



**GROUP CAPTAIN
AND MRS D. P. HALL**

1 Wing RCAF, Marville, France
3rd June 1959 - 31st July 1963



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TRANS-CANADA AIR LINES
AIR CANADA

The *Arrowhead Tribune* is published twice monthly through the kind permission of Group Captain D.P. Hall C.D., Commanding Officer, N° 1 Wing RCAF, Marville, France.

Articles printed in this magazine should in no way be construed as RCAF opinion or policy unless accredited to an official source.

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The Editor reserves the right to edit copy to suit all requirements of the magazine.

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THE ARROWHEAD TRIBUNE

VOL. 3 N° 13

1 WING, RCAF, MARVILLE

15 JULY 63

DITORIAL

During the past few weeks a number of rumours have been originated and propagated by ourselves with regard to the RCAF bases in France. As things stand at present much of the story is without foundation. However speculation has magnified these rumours further. To many people, dependents in particular, the imagination takes a grip on the individual and many false fears are aroused. The result is unsettling and can ultimately undermine the morale of the unit. In the past there have always been rumours on various aspects of our lives, such as pay raises, foreign allowances, military policy, and the Wing's role in various World crises.

Throughout all this the Wing has still had its prescribed role to perform. In the near future the Sabre's life will end — right here at 1 Wing —. It will not be long before the CF 104's start arriving by Hercules. During this transient stage it is difficult to maintain a sense of purpose and ensure the troops retain rationalised attitude to their duties.

To achieve this sense of purpose at 1 Wing, or any other complex organization requires leadership. This quality can be defined as the ability to provide the unity of purpose required for the fulfilment of a common task. With this unity comes an esprit-de-corps and pride that provides most of us with the satisfaction that we seek from Service life. Leadership requires many subtle qualities in the individual. Many of us in junior positions realise that it demands a certain amount of know-kow, and an ever increasing amount of experience to extract the maximum usefulness from our men. It needs tact, patience, and a fund of knowledge which must be continuously up-to-date to ensure that maximum efficiency is maintained.

It is bewildering to realise the problems that confront a Commanding Officer and the qualities that

PHOTOGRAPHS

All photographs in this issue obtained through the RCAF.

COVER STORY

Group Captain and Mrs D. P. Hall on the occasion of their departure from Marville.

Deadline date for the next issue is :
Friday 19th July 1963.

are needed to surmount them. This man must keep himself above other men, petty criticisms, unfounded rumours, the political scene, the World situation, and other factors which detract from the aim. Yet at the same time he must be aware of the information that is confronting his men and keep them as enlightened as security deems prudent. Through all this he has to guide the men and resources of a multi-million dollar organization in such a way that its role shall be fulfilled.

For the past four years it has been the task of Group Captain Hall to lead 1 Wing through all its trials and tribulations. At this time, as his command comes to an end, many of us have him and Mrs Hall in our minds. We have been uplifted from our petty day-to-day grievances as we admire the selfless example they have given us.

As Group Captain and Mrs Hall leave, No 1 Wing RCAF takes this opportunity to say « Good Luck, Good Health, and God Bless You! »



leaving his younger brother, Prince John, on the throne of England.

With so many true and loyal men out of the country, the field was clear for John and his Norman followers to begin their tyrannical rule over the

CONTINENT

Anglo-Saxon community. Norman soldiers were appointed in the state and church, on the understanding that a certain percentage of all the land and money they managed to squeeze from the people should go to Prince John.

Peasants who were unable to play the heavy taxes imposed upon them by their new Norman overlords were often publicly hanged in market places as a warning to others.

But, as the rule of John and his followers became more tyrannical, so did the people's loyalty to their true King become even stronger. A landowner and a man of comparative wealth, Robin was a loyal follower of Richard-the-Lion-Heart and was violently opposed to the rule of Prince John. Such a man was revered by the peasant community, and the danger in this was foreseen by one of Prince John's agents — the Sherriff of Nottingham.

And so, returning to his home one day Robin found that he had been accused in his absence of killing one of the king's deer and had been declared an outlaw. The Sherriff's men were waiting to arrest him, so Robin turned in his tracks and fled to the cover of Sherwood Forest.

Sherwood Forest was a Royal Preseve set aside for the king's hunt. The peasants and yeomen who tended the land on its fringes were subject to the savage forest laws of the Normans and were forced to see their crops destroyed by the deer and wild boar which strayed from the forest. The penalty for harming a royal beast was death.

Reaching the cover of the forest, Robin found that it sheltered many other fugitives from the Sherriff's men. As an educated man and landowner — and because of his outstanding skill as an archer and swordsman — Robin soon became the chosen leader of this strange band. He became too, the champion of Anglo Saxon tradition against Norman overlords, and the enemy of wealthy churchmen, although he himself was a pious man with his own domestic chaplain.

So began the story of Robin Hood and his Merry Men and their life in the green glades of Sherwood

ROBIN HOOD

King of the Outlaws

No tales are more deeply rooted in English folklore than those of the outlaw Robin Hood and his band of Merry Men who lived and roamed within the green glades of Sherwood Forest.

Ballads of episodes in the outlaw's life have been handed down from father to son during the ages. They tell of Little John, the seven-and-a-half foot giant with the strength of two oxen ; of Maid Marian, Robin's wife ; of Friar Tuck, the self-indulgent but pious priest ; of Alan-a-Dale, the Minstrel ; and of course, the scheming Sherriff of Nottingham.

But who was Robin Hood and when did he live ?

These questions cannot be answered with any degree of certainty, they win to the mists of time and legend, but it is widely believed by historians that he was a yeoman former of Goddethorne and was born in the year 1160.

In 1187, when Robin was 27 years old, Richard-the-Lion-Heart became King and immediately set about planning his third crusade to the Holy Land. He sailed from England three years later, taking with him his most trustworthy knights and their men and

Forest, laughingly defying the law as they leapt from the branches of trees to ambush rich travellers. Many a Norman knight was forced to eat with the outlaw and his men off the King's deer — and then made to hand over his purse and its contents as payment for his dinner.

The Sherriff of Nottingham offered great rewards for the capture of Robin Hood — dead or alive — but the Anglo Saxon peasants were behind the outlaw to a man, for the money he took from his wealthy victims was shared among them to pay their heavy taxes.

Robin Hood remained an outlaw all his life. In 1247, when he reached the ripe old age of 87, he felt the approach of death and travelled to the Nunerie of Kirkless, where a kinswoman of his was prioress. She received him warmly, but conspired with Sir Roger of Doncaster to kill him. As he slept, she cut an artery in his arm.

Realizing that he had been betrayed, Robin summoned the faithful Little John and called for his longbow and shot the arrow from a window. He died that same day, Christmas Eve, and was buried shortly after at the spot where the arrow fell — nearly half a mile away.

Sherwood Forest

Sherwood Forest is much smaller now than it was in the middle ages, but one can still wander on the greensward among huge, ancient trees and imagine Robin Hood with his giant Lieutenant Little John, fat Friar Tuck, Will Scarlet and the minstrel Alan — a — Dale with their outlaw band, feasting as they sat on the grass, killing the king's deer, robbing proud and wealthy and succouring damsels in distress. Two or three of the great oaks of Robin's age survive — «like mouldering towers, noble and picturesque in their decay» — wrote Washington Irvin in 1835.

One of these, the Major cak, near Edwinstowe, has a trunk of thirty-five feet in circumference. It is partly hollow and a dozen people can stand within it. About a mile to the west is another great oak of the same age, known as Robin Hood's larder. It was in Edwinstowe Church that, according to age-old tradition, Robin was married to Maid Marian.

Round here there are many Robin Hood Associations, and farther south in the village of Blidworth, Will Scarlet was buried. About 20 miles south of Ollerton is the city of Nottingham with its ancient Castle, now a museum. Here the villanous Sherriff imprisoned Robin Hood, who was rescued in true heroic style by Little John and Much the Miller, another of his henchmen.

Turn away to the north-west up the valleys of the Derbyshire Derwent or the Dove and you will come to the Peak district. Here at the village of Hathersage

is the grave of Little John. Tradition here is very strong indeed and for centuries Little John's cap, longbow and armour were treasured as authentic and hung in the church, till they were taken away by the Lord of the Manor to another estate in Yorkshire, from which the armour was later stolen. Little John's traditional grave was opened at some time during the late eighteenth or early nineteenth century and a man's thigh bone 32 inches long was found, which seems to bear out the story of a giant among men.

Back on the Great North Road, seven miles north of Doncaster, is Robin Hood's Well, where the outlaw robbed the Bishop Hereford and made him dance on the grass, and farther north still, at Fountains Abbey near Ripon you will find Fountains Dale, where Friar Tuck lived as a hermit before his epic fight with Robin Hood turned him into one of the Merry Men.



Letters to the Editor

Sir,

In the last edition of the Arrowhead Tribune it was noticed in your article on the Marville page referring to the new meat counter, that deliveries would be made twice weekly. I would like to amend this to once weekly deliveries.

