense, Carberry has experienced a real boom in business and added many local improvements. Carberry's Town Council is not unaware of the situation, and a survey of the town's administration trends during the past six years augurs well for the future of this thriving community.

It is only fitting that Carberry should extend every hospitality to the visiting airmen. It is a fundamental responsibility that Carberry

must assume—the welcoming of these men who are away from their own homes, or who have moved their homes to our town for the duration. Close co-operation with the men and officials of the Air Port is essential to the welfare and happiness of both airmen and townsfolk. As co-workers in the same great case, we are happy to do all we can to foster a spirit of goodwill and true friendship, to assure an easy-going atmosphere at all times. We citizens of Carberry are going “all out” in our whole-hearted endeavors to make our visiting airmen’s sojourn in Canada a very happy and pleasant one, an experience that will be remembered long after the last shell has been fired and the last bomb dropped on Jerry-land.

It is our duty—as it has been our pleasure—to keep “open house” for these defenders of our Empire, day in and day out. They go from here to the far corners of the earth; let Carberry’s hospitality be such that any Carberry-trained airman meeting another, anywhere, anytime, may find one of his greatest joys to be the recalling of happy times spent here. Our town will thus find itself not only large on the map of Canada, but engraved forever on the hearts of Britishers throughout the world.

The members of the R.A.F. stationed here have been most appreciative of all hospitality extended to them. Let us not grow weary in well doing, but keep up the good work to the end, so that the last airman to arrive will be welcomed as warmly as the first.



JOHN GRAHAM

Coming to Carberry from Scotland in 1890, John Graham has resided continuously in the district ever since. He has done much to improve the livestock of the Plain and beyond, having imported from Scotland over 280 purebred Clydesdales, as well as many fine Shorthorn and Polled Angus cattle, Suffolk and Oxford sheep. He also introduced a strain of Yorkshire pigs that has helped lay the foundation of Western Canada’s bacon-pig industry.

UNITED STORES

Limited

A. TARDIFF, Prop.

Main Street

Carberry

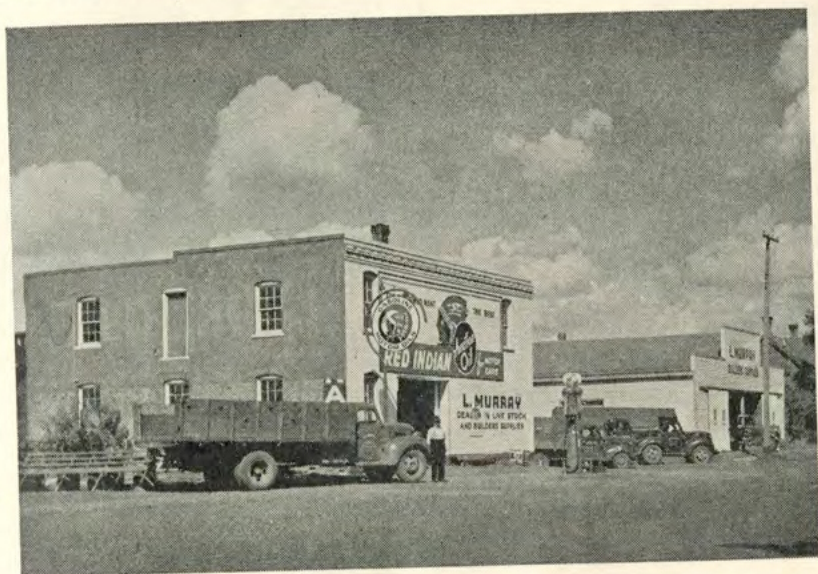
M. GRAHAM

Cream Service to Brandon

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Carberry

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Livestock and Builders' Supplies—Public Service Trucking
CARBERRY MANITOBA

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We Specialize in Watch
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N. J. BUTT
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Carberry

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The Rex Cafe

Carberry, Manitoba.

Equipment Fully Modern

A fine stock of fruits,,
 vegetables, cigars, cigarettes
 tobacco and pipes.

Good Meals and Courteous
 Service.

LEE LOW, Prop.

Buy Victory Bonds and
 War Savings Certificates

CRICH'S BAKERY

"Home Style" Cakes
 "Quality" Bread



Luncheonette
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CARBERRY MANITOBA



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The
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The New and Better Way to
 Insure All your
PERSONAL PROPERTY

An "All-in-One" Policy covers
 all your personal effects against
 All Risks in All Locations
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W. N. BALFOUR
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Carberry

Manitoba

Complete line of
Men's and Ladies' Wear
 Low Prices - Highest Quality

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 Main Street Carberry

AUTOMOBILE REPAIRS
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A COMPLETE LINE OF QUALITY GROCERIES—
 FRUITS — VEGETABLES — FLOUR and FEED

Seventeen years of
"SERVICE THAT SATISFIES"

CARBERRY

MANITOBA



F. J. CHANDLER & SON

Imperial Oil Products
 Complete Greasing and Oiling Service

Bus Depot

Carberry, Man.



GENERAL MOTORS PRODUCTS
JOHN DEERE FARM MACHINERY
SERVICE GARAGE

RAMSEY & CALVERT

Carberry

Manitoba



WALKEY'S DRUG AND OPTICAL STORE
Main Street
Carberry, Man.

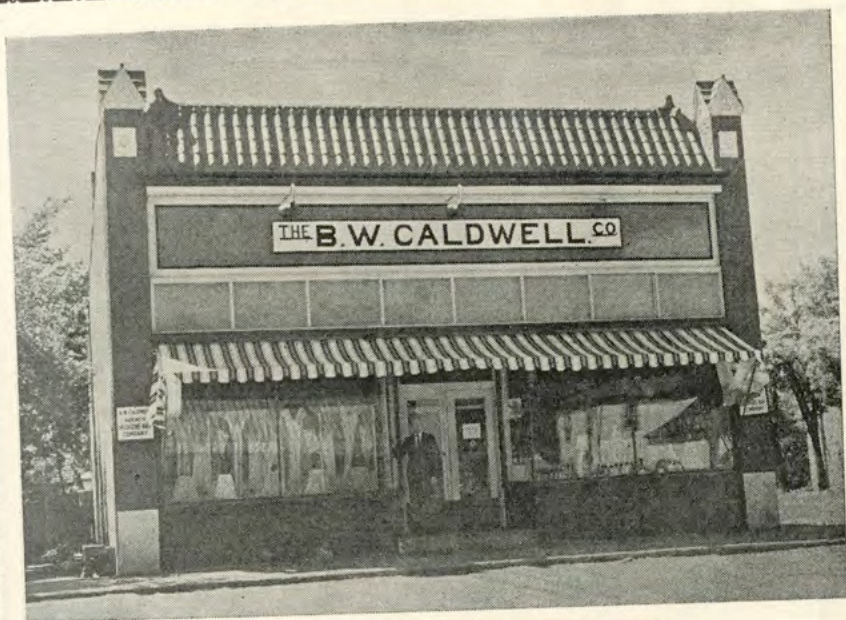
... Airmen
for the use of -



C. V. M. Restaurant and Cafe

Main Street

Carberry



THE B. W. CALDWELL CO.

Main Street

General Merchant

Carberry

CARBERRY AGRICULTURAL SOCIETY

(Established 1884)

* * *

Carberry's Fair
ranks among the
leading agricultural
Fairs in all Manitoba



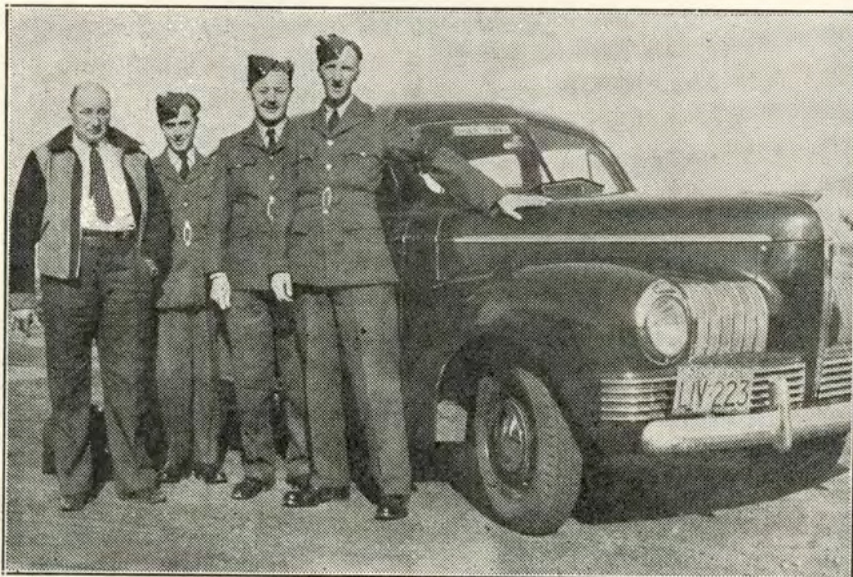
* * *

Harness Racing

A popular feature of the Fair, was revived in 1939. Above scene was snapped at the 1941 races.

JOHN G. BROWN
President

H. L. DEMPSEY
Secretary



BILL'S TAXI

Phone 50

Carberry

Mock Invasion of Carberry



The above photo depicts a Carberry street scene on the occasion of the colorful and realistic mock invasion of the town on July 2nd, 1942. The invasion, superbly staged by the R.A.F. personnel under the able direction of Group Captain C. H. Brill, assisted by F/O Ellis, was a spectacular feature of Army Week which was observed throughout the Dominion July 1st to 7th.

A Group of Carberry Veterans

The group includes:

Owen Stanger, Thos. Lee, W. D. McMillan, W. N. Balfour, G. Johnson, F. Clark, Wm. Gilmore, W. D. Ewer, Alex. Jamie, J. Whitelaw, Eric Court, A. Sharp, H. G. Ullathorne. The rest are veterans from Glenboro.



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I Sell Anything

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Auctioneer and Insurance

Farm Sales A Specialty

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1882 CARBERRY 1942

**The Home Town of Royal Air Force
S.F.T.S. No. 33**

pays tribute to the Girls and Boys of the Town and District
who have enrolled in all ranks of Empire Defence.

It supports all appeals of National War Finance Committee and
other efforts for the betterment of the Women and
Men at the Front.



Stately Churches.

Good Public Schools and Collegiate Department.

All Financial, Professional and Mercantile Facilities.

War Service Club

Good Hotels and Cafes

Well Equipped Tourist Camp.

Transportation Furnished by Canada's Two Transcontinental
Railways and No. 1 Provincial Trunk Highway.

The Centre of a Fine Agriculture District.



County Court Judge—His Honor Gregory Barrett

Mayor— Dr. R. J. Waugh

Councillors—F. J. Chandler, E. F. Davey, L. Murray, R. Wilkie

Secretary-Treasurer—A. E. Horton

Assessor—A. E. Gardner

Town Solicitor—H. R. Hooper



BUY VICTORY BONDS AND WAR SAVINGS CERTIFICATES



THE RT. HON. WINSTON CHURCHILL

"The Debt Superlative"

"Never . . . was so much owed by so many to so few"
(Winston Churchill, British House of Commons, August 20, 1940).

Our way of living is today the stake
For which we arm ourselves and go to war ;
In all the struggles man has known before,
The world has never been required to make
Such sacrifice. The tyrant's power to break,
To purge this plague of nations to the core,
And freedom for all people to restore—
These must we do, though long, long years it take.

