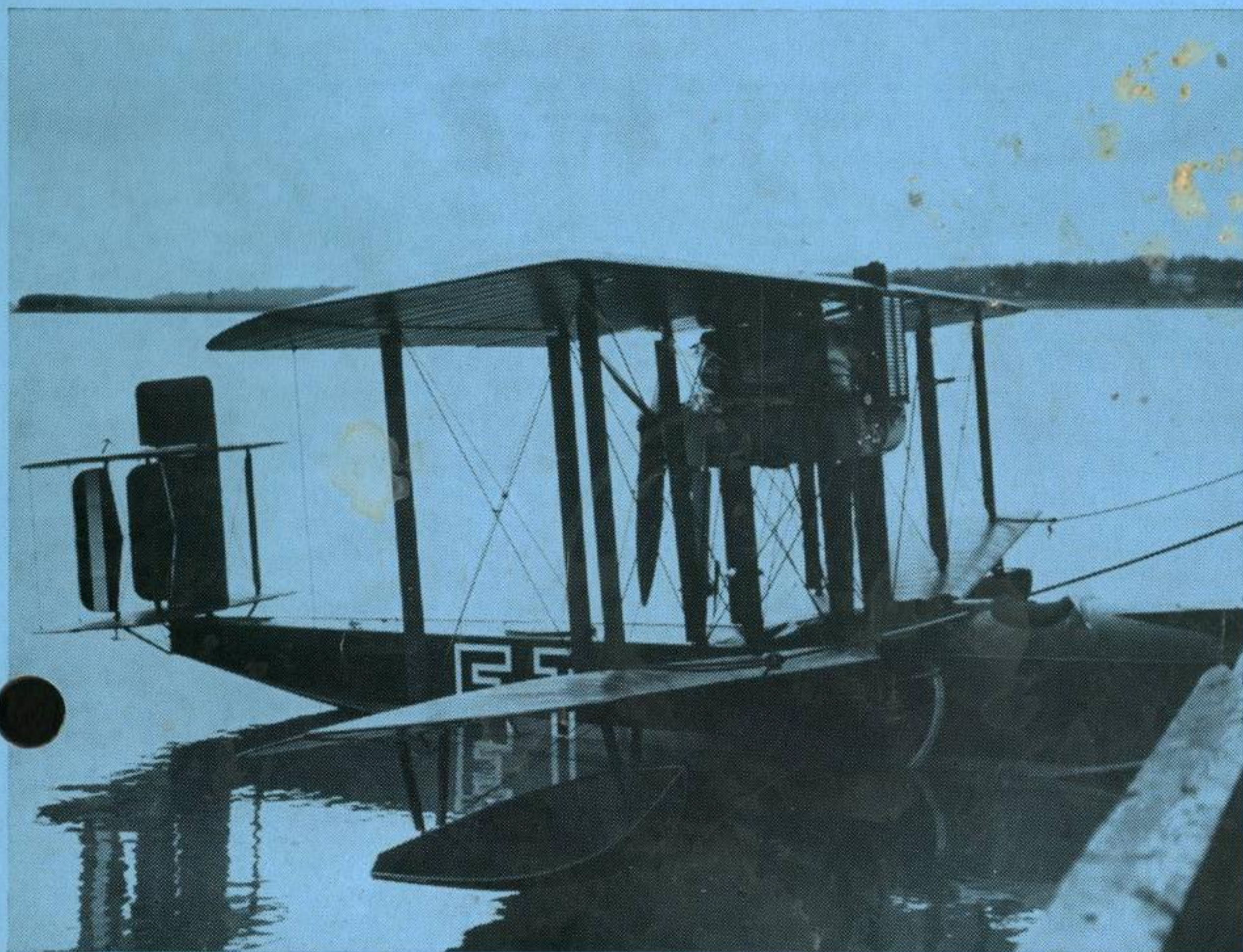
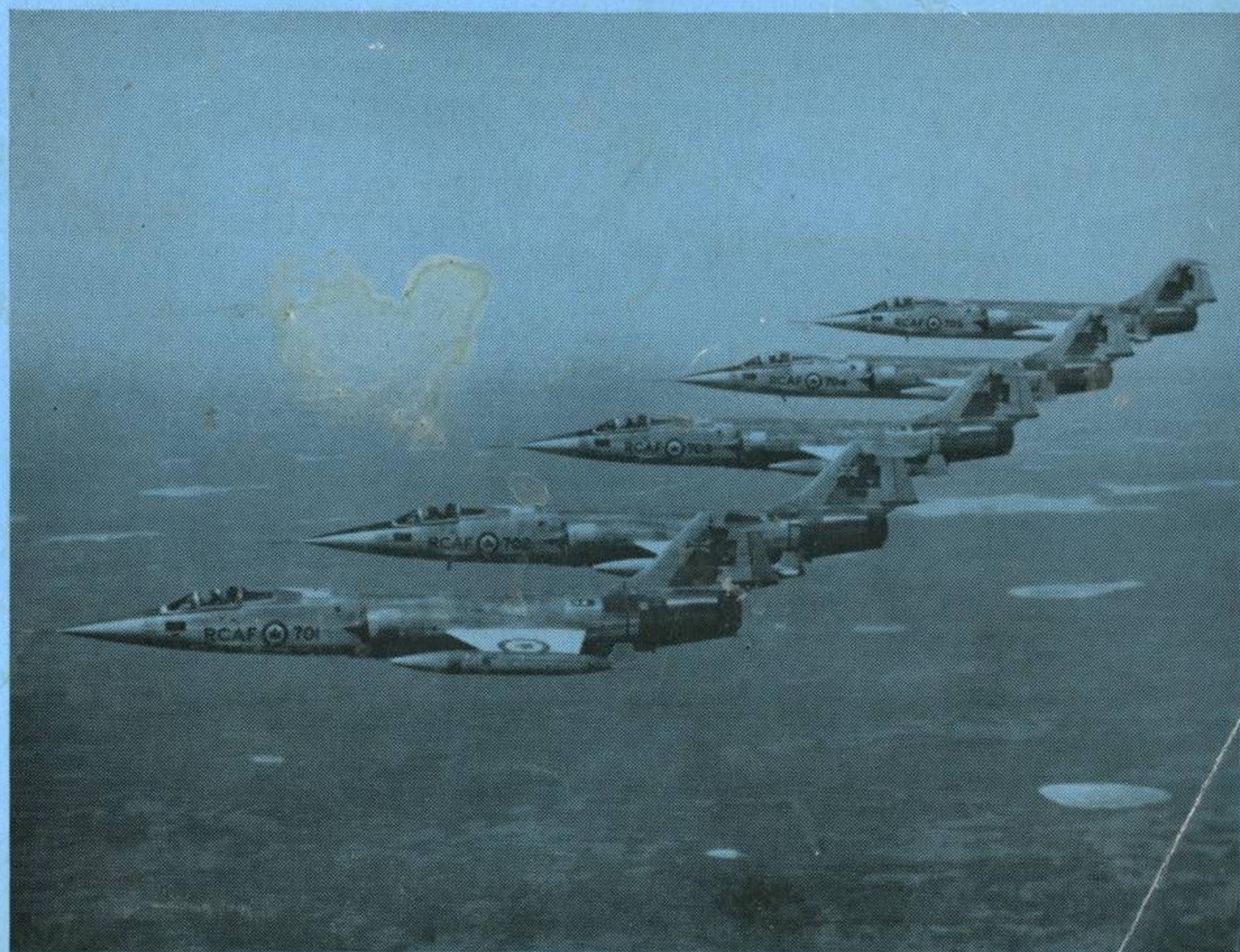