(RA Ray) F/L
Wing Service Officer

Srof Empresario,

Ruigo a ud tengan la londad de erniome algunas postale sobre acciones y sobre Francia, para poder competor mi colleccion excolar.

Mi direccion es : Espora 1422, Santa Fe, Argentina.

Salua Atte :

Ruben C. Contus

which is to say :

Sir,

I would be very pleased if one your readers could send me some information about France, postcards etc in order to complete my school collection.

My address is : Espora 1422, Santa Fe, Argentina.

Thanking you,

Ruben C. Contus

Canadian News Highlights

FIVE NUCLEAR STORAGE BASES PLANNED FOR RCAF STATIONS

The defence department has plans already for construction of nuclear storage dumps at five RCAF bases in Canada, informants say. However, they add, actual construction will not begin until a nuclear custody-and-control agreement is signed with the United States. An appropriation of \$7,000,000 is included in the 1963-64 defence budget for such storage depots. The five bases, where Voodoo jet interceptors are stationed at Chatham, N.B., Bagotville, Que., Ottawa, North Bay and Comox, B.C. American military personnel will have custody of the warheads at each base. The situation is much farther advanced at Canadian bases in Europe. The nuclear ammunition dump for the Canadian army brigade group in Europe is near Hemer, West Germany, and it has been completed.

HELLYER BACKS BOMARCS, A-WARHEADS

Defense Minister Paul Hellyer yesterday cast considerable doubt on the future of the Royal Canadian Navy's plan to build eight super-frigates at a cost of about \$335,000,000. But at the same time Mr. Hellyer, reversing the stand he took in Opposition, became the defender of the Bomarc missile, and repeated the Liberal stand that the Bomarcs and the Royal Canadian Air Force Voodoo interceptor aircraft for North American defense must have nuclear warheads. Within a few weeks, he revealed, he hopes to have completed a review of the major defense equipment programs. These include the purchase of the frigates and purchase of 60 more CF-104s to support the eight squadrons of ground-attack planes being formed within the Canadian air division serving with North Atlantic Treaty Organization forces in Europe. Mr. Hellyer disclosed that one issue under close study is Canada's long-standing commitment to bring its 6,500-man brigade group in Germany up to division strength soon after an outbreak of hostilities with the addition of two more brigade from Canada.

PLANS BASES REVIEW

Defense minister Paul Hellyer charged today that France has threatened the effectiveness of Canada's NATO air division by refusing to permit nuclear stockpiling on French soil. He said the stand taken by French President Charles de Gaulle had forced the Canadian Government to « review at once » pos-

sible alternatives to the use of present bases at Marville and Grostenquin by the CF-104 strike reconnaissance aircraft now being delivered to Canadian airmen in Europe. « We are considerably concerned about the effectiveness of the four squadrons to be located on the two French bases, » Hellyer said.

FIRST LABOUR COLLEGE

This month the Labour College of Canada, a bilingual institution which is the first of its kind in North America, opened in Montreal. The first class of 85 union members include 33 French-speaking, 52 English-speaking and two Malayan students attending under Colombo Plan grants.

Founders of the college — the Canadian Labor Congress, the Confederation of National Trade Unions, the University of Montreal, and McGill University, hope that the seven-week course now beginning will eventually develop into a seven-month academic course for trade-union members.

PRO ICE HOCKEY

A new doughnut-shaped 6,000-seat Coliseum, with an ice arena large enough to attract a National Hockey League team, is being planned for Lansdowne Park, Ottawa. It will have full exhibition facilities and will cost between three and four million dollars.

LESS SCHOOLS

The number of public (state) schools in Canada decreased 22 per cent in the 10 years 1950-51 to 60-61 due to consolidation, according to the Dominion Bureau of Statistics. In the same period enrolment in public schools increased by 67 per cent and the number of teachers by 70 per cent.

There were 27,364 elementary and secondary schools in Canada in 1960-61 with 162,124 teachers and 4,201,697 pupils. Public schools accounted for 93.4 per cent of the schools, 93 per cent of the teachers and 95 per cent of the enrolment.

CANADIAN COAST GUARD

The second of five similar search-and-rescue cutters, due to enter the Canadian Coast Guard this year, was launched at Pictou, Nova Scotia, recently.

Two of these are to be stationed on the East Coast, two on the Pacific and the fifth on the Great Lakes in summer and the East Coast in winter.

The five cutters are all 95 feet in length with a speed of 20 knots and a crew of 14. Three smaller cutters are being built for service on the Great Lakes.

The principal responsibility for search and rescue in Canada lies with the Royal Canadian Air Force. The ships of the Coast Guard provide the marine element of search and rescue and co-ordinate the operation of all government ships and other vessels participating in rescue operations.

NEW AIR TERMINAL

Construction of a new \$18 million terminal building project for Vancouver International Airport is expected to start next year. Completion is scheduled for not later than 1967.

The terminal will be built at the present site of the airport on Sea Island, which was taken over by the federal Department of Transport from Vancouver city last summer.

The new building will have four floor levels. The lowest level will contain a car parking area for 420 cars, accessible from a ramp at each end of the building. From this floor passengers may rise by escalator to the ground floor into the lobby for deplaning passengers. This floor will be used by all deplaning passengers both from domestic and foreign flights.

A special feature is the use bridges from some of the gate positions in the building to the entrance doors of aircraft. This would allow passengers to board or leave the aircraft without having to climb stairways, or be exposed to the weather.

Added advantages to the airlines using this device are freedom of movement for service vehicles, the capability of last-minute passenger loading, and less equipment to operate and maintain.

NEW CITIZENS

In the 10-year period (1953-62) a total of 1,362,227 persons emigrated to Canada. During the same period 589,083 persons who formerly owed allegiance to other countries received certificates of Canadian citizenship. Certificates were granted in 1962 to 72,082 persons, an increase of 27.6 per cent from 1961.

CAPITAL MOTOR HOTEL

A new twelve-storey motor hotel costing \$5 million is to be built in Ottawa, to be completed in 1964. The new hotel will include 200 rooms, a swimming pool, cocktail lounge, dining rooms, meeting rooms, and a three-tier underground parking lot.

CROSS-CANADA CAMPSITES

Plans are underway to give Canada's 5,000-mile Trans-Canada Highway an overnight campsite every 100 miles and a picnic site every 50 miles.

Most campsites will have stoves or open fireplaces, picnic tables and drinking water. Some will have electric points and water connections. Several will have showers. Many are near towns, but a great number will be located in the countryside, in forests and along picturesque lakes.

INLAND SEA PORT

A record million tons of foreign cargo last year enhanced Toronto's status as the leading Great Lakes port for overseas shipping. Its growth has been increasing steadily since the completion of the St. Lawrence Seaway in 1959.

In 1958, before the Seaway opened, foreign cargo handled by Toronto totalled only 287,768 tons. In the four years since it opened in 1959 foreign cargo handled has increased nearly four times.

Foreign interest in Toronto has snowballed over the years. In 1953, only two overseas shipping lines and a few tramp steamers unloaded cargo in the Lake Ontario port — a total of 34,433 tons. The Seaway opening brought to Toronto bigger, deeper-draught ships with bulkier cargoes. The first year of operation saw 40 foreign shipping lines using the port. This year there are 50 foreign shipping lines. They carry everything from anchovies to automobiles from about 30 countries.

Major expansion in preparation for the Seaway began in 1955. Since then four new terminals have been built. Terminal 24, the largest, with 140,000 square feet of space, was completed in 1962.

In 1962 another major facility was added — a 300-ton crane believed to be capable of handling anything that can be moved through the Seaway. With special rigging, this crane can raise loads up to 450 tons.

A \$6 $\frac{3}{4}$ million dredging programme added an additional 2,700 feet of berthing space and permits ships to move freely almost anywhere in the harbour.

