

THE

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CHRISTMAS, 1945



THE
HONKER

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the United Nations
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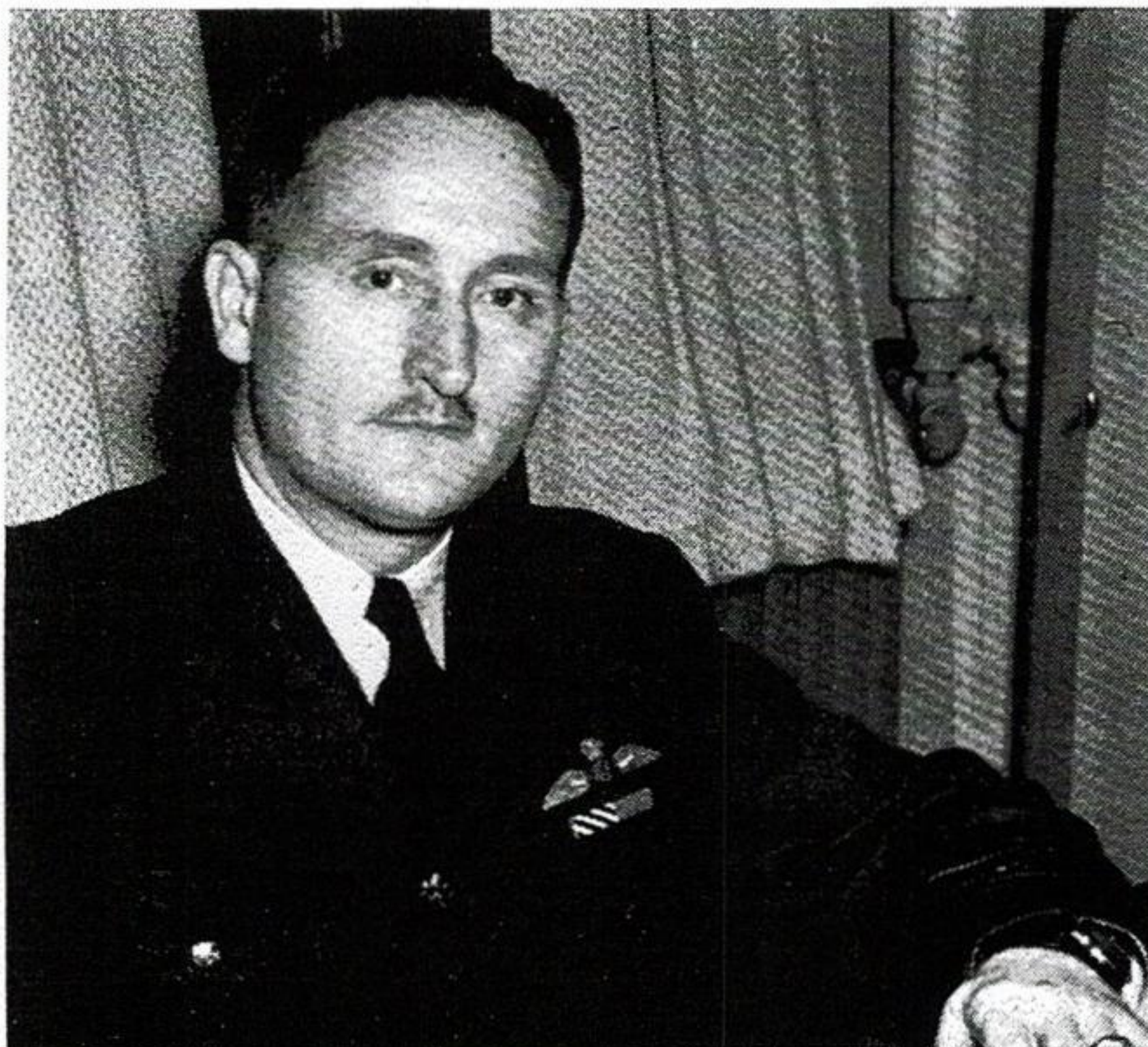
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GROUP CAPTAIN J. B. HARVEY, AFC
 Commanding R.C.A.F.

This Christmas issue of "The Honker" marks the passing of another yuletide season at R.C.A.F. Station, Goose Bay. I wish to take this opportunity of extending to all R.C.A.F. personnel my appreciation for their support and to extend to them Season's Greetings. In addition, on behalf of all R.C.A.F. personnel, heartiest best wishes to U.S.A.A.F., R.C.A.S.C., R.A.F. servicemen and the civilian members of our community.

For many years to come personnel who have served at "Goose" will remember the splendid job done under trying weather conditions and isolation. They may all be proud of their part in this successful operation.



COLONEL O. O. SCHURTER
 Commanding U.S.A.A.F.

At last we come to the Christmas season when more than any other time of the year our thoughts are turned toward home. We have spent another three hundred and sixty-five days, expatriated, in faithful duty to our country and consecration to the quest of an ideal as old as the Christ whose birthday we are again celebrating. PEACE—an expensive mission but a precious accomplishment! When we consider the worth of a non-belligerent world and the price that was paid by human sacrifice, our personal cross, "Not Home for Christmas", seems, by comparison, small indeed.



WING COMMANDER R. W. DENISON, AFC
 Commanding R.A.F.T.C.

There is an old saying, "Life is what you make it," and in the case of the R.A.F.T.C., it has been made very pleasant by the way all personnel of the U.S.A.A.F. and R.C.A.F. have helped us in official and unofficial ways to continue our work here at Goose Bay. I should, therefore, like to thank you on behalf of the personnel of this Unit and to wish all personnel of Goose Bay a very Merry Christmas.



CAPTAIN E. R. PARROTT
 RCASC Detachment

Since 1939 we have participated in the destruction of the greatest combination of evil forces ever known. Our service in uniform is about to cease, but not our duty to our country. The ideals we fought for are always endangered by such enemies as intolerance, selfishness and ignorance. Let us fight these with the same unity of purpose with which we defeated the Germans and Japs, to insure the happiness of our future Christmas seasons.

EDITOR'S NOTES

"THE HONKER" today makes its third appearance.

With the aim in mind of making this a souvenir issue, the Committee endeavoured to cover as many features and activities of the base as possible. Space, however, was too limited to allow the inclusion of more than a few articles, and these, of necessity, could be given only brief treatment. It cannot, then, be hoped that this edition will meet with the approval of all its readers in every inclusion—much less in every case of omission—but it is with confidence that we express the hope that these pages represent some phase of each reader's service life at Goose Bay.

It is regretted that limitation of space will not permit specific acknowledgment of the kindly assistance of all those who, by their personal interest, valuable information, and helpful suggestions, contributed so materially to the preparation of this magazine, but to all of them go sincere thanks for making this issue possible.