the
arrowhead
tribune



1924

1964



MESSAGE

FROM THE

CHIEF OF THE AIR STAFF

As Chief of the Air Staff it is an honour for me to extend greetings and my very best wishes on the 40th Anniversary of the Royal Canadian Air Force. During these forty years we have assumed many new tasks and responsibilities. We have grown with these added responsibilities and have become one of the finest air forces in the world. In my opinion the men and women are second to none ; what has been achieved by the service during our short history is directly attributable to the efforts of all who have served and are still serving. Please pass to all ranks my best wishes on this notable occasion.

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1 WING, RCAF, MARVILLE
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Arrowhead Office :

Room 30, HQ Building, Tel : 75 - 2

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changeover. Both military leaders said career prospects will still be good. « There will be no obstacles to any suitable qualified airman filling any position in the new and larger organization. » said Air Marshal Dunlap.

Windsor Star (28-3-64)

OTTAWA — « \$4 MILLION PILE OF SPENDING MONEY WAITS » — HOW OTTAWA'S 'NEW' POOL OF DEFENCE CAPITAL WILL POUR ZIP AND VIGOR INTO MANY OF CANADA'S INDUSTRIES

According to present government plans about \$4,000 million will be spent on military equipment during the next decade. That is the significance of Defence Minister Paul Hellyer's stated intention of boosting the « hardware » share of his budget up from 13 % to 25 % and — with luck — even higher. This promises a massive shot in the arm to the defence industries, an injection that won't come a moment too soon for many.