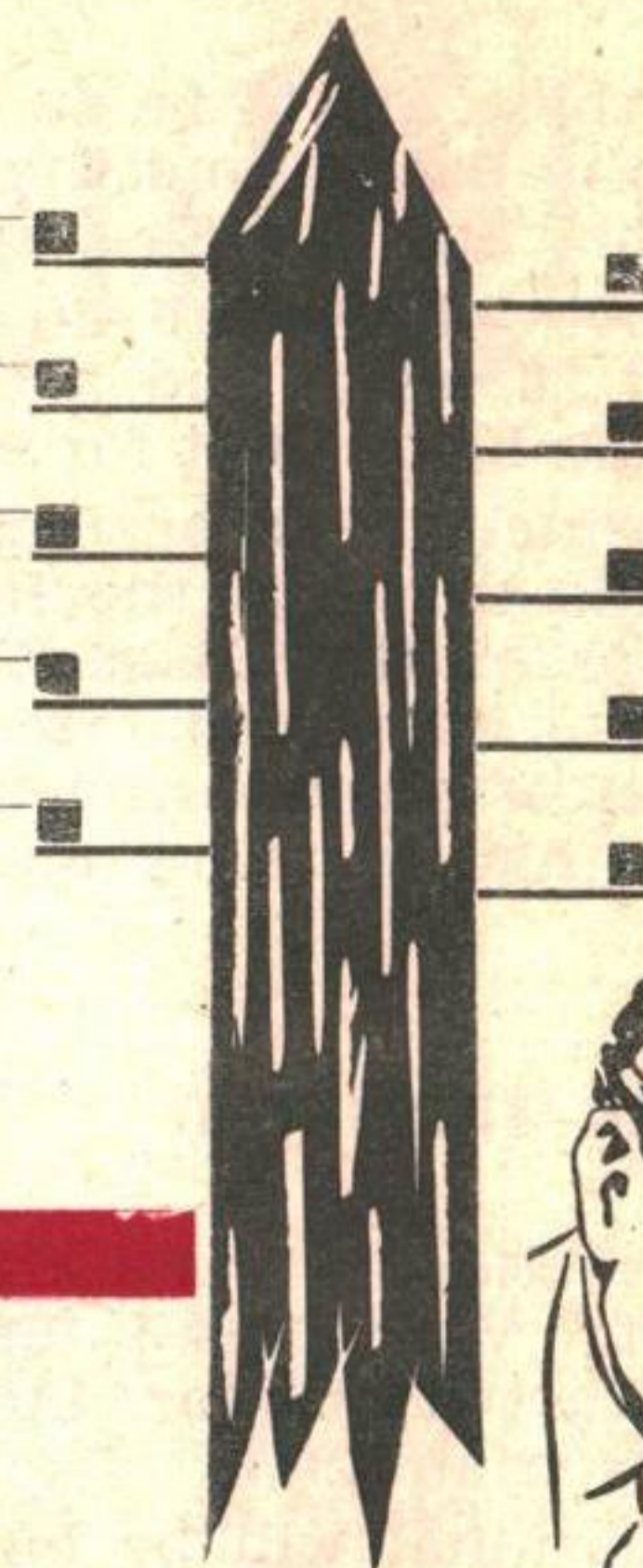
Altogether, about \$40 million has been spent on improving Toronto Harbour since the Seaway expansion got under way. This includes dredging, terminals, dockwalls and lifting equipment. A private contribution was the \$13.5 million facilities built for the Canada and Dominion Sugar Company.

Most of the 12 miles of waterfront available inside the harbour is now in use. The south side of the harbour, which is the north side of Toronto Island, is excluded from harbour works as it belongs to Metropolitan Toronto & is being developed as parkland.



IN AND AROUND

Marville



A Lingering Link

The Flags are still flying and the large sign boards at the entrance still proclaim « 30 AMB, Langar, England ».

The TSU, for long a unit of 30 AMB, will be absorbed by CJS/London, on 1st August of this year. Some of the staff will be accommodated in Grosvenor Square, and others at Northolt. European procurement for the Air Division will be transferred to London, and surveillance on TSU contracts will be maintained from Grosvenor Square.

The Bristol Flight will be established and operating at 2 (F) Wing, Grostenquin, on or before 1st August this year. Preparations are well advanced in arranging personnel moves, and the inevitable check of the inventories prior to going. The Bristol, like the Base, has had a long and successful history. The first CO of Langar, G/C McCormick, expressed the view that « The Bristol will outlive the jet » ; and, indeed it already has outlived quite a few series of jets.

The Supply Depot will remain at Langar for the time being, to wind up affairs and handle disposal of supply stocks, and to represent the RCAF in the area.

Time will probably name the day when the Last Post is sounded, the flags hauled down, and the signboard « 30 AMB, Langar, England, » removed, marking the end of the occupation. In the meantime flags and signboards remain a symbol of the happy history of Langar, and of a Base which, in the words of our AOC, Air Vice-Marshal L.E. Wray, « Has always held an affection in the minds of Air Division, and others, not because of the people there, or what the Base does, but simply because it is Langar, » a sentiment of which we are very proud.

C. M. SHILES, C.D., R.C.A.F.,
Wing Commander,
Commanding Officer,
30 AMB, Langar.

Condensed from « Langar Log ».

GUIDE CAMP

... ORVAL, Belgium

During the weekend of June 1 — 3, nine Guides from 1 Wing RCAF went for a weekend camp at Orval, Belgium.

With the kind permission of the monks at the Abbey, we used their camping grounds and had the use of a chalet, which made things easier for storing food and equipment, although most of our cooking was done outdoors.

We were very fortunate as the monks kindly took us on a tour of the outside grounds and inside the actual monastery and told us a lot about their beliefs and way of life. We were able to explore the ancient ruins as we pleased.

A fair amount of Guiding was done during the weekend both the Guides and Miss Pitre returned more experienced in leadership, outdoor guiding and camp life. Games, mapping, and staking were enjoyed by all.

D. Wiesenberg, P. Wright, D. Cooper, L. Osborne, D. Loverin, G. Ledore, B. Wheeler, P. Crawley and H. Everett would like to thank Miss Pitre for chaperoning them and thus making camp possible. The guides thank Hazel Everett for her work in preparing the camp and her duties as QM, nurse and everything else ; the Monks at the Abbey for their hospitality and our parents for providing the transportation. We all enjoyed a wonderful weekend.

Guide Scribe

Canadian Crews Win Commonwealth Maritime Trophy

The Fincastle Trophy, emblematic of bombing supremacy among maritime squadrons of the Commonwealth Air Forces, has been awarded to the RCAF's Maritime Air Command for 1962.

The Fincastle Trophy was donated by Mr. and Mrs A. Whyte of London, England, in memory of their son who lost his life during World War II while serving as an air gunner. The trophy is named after the Whyte family home in Scotland. Maritime patrol squadrons of the air forces of Great Britain, New Zealand, Australia and Canada are eligible for the competition.

To qualify, maritime crews had to carry out three consecutive bombing attacks against a moving surface target closely resembling a snorkeling submarine. These attacks, at an altitude of 100 feet, had to be carried out in a five minute time limit. In Canada the bombing results of the highest scoring maritime crews at RCAF Stations Greenwood, Summerside and Comox were submitted to RAF Coastal Command HQ for comparison with the bombing results of the other Commonwealth air forces.

As a result of the comparison, the RCAF Maritime Air Command was declared the winner and W/C A. J. Ireland, commanding officer of No. 404 Sqn., received the trophy on behalf of the command. The captains of the winning crews from each of the RCAF Maritime Stations: F/L G. A. Elliott (Greenwood); F/L F.C. Wier (Summerside); and F/L W. T. Stedman (Comox).



Darcy Euse, Elaine Sischer, Eimeen Cincaie, Susan Edward, Reon Thenlphs, S/L Price, Sgt Hardeidge.

WINNERS OF THE DRIVING SAFETY POSTER AWARD

Gimmy Onner, Wendy Oates, Ian Haevey, Betty Kennynge, Ray Arnold.



PROMOTIONS EFFECTIVE 1 JULY 63

TO FLIGHT SERGEANT

24914 Sgt HC Pangborn AMSupt

TO SERGEANT

19054 Cpl WA Zillman FF

TO CORPORAL

236604 LAC DG White	FF
54663 LAC EF Sainsbury	RdrTechA
223671 LAC RM Swyers	SETech
216843 LAC MR Mills	SupTech
208366 LAC DG Watt	ClkAdm

At Montmedy Haut

27 August 1944...

For several days now, long columns of retreating German troops have encumbered the roads. The whole affair has developed into a fiasco and the enemy, confronted with their defeat, are in an ugly mood. It is very hot and many people are outdoors, searching calm and peace away from the overcrowded roads on this Sunday afternoon.

It is 1530 hours and the town has never seen so many persons outdoors since the beginning of the war — when suddenly, like a tempest, there fall upon us some forty SS troops, machine guns at the ready and who commence firing at random in all directions.

They encircle a group of people, menacing with their firearms, roughly pushing aside the women and children. Whilst some of them hold us hostage, the others proceed ransacking the nearby houses and drive the male occupants, outside without explanation, towards our group, which is now growing in number. There are 47 of us all told, aged from 13 to 80 years, all lined face to the school wall with our arms held high above our heads. They are going to shoot without rhyme or reason us and we are incapable of resistance.

The guns are pointed at us, deaf to the cries of the children and tears of the wives and mothers. Seconds count very little for us now — when Providence intervenes in the form of an army captain — he is a German like them, yes, but he is notoriously anti-Hitlerian — well known to us Montmedians for his charitable sentiments.

He has witnessed the scene and intervenes in our favour and in the face of the intransigence of the SS officer commanding the execution platoon, offers his own life in return for ours.

He obtained grace for us through force of pleading — but our martyrdom lasted three quarters of an hour...

« The Ones who were There ».

Editor's Note : This an authentic story, taken from the archives at Montmedy Haut.

Civilian Dentist

Personnel are advised that the Civilian Dentist will be on leave from 15 Jul to 4 Aug inclusive. Only emergency treatment in relief of acute pain will be given civilians during this period by Major Susser.