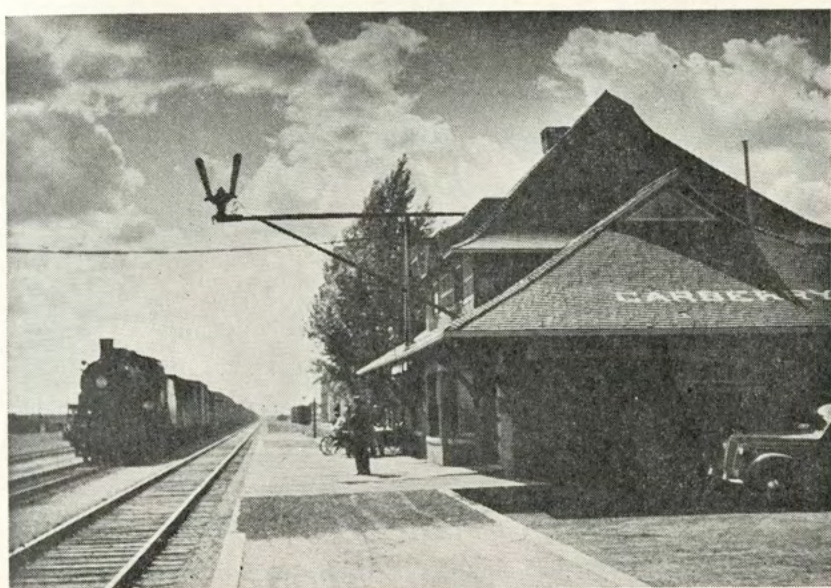
A handful of young men are in the air
Repelling, oh, so valiantly the thrust
Of ruthless power ; them gone, we might despair,
Be human targets, helpless as the dust.
There never was a time—Dear God ! How true !—
So many owed so much to such a few.

Aug. 1940.

B. Harold Stinson.

Presenting:

The Royal Air Force at Garberry



Airmen Arrive at Carberry

It was early in the afternoon of a cold day in December, 1940 that the first R.A.F. group, under the command of Wing Commander T. C. Dickens, detrained at the C.N.R. station in Carberry. The townspeople watched the party's movements with curiosity; this was their first contact with the Royal Air Force. The Mayor, Dr. Waugh, made himself known to the Commanding Officer—and the relations between the Camp and Town were begun. Already a War Service Club had been



The War Service Club on the corner of Main Street and Third Ave. is Headquarters for all forms of community activity in which Carberry townsfolk and R.A.F. personnel unite. Left: the Carberry War Service Club building. Right: The Executive Committee of the Living-Out Airmen's Club, snapped in front of Headquarters. Top, left to right: Sgt. G. W. A. Lewis, London, Hon.-Sec.; F/Sgt. A. W. Cartwright, Sheerness, Hon.-Sec.; F/O H. F. Bath, Bath, Somerset, Chairman; Bottom: Mrs. Hazel Lewis, London; Mrs. Vera Nunn, Liversedge, New Leeds; Mrs. Margaret Grandison, Dundee.

prepared, and it was evident that the cafes and shops had made their plans against the day when the quiet life of Carberry was to be radically changed by the arrival of a large number of Officers and Airmen fresh from the United Kingdom.

The Camp was not fully completed, but an excellent pioneer force of the R.C.A.F. was obviously determined to drive rapidly ahead to this end. Nevertheless there were certain inconveniences resulting from an arrival before the time originally arranged for opening. The buildings, however, were strong and adequately heated—and it was, in a sense, not unfortunate that there was a lack of aircraft at the outset, for plenty of fatigue parties were required for the apparently infinite number of jobs to be done.

With the approach of Christmas there came a most amazing demonstration of hospitality—and not a single Airman who desired a real

Christmas Dinner at the Airport



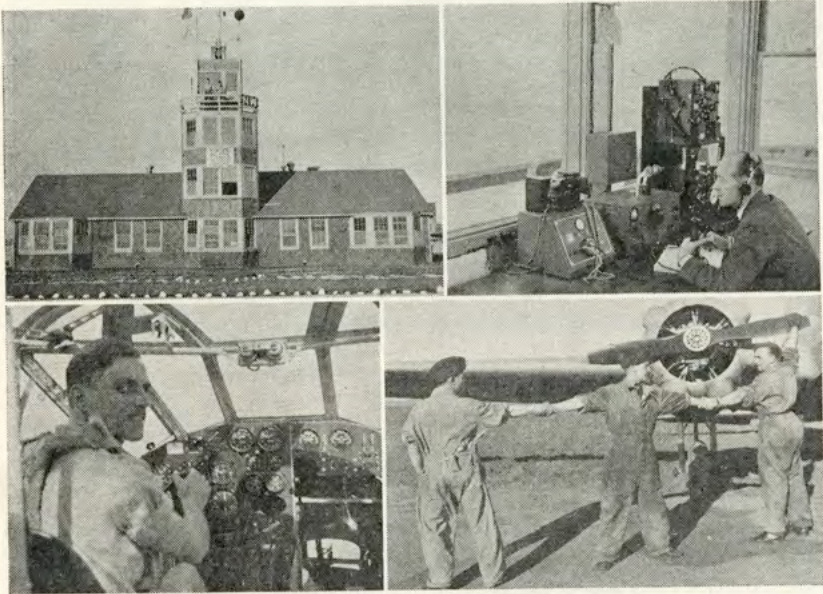
Although most of the airmen were entertained in Carberry or with friends elsewhere on Christmas Day, there were those who had to remain on duty at the Training School. Here are two scenes in the Air Port mess hall as these men enjoyed their Christmas dinner in camp. A typical Canadian turkey dinner—with all the trimmings—was the order of the day, with the officers serving on this festive occasion as per tradition.



home away from home was at a loss. This hospitality was widespread. Airmen were scattered for the holiday over a hundred miles. But it was the friendliness and generosity of Carberry that provided Christmas dinners, home-life, and jollity, for those who were unable to travel far. It is not our intention to mention any particular names when so many came to our aid and lasting friendships were quickly established.

New Year celebrations were a repetition of those at Christmas, and the early days of organizing work combined with leisured discovery of Brandon and Winnipeg were great indeed. The personnel who made up the embryonic unit in those cold winter months can never forget the warmth that emanated from the various Auxiliary Services and social groups of these cities.

The arrival of the second and third groups and the flying instructors to the Station (which now possessed aircraft) brought about a new and



Scenes Around the Training School

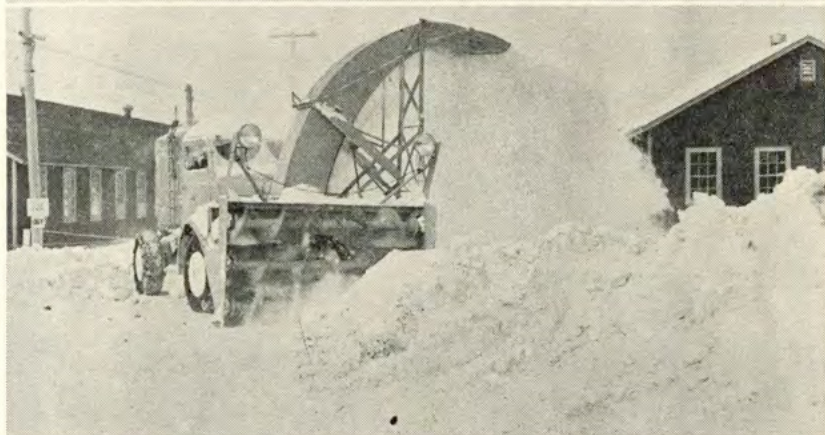
Upper left: The Airport Control Tower.

Upper right: F/O C. J. Bass in the Radio Control Room.

Lower left: Lt. T. Harnett at the controls of a training plane.

Lower right: How a "prop" should be swung—left to right.

refreshing feeling that the unit was now to enter upon its full duties as a Service Flying Training School, and early in 1941 the town of Carberry was confronted with the task of accustoming its ears to the roar of engines. This must have been a great hardship to some. Indeed there was one famous letter sent to the Station suggesting that some form of silencer should be fitted to the engines. There were also a few rather anxious enquiries as to how often, on the average, would houses be carried away by over-anxious pilots.

"My Lady of the Snows"

Airport Snow Scenes—Kipling once called Canada "My Lady of the Snows", and no doubt the visiting airmen at Carberry recalled the title when, during their first winter in Canada, they were treated to the worst snow storm of many years. The heavy snow fall halted all traffic for a time but when the storm abated, the roads were quickly cleared. The centre picture shows a powerful snow-plow, with blower, opening a road through the drifts.

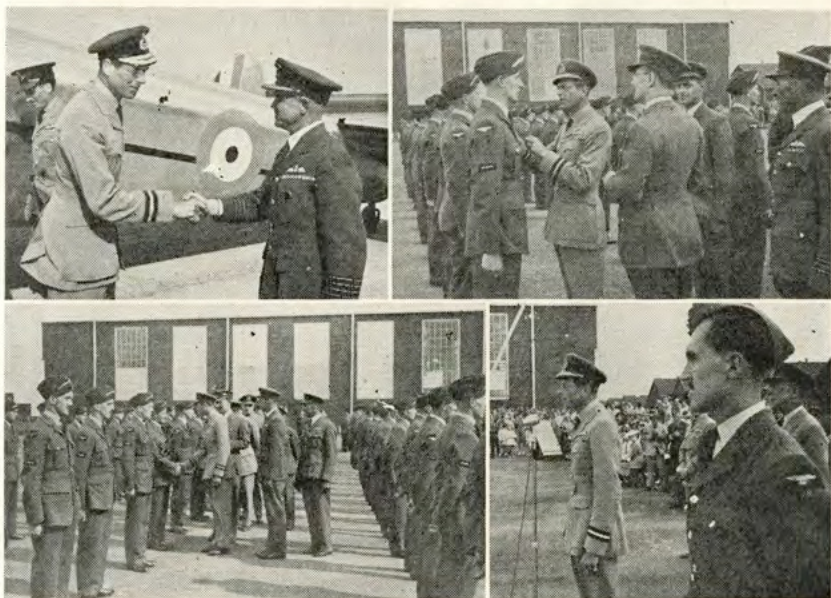


"Off-duty" interests of Carberry Airmen: 1. Oh, to be a pilot! Pupil pilots Maurice Eustace and Danny Josey with Miss Letha Dennstedt. 2. "Rip", the camp mascot, goes for a truck ride with LAC. D. Honey and R. Bisp. 3. A crowd of pupil-pilots gaze with admiration and approval at a photo of the Camp's adopted sister, film star Miss Rita Hayworth. 4. Overseas flyers turn farmer and enjoy afternoon lunch in traditional harvest style. 5. Here's a lad inspecting some of the young horses on the Muirhead Bros. farm.

Group Captain H. E. Walker, M.C., D.F.C. had now arrived from England to take over the duties of Station Commander, and the great task of forging a finished organization. It was at one period of this spring that Carberry and the Station were practically cut off from each other owing to the astonishing condition of the connecting road. This

was but one example of what Canadian weather could perpetrate when really aroused. The personnel had already experienced a full-dress blizzard, which had for some hours prevented airmen who were in Carberry from returning to Camp. An early thunderstorm had provided a most attractive example of what could be done in this department of meteorology. Indeed, during this spring, personnel were largely dependent on Carberry for relaxation, and Carberry rose to the occasion. From the town, as from near-by villages always ready to support the town, came the happiest bands of dancing-partners at regular intervals; and, in the town, the churches in particular were ever ready to welcome and entertain the members of the Unit.