OTTAWA — « HOW OTTAWA WILL HELP BUSINESS CASH IN ON NEW DEFENCE ORDERS »

In the weeks ahead, executives of Canada's defence industries will get a new opportunity to help shape the future prosperity of their firms. Defence Minister Hellyer plans to hold a series of meetings with them, at which he will tell them what kind of equipment he hopes to be buying during the next 10 years — and ask them for their opinions on whether industry can meet the challenge. It is far too early yet to judge whether this new approach to defence policy will mean much in practice to industry — a point both government and industry men admit. It remains to be seen whether it can be made to work in a way that will allow Canadian companies to get back into the front ranks of defence technology.

Financial Post (4-4-64)

GENEVA — « MARTIN SATISFIED BY CYPRUS PLAN »

External Affairs Minister Paul Martin said here last night that

he is now « completely satisfied » about the conditions under which Canadian forces will operate with the UN peacekeeping army in Cyprus. The minister and Maj.-Gen. E.L.M. Burns, Canada's permanent representative to the Geneva disarmament negotiations discussed the Cyprus problem at length yesterday with General P.S. Gyani, the Indian officer who will command the UN Cyprus force. General Burns was brought into the consultation because of his experience as commander of the Canadian force sent to keep the peace between Israel and the United Arab Republic after the Suez crisis.

Toronto Globe and Mail (25-3-64)

NICOSIA — « CANADIAN TROOPS IN ACTION » — GRENADE BLAST :

A Turkish-Cypriot shepherd was seriously injured Thursday by a grenade explosion that sent Canadian United Nations troops into action. The blast was in the « no man's land » between the Turkish-Cypriot village of Trembos and Greek-Cypriot positions in the Kyrenia Mountains. It occurred a few hours before the United Nations Cyprus mediator, Sakari Tuomioja of Finland, arrived here following talks in New York and London. Canadian troops went into action with mine detectors after the Temblos blast and found it was caused by a grenade, a senior Canadian officer said. The shepherd, suffering multiple injuries, was taken to the Turkish hospital here by the Canadians. The Turks control the Kyrenian Pass on the road to Nicosia and Tremblay said the Greeks are digging foxholes and other fortifications near the Turk-held mountain villages. Lt.-Col. Andrew Woodcock, the Van Doos commander, said he would rather see the Cypriots occupied, even digging foxholes, than wandering around with rifles in their hands and nothing to do.

Montreal Gazette (2-4-64)

FAST TURN AROUND

The Canadian aircraft carrier, HMCS Bonaventure, is at sea

again after the fastest turn around in her history. Taken off the North Atlantic exercises, the carrier rushed to Halifax, Nova Scotia, picked up Canadian troops and supplies and set sail on March 18 on a 4,700-mile journey to Cyprus. In three-and-a-half days the Bonaventure did turn around work that would normally take thirty. On board are 100 men from the Royal Canadian Dragoons, part of Canada's contingent to the United Nations Peacekeeping Force in Cyprus, vehicles and heavy equipment.

The Bonaventure is expected to reach Famagusta, on the East coast of Cyprus, at the end of March.

STUDENTS WAR ON YAWS

Canadian high school students have chosen a disfiguring tropical disease as their target in a health fund drive called SWAY (Students War Against Yaws). Initiated by the Student Council of Mount Royal High School in the Province of Quebec, the project has been extended and the students of 2,400 Canadian high schools have been invited to participate.

The initial contribution of \$1,443 from 15 high schools was presented to the World Health Organization recently and the campaign for funds will build up to a climax in Canada's centennial year — 1967. The students have decided on their own initiative that this will be their way to add, on a world-wide scope, to the celebration of Canada's Centenary.

Yaws, a highly contagious disease, affects more than 4,000,000 persons in tropical countries with an additional 100,000,000 living at risk of infection in several areas of the world. Officials of WHO emphasize that the disease can be cured by one injection of penicillin at a cost of as little as 15 cents per dose. The problem is to finance adequate numbers of medical teams to provide treatment and to purchase the penicillin. The total eradication of the disease is one of WHO's major areas of concern.

All Items reproduced here taken from the « News of Canada » bulletin or DRP releases, unless otherwise indicated.

STATEMENT BY THE CAS REGARDING THE WHITE PAPER ON DEFENCE

« The Minister of National Defence recently announced the governments intentions in defence policy for the next 10 years, including far reaching changes which will govern the organization, composition and administration of the armed Forces in Canada. The object of these changes has been clearly set out by the minister in the White Paper which is being distributed for perusal by every member of the services, and requires no further elaboration on my part. These changes are being made to promote increased efficiency and economy in a modern military environment which involves an increasingly greater inter-dependence of arms, a vastly increased complexity in weapon technology, and a corresponding increase in costs.