AF Licensed Trailers

To obviate customs difficulties which have been experienced by personnel in moving AF licenced trailers through border crossing points, arrangements have been made whereby persons who wish to obtain international customs documentation on their trailers may purchase Carnet des Passages through AF licensing agency.

The Carnet will cost \$8.50 and will be issued in lieu of the required Triptyque which costs \$3.70. Therefore, the extra cost will be \$4.80 for individuals who wish to purchase this document.

Winnipeg Officer to Overseas Post

Air Force Headquarters has announced the appointment of Group Captain Richard C. Stovel, of Winnipeg, as Chief Staff Officer of 1 Air Division Headquarters at Metz, France, with the simultaneous promotion to the rank of Air Commodore.

Group Captain Stovel has served on the Canadian Joint Staff in London, and as Assistant Director of Plans and Policies at NORAD Headquarters in Colorado Springs, USA.

He is now attending the National Defence College at Kingston, Ont., and upon completion of the course in July, will assume his new duties in France.

S/L Harvey Becomes RCAF Public Relations Chief

Air Force Headquarters has announced the appointment of Squadron Leader J. Douglas Harvey, DFC, CD, to the post of Director of Public Relations for the RCAF with simultaneous promotion to the acting rank of Wing Commander.

He will take over his new post in mid-August, leaving his present position as Staff Officer Public Relations (SOPR) at 1 Air Division Headquarters, Metz, France.

S/L Harvey joined the RCAF in November 1941 and was awarded the Distinguished Flying Cross for « great skill and courage » while flying on bomber operations in Europe. Having left the service in March 1946 to attend the University of Toronto, he obtained the Bachelor of Arts degree and re-enlisted in November 1948.

S/L Harvey joined the Public Information branch of the RCAF in 1954 and has since served as SOPR at Air Transport Command Headquarters, Lachine, Que., and Air Defence Command Headquarters, St. Hubert, Que. He took up his present post at Metz in August 1961.



Group Captain and Mrs D.P. Hall
attending a S. H. A. P. E. Charity Ball, under the patronage of Mrs Norstad
Versailles Palace, Paris - 8 December 1961.

Au Revoir...

If there's any truth in this reincarnation theory, I'm sure one of the previous existences of our Commanding Officer, was an eighteenth century pirate on the high seas. Where else could he have assimilated that swashbuckling tilt to his cap, that sea-shanty voice and that rollicking, boisterous good humour?

Very few Commanding Officers have been so thoroughly well-liked by his men. Perhaps his well-known aversion to all forms of needless spit and polish, combined with his liking for outdoor sporting activities — golf, ice hockey and softball, help to endear him to all and sundry, while his beautiful and charming wife adds the final complementary grace.

Group Captain Hall, who was born in Calgary, attended the University of Toronto before joining the RCAF in 1940. He served as a pilot instructor in Canada for three years before going overseas to complete a tour of operations with a Mosquito Night Intruder Squadron.

The Mosquito was a very light, fast twin-engine aircraft and was eminently suitable for those daring night raids on enemy installations. Only pilots with a great deal of nerve and courage, plus a high standard of airmanship were chosen for these hazardous operations and Group Captain Hall was ever to the fore, pressing home his attack with the same determination that characterizes his whole career.

Following the war, he returned to University until the Spring of 1946 and after rejoining the RCAF and spending two years with 414 Photo Squadron, attended a two year course on photographic technology at Rochester, New York.

From 1950 until 1952, he served on the staff of the Air Member for Technical Services and came to the Staff College as a student on Course 17. He remained at the College as a member of the directing staff, until he resumed flying duties.



*Group Captain D.P. Hall C.D.
Commanding Officer 1 Wing RCAF
Marville*

After a period of jet conversion training, he commanded a CF-100 All-Weather fighter squadron and from there saw service at Cold Lake and Uplands, before coming to 1 Wing RCAF, Marville in 1959.

Group Captain Hall married the former Crystal Chapoton of Detroit in 1946 after a whirlwind courtship. They have two children, Douglas « Chappie », age 13 and Cindy Jo age 10 years.

Our Commanding Officer's contribution to this Wing has been considerable and his vast experience has added greatly to the prestige and efficiency of the Wing over the past four years. For these reasons, his departure will be much regretted and the social community as a whole will be sad to lose the effervescent Mrs. Hall and their children.

Group Captain Hall leaves in August and will be attending the National Defence College at Kingston, Ontario.

The personnel of 1 Wing RCAF at Marville wish you well in your new establishment.

God speed, Sir and « Au revoir »...



*Greeting the Royal Air Force
Flying College on a formal visit*



*Group Captain Hall attends a
Luxembourg Golf tournament*



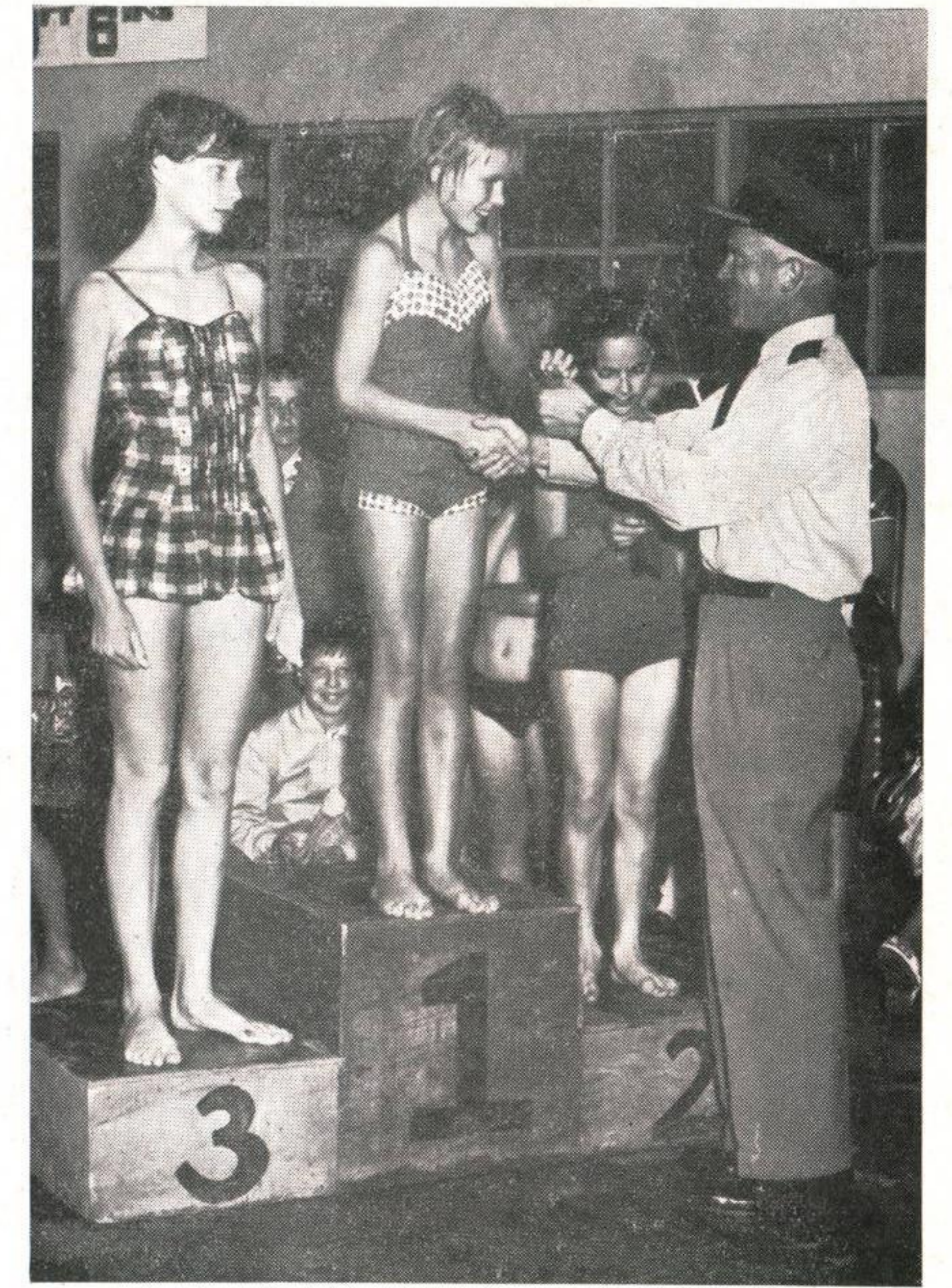
*Sgts Mess-Intermess
Fastball Champs*



Opening the International Little League



« Chef » Hall serves Christmas Dinner to the « C.O. »