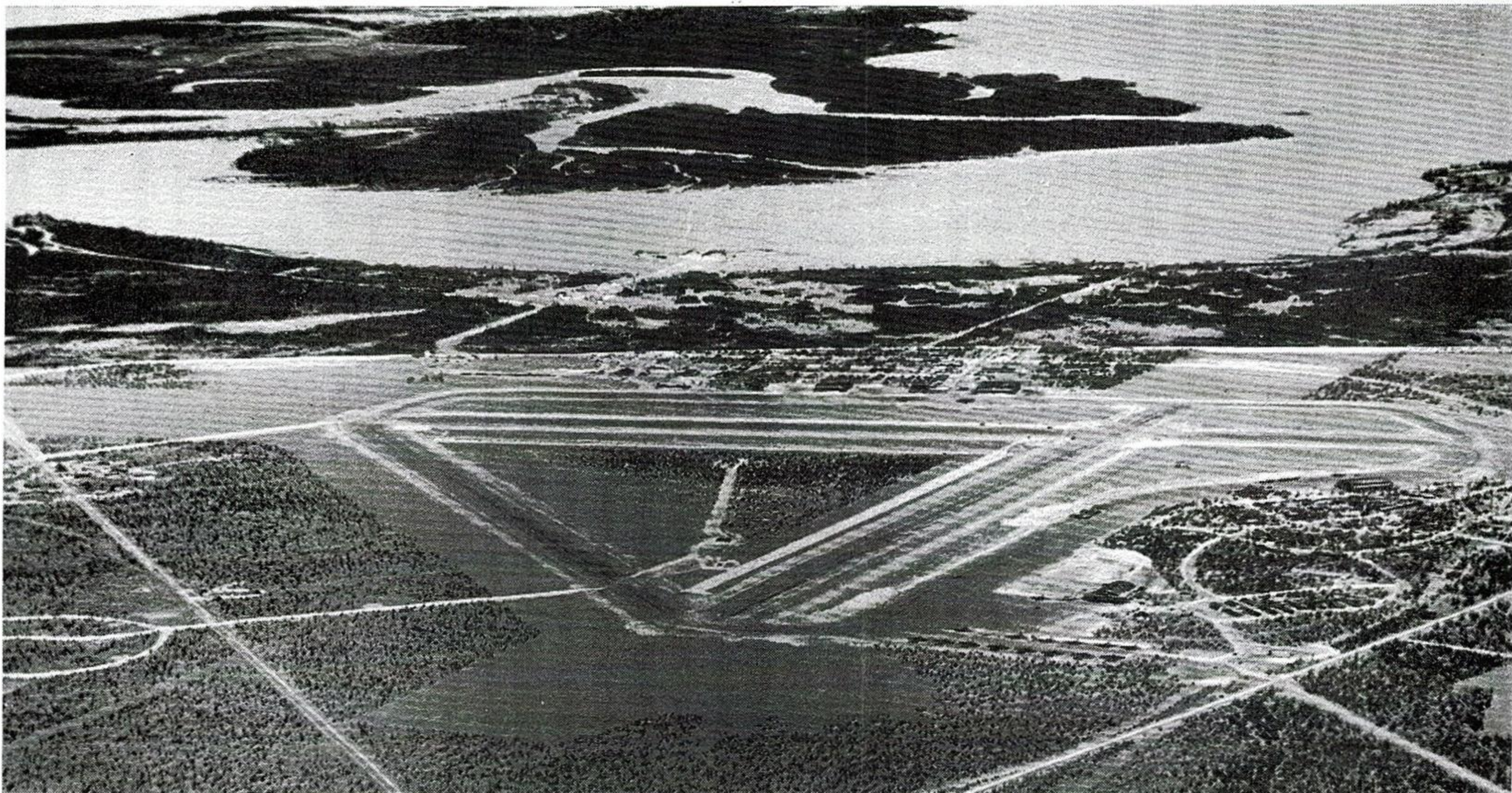
Although the preparation of this edition afforded many pleasant hours of work, it was not without its obstacles, disappointments and sudden revisions, all of which are to be expected in such an undertaking. Despite the many headaches, however, we have lived through it—with more gray hairs and fainter smiles, perhaps—but with the hope that our readers will appreciate the product of our efforts.

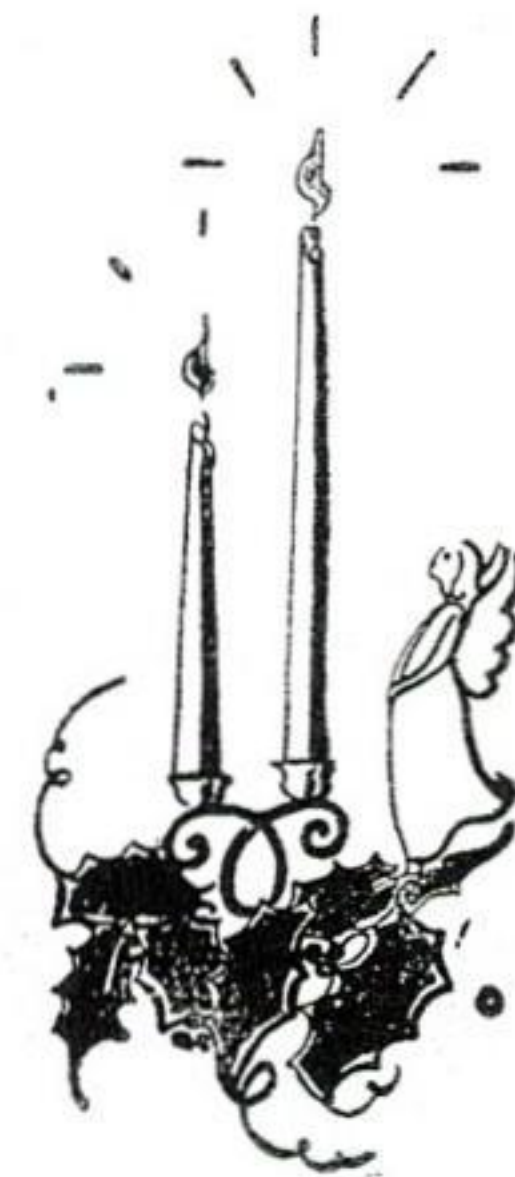
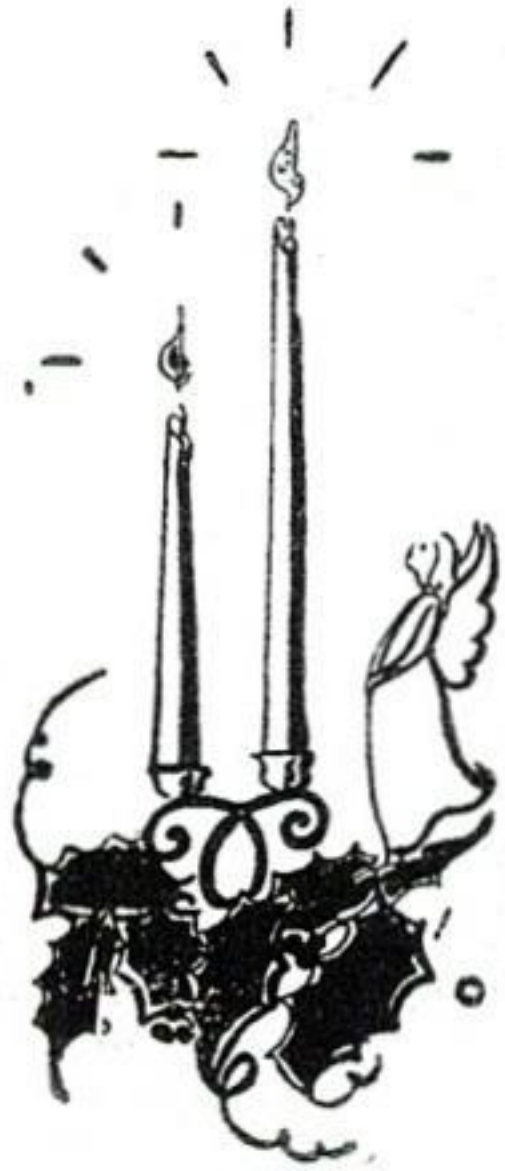
And so, folks, here it is—"THE HONKER." Read it! It is our earnest hope that it will give you many hours of enjoyment not only now but also in years to come.

To all our readers—"A Merry Christmas and a New Year filled with Happiness and Prosperity."