It is not my purpose to elaborate further on the objectives of the government's plan but to explain to you what the long and short term effects on the RCAF are likely to be. You will recognize at once that measures being taken are breaking entirely new ground in the development of military organization. Therefore, it is not possible to forecast with complete accuracy all the ramifications that may be experienced.

It is the governments intention to unify all the armed forces into one cohesive fighting force. This unification will mean first the coming and strengthening of policy making staffs of the three services into a single staff under a chief of the defence staff. It is expected that this will be the least difficult phase and that the appropriate staffs and organization can be put together in a relatively short time. Further steps towards unification including, ultimately, the formation of a single service, will take a somewhat longer period of evolution. On the other hand, if meaningful economies are

to be made in order to provide more of the available funds for capital expenditures on major equipment, this process cannot be too prolonged.

The RCAF is well prepared for this process. We have considerable experience in operating in integrated organizations under unified command, both in North America and Europe. This is true of our Air Defence role, of our Maritime role, and of the role of 1 Air Division. Furthermore, we are already organized on a functional basis. Therefore, we are well fitted to play our part in the process of unification. It will be necessary, of course, to plan these further steps towards unification carefully. Providing this is done, I believe the RCAF and later the air element in a unified service can continue to perform its function efficiently.

Any reorganization must recognize the spirit and traditions of the individual services. In particular, the spirit nurtured over the past 40 years in the RCAF, which has enabled it to achieve exceptionally high standards of performance, must be maintained. The record of devotion to duty in the RCAF has been outstanding among the worlds fighting forces. The loyalty of the RCAF has been two fold, first to our country, and secondly to our service. We shall now be required to draw additional strength from that first loyalty during the reorganization and rebuilding phase of this country's armed forces. I am confident that in time the loyalty to ones service that has provided exceptional performance in the past will be equally forthcoming in the new modern force that Canada is now pioneering.

The importance of air power has in no way diminished. Indeed in certain respects it has increased, notably in the requirement to be able to move

forces, including the necessary air elements, quickly over long distances to all parts of the world. There remains a need for North American Air Defence. The role of the aircraft in Maritime operations is still important, and there is a continuing requirement for tactical air forces in Europe. Furthermore, it is being increasingly recognized that there is no substitute for the flexibility inherent in manned aircraft. On the other hand, the inter dependence of the Navy, Army and Air Force, and the integration of these forces for particular roles, has become increasingly important. Therefore, although there is no fundamental change in the overall importance of the role that the RCAF is now performing, there will be changes in emphasis and there will be changes in organization to meet the requirements of a more closely knit military structure.

All of you must wonder what the outlook now is for your own career. First of all, I believe that your opportunities in this respect could be enhanced in a unified service. There will be no obstacle to any suitably qualified airman filling any position in the new and larger organization. Therefore, generally speaking, opportunities for a interesting career and for advancement will have been enlarged rather than narrowed. It is intended, of course, that there be reductions in size of headquarters staffs and other non operational formations, and also in certain specific areas where our requirements have recently been reduced. In general, personnel affected will normally be close to release or retirement and, so far as possible, reductions will be achieved through attrition arising from retirements at compulsory release ages and other normal causes. In cases where releases must be effected before compulsory age, I am

(Continued on page 31)

FONTAINBLEU FRANCE April 1st

The NATO Command of Allied Air Forces (AIRCENT) which, with more than 2000 jets in addition to missiles forces constitutes NATO'S and West Europe's most important assemble of air power, is thirteen years old tomorrow. However despite this chronological fact the seven nation command is in the process of growing younger every day.

1964 announces itself, in fact, as one of AIRCENT's great re-juvenation years. Within the command whole segments — the Belgian, the Canadian, the German and Netherlands — are engaged in completely re-equipping their AIRCENT assigned units with the versatile F104, or as the Canadians designate it the CF 104. The French are bringing the Mirage IIIC (all-weather fighter) and Mirage IIIR (reconnaissance version) into NATO service with their AIRCENT — assigned Premier Commandement Aerien Tactique (Premier CATAc) and the US Air Force has recently completed conversion of certain fighter bomber wings within its NATO — committed 17th Air Force to employment of the F 105 Thunderchief. All of these new jets are powerful weapon delivery systems with fully integrated radar, fire, and flight control, and all have performance capabilities of more than twice the speed of sound.