With the summer came a great widening of the Station's interests, and annual leave presented a grand opportunity of discovering Canada and the United States. Miracles in long distance travelling were performed, and as a result Carberry could at last be seen in its comparative setting and just proportion. It passed the test. Small and compact,



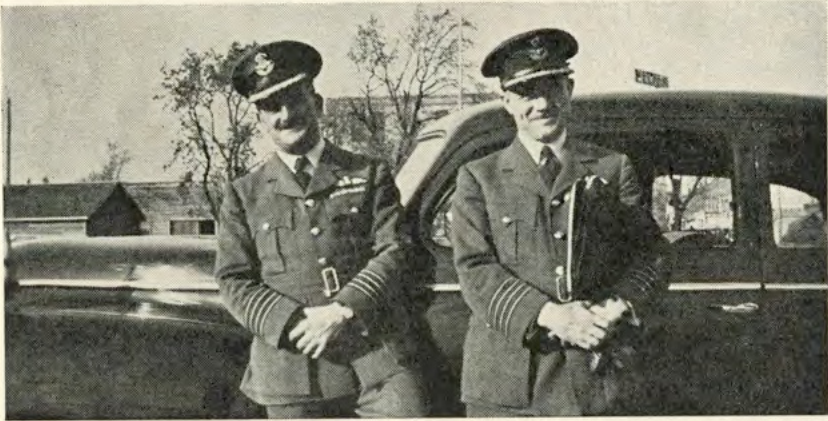
Chief among the many distinguished guests who have visited Carberry Training School was His Royal Highness, the Duke of Kent, who honored the local Air Port with a visit during his brief tour of Canada in the fall of 1941. A Wings Parade was held, and a great crowd gathered to see the graduates receive their wings from the royal visitor.

Upper left: His Royal Highness shakes hands with Group Captain Walker. Upper right: The Duke of Kent presents wings to LAC Scott. Lower left: His Royal Highness inspects the graduates and shakes hands with one of their number. Lower right: The Duke of Kent addresses the graduating class, bringing greetings from overseas and extending his good wishes to the boys of the Air Force.

warm and friendly, happily placed on highway and railways, and, vitally to Britishers, admirably decorated with trees, it became more and more significant to the minds of the personnel as the home-town. Yet another gesture placed the Agricultural Fair ground at the disposal of the Unit for its games, and rugger, soccer, softball, and cricket matches were played there. The effect of the quick change from the big cities of the United Kingdom to the prairie in midwinter was passing. Wives began to reach the town from Great Britain.

During the summer there were several visits of prominent persons to the Station which had now assumed a most pleasant appearance, thanks to a great deal of voluntary labour, the fine services of civilian labour, and valuable gifts of plants from various good-spirited sources. These reached the culminating point in the gracious act of the Duke of Kent who flew to the Station where a Wings Parade was in progress. The people of Carberry had thus an opportunity of seeing and hearing His Royal Highness.

In the course of time, Group Captain H. C. Walker, who had lived for some months in Carberry was succeeded by Group Captain C. H.



"The Old Order Changeth." Group Captain C. H. Brill (left) takes over from Group Captain H. C. Walker. October, 1941.

Brill who, at the moment of writing, continues to command the Unit. During his command the Station has forged yet further ahead. With the dignity of having its own crest, and with the steady accumulation of more flying records, for hours flown, more and more entertainment diversions, more and more personal and social contacts, and a steadily increasing feeling that more opportunities will be given for progress in the Service, No. 33 S.F.T.S. of the Royal Air Force has gradually achieved a reputation for being one of the happiest Stations in Canada. Carberry will be present always in the memories of the visiting R.A.F. The Unit invites the town to share its motto: "Unity is Strength"!

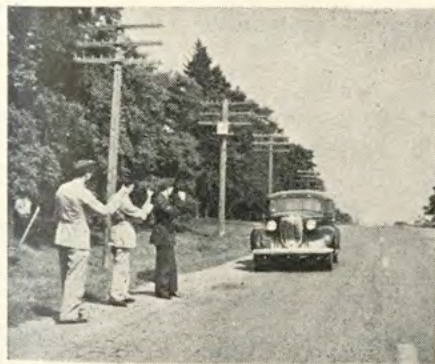
Wings Parade - Carberry



Top: A graduating class about to receive their "Wings".

Bottom: A section of the public at one of the numerous Wings Parades at Carberry Airport.

"Thumbs up" Along the Highway



The airmen of Carberry, as of most camps, are adept in the use of the thumb of the right hand, and many miles are travelled by the process commonly known as "hitchhiking" or "thumbing a ride". And why not? After all, these lads are far from home, and their leaves are precious, too precious to spend in a railway waiting room. It's a pretty mean motorist who, if he has room for another passenger, will pass by any chap in the uniform of the Royal Air Force.

Cupid Visits the Air Port



LAC. John Barkway, of Perth, Scotland, and Miss Dorothy Long of Gladstone, Manitoba, were married on May 16th. This is just one of the many romances that have developed so happily between Canadian girls and boys from the Old Land or from "the land down under".

Hospitality for Wives and Sweethearts



The most popular rendezvous around the Training Centre is the Y.W.C.A. Hostess House. Conveniently situated, and well-equipped and furnished for the entertainment of lady visitors, it plays an important role in the life of the Station. Here we have a view inside the Hostess House: Left to right: (Standing) Mrs. Frances McCrae, Asst. Hostess; and Sgt. Patterson. (Seated) Cpl. R. McCourt, Miss A. Frockhart, LAC. J. Beck, Miss A. Knult, Sgt. D. Dunnett and Miss E. McCombe.



1. Acting Editor Jock Oram, of London, grinds out an editorial for the Training School's publication, the Station Journal. His deft touch has added immeasurably to the lively tone of the magazine. When Jock takes his little portable in hand and hits the high spots, the boys can expect some spicy reading.



2. Flying Officer Gordon E. Court, British actor now wing adjutant to the Chief Instructor at the air school, busily engaged in short-story writing, his spare-time hobby.

Below: Left to right: Photographic Officer F/O C. J. Bass, Publisher W. H. Vopni, and Flt. Sgt. F. Clark, head of the Station Photographic section, are shown after a picture-taking tour of the School!



Decoration Day - 1942



The annual Decoration Day services at Carberry, always impressive and well attended, have taken on a new significance since so many new Defenders of Empire have come to the community.

The accompanying pictures were taken at the Carberry cenotaph on Decoration Day, 1942.

The group on the speakers' platform, shown in top photo, includes: Flt. Lt. Rev. A. A. Boone, who presided at the service; Flt. Lt. Rev. C. Clarke, who gave the address; Mr. K. J. Matthews, who also assisted in the service; Group Captain C.

H. Brill, Mayor R. J. Waugh and F/O Ellis. In the foreground Sgt. Clarkson who sounded the Last Post and Reveille. To the extreme right appears a part of the massed choir of the various town churches which united in this impressive memorial service.

Lower photo: the Carberry Cenotaph, erected in memory of those from Carberry and District who gave their lives for their country in World War I.



The 66th Fort William Air Cadets, after their training at No. 33 S.F.T.S., pause on the Main St. of Carberry.



The Rip Chords have played the Walker Theatre, Winnipeg, with four different shows, each time to a packed house. The cast; back row, left to right, Buchanan, Richardson, Eardley, Patterson, Smollan, Hanks, Bayram, F/L Sexton (Producer), Curd, Ayers, Long, Clegg, Adkins, Wringe (Asst. Producer), Pateman. Front row, left to right, Butt, Wiseman, Milsom, Darroch, Death (Musical Director), Larraway, Wilmot, Clarkson, Houtheaston.

Fun and Relaxation



Above: The cast of "George and Margaret", a play presented by the Station Dramatic Society, under the direction of LAC. Hamish Liggat. Reading from left to right: (back row) LAC. F. Smith, Mrs. Owens, Flt. Sgt. Hosgood, Mrs. McFarland, LAC. Applegate, Mrs. Cook. (Front row) LAC. H. Liggat, A. C. Shields, LAC. Stan Walton.

Below: A Sunday evening concert in the Camp Theatre.



Maintenance Wing Adopts Olivia de Havilland



The adoption of Film Star Rita Hayworth by the camp was a highlight of RAF RAG'S Number One edition, and the boys were delighted. But not altogether so in the case of Maintenance Wing, whose officers entered into correspondence with none other than the glamorous Olivia de Havilland. This resulted in her graceful acceptance of their invitation to be Maintenance Wing's adopted sister. Above: a reproduction of the beautiful autographed photo received by the Maintenance Gang.

Patience Has Its Reward



According to tradition, it's usually the male of the species who does the waiting. But not always! In this case, it was the lady who was on time; and she waited three long hours in a bus station. And, if any one may judge by the mutual happiness showing in their faces, she'd have waited a great deal longer if necessary. Most girls will agree that a handsome airman is well worth waiting for.

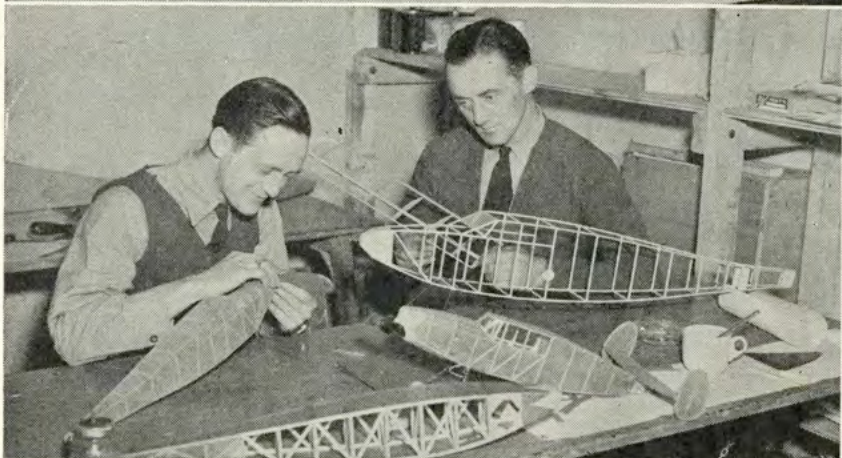
The lady of our story is Miss Zelda DuPree of Los Angeles, and the very fortunate young man for whom she so patiently waited is LAC. Frank Fitzgerald of Carberry Training School. Frank and Zelda had corresponded for six months, but had never met. In all fairness to him, it should be explained that it was not his fault that the lady was kept waiting—there had been a mix-up in bus schedules.

Winter, Ice and Snow

Winter—a Canadian winter with its sharp frost and abundant snow—brought new experiences for many of the visiting airmen. Ice skating was an entirely new venture for most of the lads at the school the first winter when a skating rink was made for the Station. Many were the spills as officers and men got out on ice skates for the first time in their lives. Among other surprises in store for the boys were icicles. Here one of the corporals is seen holding part of a giant icicle the size of which caused great interest among the men.



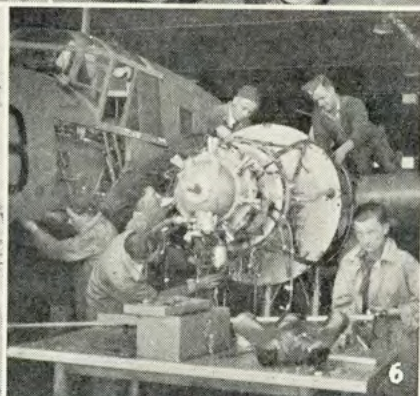
More off-duty interests: (1) Taking advantage of the Manitoba sunshine, some of the boys rest from their labors. (2) Jack Ditchfield, camp barber, sees that L.A.C. Cave's hair complies with regulations. (3) Cpl. Oram serving liquid refreshment at the first Station dance. (4) Relic of the past, but still a trusty servant; Cpl. Oram at the wheel, Sgt. Pullen standing by. (5) Two airmen leave the ground, but only a few feet; L.A.C. Stan Batson and L.A.C. D. Cumberland try their hand (and seat) at riding. (6) One of the things the Air Force does not teach you—how to feed the baby.



Other phases of training: Top: The Perspex King of the School, L.A.C. Geo. Falck of London at the left, and one of his star pupils, Cpl. John Wood, Burton-on-Trent, making ornaments out of plastic glass. Centre: Two airmen working on skeletons of miniature air-liners, which they are building in the workshop of the Model Airplane Club. Bottom: Down to business in the maintenance hangar of the school, four of the ground crew men are busy at work. Left to right, they are: Cpl. J. Huey, County Donegal, Eire; L.A.C. Hawker, Dorsetshire; L.A.C. Tollerton, Belfast; L.A.C. Harvey, Glasgow.