Swimming Championships



*Off to London &
Brighton with the
« Arrows »*



Welcoming the C.B.C. to 1 Wing and Europe



*Opening a Curling
Bonspiel*



One of the Little Leaguers

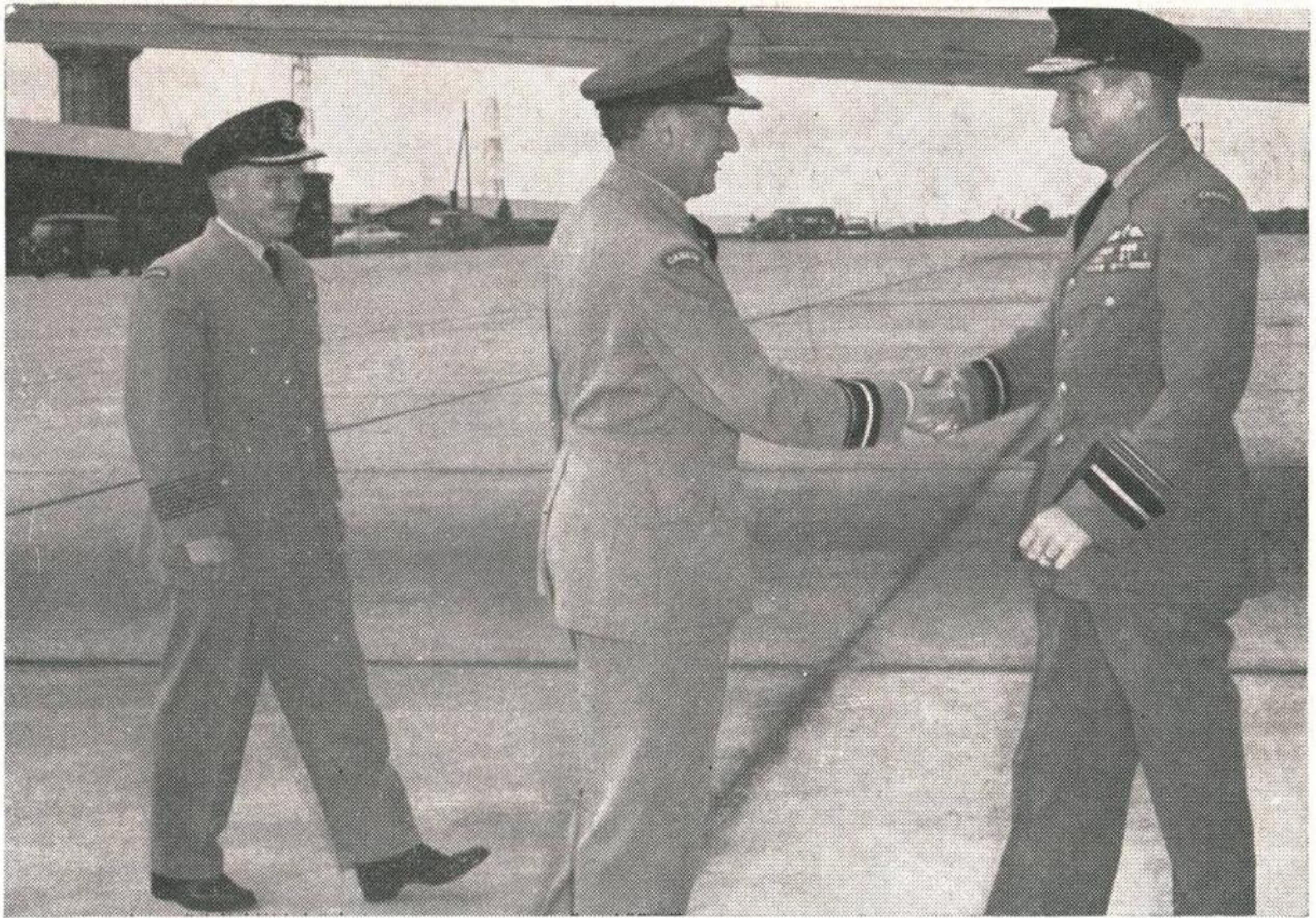


Air Div Hockey Champs



*Airwomen's Anniversary Banquet
10 years old*

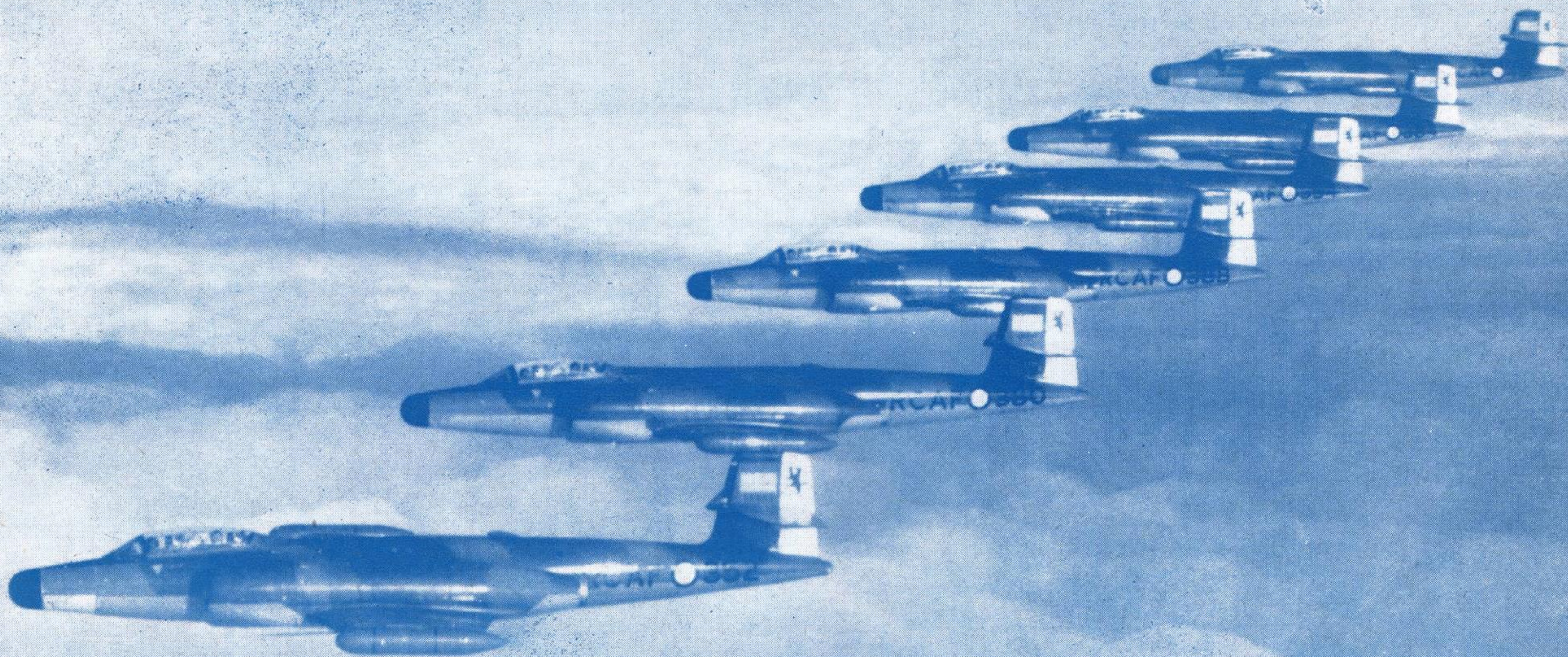
*Group Captain Hall accompanies
A.V.M. Wray to meet the former
C.A.S. Air Marshal Campbell*

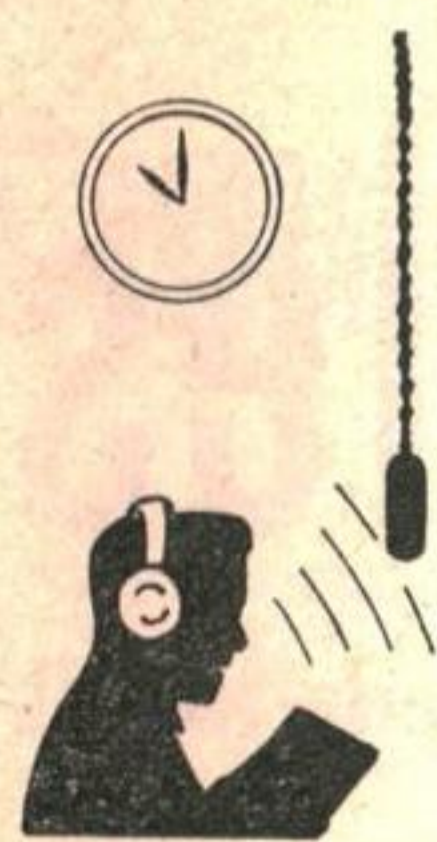


1 Wing Arrows

A lighter moment...







C.F.N. MARVILLE

A Station within the Canadian Forces' Net-work (95. F.M.).