AIRCENT's missile resources, which complement jet strength in the strike offensive and air defence fields, are also being modernised. The USAF 38th Tactical Missile Wing has replaced the Ground to Ground TM61 Matador with the longer range, more than 600mph Mace. In the area of air defence Nike Hercules and Hawk ground to — air missile units are increasing in number and both are introducing higher-powered radars which permit greater detection range and enhance these systems' over all performance capabililty. Within the central region, Belgian, French, German, Netherlands, and US units are working together to develop this air defence missile network which, controlled from the same operational centres as the jet fighters, forms an integral part of AIRCENT's air defensive system.

For AIRCENT fits this new, as well as its more seasoned, equipment (such as British Canberras, Hunters, and Javelins, the US Voodoos and Delta Daggers and the French F100's and F84 FS) into an operational pattern which maintains careful balance between defensive and offensive functions. It is the latter, indeed, which assume primary importance in a deterrent force such as AIRCENT's, for it is the threat of

Aircent's 13th Birthday

hard-hitting retaliation which serves notice that war would be too costly. The protection afforded by air defence and its adjunctive, early warning system is never-the-less essential. AIRCENT has not only allocated a substantial portion of its effective strength to this field but it has also devoted great effort to co-ordinating into a single NATO system the former national islands of air defence within the central region.

The other air requirements for which AIRCENT has forces assigned trained and in immediate readiness are interdiction, (disruption of enemy communications and movement), close support (of NATO ground operations) and Reconnaissance. Responsibility for conducting these and above mentioned operations revolves on AIRCENT's two Allied Tactical Air Forces (ATAFS) the Belgian/British / German / Netherlands / 2nd ATAF, and the Canadian/French/German/US4th ATAF.

Proof that its international personnel are highly trained in standardised procedures is provided regularly by AIRCENT's various operational competitions and exercises. This was dramatically demonstrated again in connection with the AIRCENT 13th anniversary to be celebrated April 1st.

Seven pilots and aircraft were detailed from seven different national units with AIRCENT to herald this occasion with some special flying and, one after the other they whistled into the designated NATO host base at Chaumont, France. They were Capitaine Philippe Bosman of Brussels in a Belgian F104 G; Squadron Leader Eric Shelton of Redditch, England and Flight Lieutenant Robert Arnott of Aldershot, England, pilot and navigator respectively of a Javelin; Flight Lieutenant John Price of Knowleton, Quebec in a Canadian CF104; Captain Claude Andre Francois in a French Mirage IIIC; Captain Erhard Gødert in a German F104G; Lieutenant Kirk Jan Faas of Axel Holland in a Netherlands F104G; and Captain John Hoskins of Portsmouth, Ohio, in a US F105. Following lunch and a short operational briefing these men, comparative strangers until arrival except for their common NATO training and background, took off — with no previous rehearsal and wing to wing, flew a variety of impeccable aerial formations over the field.

AIRCENT could surely ask for no finer birthday tribute than the cool competence of this performance. Such episodes are also a source of great gratification to the AIRCENT Commander, Air Chief Marshal Sir Edmund Hudleston, RAF who takes particular pride in the confidence and esprit de corps that has been developed within his seven nation command.



AROUND THE RCAF

RCAF's 40th Anniversary - 1 April 1964

From frail craft to supersonic jets, and pigeons to computers, the RCAF has come a long way since its birth on April 1st, 1924. On the RCAF's 40th Anniversary, its members can look back in wonderment at the changes time has wrought.

A fledgling with 324 members in 1924, when pilots flew the «fast» (105 m.p.h.) new Vickers «Viking» amphibians on fishery, customs and forestry patrols, the RCAF grew slowly while conducting primarily non-military operations including photographic mapping of Canada and an experimental air mail service.

During World War II the RCAF expanded into the fourth largest air force of the Allied powers, reaching a peak of 215,000 personnel. Canadian airmen flew with distinction on many fronts, winning 8,000 decorations. However, the cost was high; more than 17,000 air force members gave their lives.

In post-war years, the changing world political climate created the need for a manpower rise in the RCAF to a new peacetime high of approximately 52,000 officers and men. Canadian international commitments in support of the United Nations, NATO and NORAD as well as domestic operations, became the main jobs for the RCAF.

Not only have the RCAF's roles changed over the years but also its equipment. Gone are the Vikings, Lancasters, Mosquitos and Vampires of yesteryear, and in their place are supersonic CF-104 Starfighters, CF-101 Voodoos, sub-hunting Argus and turbo-prop Yukons.