Further Steps Toward the Coveted "Wings"—1. The Sergeants' Mess Dining Room; the Air Force flies on its stomach. 2. A rest period for Ground Crew. 3. The Link Trainer, an essential part of a pilot's training. 4. Learning to be a pilot is not all flying—here a class of students attends a lecture. 5. Always a hive of industry—the station workshops. 6. A group of instructors: Back row, F/O Bass and P/O Farraly; Front row, P/O Ennis, Sgt. Norgrove and F/O Meadows, ex-editor of the Station Journal.



Planes! Planes! Planes—1. Just about to take off. In plane, LAC. G. Ackroyd. On ground, LAC. B. Genno and LAC. Armstrong. 2. A group of pupil pilots. 3. Pupils in summer flying kit in front of an Avro Anson. 4. LAC. Holt—tractor driver. 5. Running repairs in the open air. Must be summer! 6. A complete overhaul by the maintenance gang. On wing, George Monk of the "Rip Chords," and Harry Williams. On ground: Aircraftsmen Hogg, Wignall and Giddings.

In and Around the Carberry Air Port



1. Entrance to the Station in the early days of the School's operation. The barrier in the foreground is not for purposes of decoration—it has a real significance. These Training Schools of the British Commonwealth Air Training Plan have a vital part to play in our war effort, the significance of which, sometimes, is not fully realized by the public. They are an integral part of the nation's defence, and, as such, they are not to be regarded as exhibition grounds which may be visited at will. The Station, therefore, is open to the public only on special occasions—such as Wings Parades. At other times, as the barrier signifies, admittance to the Air Port is to be granted only to those who have definite business there



2. The three services get together. Snapped on the platform of the C.P.R. Depot, leaving Carberry for a "48" in Winnipeg, are: (Left to right) Flt. Lt. O'Day of the R.C.A.F., Capt. Merkeley of the C.A.D.C. and F.O. Bath of the R.A.F.



3. Men of the Royal Air Force take a pride in their planes, and the smallest blemish receives prompt and careful attention. Here we see some repair work being done to the leading edge of a wing.



4. And here's what keeps 'em flying! The plane in the foreground is being refuelled—getting its ration of petrol—from a gas tanker. This is just one of the thousand-and-one routine jobs around the Training School.

The Boys Get their Wings

Air Vice-Marshall A. B. Shearer pinning wings on one of the graduating class at a recent Wings Parade.

No bride wears her ring with more pride than a graduate of the British Commonwealth Air Training Plan wears his coveted "wings."



Following one of the early graduation ceremonies, with its attendant pinning on of wings, Sgt. Pilot Ray Ogston of London has his wings sewn on by the deft fingers of Miss Olga Kramarchuk, popular young Carberry girl. The pal awaiting his turn is Sgt. Pilot Roy Eshelby, also of London, now a prisoner of war in Germany.



Carberry Air Training School has not been lacking in sports activities, and is well organized for every branch of athletics. Here we have the "Soccer" team which has played, with a good measure of success, in Winnipeg, Neepawa, Brandon and other points.



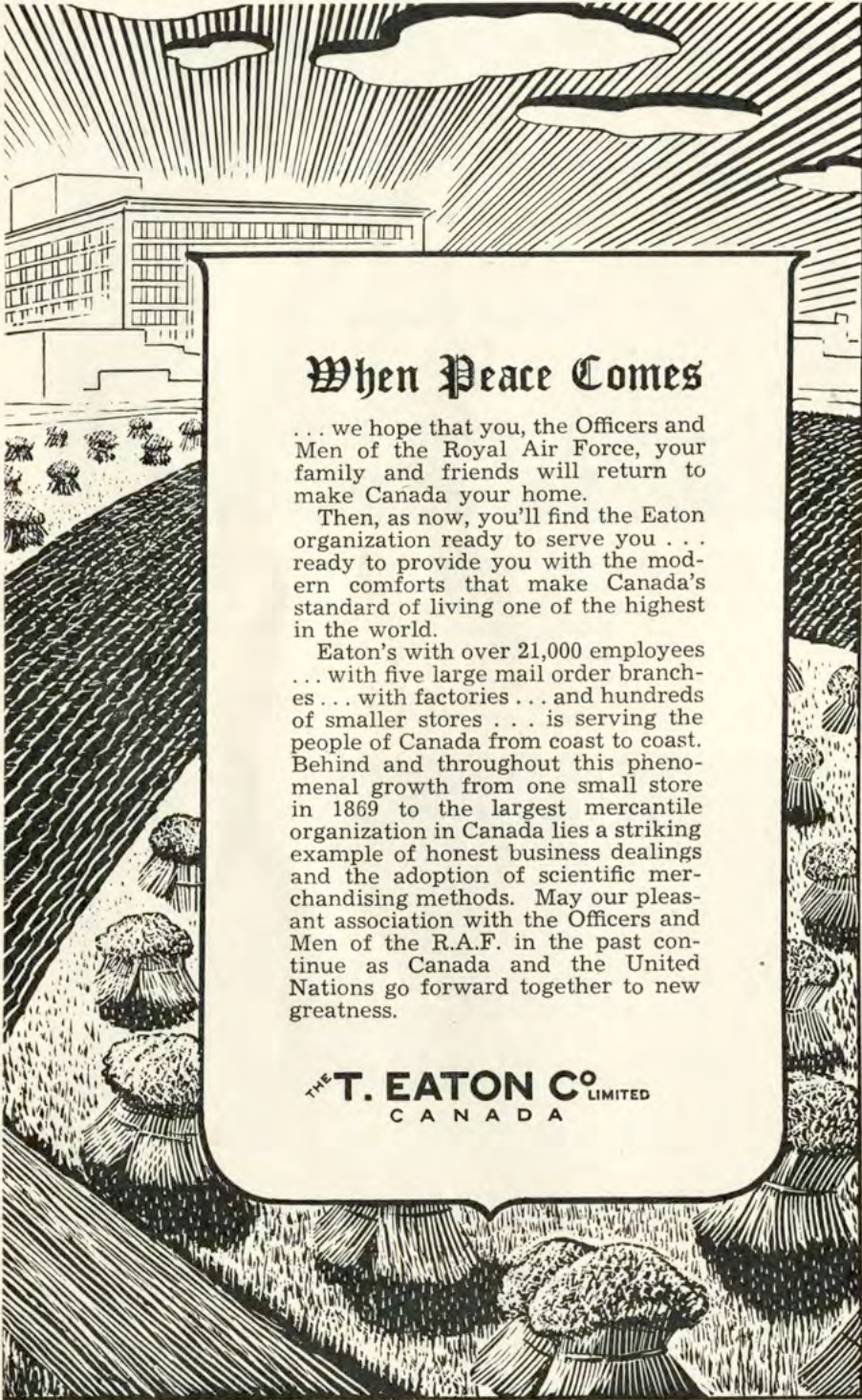
Carberry has not only a splendid water supply, but good fire-fighting equipment, better than the average prairie town of comparable size. The local Fire Brigade works on a co-operative basis with the Air Training School, and any fire would need to have a good start if it could not be brought under control readily by the efforts of the combined companies. Above: Carberry Fire-Chief Russ "Red" Atkin with powerful up-to-date fire truck. In the back-ground, Carberry Fire Hall.

"High Flight"

Oh! I have slipped the surly bonds
of earth
And danced the skies on laughter-
silvered wings;
Sunward I've climbed, and joined
the tumbling mirth
Of sun-split clouds—and done a
hundred things
You have not dreamed of—wheeled
and soared and swung
High in the sunlit silence.
Hov'ring there,
I've chased the shouting wind along
and flung
My eager craft through footless
halls of air.

Up, up the long, delirious, burning
blue
I've topped the wind-swept heights
with easy grace
Where never lark, or even eagle
flew—
And, while, with silent lifting mind
I've trod
The high untrespassed sanctity of
space,
Put out my hand and touched the
Face of God.

Written by John G. Magee, Jr., of Washington, a member of the Royal Canadian Air Force, while flying 30,000 feet in the air. He was later killed in action.



When Peace Comes

... we hope that you, the Officers and Men of the Royal Air Force, your family and friends will return to make Canada your home.

Then, as now, you'll find the Eaton organization ready to serve you ... ready to provide you with the modern comforts that make Canada's standard of living one of the highest in the world.

Eaton's with over 21,000 employees ... with five large mail order branches ... with factories ... and hundreds of smaller stores ... is serving the people of Canada from coast to coast. Behind and throughout this phenomenal growth from one small store in 1869 to the largest mercantile organization in Canada lies a striking example of honest business dealings and the adoption of scientific merchandising methods. May our pleasant association with the Officers and Men of the R.A.F. in the past continue as Canada and the United Nations go forward together to new greatness.

THE **T. EATON CO.** LIMITED
C A N A D A

Manitoba's Unspoiled Playgrounds



Over a quarter of a million square miles of unspoiled hunting and fishing grounds in Manitoba await the sportsmen of Canada and the United States. Teeming with wild life of every kind, the Province is dotted with thousands of crystal clear lakes, vast forested areas and running streams with a scenic background which defies the painter's brush.

That is the picture which presents itself to the sportsman crossing the boundaries into Manitoba to enjoy a vacation "Inside the Rim of Adventure".

Along the Northern reaches of the mighty Nelson River, the discerning angler will find large square-tailed brook trout averaging in the neighbourhood of five pounds. There, too, he can find the Arctic Grayling, reputed to be the most colourful sport fish north of the Tropics, while farther north still in this same territory, white whale offer peerless sport in the mouth of the Churchill River.

Manitoba, too, is in the Mississippi Waterfowl Flyway. Early summer sees millions upon millions of Canada geese flying northward to their breeding grounds. Vying for superiority in number are ducks of every variety. The ducks haunt the marshes of Manitoba on the edges of great inland lakes and some of the best goose shooting in the world may be enjoyed along the Province wide Hudson's Bay Railway-Line from The Pas to Gillam.

The southern and south-western portion of the Province marks the entrance into the great grain-growing prairie of Western Canada. In addition to the ducks which abound in this area, prairie chicken, Hungarian partridge, chukkar partridge, and pheasant are flushed by the travellers even from ditches on the edge of the highway.

The Government spares no effort to retain this rich heritage of natural wealth, to protect and conserve its wildlife population and to make its extent more accessible to man. Constant supervision of every form of natural life, planting of proper feed for ducks and upland game birds, planting of sport fishing fry, introduction of new species of partridge—all this carefully achieved

by competent naturalists has earned for Manitoba an enviable reputation amongst game and fish organizations throughout the continent. With all this protection and conservation, there is no hampering of the sportsman's freedom. On the contrary—in Manitoba, because of the great size of its wildlife population, the hunter or sport fisherman finds but few regulations and these not at all burdensome. He is allowed a liberal bag and rarely can you find the man who does not fill it. Many of the wildlife haunts have never been explored by man.





lakes both large and small abounding in lake trout and bass. In "The Whiteshell", the hunter can get his moose, deer or caribou, and bear can be found in its northern section.

Riding Mountain National Park, Manitoba's National Playground, has a setting and character unique for any location in a prairie province. Situated on the fringe of the Great Plains region which extends northward from the Mississippi Valley into central Canada, it occupies the vast plateau of Riding Mountain which rises to a height of 2,200 feet above sea level. On the east and north-east, the park presents a steep escarpment, towering nearly 1,100 feet above the surrounding country and affording magnificent views of the fertile plains below. Sweeping westward for nearly seventy miles, the park contains an area of 1,148 square miles, heavily forested, and set with numerous crystal lakes, some of which are several miles long.