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Peace on earth to men of good will The Peace of the Prince of Peace

The Infant Jesus brings to the world a message which is unique. It is the assurance of Peace to men whose wills or wishes or intentions are good. We have talked much of Peace in the last few years but as we look around today there seems still to be a great deal of strife, especially in industrial relations. Wherever there is a manifestation of selfishness and greed we see the conflict, whether it be within our own families or the larger field of international relations. War is a personal thing and so is Christianity. It has to do with you as an individual. God wants you to be happy and at peace. He sent the Christ Child into the world to deliver the Divine message with Human lips, to live that Peace-giving life in His Humanity. The Blessed Angels proclaimed the Peace to be a matter of relationships, depending for its effect upon our willingness (good will) to love God and to love our fellowmen.

There is an atmosphere belonging to Christmas which even a stranger knowing nothing of the day's great teaching could not help but feel. Is that not because it is then that we seek to please, to share, to love, to put ourselves out to do loving things which we don't do at other times? How very much we would contribute to the peace of the world if on every day we loved so widely, if on every day our wills were so good, so well directed! I think it was Robert Browning who said, "The evidence of Divine power is everywhere about us: not so the evidence of Divine love." He meant, of course, that men do not manifest Divine love enough because their wills are not good.

If we are to make our contribution to the Peace of the world we must start by directing our wills to God in love, so that our love of God overflows into the world of human beings.

"Peace on earth to men of goodwill" . . . that is the great assurance for our time and for all time. May the relationships of Christmas Day and our attitude of thoughtful, well directed love, our good will (ingness) become a part of our daily living, that we might come to know the reality of the Christmas message of Peace. A Happy Christmas and the richest Blessings of the Holy Child be with you all.

C. V. TOMKINS, H/F/L.,
Station Chaplain (P)

At long last the festive commemoration of the birth of the Prince of Peace dawns upon a world emerged from gory tumult. During the war certain newspaper "theologians" have questioned His Peace and tried at least to make it appear paradoxical. Actually, it would take a pigmy of intellect to find anything paradoxical in it. It takes very little depth of mind to know that His Peace was and is a state of mind—a state of mind which, if universally adopted, would necessarily eventuate in the abolition of war. Given to real thought, doubting men would find themselves face to face with first causes—and bumping around these first causes they would, like Aristotle, find their God. This would have the effect of turning on a light. Having found the first of all Causes, all the other principles of life would fall beautifully into place; and even if they didn't have a pint of faith, the effect upon their intellect would be one of content, of satisfaction. And that is precisely what Peace is—utter content, utter satisfaction.

Because Peace is all this, we cannot hope to experience it in its entirety in this world. But we can get a very large chunk of it: knowledge of this First Cause, the Prince of Peace; a working knowledge and practice of His principles of life; a consciousness of the rectitude of your life as required by those principles, giving a sense of security, content, satisfaction, happiness. This state of mind and soul has enabled men to undergo even torture without causing a ripple upon the surface of that security.

The effect of all this will be a practicable boon to both you and your country. It will boost your morale to the spilling point—allow you to meet every hardship with equanimity and calm—it will make Christmas on this Station a real Christmas even though far from home—it will enable you to mould yourself into a real asset to that society you are hoping to rejoin so shortly.

It is this Peace—real Peace—the Peace of the Prince of Peace, that we would give all personnel of this Station this Christmas. It is our hope and prayer that the Prince of Peace will saturate every officer and airman with it and engraft it into the very fabric of their being.

A Merry Christmas and Happy New Year to you all.

W. J. CASSIDY, H/F/L.,
Station Chaplain (RC).

"THE EPIC OF GOOSE"

By Sgt. M. D. McLean with the
co-operation of Mr. Allan W. Doughty.

Rome was not built in a day. Neither was Goose Bay—but, carried out by Canadian contractors in record time, despite handicaps of climate and transportation, the construction of this great base is one of the most outstanding epic achievements of World War II.

The site for this giant "stepping stone" was discovered by a Canadian aerial surveyor, Eric Fry, in early July, 1941. Although Fry scanned the bleak Labrador wilderness from his flying boat, he was not able to sight a suitable location from the air. It was while at North West River that Fry learned from two of the residents about the plateau on which this base is built. With the help of these Labradorians, he discovered, after several days of tramping through the bush, the present site. After further scouting, Fry was firmly convinced that he had found the right spot, so lost no time in signalling word of his discovery to Ottawa. It had everything an airport needed—plenty of room for runways; very level, sandy soil for excellent drainage, easy low cost excavation and quick building of runways and roads; plenty of room for expansion; accessible from the sea by boat; good weather virtually the whole year; comparatively free of fog; splendid airport link to the continent. This was it!

The task that lay ahead was a gigantic one. No small part of this great undertaking was the transportation of scores of thousands of tons of heavy equipment and supplies through sub-infested waters. This involved much forethought and organization reflecting great credit not only upon the contractors concerned — the McNamara Construction Company of Leaside, Ontario—but also upon the Department of Transport officials under whose direction the airport was designed and built. It entailed not only the construction of runways and hangars, but also the building of docks, warehouses, power plants, accommodation for servicing operations, living quarters for personnel, water supply and sewerage systems, and many other items pertaining to the operation of a self-contained airport in an isolated area.

When, in early September, 1941, the McNamara Construction Company were awarded the contract, the first problem was the transportation of men, equipment and supplies to the site. As navigation would close early in November, there was no time to lose. Within two months it was necessary for the contractors to plan, obtain and transport the huge quantities of equipment, materials and supplies needed to last until the opening of navigation in 1942. They were faced with the stupendous problem of amassing a wide variety of equipment, both heavy and light, of securing supplies and materials of almost every conceivable kind as well as a complete working force of both skilled and unskilled labour, with the necessary superintending and office forces.

From Montreal, the shipping base, eight ships, carrying 17,000 tons of freight, left port at intervals of one week. The first of these ships, the icebreaker, N. B. McLean, smothered with a cargo of heavy machinery, sailed into the basin on September 19th, just two weeks after the contract was signed. Because of too great a load, the ship scraped bottom at Sandy Point. It was necessary to remove some of the deck cargo, so rafts were constructed from lumber on board. The machines were loaded on the rafts which were floated in to shore. On September 29th the vessel reached the basin with the rest of the cargo.

The first task confronting the working party, after wading ashore from the vessel's life boats, was the construction of a temporary camp. At the only dry spot on

the shore, near what is now known as the Dock Road, they pitched the tents in which they lived until January.

Then came the construction of a temporary dock to enable the equipment and supplies to be brought ashore. With freeze-up expected in a few weeks this called for the utmost speed, and a 24-hour-per-day basis was put into effect immediately. The building of this dock was not without many difficulties. Between the shore and the plateau lay a mile of heavily-timbered muskeg, interspersed with quicksand. With the aid of a hand pile-driver, for the power driver was at the bottom of the hold of the boat, the temporary dock was constructed. It was equipped with a narrow-gauge track which was carried inland about eight hundred feet so as to serve temporary sheds and storehouses, which were the first buildings to be erected. This track provided a tremendous help in bringing supplies ashore. At first pushed along the track by workmen, the cars were later hauled by tractor. Within three days after the boat's steaming into the bay, a temporary dock was ready for the unloading of the equipment.

In the meantime, work was proceeding on the permanent dock. Logs for the dock timber were cut from the bush around at a portable sawmill set up on the shore. Because of the soft nature of the inlet bottom pile-driving was easy, although the piles had to be driven to a depth of eighty to one hundred feet. Within three weeks from the time of landing of the advance party the 1200-foot approach was ready to provide dockage for vessels of the first fleet.

With the arrival of grading equipment early in October, a road from the dock to the airport site was commenced. Great difficulty was experienced in getting the machinery up the 70-foot-high bank. The first bulldozer was hauled up by means of a block and tackle; thereafter, each succeeding machine was lifted with the aid of the machines already on the plateau. As the soil was sandy and quite satisfactory for fill, the road was carried down the bank in a side-hill cut and was extended shoreward by dumping fill on the muskeg.