Also, pigeons tossed from open cockpits and «squawky» wireless radio sets have given way to micro-second computers and refined communications systems.

Thus the RCAF has grown and changed with the times; its members can look back with pride on past accom-

plishments and ahead with confidence to the challenges of the future.

Ceremonies Mark 410 Disbandment

OTTAWA, March 26 — Official ceremonies marking the disbandment of 410 All-Weather (Fighter) Squadron will take place at RCAF Station Uplands on Tuesday, March 31, commencing at 10:30 A.M.

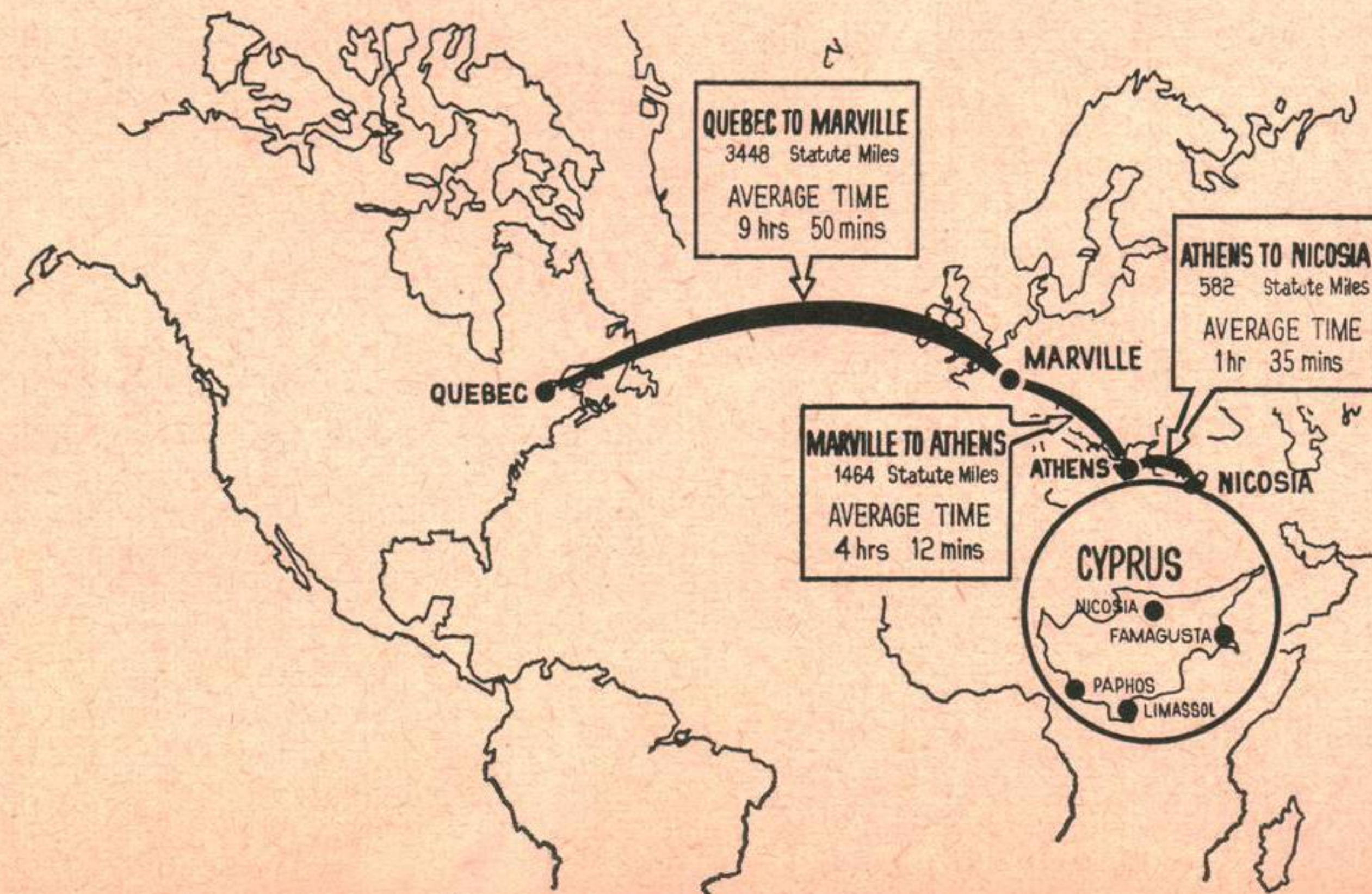
Air Vice Marshal M.M. Hendrick, Air Officer Commanding Air Defence Command, will address the personnel of 410 Squadron and the official badges of the Squadron will be presented to the Roman Catholic and Protestant Chaplains for safekeeping.