The park is a natural home for species of big game native to the region, including deer, elk, moose and bear. Wild fowl are numerous, song-birds of brilliant plumage enliven the forests, beaver live along the streams, and a herd of buffalo, descendants of the great herds that once roamed the western plains, feed on the rich meadows near Audy Lake.

On Clear Lake, the largest and most beautiful in the park, a picturesque summer resort, Wasagaming, has been developed, in which is located the park administrative headquarters. Here the natural attractions of the area have been supplemented by facilities for the enjoyment of outdoor life and recreation, and by grounds and buildings designed to harmonize with the surroundings.

Situated about 125 miles north of the International Boundary and 175 miles north-west of Winnipeg, and served by modern highways from the south, east and north, Riding Mountain National Park forms an unsurpassed holiday ground.



The Pas district is becoming more popular every year with American hunters and fishermen. The world's largest lake trout, according to official records, was caught in Lake Athapuskow. Travelling by boat or canoe through a mass of lakes, anglers may find lake trout which run as high as 43 pounds and three feet in length. Within 25 miles of The Pas, at Flin Flon and Sherridon, at Cranberry Portage and Gillam,

fish are abundant and many varieties including wall-eyed pike, northern pike and speckled trout. The town of The Pas offers excellent accommodation with modern hotels.

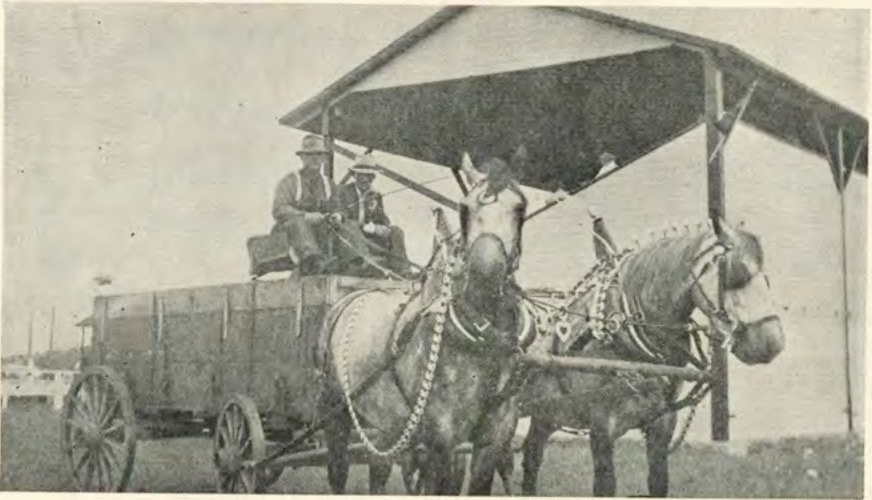
In the Southern and Western prairie land, ducks and upland game birds are everywhere. With headquarters at Winnipeg, Brandon, Portage la Prairie, or any of the picturesque towns along the main highway, the sportsman has but few miles to go to obtain fine shooting and a full bag. Prairie chickens are especially plentiful, together with the faster Hungarian partridge which ever presents a challenge to the hunter.

The scenery during spring, summer, autumn, and winter cannot be exaggerated in its description. Expert guides take the angler into the beautiful unspoiled waters where few white men have paddled, into the rich thick forest areas of the North-east, or through the picturesque grain fields of the West and South.

When victory has been won and peace once again comes to a troubled world, Manitoba's unspoiled playgrounds will be visited by thousands of tourists and The Keystone Province of this Dominion will contribute its share in the upbuilding of the tourist industry which may yet become Canada's greatest industry.

Department of Mines and Natural Resources,
Travel and Publicity Bureau
Winnipeg, Man.

A Prize-Winning Team



Mr. E. J. Strain, Stinson district, has for many years been noted for the fine horses he has exhibited at the Carberry Summer Fair. Here is one of his smart teams of Percherons exhibited for the first time this summer. This outfit added one more to the imposing array of first prize ribbons that Mr. Strain has been awarded at Carberry and other Fairs.

Friendly Winnipeg - The Electrical City

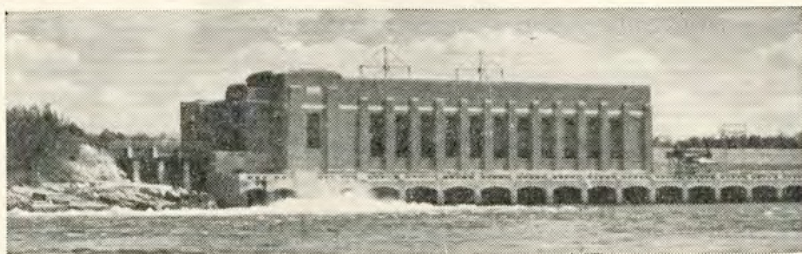
The one hundred and twelve miles of highway east to Winnipeg is very familiar to most R.A.F. men stationed at Carberry. Many a pleasant leave has been spent in this Western metropolis. Boasting a population of approximately one-third of a million people, Greater Winnipeg is one of Canada's leading cities. It is a friendly, modern and progressive community, with a glowing future.

Situated on the edge of the vast prairie country, Winnipeg owes its rapid growth to several factors. In the early days it was almost exclusively a distributing point, but during more recent years it has made considerable headway as a manufacturing centre. This has been due largely to the development of hydro-electric power plants on the turbulent Winnipeg River, about eighty miles east of the city. Low-cost electricity generated in these plants is carried to Winnipeg over high-tension transmission lines and put to use in an ever-widening number of industries.

In the domestic field, rates are so low that Winnipeg citizens use a lavish amount of electrical energy for lighting, cooking, heating water and operating innumerable appliances. With an average annual consumption record of over 5,000 kilowatt hours per customer, Winnipeg has earned the title of "The electrical City".

It is just thirty-one years since City Hydro introduced cheap power to Winnipeg. This act not only changed Winnipeg from a distributing centre to a manufacturing city, but by placing electricity and its many services within reach of all it transformed living conditions for the entire community. The elimination of unnecessary smoke, drudgery and expense has made life much more pleasant for everyone in this area.

It is sincerely hoped that all R.A.F. men who visited in friendly Winnipeg will have happy memories of "The electrical City".



Source of Cheap Power

The introduction of cheap electricity by City Hydro thirty years ago has resulted in this form of energy being widely used today by all forms of Winnipeg industry.

Whether it be for factory, office or home, this municipally-owned utility provides unexcelled electrical service at low cost.

CITY OF WINNIPEG HYDRO ELECTRIC SYSTEM

Offices: 55 Princess Street, Winnipeg, Canada

Canada's Part in the War

For two reasons, we consider it quite appropriate to include in this "Souvenir" some facts concerning Canada's war effort:

In the first place, it is likely that this book will be read by many people—some of them far beyond the bounds of Canada—who receive no authoritative printed information on the part Canadians are taking in the war, and they really want to know.

And, secondly, it is hoped that this "Wartime Souvenir of Carberry" will be kept and treasured in many homes in the years to come. If such is the case, it will be more than interesting to turn to this book and find a few significant facts concerning Canada's War Effort, long after the small government booklets in which these facts were first published have been forgotten, lost or destroyed.

Here are a few significant quotations from official bulletins, giving a picture of Canada's contribution as at midsummer, 1942:

MAN POWER:

More than 500,000 men and women are in the fighting forces; 800,000 are producing war weapons; 100,000 are in essential utilities and mining; and 1,350,000 are on farms.

THE ARMY:

Canada's Active Army now numbers more than 320,000, a large percent of whom are overseas.

The 7th and 8th Divisions of the Active Army have been mobilized to give mobile support to the defences on the East and West coasts.

The Reserve Army, of more than 130,000 men, is receiving the most modern of equipment and intensified training.

Nearly one billion dollars (\$1,000,000,000) is being spent this year to give the Army equipment and training equal to any force in the world.

THE NAVY:

The Royal Canadian Navy was founded only 32 years ago, but the rate of expansion has no parallel. Since the outbreak of war its manpower has been multiplied 18 times to more than 33,000, and its ships 30 times to more than 400. More than 1,100 Canadians are serving in ships of the Royal Navy.

The task of the Navy is three-fold: to guard the Canadian coasts, to seek out and attack the enemy, and to escort convoys of cargo ships and troop transports.

In the current year the estimate cost of the Navy's operations is \$260,000,000.

THE AIR FORCE:

In a message to the Ottawa Air Training Conference of 14 United Nations, President Roosevelt referred to Canada as the "Airdrome of Democracy".

The R.C.A.F. now has a total personnel of more than 115,000, exclusive of attached Commonwealth airmen.

More than 1,000 Canadian airmen participated in the raid on Cologne.

Canadian squadrons are also flying in Ceylon and the Middle East. Individual Canadians are serving with Royal Air Force units wherever they are fighting.

MUNITIONS AND SUPPLIES:

In no endeavour has Canada's effort been more remarkable than in the field of production. More than \$550,000,000 is being spent for shipbuilding. Every four days a 10,000 ton cargo ship is launched. More

than 250,000 military vehicles have been sent to the fighting fronts. From an infant industry of 1,000 men, aircraft plants now employ more than 50,000 workers. About 2,000 employees are being added every month. Four hundred planes are completed monthly. Canada has let airplane contracts on its own account worth nearly \$400,000,000.

The products of Canada's new war factories are flowing to the United Nations. The American forces at Bataan were helped by Canadian made weapons. The Chinese have received important shipments. The Army of the Nile rides into battle in Canadian armoured vehicles. Hundreds of tanks from the Dominion have seen action in Russia.

FOOD:

Six hundred million pounds of bacon and pork products will be

shipped to Britain this year. More is being delivered in a single week now than in the whole of 1931. Canada will also send 125,000,000 pounds of cheese to Britain this year.

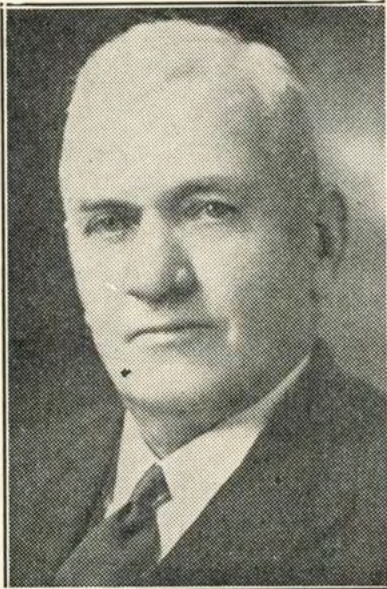
THE HOME FRONT:

Canada will spend \$3,200,000,000 on war this year—\$278 for every Canadian, and equivalent to the cost of 7 years of peace-time activity. Rate on excess profits has been raised from 75% to 100% with 20% to return after the war.

"Canada went to war on September 10, 1939 to defend the Canadian way of life, to remove the threat against North America and the British Commonwealth of Nations, and to restore the freedom of the nations trampled under the Nazi heel. All the resources of the Dominion are pledged to this purpose."

PARLIAMENTARY REPRESENTATIVES

By virtue of being in Neepawa Federal Constituency and North Norfolk Provincial Constituency, Carberry and district share the services of two fine men in the persons of Mr. F. D. MacKenzie, M.P. and Mr. J. P. Lawrie, M.L.A. Both in their second term of office, these men serve us well.



MR. J. P. LAWRIE, M.L.A.



MR. F. D. MACKENZIE, M.P.

We Pay Tribute . . .

TO THE BOYS AND GIRLS OF CARBERRY AND DISTRICT

SERVING IN HIS MAJESTIES SERVICE

AND

TO THE MEN OF THE ROYAL AIR FORCE STATIONED

AT CARBERRY

GOOD LUCK TO YOU ALL!

THE RELIANCE GRAIN CO. LTD.

Carberry Elevator
JAS. HOWIE, Agent

Sidney Elevator
J. D. SMITH, Agent

A Farmers' Company . . .