Now that the road to the dock was completed, permitting transportation of heavy equipment to the site, clearing and grading commenced on the runways. Plans were made for clearing and grading three temporary runways for winter use. Bulldozers were used for clearing the plateau. These monstrous machines, lined up one behind the other, were able to cut wide swaths through the heavy growth of trees. The brush was windrowed to be piled in the spring and burned. So rapidly were the operations on the temporary runways carried out that within about a month—by November 16th—three runways each approximately seven thousand feet long were ready to accommodate the largest types of aircraft. News of the completion of the temporary runways was sent to Headquarters and the first plane arrived early in December.

Simultaneously with the grading and clearing of the winter runways, one of the three permanent runways was graded and covered with brush to keep out the frost, with the intention of gravelling it before break-up and making it available as a landing-strip while the other two permanent runways were being paved.

Gravel for runways and road surfacing was taken

Vivid in our minds are the farewell words of many of the R.C.A.F. personnel who, upon departure from unforgettable Goose Bay, left words such as these with us: "The time we have spent at Goose would have been unbearable were it not for the program of sport and recreation in which we participated." Chaps who spoke words such as these were pillars in our sports program and thoughts of their undying devotion, interest and participation still remain with us. Sport is life supreme. One does not stagnate or day dream when he is a player in a game. True sport is impelling. It is more than amusement and entertainment. Sports are also for health, for development, for joy of effort, for satisfaction in achievement, and for sociability with one's fellows. Sports may not be creative in the sense of leaving something tangible as in work of art but it is truly creative in the sense of leaving its imprint on the personality of an individual. You, who have participated with all your being in our sports program while at Goose Bay, must have sensed this same feeling, and in no way regret the time and effort you have spent in competitive sport with your fellow airmen.

However, this article is to be a summary of sports at Goose Bay during 1945, and it would be unwise to spend any more time on opening words when there is so much to report on the different athletic events at Goose Bay during a year. You will realize that it will be impossible to give a detailed account of each different sport with all results, but every effort will be made to give you a few lines on each, with as many results and statistics as it is possible to uncover. While writing this article, surrounded by a maze of records on each sport, it is possible that some names may be overlooked. If this does occur, all

apologies are offered as it was unintentional.

When we speak of the world's fastest game and its birth place, we naturally mean ice hockey and Canada. Hockey leagues have been successfully operated on all R.C.A.F. Stations during the past six years, and Goose Bay is no exception. All reports indicate that the intersection hockey league at Goose Bay during the winter months of January, February and March of 1945 was more than successful with eight teams participating. This intersection hockey league included Messes, Laundry, Stores, Service Police, Band and three teams from Works & Buildings. In the finals the Band and Works and Buildings played off with the Band coming out victorious in the best two-out-of-three games. For you chaps who may have forgotten, these were the players on the Band Team: F/S Al Forbes (Coach), Johnny Fripp, Lewis, Cox,

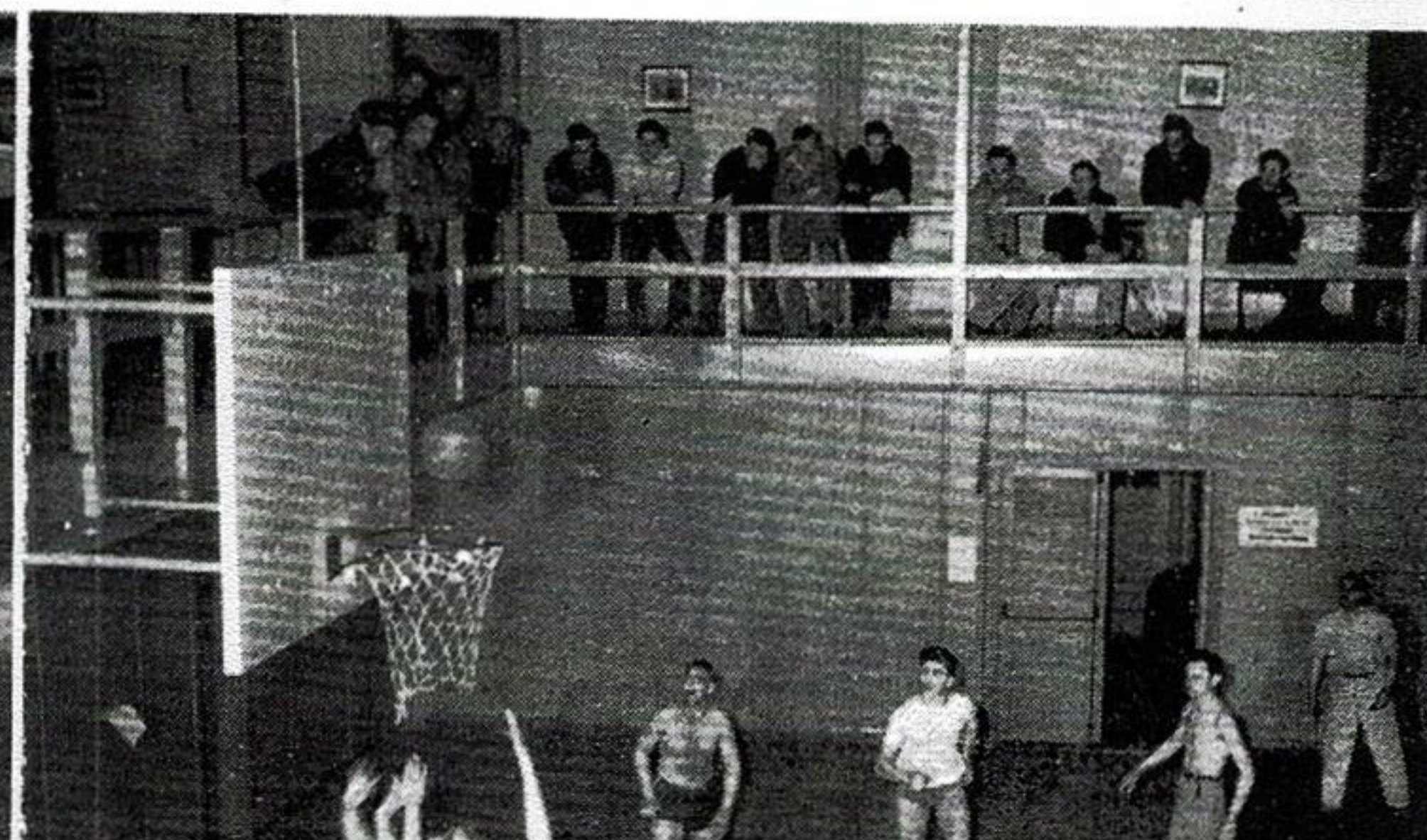
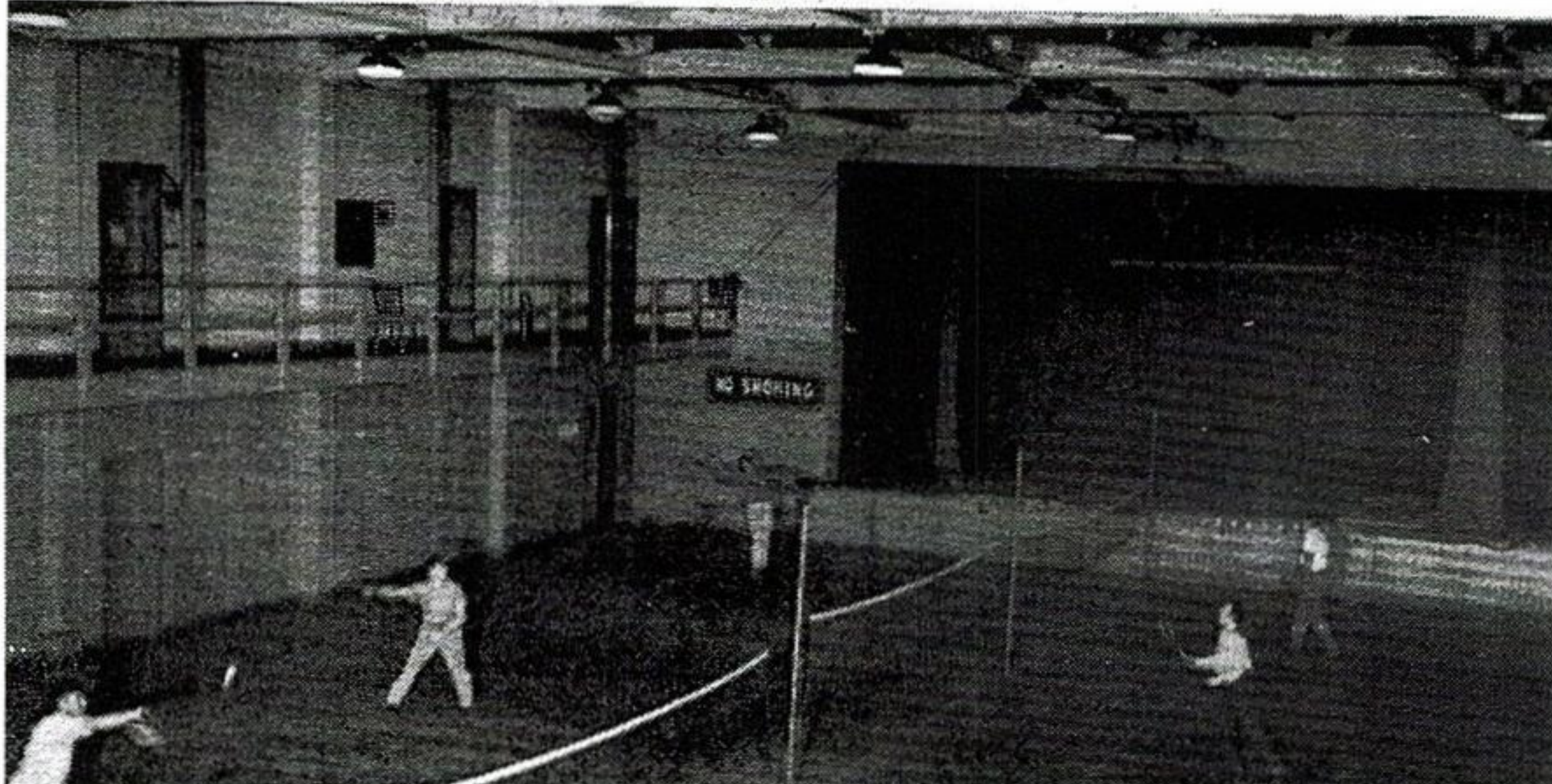