CUE FOR CANDOR :

During my first few months on staff at CFN Marville, I found myself the most reticent member present at staff meetings and group discussions ; (expressing myself, in fact, only when it seemed that someone should speak up for CBC drama). The reason for this unnatural reserve on my part was an unfamiliarity of the jargon of a radio announcer. Especially the jargon of a radio-announcer-controller-amateur technician-who claimed-to-know-something about program-planning too. You see, I just couldn't understand what the boys were talking about ! Except when they disagreed violently, and then expressed themselves to one another in terms which were familiar even to me.

However, after two years of eavesdropping from positions behind transmitters and under tape-decks, and barging about everywhere else that a lady oughtn't, I've finally become accepted as a fully-fledged member of the flock. To test my wings now, I'd like to publish this little guide to the « BETTER UNDERSTANDING OF RADIO JARGON ». I realize that it is limited ; but with a start like this, just think of how far I can go in another two years !

This is the guide :

STATION BREAK (this is the first thing that every novice learns). A station break is that part of the noon break of the volunteer controllers, those few moments between lunch and duty at the section, when the fellows must drop in at CFN to read the bulletin board.

ANTENNA : Even after all this time I still know only one, my mother's youngest sister.

MIKE ONE : A cute wavy-haired boy who sometimes does the Teen-Show.

A CONTROLLER : This is the chap who can spend two hours at the console with a cup of coffee at his elbow. You'll have to admit that this takes some control.

WAVE-LENGTH : That's how long it takes Joan when she goes to the hairdresser's.

LET'S HAVE A PLATTER PARTY : The Night owl boys are laying in a supply at the Mess Hall.

TURN UP POT NINE !... This always means that the manager wants his tea.

The following material will be heard on « The Quiet Hour », 11 p.m. — Midnight, on the dates as indicated below :

16 July 1963

A Roving	Norman Luboff Choir	2.00
Golden Days	Mario Lanza	1.25
Third Man Theme	Michael Legrande	1.45
Pulling Away	Kingston Trio	3.15
Enigma Variations	Elgar	5.00
The H.L.I.	Robert Wilson	3.00
Danse Macabre	Saint Saens	6.15
Strange Day	Kingston Trio	3.55
Roses of the South	Strauss	3.30
Die Moorsoldaten	The Highwaymen	2.55
Caught in the Act	Victor Borge	23.10
(Comprising one half of the L.P. of the same name.)		

23 July 1963

And This is My Beloved Michael	Mantovani	3.10
Terry's Theme	The Highwaymen	3.10
The Brown Mountain Light	George Greeley	2.55
The Bartered Bride Overture	Kingston Trio	2.45
It is no Secret Excerpts from « The Mikado »	Smetana	6.40
March Lorraine	Leslie Uggams	4.05
What shall I Do ?	Gilbert & Sullivan	10.25
Capriccio Italien	Band of the Irish Guards	3.00
Cock o' the North	Bielefelder Children's Chorus	3.05
Buleria	Mantovani	3.35
Overture to Die Miester-singer	Andy Stewart	2.05
The Scottish Fiddler	Carlos Montoya	4.05
	Wagner	9.25
	Andy Stewart	2.05



feminine fancies

Editor - F/L Anita KEATS

Shopping on the Côte d'Azur

Where Does it Go?

In many ways shopping on the Côte d'Azur is like shopping in Paris. Here too are an abundance of fashions for milady, bookstalls and intriguing sidestreets where you may pick up a piece of old kitchenware that will become a lifelong treasure.

The Côte d'Azur and perfume are synonymous; the famed «scent city» of Grasse lies only a short distance up in the Maritime Alps. And while you are shopping for perfume be on the lookout for the lavender essence and lavender bags for which the region is noted.

The olive trees which grow on the sunny Mediterranean slopes produce more than that tasty vegetable. Their wood makes attractive plates, dishes and bowls. And the stores which handle the olive wood also can show you a fine selection of artistic glass from nearby Biot. The potteries of Vallauris and Biot also turn out items that are well worth an examination and it sometimes seems as though every region of France has some confectionary item that has to be carried home and passed out as souvenirs. The Côte d'Azur is no exception, and its specialty is candied fruit.

Dolls in the local costumes are, of course, a common purchase in many parts of Europe. On the Côte d'Azur they are best obtained in Nice, wearing Niçoise dresses and hats.

I read the other day that Canada has dropped from second to third place in standard of living Sweden moving into second place, next to the United States. Although the average weekly wage in Canada is \$24.00 higher than in Sweden, the purchasing power is considerably less. The article went on to give a comparison of expenditures between Canada and three other Countries — The US, Britain and Sweden. Those of you who are returning home soon may be interested to know how you'll be spending your money when you get back.

Food :

Canada 23 % ; US 23 % ; Britain 31 % ; Sweden 27 %

Rent :

Canada 15 % ; US 13 % ; Britain 9 % ; Sweden 10 %

Clothing :

Canada 9 % ; US 10 % ; Britain 11 % ; Sweden 13 %

Fuel-Light :

Canada 4 % ; USA 4 % ; Britain 4 % ; Sweden 5 %

Household :

Canada 7 % ; USA 11 % ; Britain 12 % ; Sweden 9 %

Health :

Canada 7 % ; USA 7 % ; Britain 2 % ; Sweden 4 %

Transport :

Canada 14 % ; USA 14 % ; Britain 10 % ; Sweden 13 %

Tobacco-Alcohol :

Canada 8 % ; USA 5 % ; Britain 13 % ; Sweden 10 %

Miscellaneous :

Canada 13 % ; USA 14 % ; Britain 8 % ; Sweden 9 %

Canadian Hospitality

My recent article on Canadian women's fashions, in which I suggested that we can « hold our own » with European women, evoked such a great deal of argument, both verbal and printed, that I should have learned to stick to recipes and avoid the controversial. Discretion not being my strong point, however, I am about to jump in with both feet again.

I have just returned from leave in Canada and am still marvelling at the courtesy and friendly service displayed by Canadians. This sounds like a peculiar statement since I have lived there all my life, but like many things we take for granted, I had to get away in order to view objectively and to make any comparison. Additionally, I was brought up with the idea that courtesy and gentility existed only on this side of the ocean. I am not at all suggesting that Europeans lack courtesy, but I am suggesting that Canadians sell themselves short. I'm sick of hearing the Canadians « knock » themselves — « We're not as rich as the Americans, not as efficient as the Germans, not as genteel as the French, » and so on. I haven't delved into our degree of wealth or efficiency, but for courtesy, we have to bow to no-one.

It was wonderful to check into a Hotel (after fourteen hours flying) and merely scrawl my name on a Registration card and have the Desk Clerk say only, « I hope you'll enjoy your stay with us ». I didn't miss at all the searching for Passport and the completion of, what I always think of as a security clearance form. I slept until 5 p.m. and, with my system still on Marville time, ordered breakfast. It was never suggested that breakfast had to be consumed before a certain hour, it was simply wheeled in by a courteous waiter who hoped I'd enjoy it. Everywhere I went, Taxi-drivers, Salesclerks and Door-men were exceptionally helpful and in every case it was « service with a smile ». Taxi-drivers still get out and open the door for you, Salesclerks phone other Departments to check whether they have the items you want, to save you from walking, and Doormen bow you in and out with a definite flourish and can, and do, provide you with information on almost anything.

So, as I warned you above, I'm going to take my life in my hands (at least my literary life) and say again that maybe we don't compare unfavourably after all.

Words of the Wise

Manners — the final and perfect flower of noble character.

William Winter

The secret of happiness is not in doing what one likes but in liking what one has to do.

James M. Barrie

It is much easier to be critical than to be correct.

Disraeli

Ideals are like stars. You may never succeed in touching them with your hands but like the seafaring man on the desert of waters you choose them as your guide, and following them you reach your destiny.

Carl Schury

I envy the Beasts two things — their ignorance of evil to come and their ignorance of what is said about them.

Voltaire



New Arrivals :

28th JUNE 1963

LAC & Mrs Plamondon, a daughter, Marie-Danielle-Sylvie

30th JUNE

F/O & Mrs Pirie, a son,

Gregory David

6th JULY

LAC & Mrs Roberge, a daughter, Johanne, Henriette, Marie

Cpl & Mrs Routledge, a son,

Ian Lewis

8th JULY

LAC & Mrs McDonald, a son,

Craig Thomas



Recreation Section

SPORTS · MUSIC · DRAMA · ARTS and CRAFTS · SQUARE DANCING · SWIMMING.

TALENT SHOW

A note of apology is due to the people who took part in the Talent Show of June 23, at the Station Theatre. Inadvertently part of the write-up was not put in the Tribune, and we would like to take this opportunity to acknowledge the fact that the following people did contribute to making the show a great success.

The Square Dancers who put on two numbers were:

Bob and Maxine Mackley
Art and Eileen Smith
John and Loreen Davies
Colonel and Dorothy Lynch
Caller — Pete Howard

Three couples from this group put on a round dancing number :

Bob and Maxine Mackley
Pete Howard and Lynn Smith
Art and Eileen Smith

Three other groups of young ladies who performed in the show « Steppin High » — Nancy Ryan, Patsy Lydiard, Lisa Darrach, Dorothy Rickett, Peggy Ann Bauer.