This Company, owned by 35,000 farmers in Western Canada, handles grain through

450 country elevators

Terminal elevators at Vancouver, B.C., and Port Arthur, Ontario.

The total capacity of this elevator system is 38,000,000 bus.

UNITED GRAIN GROWERS LTD.

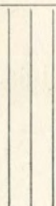
Head Office — Winnipeg, Man.

THE CARBERRY NEWS-EXPRESS

W. H. VOPNI, EDITOR AND PUBLISHER

Creators of

FINE QUALITY PRINTING**PRINTERS****PUBLISHERS**





A Royal Casualty of the War

It is with deep regret that, on the eve of the Souvenir's coming off the press, we record the untimely passing of His Royal Highness, the late Duke of Kent, youngest brother of His Majesty.

On an official mission in the service of his country at the time of his fatal crash in the mountains of Scotland, His Royal Highness was indeed a casualty of war. Himself an accomplished pilot and popularly known as "The Flying Prince", the Duke of Kent took an active interest in the progress of aviation, and at the time of his death held the rank of Air Commodore in the Royal Air Force.

His Royal Highness, during an official tour of Canada a year ago, honored Carberry Training School with a visit, and took part in a Wings Parade. (See pages 43-44). This visit will always be gratefully remembered by the people of Carberry.

To Princess Marina and her three children, and to the Royal Family, the sincere heartfelt sympathy of all Canada is extended in this hour of bereavement.

In Grateful Tribute to Six Gallant Sons

Six times in the past two years have Carberry homes been saddened by the news that a son had been numbered among the casualties of war.

The first Carberry boy to be so listed was Gordon Olmstead, 24 year old son of Mr. and Mrs. Howard Olmstead, Gregg. First reported missing, he was later reported to be a prisoner of war in Germany.

Mr. and Mrs. B. W. Caldwell's son, Sgt. Wilson Gilmore Caldwell of the R.C.A.F., was reported missing after air operations over Germany. This sad news, although permitting the entertainment of some hope, was followed some weeks later by a pronouncement that, no trace of their son having been found, he was "for official purposes, presumed dead".

Third casualty of the war was George Fallis, sergeant in the R.C.A.F., who on May 23rd of this year was reported to have lost his life in active service, over West Mallin, Kent, England. George was the son of Mr. and Mrs. W. R. Fallis of Carberry.

Mr. and Mrs. C. E. Titus of Wellwood received word on July 26th that their son Gerald, was "missing after air operations over Germany". So much time has now elapsed that, although no official pronouncement has been made, it is presumed that he is one of those who have made the supreme sacrifice for home and country.

More recently, Sgt. A. G. Hunter, son of Mr. and Mrs. C. G. Hunter of Sidney, was reported a casualty, first as missing, but later as a prisoner of war in Germany. He was a pilot in the R.C.A.F.

Most recently reported casualty from the Carberry district is Flt. Sgt. M. H. Slizak, son of Mr. and Mrs. John Slizak, Oberon. Sgt. Slizak, a pilot with the R.C.A.F., has been reported "missing", presumably after air operations.

Words are futile things to express sympathy for the bereaved families or fitting tribute to those gallant sons who so willingly and unselfishly gave their lives for their loved ones, their homeland and the high principles at stake in this greatest of all wars. It was of such as these that Winston Churchill spoke when he paid that fine tribute to the young airmen of the Empire: "Never in the realm of human conflict was so much owed by so many to so few." The bereaved families may be justified in feeling that this splendid tribute on the part of our great leader was indeed referring personally and individually to their sons to whom this section of the "Souvenir" is gratefully dedicated.

(Left

Sgt.-Pilot G. E. FALLIS
son
Mr. and Mrs. W. R. Fallis
Carberry
Killed in action

(Right)

Sgt. A. G. HUNTER
R.C.A.F.
son of
Mr. and Mrs. C. G. Hunter
Sidney
Prisoner of war.



As we go to press, three more casualties among the boys from the Carberry Plain have been reported. Following the great Dieppe raid (August 19th) in which our Canadian troops played such an heroic part, the list of casualties included the names of Pte. Stanley M. McLeod and Pte. Andrew Rennie, both of Carberry, and Cpl. G. Renwick of Wellwood. All three are reported "missing" and every hope is held out that word may soon come from the boys themselves that they are safe and well.



Sgt.-Obs. **GERALD TITUS, R.C.A.F.**
son of Mr and Mrs. C. E. Titus
Wellwood
Missing



Sgt. Pilot **M. H. SLIZAK, R.C.A.F.**
son of Mr. and Mrs. John Slizak
Oberon
Missing



GORDON OLMSTEAD, R.C.N.V.R
son of
Mr. and Mrs. Howard Olmstead
Gregg
Prisoner of war



Sgt. **W. G. CALDWELL, R.C.A.F.**
son of
Mr. and Mrs. B. W. Caldwell
Carberry
Missing

"Clean Sons to Give"

These tall young sons,
Each straight as any pine,
Could they have always been yours
and mine?
I knew some day that we must share
them,
But now today, they are gone.
But oh, I am so glad
That we have had
Small sons to stoop to,
Tall sons to reach to,
Clean sons to give,
That other mothers' sons may live.

By courtesy of the Winnipeg Free Press. Written by a courageous Kentucky mother, upon being notified of her own son's death and wishing to comfort her friend and neighbor who, she knew, was about to receive similar bad news from the front.

In His Majesty's Forces

In the following pages appear the pictures of over 160 of the young men, and young women, who have gone from Carberry and district to serve their homeland in His Majesty's forces. Not long since, these young people were the pupils in our schools, the kiddies on our streets, the toddlers at our heels. Now they are scattered to every corner of the world, doing the greatest work it has ever been man's privilege to undertake—to make the world a safe place for mankind, to preserve those Four Freedoms we have so long taken for granted.

Many of those whose pictures appear in these pages have been overseas for almost three years, others are still training in Canada, but all have made the sacrifice of giving up their homes, leaving friends and loved ones, and putting themselves entirely at the disposal of their country for the duration.

The publishers of "Wartime Souvenir of Carberry" wish to pay tribute to all who have made this sacrifice, and, in order to make this tribute something tangible that will lessen the discomforts and privations of life away from home, are sponsoring a cigarette fund which has received commendable support from the Carberry public, an initial shipment of over 16,000 cigarettes having been dispatched on July 11th.

As a further gift to our men in uniform, the "News-Express" is sent free each week, carrying its quota of home-town news, to every Carberry member of His Majesty's forces enlisted in any branch of the service.

The publishers of this book do not claim that the photos and further lists which appear on the following pages gives a complete coverage of Carberry's contribution to His Majesty's Forces. The information given is based on the completed forms filed in the "News-Express" office. We extend our thanks to all those who have so kindly co-operated to help us in the compilation of this list, and our sincere regrets to the next of kin of those whose names may have been omitted.

As we glance through these pages and look into the faces of these young folk now fighting our battles, we cannot help contrasting their lot with ours—their danger and our safety, their physical hardships with our comforts of home—and we cannot help feeling that the most we can give is the least we can do. Our taxes and compulsory savings, our gas and rubber restrictions and our sugar, tea and coffee rationing are trivial compared to their sacrifices.

This "Wartime Souvenir of Carberry" will, we feel, have served a very useful and worthy purpose if it brings us more directly to a realization of our indebtedness to those whose pictures appear on these pages. If we break faith, if we falter in our effort, how shall we face these men when they return?

We best pay tribute to these young folk by re-dedicating ourselves to an all-out effort on the home front, thus keeping faith with those who fight for us in the battle line.



Pte. S. M. McLEOD
son of Mr. and Mrs.
H. M. McLeod (Fairview)
Wife, nee Ella Jamie
resides in Carberry



Cpl. R. A. EDWARD
son of Mr. and Mrs.
A. Edward, Carberry



Tpr. A. L. ARMSTRONG
son of Mr. and Mrs.
W. Armstrong, Carberry



Cpl. W. T. BARON
son of
Mr. and Mrs. L. Baron
Carberry



Pte. R. J. CRUIKSHANK
son of Mr. and Mrs.
W. Cruikshank, Carberry



Cpl. L. A. ABBOTT
son of Mr. and Mrs.
Alex Abbott, Carberry



Spr. W. GILMORE
son of
Mr. and Mrs. W. Gilmore
Carberry



L/Bdr.
C. C. OUTHWAITE
son of Mr. and Mrs.
Chas. Outhwaite
Carberry



Tpr. D. G. ADDISON
son of
Mr. and Mrs. W. Addison
Carberry



Cpl. F. J. SWITZER
son of
Mrs. Switzer who now
resides at Gilbert Plains



LAC. VICTOR McMANN
son of Mr. and Mrs.
Ernest McMann
Carberry



Spr. W. B. COUSINS
son of
Mr. A. C. Cousins
Carberry



Pte. K. W. KNEESHAW
son of Mr. and Mrs.
A. G. Kneeshaw
Carberry



Tpr. R. MIDDLETON
son of
Mrs. Alex. Middleton
Carberry



Cpl. C. J. MARNOCK
son of Mr. and Mrs.
J. C. Marnock
Carberry



LAC. E. J. LEE
son of
Mr. and Mrs Thos. Lee
Carberry



Cpl. W. DENNSTEDT
son of
Mr. and Mrs. C. Dennstedt
Fairview



L/Bdr. DAN GIBSON
son of Mrs. Mary Gibson
Carberry



Tpr. J. D. WHITE
son of
Mr. and Mrs. W. White
Carberry



Spr. FRED MARNOCK
son of Mr. and Mrs.
J. C. Marnock
Carberry



Gnr. GEO. MIDDLETON
son of
Mr. Middleton
Carberry



Gnr. CHAS. WHITE
son of
Mr. and Mrs. W. White
Carberry



LAC. VIC BARBER
son of
Mr. and Mrs. S. Barber
Carberry



LAC. E. R. HODGSKIN
son of
Mr. and Mrs. C. Hodgskin
Carberry



Pte. M. K. COUSINS
son of Mr. A. C. Cousins
Carberry



LAC. G. E. OLIVER
son of
Mr. and Mrs. G. Oliver
Fairview



LAC. E. S. BARBER
son of
Mr. and Mrs. W. Barber
Carberry



LAC. JOE BARON
son of
Mr. and Mrs. L. Baron
Carberry



Spr. H. L. McMILLAN
son of
Mr. and Mrs. H. McMillan
Carberry



A/Cpl. F. W. RANSON
son of
Mr. and Mrs. W. Ranson
Carberry



Pte. R. E. THOMSON
son of
Mr. and Mrs. G. Thomson
wife, nee Helen Olmstead
resides in Carberry



LAC. K. KNEESHAW
son of Mr. and Mrs.
A. G. Kneeshaw
Carberry



Gnr. G. A. MILLS
son of the late
Mr. and Mrs. W. Mills
Carberry



Tpr. J. A. HINDS
son of
Mr. and Mrs. Geo. Hinds
parents now reside in
Winnipeg



Pte. CONRAD ECK
Carberry



AC1 N. CALTHORPE
son of Mr. and Mrs.
Wm. Calthorpe



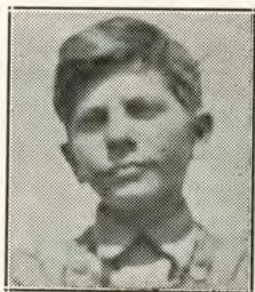
S/Sgt. O. G. Rasmussen
son of
Mr. R. Rasmussen
Carberry