Kimmins, White, Bridgewater, Boyd, Campbell, Larson, Leveque, and Fortin. Interest in hockey did not stop here, in that the R.C.A.F. Station hockey team participated in several exhibition games with the Army and U.S.A.A.F., and always came out victorious. Not content with records set up at Goose, this team made up of Bundy, Crook, Heenan, Lundy, Toomey, McLean, McMillan, Leveque, Bauer, Thompson, Reimer, Fripp, French and Fewster, left isolation, travelling to Canadian shores where they met the strong Summerside Flyers in the Eastern Air Command championship playoffs. We are forced to admit defeat here with the Flyers taking two games, 6 to 0 and 7 to 2. As this article goes to press, interest in hockey at Goose Bay is again running high with all station teams awaiting only the necessary facilities for successful hockey, the most important one being ice.

While interest was running high in hockey during the early months of 1945, we also had keen participation in basketball, volleyball and floor hockey. Eighteen teams comprised the house basketball league with some very keen and interesting games being played. After a very hard-fought playoff series, Flying Control team comprised of Robbins (Captain), Johnson, Nicholson, Wood, Huber, Gordon, Barrett, and Bigley came out on top, copping the intersection basketball league. In addition to the house league, many thrilling international games were played against U.S.A.A.F. teams as well as Canadian Army, with commendable spirit and clean play predominant features. In addition to the above basketball, we were presented with something a little different when a strong Debert aggregation arrived at Goose Bay to meet our Station team in Eastern Air Command championship. Once again a team from civilization defeated our Goose Bay hopes two games, scores being 32 to 27 and 23 to 13. Many of you will remember such names as Oram, Johnson, Robbins, Ames, Mele, Barrett, Willis, Truhlar, Gordon, Johnson and Kindness. These were the boys who played against Debert.

Speaking of volleyball and floor hockey, we recall interesting and hard-fought games in both these indoor sports. Running briefly through the volleyball league, we find that the Hospital Six proved too strong for every other section team, thereby copping the league. In floor hockey, that very popular body-bruising game, interest and participation were very commendable with spectators looking down on some very hard-fought games. In the finals of this league, Works and Buildings, after a hard series with Laundry, were crowned champs in the game of broom stick and hollow puck.

Along with the above mentioned sports, interest ran high in the Ring World with many potential golden-glove contenders stepping into the ring at Goose Bay, and with many of the participants stepping out with cauliflower ears. Two boxing cards were staged in our own ring as



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well as two on the American Base, with the boys taking part giving everything they had to provide thrills for hundreds of eager spectators. Along with the international bouts, we had two boxing teams journey to Canada during the year. When we speak of boxing you will recall such names as Finlay, Lemieux, Blackburn, Gordon, Lacroix, Bryant, and the two Smith Boys, "Hub" and Eill. All the above in blackface type journeyed to Canada in both May and July of 1945 to carry the name of Goose Bay into boxing circles.

With the coming of spring, thoughts automatically turned to softball. Space will not permit us to say as much as we would like to on this outdoor sport which saw approximately four hundred different fellows playing softball each week. Throughout the months of June, July and August, twenty-two teams comprised the station house league, with games being played nightly on our three playing fields including Goose Stadium, which was officially opened in July. During the softball league, we had the privilege of witnessing some of the finest softball ever seen played, with recognized softball players from all over Canada playing on different section teams. After a long and hard-fought league we finally arrived at the two top teams from our station namely, the Band and Hospital aggregations. It was a toss-up as to which team would be declared our station winner. However, the powerful "Hospital Nine" led by the stalwart backer of our sports program, the S.M.O. George Lindsay, finally defeated the band in a two-out-of-three series, the hospital dropping one game to the tune of 88 to 1 then coming back strongly to take the next two games by scores of 10 to 5 and 15 to 14. The hospital team was comprised of names that are well known to us all: Lindsay, Seaman, McDougall, Newman, Wilson, Kennedy, Pare, Molnar, Allen, Lafortune, Schwartz, McLean and Eaton. International softball was also a big feature at Goose Bay, with many hard-fought games between R.C.A.F., Canadian Army and U.S.A.A.F. We will always remember that memorable game on the American Independence Day, July 4, when the strong "R.C.A.F. Nine" setback the pick of the American base by the score of 1 to 0 in a thrilling and hard-fought battle behind the stalwart pitching of our own Freddie Huber, who was backed by Hoganson, Lavalley, "Buck" Rogers, Cooper, McBride, Salerno, French, Furlong and Slavik.

Along with softball came the ever popular game of tennis. Our three courts directly behind the Recreational Hall were constantly in use by tennis enthusiasts. After practically two months of individual playing, our summer tennis tournament got underway in August. Entries for this tournament were very encouraging with all sections represented. In the doubles, Lavalley and Tardivel of the band came through as winners, with Tardivel coping honors in the singles.