The Squadron has been based at RCAF Station Uplands, near Ottawa, since November, 1956. It will give a final salute to the city of Ottawa with a fly past over city hall, witnessed by Mayor Whitton and other civic leaders, at 2:30 p.m. on Tuesday.

Also attending the ceremony at Uplands will be Air Vice Marshal J.B. Harvey, Commander Northern NORAD Region; Air Commodore M.E. Pollard, Ottawa Sector Commander NORAD; and Group Captain (Retired) P.Y. Davoud, first Officer Commanding of 410 Squadron.

Canada to Cyprus - Airlift Route

Flying the equivalent of about 13 trips around the world, the RCAF's Air Transport Command completed the movement of Canadian troops and equipment from Canada to strife-torn Cyprus in support of the United Nations Emergency Force by March 24. The airlift was carried out using seven Yukon aircraft and four Hercules, and involved a total of 30 round trips between Canada and Cyprus. Carrying more than 1,000 troops and support equipment, the aircraft were staged through Marville, France and Athens, Greece, before their arrival in Cyprus. The shorter range Hercules made an additional refuelling stop at Goose Bay, Lab., before crossing the Atlantic ocean to Marville. Average flying time for the 5,500 mile trip was about 15 hours. Besides carrying trailers, jeeps and trucks, the Hercules aircraft also airlifted more than 100 tons of stores, a large part of which was spare parts for the vehicles.



Bird Bursary

A gift of about \$14,000 from civilians and air force members of RCAF Station Bird, Man., will go toward a scholarship in perpetuity at the University of Manitoba.

To be known as the «Mid-Canada Line Station Bird Bursary», it will allow a Manitoba student of Indian origin to continue in any field of study on a scholarship administered by University of Manitoba officials.

If the bursary is not awarded to an Indian student in any one year, it is then to be used for assistance to any other deserving scholar.

As previously announced, Station Bird is closing this Spring along with other western MCL sites as new heavy radar stations with improved coverage begin operation in the Canadian prairies.

Squadron Leader Robert Frith of Toronto, Commanding Officer at Bird, said the money came from canteen and mess profits accumulated during the seven years the unit operated. Funds were also realized from the recent sale of mess fixtures and furniture.

The original amount was about \$17,000, out of which a donation was made to the RCAF Benevolent Fund. Other amounts went to aid church activities in the area by the Roman Catholic and Protestant clergymen of Thompson and Churchill who provided religious services to Bird personnel.

S/L Frith said that the gift is largely from the civilian employees at Bird. «They numbered about 117 of some 130 people,» he said, «and represented four firms — Canadian Marconi, Consolidated Engines, Crawley and McCracken Caterers, and Okanagan Helicopters.»

He added that the decision to contribute to a scholarship was made by the civilians, in committee with their supervisors and members of the RCAF.

The actual amount going into the scholarship will be deposited in the bank at the end of April. «A cheque will be written against our entire account, which we expect will stand at approximately \$14,000,» S/L Frith said, «The cheque then goes to the University of Manitoba.»

C-130 "E" Hercules

The C-130 «E» Hercules transport is the latest configuration in a line of C-130 aircraft built by Lockheed Aircraft Corporation. They have established a fine military service record that began in 1956, and have accumulated more than one million flight hours up to the end of 1963.

Primary differences between the C-130 «E» and earlier models of the C-130 are higher take-off weight, higher payload, and increased fuel capacity. The fuel capacity is increased by adding external wing tanks attached to the lower surface of the Wing between the inboard and outboard engines. The C-130 «E» can be used without external wing tanks.

AIRCRAFT DESCRIPTION

Wing Span	132.6 ft.
Total fuel capacity ...	9,680 gals
Length	97.7 ft.
Height	38.4 ft.
Engines	Four Allison T56-A-7