Sgt. H. McMANN
son of
Mr. and Mrs. E. McMANN
Carberry



Bdr. A. H. LUNDY
son of Mrs. A. Lundy
Carberry



Spr. G. SPENCE
Grandmother
Mrs. Spence
Carberry



Sgm. A. HODGSKIN
son of
Mr. and Mrs. C. Hodgskin
Carberry



Gnr. PAUL STRICK
Carberry



Pte. G. A. FINNIE
wife, nee Mae Ranson
resides in Carberry



Gnr. R. B. DRUMMOND
wife, nee Alice Cady,
resides in Carberry



Bdsm. E. J. McKeavor
son of Mr. J. McKeavor
wife,
nee June Carmichael
resides in Carberry



L. Cpl. T. A. SCOTT
son of
Mrs. T. A. Scott
Carberry



Pte. H. THOMSON
son of
Mr. and Mrs. H. Thomson
Carberry



Pte. ANDY RENNIE
Carberry



Cpl. S. DAVIDSON
Carberry



Pte. G. T. JFNKINS
son of the late
Mr. and Mrs. G. Jenkins
Carberry



Spr. C. WHITELAW
son of Mr. and Mrs.
J. C. Whitelaw
Carberry



Lieut. A. H. CANN
son of Mr. Cann
residing at High Bluff



L. Cpl. H. W. ROGERS
wife, Mrs. H. W. Rogers
Carberry



Gnr. R. J. ROGERS
wife, Mrs. R. J. Rogers
Winnipeg



Able Seaman
A. T. FALLIS
son of Mr. and Mrs.
W. R. Fallis
Carberry



Spr. J. S. KEACHIE
son of the late
Mr. and Mrs. E. Keachie
Carberry



AC1 H. DUNKERLEY
son of
Mrs. J. Dunkerley
Carberry



Spr. WM. LEGGE
son of
Mr. and Mrs. Legge
Carberry



Gnr. A. J. BUTT
son of J. J. Butt
Cypress River



Sgt. Navigator
BERT MOFFATT
son of
Mr. and Mrs. S. Moffatt
Carberry



Cpl. ALF. GAMBLE
son of
Mr. and Mrs. F. Gamble
Stinson



Pte. NED CURRIE
son of
Mr. and Mrs. W. Currie
wife, nee Ilene Graham
resides in Carberry



LAC. CYRIL FALLIS
son of
Mr. and Mrs. W. R. Fallis
Carberry



Gnr. H. B. McMILLAN
son of Mr. and Mrs
W. D. McMillan
Carberry



LAC. GLENN HOWIE
son of Mr. and Mrs.
Jas. Howie
Carberry



Pte. R. R. ADDISON
son of Mr. and Mrs
James Addison
Carberry



LAC. FRED FROMM
son of the late
Mr. and Mrs. F. Froom
Castle Point



LAC. JOHN ABBOTT
son of
Mr. and Mrs. A. Abbott
Carberry



ERNEST MCFETRIDGE
son of
Mrs. J. McFetridge
Carberry



Pte. T. A. LONG
son of
Mr. and Mrs. H. Long
Carberry



Pte. I. E. GODDARD
son of
Mr. and Mrs. J. Goddard
Carberry



Pte. J. E. GODDARD
son of
Mr. and Mrs. J. Goddard
Carberry



G. L. ROSS
son of Mrs. Bessie Ross
Treherne



Pte. HARRY LEE
son of
Mr. and Mrs. T. Lee
wife, nee Winnie Titus
resides in Carberry



Dvr. TOM HOWIE
son of
Mr. and Mrs. Jas. Howie
wife, nee Bernice Currie
resides in Portage



Sapper
G. A. ARMSTRONG
son of Mr. and Mrs.
W. Armstrong
Carberry



Gunner
R. K. ARMSTRONG
son of Mr. and Mrs.
W. Armstrong
Carberry



Spr. R. J. DICKSON
son of
Mrs. R. Dickson
Carberry



LAC. A. DICKSON
son of
Mr. and Mrs. R. Dickson
Carberry



AW2
MILDRED DEMPSEY
daughter of
Mr. and Mrs. T. Dempsey
Carberry



Spr. K. R. DICKSON
son of
Mr. and Mrs. R. Dickson
Carberry



LAC. R. KIRK
son of
Mr. and Mrs. D. Kirk



Spr. J. D. SUTTIE
son of
Mr. and Mrs. J. D. Suttie



Pte. W. J. DAY
son of
Mr. and Mrs. John Day



LAC. JACK TITUS
son of
Mr. and Mrs. C. E. Titus



Pte. IVAN GRAHAM
son of
Mrs. J. Graham



Pte. J. KIRKNESS
son of
Mrs. A. J. Kirkness



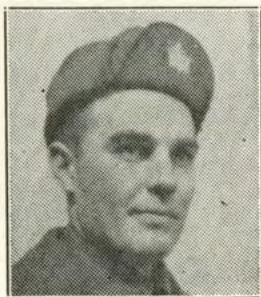
L. Cpl. G. RENWICK
son of Mr. and Mrs
D. R. Renwick



Pte. I. INVERARITY
son of
Mrs. J. Inverarity



Pte. F. D. KIRK
son of
Mr. and Mrs. D. Kirk



Pte. J. D. RENWICK
son of Mr. and Mrs.
D. R. Renwick



Pte. JAMES SUTTIE
son of
Mr. and Mrs. J. D. Suttie



L. Cpl. F. W. CHALMERS
son of Mr. and Mrs.
S. W. Chalmers



Cpl. F. TURNER
son of Mr. and Mrs.
O. C. Turner



Gnr. F. C. GRAHAM
son of
Mr. and Mrs. F. Graham



Gnr. ALEX. McRAE
son of
Mrs. P. R. McRae



L. Cpl. C. SUTTIE
son of
Mr. and Mrs. J. D. Suttie



Sgt. F. O. TURNER
son of Mr. and Mrs.
O. C. Turner



Pte. W. KENNEDY
son of Mr. W. G. Kennedy
Neepawa



AC2 J. H. TURNER
son of Mr. and Mrs.
O. C. Turner



Cpl. J. M. Johnston
daughter of
Mr. and Mrs. F. Johnston



Q. M. Sgt. CECIL FEE
son of
Mr. and Mrs. T. H. Fee



Cpl. G. H. MITCHELL
son of Mr. and Mrs.
J. T. Mitchell



Spr. W. R. MITCHELL
son of Mr. and Mrs.
J. R. Mitchell



Spr. P. J. E. PETERSON
son of Mr. and Mrs.
John Peterson



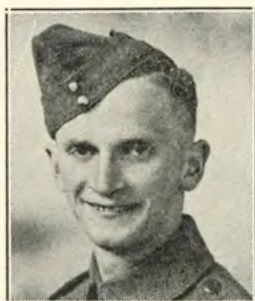
LAC. R. A. KILGORE
son of
Mr. and Mrs. A. Kilgore



Cpl. IVAN GRANT
son of
Mr. A. J. Grant



Pte. J. D. McRAE
son of
Mr. and Mrs. J. McRae



Gnr. G. J. GRAHAM
son of Mr. and Mrs.
F. E. Graham



Pte. J. WHITMORE
son of
Mr. J. Whitmore



AC1 A. E. WARK
son of
Mr. and Mrs. T. Wark



AC2 HERBERT FEE
son of
Mr. and Mrs. T. H. Fee



L. Cpl. W. R. McKINNON
son of Mr. and Mrs.
W. O. McKinnon



Pte. HERB TURNER
son of Mr. and Mrs.
H. G. Turner



Pte. CLIFF TURNER
son of Mr. and Mrs.
H. G. Turner



LAC. J. INVERARITY
son of
Mrs. J. Inverarity



Rfm. G. A. ARNASON
son of
Mr. and Mrs. I. Arnason



Pte. NORM. McINTOSH
son of
Mr. and Mrs. N. McIntosh



LAC. G. S. ALEXANDER
son of Mr. and Mrs.
W. Alexander



LAC. A. McINTOSH
son of
Mr. and Mrs. N. McIntosh



LAC. P. ALEXANDER
son of Mr. and Mrs.
W. Alexander



Cpl. R. N. ADAM
son of
Mr. and Mrs. R. Adam



Bdr. R. H GARLAND
son of Mr. and Mrs.
Robert A. Garland
Carberry



AC2 ROY MOFFATT
son of
Mr. Sparling Moffatt



Sgt. A. K. SCOTT
son of
Mr. and Mrs. D. Scott



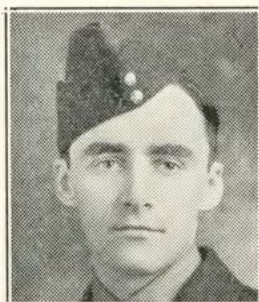
Pte. ED. IRWIN
son of
Mr. and Mrs. N. Irwin



Pte. E. J. N. IRWIN
son of
Mr. and Mrs. N. Irwin



O/T H. B. TAYLOR
son of
Mr. and Mrs. B. Taylor



AC1 L. McFARLANE
son of Mr. and Mrs.
Norman McFarlane



Sgn. A. E. EVANS
Mr. and Mrs. T. Evans
Nursing Sister



N. E. HARBURN
daughter of
Mrs. A. Harburn



Sgt. A. C. LAURIE
Mr. and Mrs. J. P. Laurie



Pte. D. A. CARTER
son of
Mr. C. Carter



Tpr. R. W. JONES
son of
Mr. and Mrs. R. Jones



Pte. C. HUNTER
son of
Mr. and Mrs. J. Hunter



Gnr. J. W. ROSS
son of
Mr. and Mrs. J. J. Ross



Pte. A. M. BROWN
son of
Mr. and Mrs. M. Brown



LAC. G. O. KIRBY
Ingelow



Spr. W. BIRD
son of
Mr. and Mrs. R. H. Bird
Melbourne



Cpl. F. J. WATSON



LAC. W. G. PHILPOT
Edrans



Cpl. W. S. ASH
Edrans



Gnr. T. H. TURNER
son of Mrs. A. Turner
Moose Jaw, formerly
Sidney



LAC. C. E. MOORE
son of
Mr. Geo. Moore
Edrans



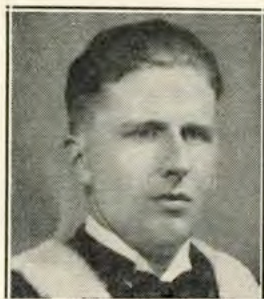
Dvr. J. HARBURN
son of Mrs. M. Matthew
Harte



Dvr. ALLEN WHITE
son of
Mr. C. White
Harte



LAC. W. T. SEAMAN
son of
son of Mr. and Mrs.
W. J. Seaman
Edrans



GEORGE MUIRHEAD
son of Mr. and Mrs.
John Muirhead
Harte



Cpl. W. T. ALLIBAN
son of
Mr. Robert Alliban
Harte



Pte. J. D. PURDIE
Harte



Sgt. S. J. SWITZER
Petrel



Pte. H. T. HUNTER
son of Mr. and Mrs.
C. G. Hunter
Sidney



Pte. A. H. ALLIBAN
son of
Mr. Robert Alliban
Harte



Cpl. CECIL BURCH
son of
Mr. and Mrs. S. Burch
Petrel



Sgt. DELMAR BURCH
son of
Mr. and Mrs. S. Burch
Petrel



Pte. JAMES FUREY
son of
Mr. and Mrs. J. Furey
Sidney



Pte. JOSEPH FUREY
son of
Mr. and Mrs. J. Furey
Sidney



Pte. J. W. HILL
son of
Mr. and Mrs. W. Hill
Ingelow



Spr. N. FISCHER
son of
Mr. A. Fischer
Camp Hughes



Pte. E. J. STRAIN
son of
Mr. and Mrs. J. Strain
Pratt



Cpl. J. S. LESLIE
son of
Mr. and Mrs. Leslie
Sidney



ARTHUR FISCHER
son of
Mr. A. Fischer
Camp Hughes



Gnr. G. A. LAMB
Firdale



Gnr. N. McDONALD
son of
Mr. and Mrs. S. McDonald
Pleasant Point



Pte. J. C. MALCOLM
wife
resides at Wellwood



LAC. R. RUTH
son of
Mr. and Mrs. R. Ruth
Sidney



Gnr. H. WOOD
son of
Mr. and Mrs. Paul Wood
Firdale



Spr. W. S. GILES



AC2 A. J. ISAAC
Fairview



Pte. J. W. KIRKNESS
son of Mr. and Mrs.
A. J. Kirkness
Treherne, Man.