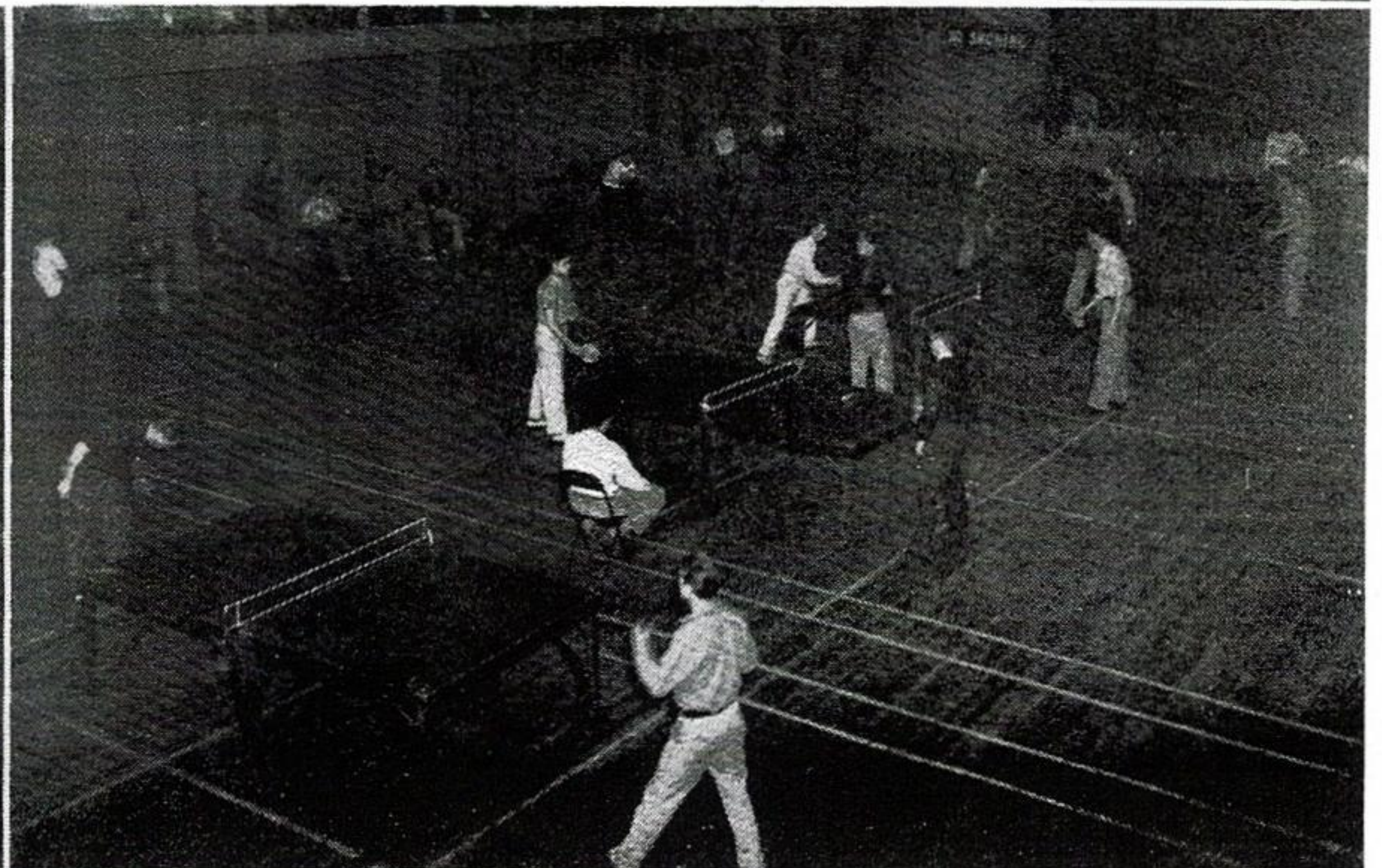
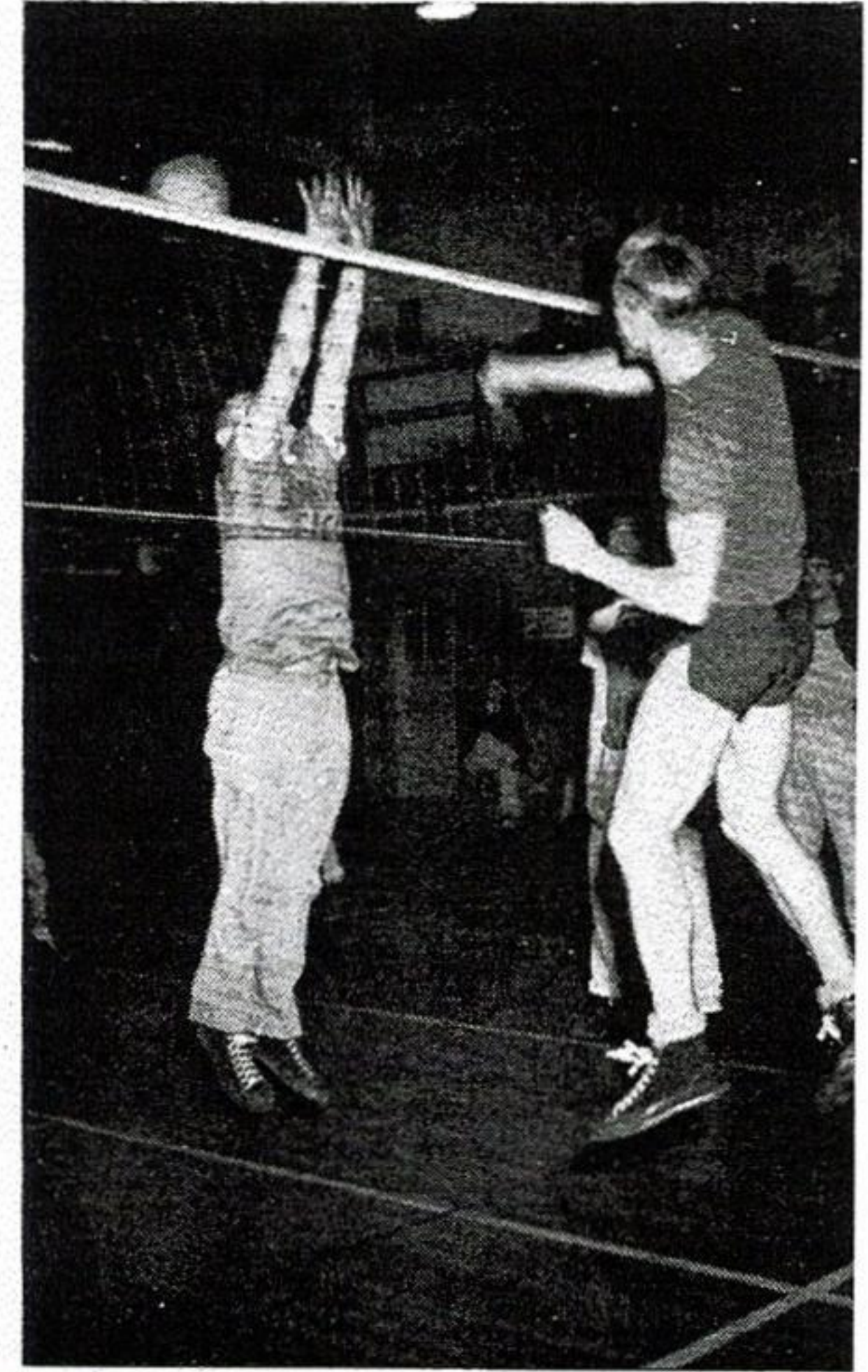
This article would not be complete were we to over-

look our midsummer station track and field meet which was held on July 13, 1945, with every section strongly represented. After all contestants were led in a march past, headed by our station band, our afternoon of track and field events swung into full stride, with keen competition between each section. For the balance of the afternoon, contestants took part in practically every track and field event. While no records were broken, and despite the terrific heat of the day, the boys gave everything they had toward making it a successful meet. After all events had been run off, and the scorer's job completed, it was discovered that the Equipment Section would hold the station championship for the year of 1945, with Works and Buildings a close runnerup.