« Wee Tappin Trio » — Kim Noel, Karen Davey, Darlene Bollis. The third group did a baton twirling number « Lets Strut and Twirl » Leader — Lori Sainsbury

Janet Devreaux, Kathy Brown, Patsy Rogers, Cathlyn Drynan, Gloria Senft, Mavis Miller, Linda Faulkner, Sandra Adamson, Pat. Stickland.

The other three numbers of the show were solos — they were :

« Give Me That Old Soft Shoe » by Cathy Peters
« Ballet Mood » by Violette Lanteigne
« Rhythm in Tap » by Mrs. Lori Sainsbury.

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SPARES ALWAYS IN STOCK

SPORTSMANSHIP

Recreation's original purpose is to provide worthwhile way for people to use their leisure time. In these periods a person should strive to play his best and to better his skills that he is using.

Recreation is something more than just learning skills, it is a chance to meet people, to forget about the hurried living of today, and to let your mind relax.

Let's face it, sports to an athlete, unless he is getting paid for it, is recreation, and most people look on it in this manner. But how many people come out to play a game, find half the time is taken up by petty arguments, and squabbling between teams, players and officials.

You, yourself know, that when you learn to play a sport, you don't like to be ridiculed for some mistake. The same goes for the officials, they have to get their experience somewhere, and recreation periods is a good time to get a start.

So give everyone a break !

Don't use your tongue like a garden rake !



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THE MART

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CARS FOR SALE

1963 Ford Anglia de luxe sedan. American specs, 9,000 miles, perfect condition. Can be viewed at Central Warehouse parking lot. Contact LAC Spearing at Loc 157 or PMQ B145.

1963 Volkswagen, American specs, white wall tyres, \$1150.00. Contact Capt Mitchell at Etain Military Loc 129 or 12 rue des Glycines, Virton, Belgium.

Opel Rekord Olympia 4 door. Purchased Jun 61. Blue and white. 25,000 miles. New whitewall tyre, excellent mechanical condition, wheel discs, spot lamps, new snow chains, carefully driven one owner car. As new inside and out. \$1175.00 or best offer. Contact LAC Yates at Loc 92-2 or PMQ G45.

1960 Volkswagen. & 1961 Happy camping Trailer. Contact Cpl Forbes at Loc 61 or PMQ D48.

1960 Peugeot Station Wagon. c/w car rack and 3 spare tyres. Available any time. Price \$800.00. Contact WO2 Froment at Local 36 or at Trailer across from Looz Service Station in Montmedy.

1957 Oldsmobile 4 door hard top with power steering, custom radio, automatic transmission and new tyres. Contact LAC Sproat at BB 23, Rm 29 or at Loc 111. Will sell for best offer.

1954 Volkswagen in sound mechanical condition, c/w spare tyres and parts. Contact F/L Bertrand at Local 200.

1952 Chevrolet sedan. Very good condition. c/w radio and good tyres. Insured to Dec 63. Green sticker. Contact F/O Reagh at WOps 172.

1950 Ford in good condition. Contact Cpl Zuback at Loc 172.

TRAILERS FOR SALE

42ft Paladin Trailer with 12 x 22 ft extension. Trailer is fully furnished for family with 2 children and has spare room. Well situated on low rental lot across from Esso Station at Montmedy. Contact F/L Bertrand at Local 200.

Available mid-August, Willerby House Trailer, 2 bedrooms with large extension. Located at Ire le Pres Trailer Park. Low rent, fenced-in garden, quiet location. Asking price \$2700.00 or best offer. Contact Cpl B Rousseau at Local 46 or at Ire le Pres Trailer Park.

Camping trailer — (price \$200.00 US). Sleeps 4 to 6 persons, dimensions (extended) 10' x 14'. Double canvas over sleeping section, kitchen extension, new tyres, now being hauled easily by a Taunus. Other miscellaneous camping items also available. Present owner returning to Canada soon. Don't delay if interested. Contact S/L DC Liss at Supply Section, Loc 121 or at PMQ A22.

House trailer with large extension. Suitable for couple with one or two children. Completely furnished. Contact LAC Tremblay at Loc 195 or see D14, Maple Leaf Park. Available Now.

SILVER TOP DRY GIN



42ft Paladin house trailer, fully furnished, has 25 x 10' extension, shed, end porch, outside patio, garage, car parl, nicely landscaped. Occupancy around 5 August. Contact WO2 Froment at Local 36 or at the Trailer, across from Looz Service Station in Montmedy.

MISC. ITEMS FOR SALE

Available immediately, baby carriage converting into car bed, \$25.00. Also ; Office sized reconditioned typewriter, \$25.00 and play pen \$6.00. Contact Cpl B. Rousseau at Local 46 or at Ire le Pres Trailer Park.

Play pen — \$15.00, Spin dryer, 220v — \$20.00, car-seat (converts to car bed) — \$5.00, 1 fan, 110v — \$10.00, 1 jerrycan — \$1.00. Electric heater with fan, \$12.00. Contact LAC Serouille at Loc 167.

Maytag washer, Belgian baby buggy, childs crib, bathinette, assorted transformers, 2 rough kitchen cupboards, living room reading lamp. Contact F/O Reagh at WOps Loc 172 or 41 Faubourg d'Arival, Virton.

Tent — Model Castel 201, sleeps three in separate compartments. Good headroom. Used one season only. Contact F/O DJ Pirrie at WSF, Loc 188.

Table radio, Telefunken, 4 bands with extra speaker & 30 ft wire extension, \$40.00. Car bed — \$5.00, Arm chair, red — \$10.00, baby stroller — \$5.00. Baby carriage — \$10.00, 45 gal oil drum — \$5.00. Book case — \$5.00. One table & one floor lamp — both for \$12.00. One Aladdin heater — \$10.00. Camping table with 4 chairs — \$10.00. 2 Drying racks — \$1.00. Contact Cpl Mireault at Local 28 or at the Guard House.

APARTMENTS FOR RENT

House to rent. Fully furnished, — Living room, 2 bedrooms, bathroom, garage, central heating. Apply : 8 rue de la Roche, Virton.

Apartment, Ethe, 2-3 bedrooms, Living room, kitchen, bath garage, central heating, \$80.00 per month including heat and electricity. Available 15 Jul. Contact M Stiernon, 25 rue de la Gare, Ethe, or call Mrs. M. Larsen at Loc 35-2.

BABYSITTING SERVICES

2 reliable, capable girls, Nicola and Kristine Herriot — will walk your baby or babysit for you during the summer, days, evenings or weekends. Apply PMQ B57.

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Sgt KG HARPER

Assistant Manager :
LAC C. MAHEUX

Forthcoming Attractions

Week commencing 14 Jul 1963

Mon 15 Jul 1800 & 2030	The L Shaped Room	Leslie Caron, Tom Bell, C. Courtneidge	« X »
Tues 16 & Wed 17 Jul 1800 & 2030	Maniac	Kerwin Mathews, N. Grey, D. Houston	« X »
Thur 18 Jul 1900	Ring of Fire	David Jansen, Joyce Taylor, F. Gorshin	« A »
Fri 19 Jul 1800 & 2030 Sat 20 Jul 1900	40 Pounds of Trouble	Tony Curtis, S. Pleshette, Claire Wilcox	« U »
Sat 20 Jul 1345	The Last Adventurers	<i>Children's matinee</i>	

Week commencing 21 Jul 1963

Sun 21 Jul 1800 & 2030	Invasion Quartet	Bill Travers, Spike Milligan, G. Tolan	« U »
Mon 22 Jul 1800 & 2030	Blood Money	Anthony Quinn, Julie Harris, J. Gleason	« A »
Tues 23 Jul 1745 & 2030 Wed 24 Jul 1745 & 2030	Sodom and Gomorrah	Stewart Granger, Pier Angeli, S. Baker	« X »
Thur 25 Jul 1900	Don't Bother to Knock	Richard Todd, N. Maurey, J. Thorburn	« A »
Fri 26 Jul 1800 & 2030 Sat 27 Jul 1900	Just for Fun	Mark Wynter, Cherry Roland	« U »
Sat 27 Jul 1345	Hercules	<i>Children's matinee</i>	

Week commencing 26 Jul 1963

Sun 28 Jul 1800 & 2030	Sail a Crooked Ship	Robert Wagner, Dolores Hart, E. Kovacs	« U »
Mon 29 Jul 1800 & 2030	Mystery Submarine	Edward Judd, Laurence Payne	« U »
Tues 30 Jul 1800 & 2030	The Hoodlum Priest	Don Murray, Kier Dullea	« A »
Wed 31 Jul 1800 & 2030	The Hustler	Paul Newman, Jackie Gleason, P. Laurie	« X »
Thur 1 Aug 1900	South Pacific	Mitzi Gaynor, Rossano Brazzi, J. Kerr	« U »
Fri 2 Aug 1800 & 2030 Sat 3 Aug 1900	Jumbo	Doris Day, Stephen Boyd, J. Durante	« U »
Sat 3 Aug 1345	Buffalo Bill in Tomahawk Territory	<i>Children's matinee</i>	