Pte. ELMER HILL
son of
Mr. and Mrs. A. W. Hill
Castle Point



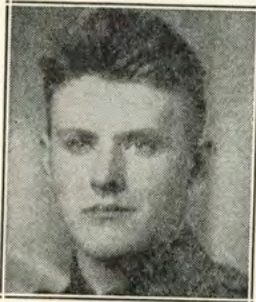
Pte. O. BOWLEY
son of
Mr. and Mrs. Bowley
Harte



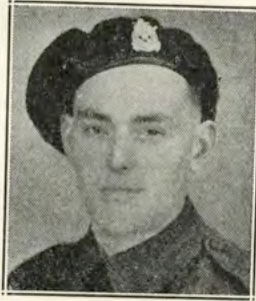
Gnr. J. H. GAMBLE
son of
Mr. and Mrs. F. Gamble
Stinson



LAC. C. G. LINTOTT
son of Mr. and Mrs.
H. S. Lintott
Sidney



Tpr. R. H. CREASY
son of Mr. and Mrs.
E. J. Creasy
Castle Point



Tpr. W. J. CREASY
son of Mr. and Mrs.
E. J. Creasy
Castle Point



Pte. R. MARSHALL
son of
Mr. R. W. Marshall
Harte



Gnr. A. M. O'BRIEN
son of Mr. and Mrs.
S. O'Brien
Sidney



Pte. PAT FUREY
son of
Mr. and Mrs. J. Furey
Sidney



LAC. JOHN FUREY
son of
Mr. and Mrs. J. Furey
Sidney



Pte. C. E. MOORE
son of
Mr. and Mrs. O. P. Moore
Castle Point

Pte. J. G. THOMSON
son of
Mr. and Mrs. Thomson
Harte

Pte. C. ALLIBAN
son of
Mr. and Mrs. E. Alliban
Firdale

Although every effort has been made to secure for our pictorial Honor Roll photographs of all Carberry district's representatives in His Majesty's Forces, unfortunately some were unobtainable, and a few which were submitted were too small or too indistinct for satisfactory reproduction in print. To the friends and relatives of all such, we express our sincere regret that these boys' pictures are not included.

To supplement the above pictorial record, we present herewith a list of those whose pictures do not appear in the foregoing pages. Although our sources of information are not infallible, the list is as accurate as it is possible to make it at date of going to press.

LAC. Harry Adams, R.C.A.F.	Pte. J. A. Legge, P.P.C.L.I.
Pte. Esden Anderson, C.R.H.S.C.	Pte... T. A. Long, R.C.A.
Pte. A. Armstrong, C.A.C.	AC. Norman Mack, R.C.A.F.
Pte. J. Armstrong, R.C.A.S.C.	AC. S. N. McFarlane, R.C.A.F.
LAC. Andy Beswitherick, R.C.A.F.	3. Sgt. W. J. McFetridge, R.C.A.S.C.
LAC. Merrill Brandon, R.C.A.F.	Gnr. F. L. McRae, R.C.A.
LAC. Archie Carmichael, R.C.A.F.	Pte. Harvey Meneer, C.A.B.T.C.
Pte. Gordon Currie, R.W.R.	Pte. Alfred Mills, R.C.A.S.C.
Pte. Bill Day, C.A.B.T.C.	Pte. Bob Mills, 2nd Can. Inf. Brig.
Pte. Andrew Downey, R.C.A.S.C.	Pte. G. B. Munroe, R.C.O.C.
Pte. Orville Eastman, C.A.B.T.C.	AC. Jesse Naismith, R.C.A.F.
Dvr. Stanley Fee, Motor Trans.	Pte. A. Rigby, R.C.A.S.C.
Cpl. Grant Freeborn, R.C.A.F.	Flt. Lt. Gordon Rowe, R.C.A.F.
Gnr. A. Fryer, R.C.A.	Sgt. A. Smith, R.C.A.F.
Pte. K. B. Harkness, R.C.A.S.C.	Sgt. B. G. Swyers, R.C.A.F.
LAC. Doug. Hilland, R.C.A.F.	Pte. David Tilley, R.C.A.S.C.
Pte. Frank Hunter, R.C.A.S.C.	O/T Raymond Tilley, R.C.N.V.R.
Pte. Hiram Hunter, R.C.A.S.C.	Gnr. Tom Tilley, R.W.R.
Pte. Orville Hunter, R.C.T.C.	Pte. Delbert Watts, C.A.B.T.C.
Pte. R. J. W. Irwin, R.C.A.S.C.	Cpl. J. T. Wells, R.C.A.F.
AC. A. F. Kennedy, R.C.A.F.	AC. Kenneth Wells, R.C.A.F.
Pte. G. W. Kirkness, R.C.A.	Gnr. A. J. Wright, R.C.A.

A Happy Memory



THEIR MAJESTIES THE KING AND QUEEN

The most memorable day in Carberry's history was undoubtedly May 24th, 1939, for on that day Their Majesties, King George VI and his gracious consort Queen Elizabeth, paused for a few minutes in our town in the course of their historic tour across Canada. No formalities were observed, but their Majesties spoke to several people in the vast throng that gathered around the Royal Train. As a souvenir of their visit, His Majesty was handed a copy of the special edition of the local paper, which had been prepared for the Royal Visit on Royal Blue paper with pictures of Their Majesties on the front page.

This memorable visit being at night, good pictures were not obtainable, but we are pleased to reproduce herewith a photo taken ten days later when Their Majesties returned eastward through Gregg and Harte and paused at Portage la Prairie for divine worship. The accompanying picture shows the Royal couple coming out of the church after the service.

Appreciation

In writing "Finis" to "Wartime Souvenir of Carberry", we wish to make grateful acknowledgment of the assistance and co-operation of those who have helped to make the publication possible.

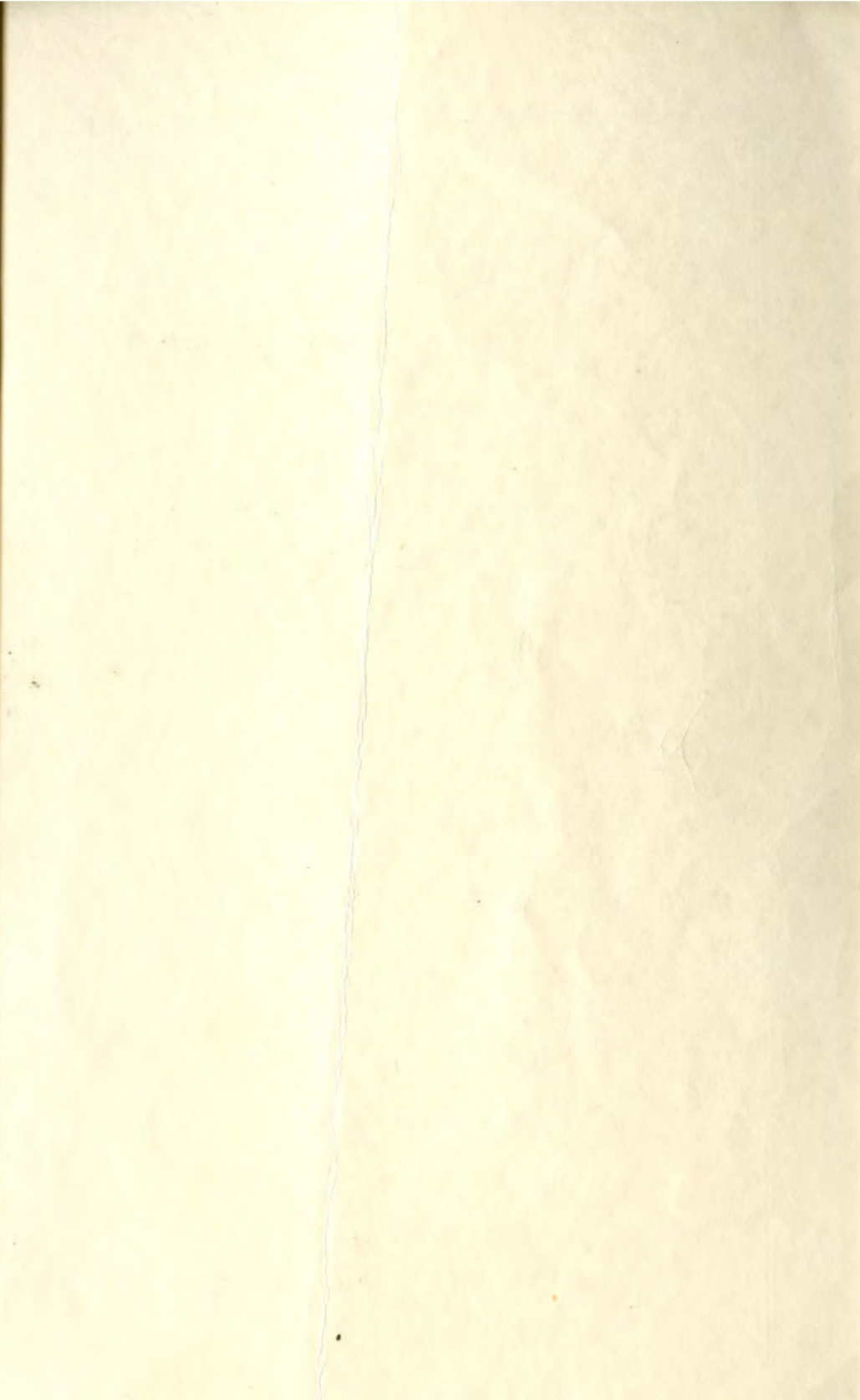
Not least among those who have made this book possible are the business firms whose advertisements occupy such a prominent position in the "Souvenir". Carberry business firms have not only helped to make this publication possible, but in utilizing space for their wares and services they have demonstrated in a very practical way their faith in Carberry and Carberry's future. They have indeed helped to place their town on the map, and we trust that all who read the "Souvenir" will show their appreciation of the support these community-conscious men have accorded their town.

To our good friend Harold Stinson, former Collegiate Principal in Carberry, our thanks are a hundredfold. Mr. Stinson rendered invaluable service in assisting with the editing of captions, and with the re-writing of the history of Carberry as recorded in "The Collegian" (1939) a publication of the Carberry Collegiate whose students of the day, under Harold's supervision, unearthed so much historical data.

For their splendid co-operation and willingness to assist at all times, we are most grateful to Group Captain C. H. Brill, officer commanding No. 33 S.F.T.S., and to Dr. R. J. Waugh, Mayor of Carberry. Their support of our project proved helpful in many ways beside the encouragement afforded us in our efforts. Our gratitude is also due Flying Officer Ellis for his article on the coming of the Airmen to Carberry (pages 38-44). And, for very practical assistance in securing pictures and information in and around the Training School, we are deeply indebted to Flying Officer C. J. Bass, Flight Sergeant F. Clark, Cpl. F. R. Hall, Cpl. J. Oram and LAC. S. Batson.

We wish also to make acknowledgment of the splendid co-operation accorded us by the following firms: Winnipeg Evening Tribune and Winnipeg Free Press for pictures of His Majesty the King and the late Duke of Kent respectively; to the Western Engraving Bureau for prompt and efficient service in the supplying of cuts and engravings.

THE PUBLISHERS



**"Will Ye No
Come Back Again?"**



**We are glad to have you with us,
We will miss you when you're gone,
And will welcome you back again.**



**THE DREWRY'S LIMITED
SHEA'S WINNIPEG BREWERY LIMITED**