It is felt that some mention should be made of minor sports such as skiing, bowling, badminton, and with your permission, the ever popular ping-pong. While the above four mentioned are strictly individual forms of recreation, yet special mention should be given to Johnny Fripp and his organization of ski enthusiasts who derived many hours of pleasure from this invigorating outdoor sport. Words of appreciation to Harry Hull, and Ev. Inch for their organization of Badminton Clubs, Ping-Pong Tournaments, and Bowling Leagues. Words of thanks are also in line to Les Matheson who succeeded Harry Hull as Sports Officer here at Goose Bay. Our appreciation, too, to Lt. Les. Rosenblum and his staff of the American Rec. Hall for all their co-operation in making our relationships more cordial and arranging at all times international matches in different sports.

In closing, you boys who have left Goose Bay and you still remaining here can justly be proud of your record in sport both on and off the station. You men hold an enviable record for the interest you have shown in your intersection sport, your international events and for the times you have gone forth in participation in Eastern Air Command games. To all you who are no longer with us, but who were pillars in our program of sports and recreation, sincere thanks and appreciation are offered. It was your keen and undying interest plus devotion and participation which made possible the record which has been set in all branches of sport at Goose Bay.

All wishes go forth to all you athletes and sport lovers. Sport binds us in universal feeling—it is a common denominator of interest — it keeps our enthusiasm alert and our spirit young. A nation of vigorous sporting youth may be assured that its destiny lies ahead and not in the historic records of the past.

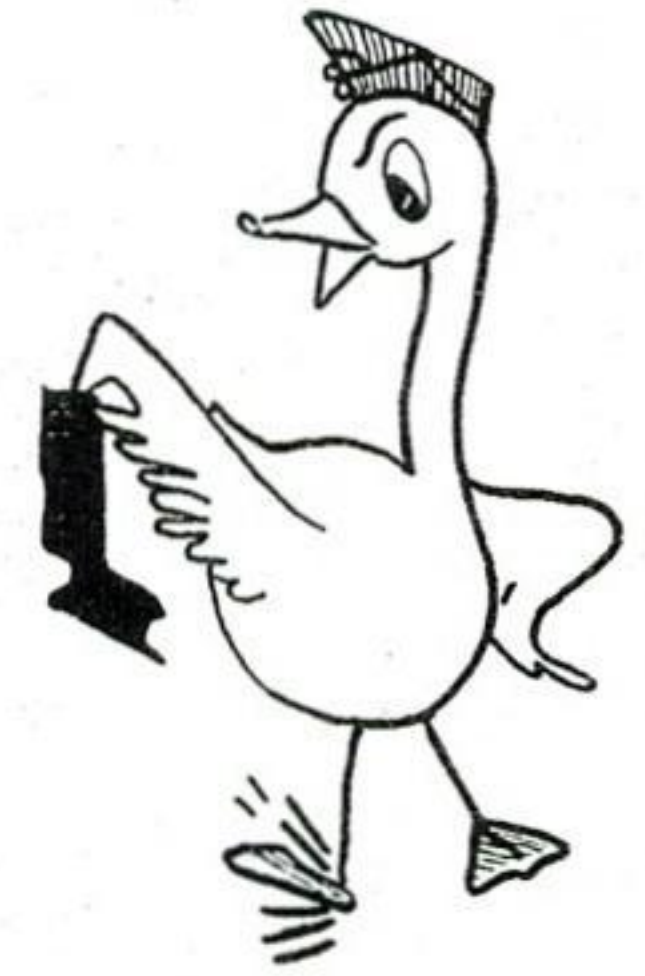




LAUNDRY

BY

LORIMER LEROY WRIGHT



The quarter-million dollar laundry at Goose Bay is one of the most intriguing and essential assemblages of equipment and processes that we have on the Station, and we have good reason to be proud of it.

In the early days of the base there was a small laundry here operated by the McNamara Construction Corporation but it was later replaced by the present one which is the equal of any to be found even in large cities. It is operated by the R.C.A.F., but many civilians from the surrounding villages are employed in work that is suited to them. Most of the presses are operated by the girls from these villages. All the laundering for the R.C.A.F., Department of Transport, U.S.A.A.F., Canadian Army and the R.A.F.T.C. is done in this plant.

When you first enter the plant, you are immediately impressed by the hiss of steam and compressed air, the whir and thump of washers, presses, stamps and electric motors, and also with the utmost skill and precision with which the machines are operated. But let us take a few minutes and get an accurate close-up of what operations are actually performed here.

When a 60-bundle "lot" is begun each article in every bundle of laundry is stamped with the owner's regimental number. Then the laundry is classified according to color and material, and the show is on.

Everything is moved swiftly along to the mammoth washing machines where each classification of apparel is thrown into a separate drum. The huge drums are almost identical with the giant churns in a butter factory and even resemble the old horizontal barrel churn that your

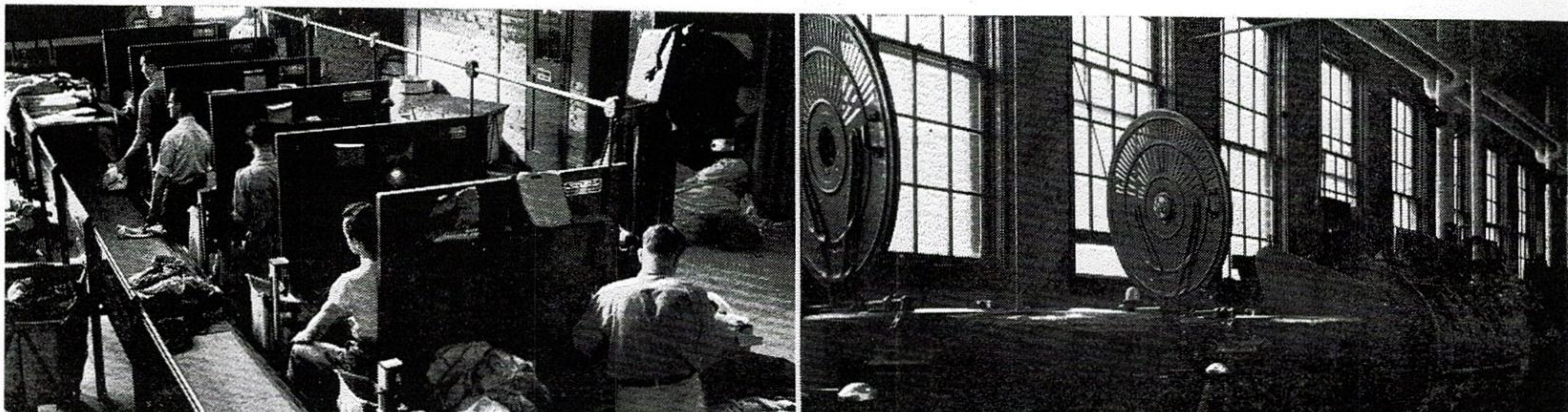
grandmother used to use. Here the laundry is given three separate sud-baths, three rinses and one "sour" bath. It is also in these washers that the necessary starching is done.