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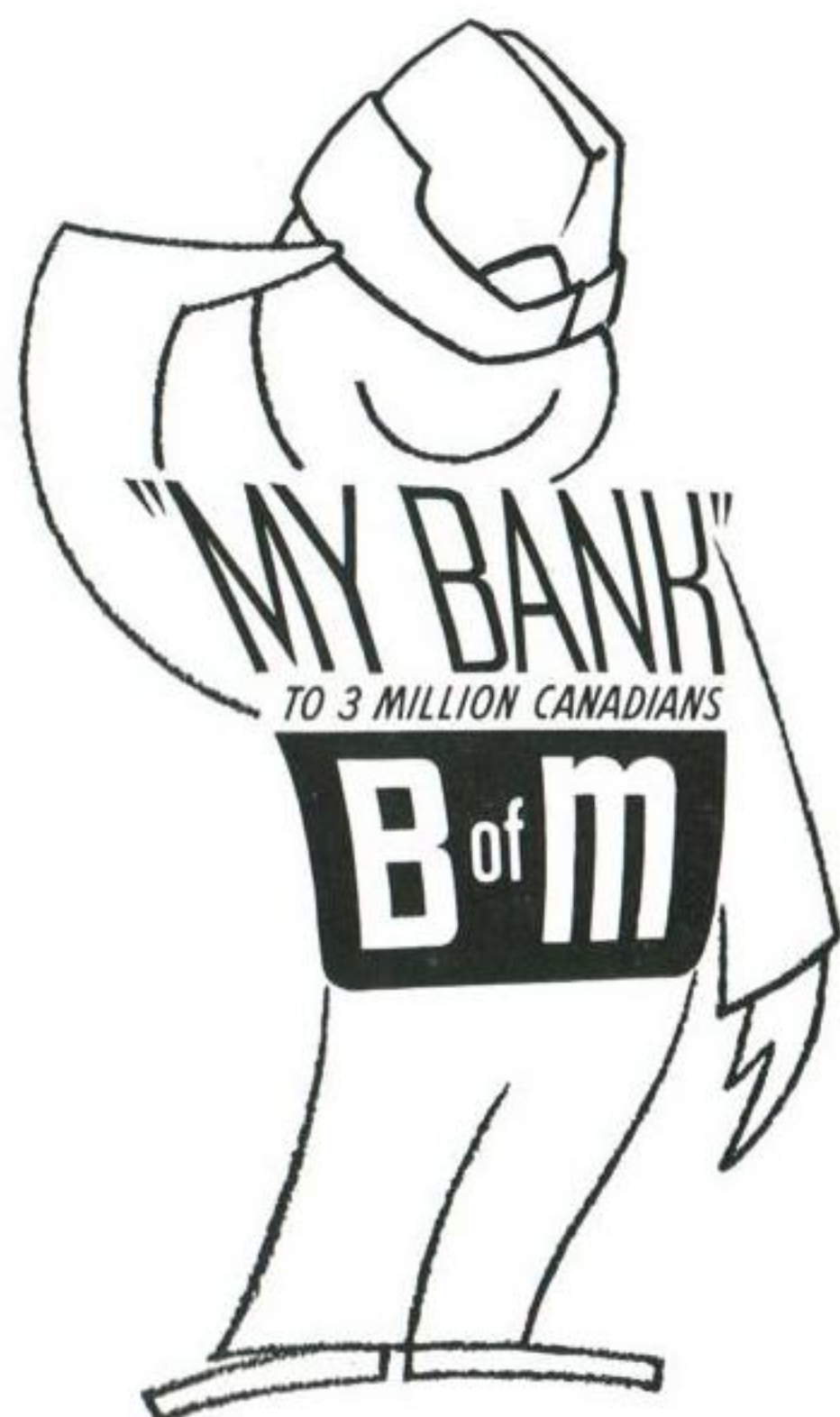
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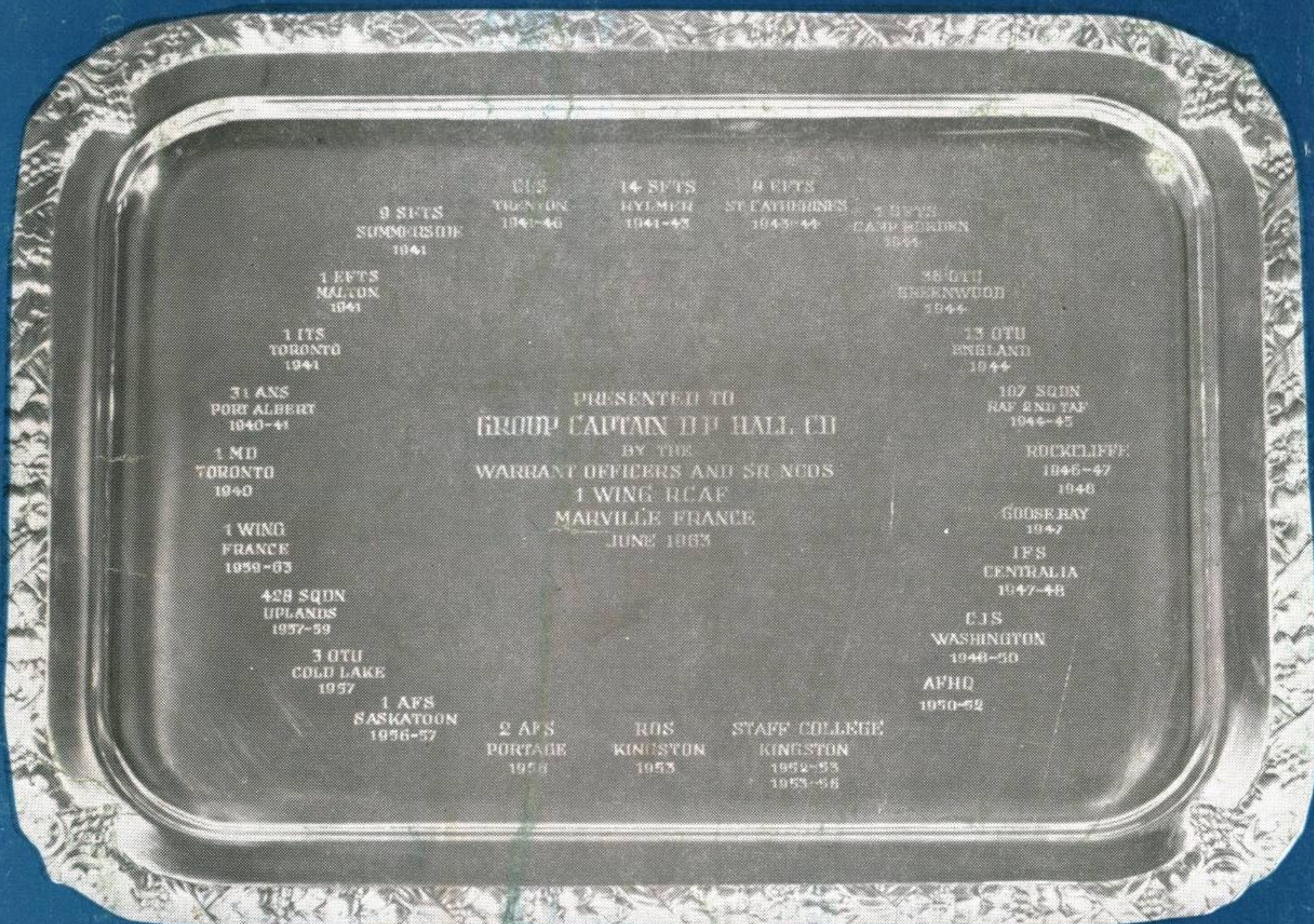
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9 SPTS SUMMERSIDE 1941
 CJS THORNTON 1941-46
 14 SPTS HYLMER 1941-45
 4 CPTS ST CATHARINES 1943-44
 1 SPTS CAMP BORDEN 1951

1 EPTS MALTON 1941
 1 ITS TORONTO 1941
 31 ANS PORT ALBERT 1940-41
 1 MD TORONTO 1940
 1 WING FRANCE 1950-53
 428 SQDN UPLANDS 1957-59
 3 OTU COLD LAKE 1957
 1 AFS SASKATOON 1956-57
 2 AFS PORTAGE 1958
 ROS KINGSTON 1953
 STAFF COLLEGE KINGSTON 1952-53 1953-58
 36 OTU BRACKENWOOD 1944
 13 OTU ENGLAND 1944
 107 SQDN RAF RNO TAF 1944-45
 ROCKLIFF 1946-47 1948
 GOOSE BAY 1947
 IFS CENTRALIA 1947-48
 CJS WASHINGTON 1946-50
 AFHQ 1950-52

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 JUNE 1963