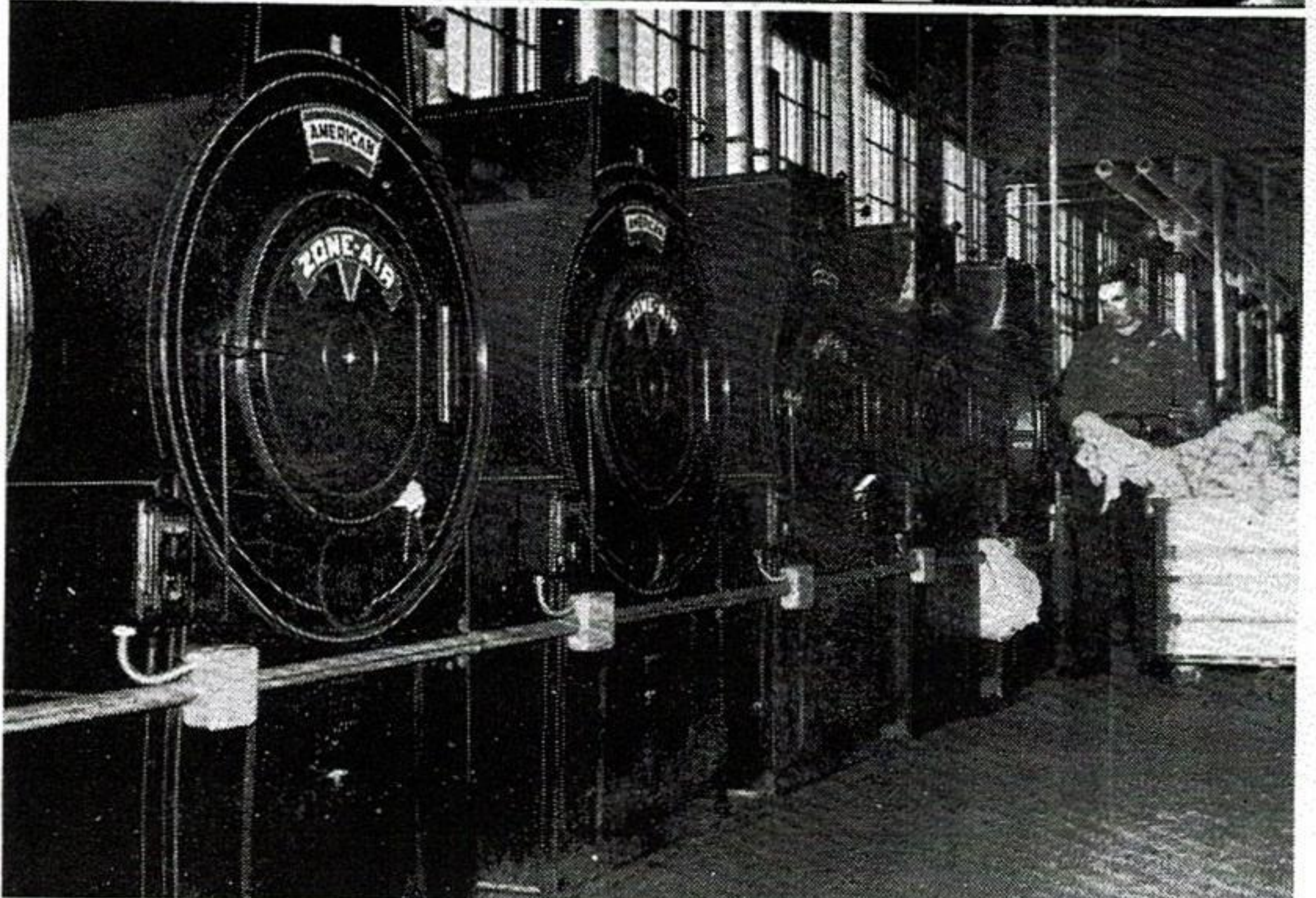
Now we follow the laundry ahead to the large, low, steel cylinders called extractors, where the excess water is drawn off through perforated side walls of the drum by means of centrifugal force supplied by a whirling of the cylinder. When this is completed the "lot" is ready for the tumblers.

The tumblers dry the clothing by tumbling it over and over inside their walls and by blowing air through it. Woollens must be dried by cool air to prevent shrinking. So, if your stockings come back baby-sized, they were either washed in too hot water or dried with too hot air. However, to prevent shrinkage, stockings are usually dried on foot-shaped racks specially designed for that purpose.

From the tumblers we follow the wash to the presses, of which there are three different types: the flat irons, which handle flat work such as sheets and pillow cases; the utility presses which handle all small clothing such as undershirts, pyjamas, or gym wear; the shirt presses which handle only shirts. This latter department consists of seven units of five presses, each of which performs one of the five separate operations required in the pressing of a shirt.

After all the washing and pressing is done there comes the seemingly formidable task of packing the items into their respective bags. This is simplified by sorting the items in piles according to the last digit in the regimental number which has been stamped on the clothing and then sorting the laundry slips in the same manner and





checking the items off on the slip as they go into the bag.

Handkerchiefs and face cloths are tumbled and pressed on the same small unit which is almost human in its versatility and careless precision.

One of the most fascinating processes of all is that performed in the dry cleaning department. Here everything from filmy evening gowns to heavy uniforms, and even carpets, can be cleaned in a two-day service with the ultimate in efficiency.

All of the clothing is placed in a varsol bath in the cylindrical, electrically-powered washer where it is cleaned by a continuous cycle of flowing solvent. This takes about twenty minutes and the progress of cleansing is followed by watching two glass tubes through which the solvent passes. When the liquid in both tubes shows crystal-clear the materials are clean and ready to pass to the extractors where the excess solvent is removed by centrifugal force. The remainder of the moisture is removed in the next operation of tumbling. Then the materials are taken to the specially designed presses where they are pressed into the smart appearance that is required in service life.

Extremely dirty spots are removed before washing by the application of special liquids by an expert laundryman who is specially qualified for the task.

Here at Goose we have a laundry system that is as unique as it is obliging. Every Sunday night if you were to walk through the barracks on the Canadian side of the base you would see men pawing industriously through mounds of belongings in search of every last stitch of dirty clothing. Here's the reason: unlike any other laundry in the entire realm of civil industry, the charge is the same whether you send one piece or a few dozen. Now here is the obliging feature: the laundry bundles are picked up right at the barracks by trucks which not only take them to the cleaning plant but also return them to the barracks after being laundered.

Gripes against this section are scarce, but, as in all sections, a few of them come in. They are usually of the same tone and may be summarized into one main category—"How the heck do those guys expect me to wear a pair of Shorty Fraser's drawers?"



Post Exchange Coffee Shop—Most popular place on base between nine and ten in the morning. A typical scene above—with fresh milk yet!

AY-TEE-CEE

By
LT. LES ROSENBLUM
Public Relations Officer

Life at Goose Bay, the North Atlantic Wing Station of the Air Transport Command in Labrador, can well be translated into the activities and duties of the men and women that comprise its population.

The individual pictures that appear on these two pages represent an effort to symbolize in these men and women everyday living as it occurs in Goose. People portrayed are those with whom most personnel meet, often in the course of daily routine at this station both during duty and off-duty hours.



E. G. Buxton, Wash., Conn.—lively ARC director—"I needa furlough, Buck!"



Pfc. Ted Katsikas, Chicago, Ill. The Greek is pride of the Motor Pool.



Skymaster—The long C-54 has replaced the Flying Fort in Goose airways.



NCO Club Dance—FRONCKING IN THE LOUNGE OF NON-Coms Club.



Basketball League—A scramble for the ball during a



Hotel De Gink—Finest food in the N A W Famous for