OPERATING CAPACITY

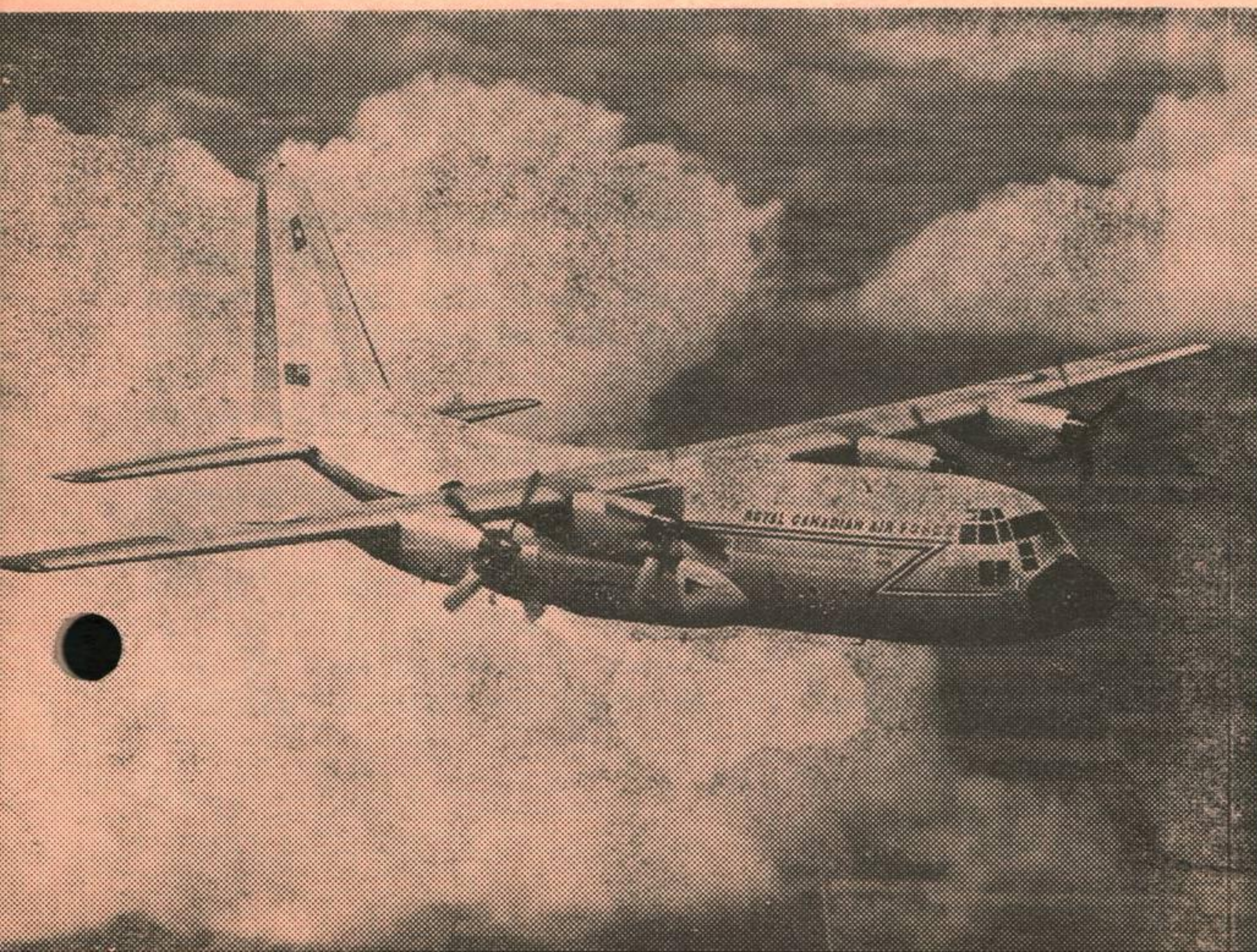
Maximum payload ...	45,000 lbs
Maximum take-off weight	155,000 lbs
Payload range ...	4,500 miles
Speed cruising	300 kts

PERSONNEL CAPABILITY

Crew	5
Troops	92
Paratroops	64
Litters (plus two attendants)	74

CARGO COMPARTMENT

Total volume	4,300 cubic feet
Width	10.3 ft.
Height	9.0 ft.
Length	41.4 ft.



in and around marville

Graham Davis

THEY TELL ME IT'S SPRING



You can't tell from the weather. That's for sure! There are some signs though. Easter is past for one.

I can now get a parking spot in front of the barracks since the curling and hockey seasons are over. The gardeners on the station are busily digging up one spot of ground and transferring it to another spot. CO's parades again, and last but not least, my annual spring urge to trade cars. I don't know just why I have this urge. I think it appears on the first day suitable for car washing. I inspect the dirty thing and the thought just naturally occurs. «Why wash it? - Sell it!» All too many springs I succumb and become another of those individuals to be observed walking about the station peering at cars, especially those with «For Sale» signs in the window. Sometimes the car I inevitably buy lasts till the next spring, sometimes not. I've been lucky this year — it has, but the urge is still there. It must be spring! Anyone want to buy an Opel?

JOKE?

A fellow I know was observed not too long ago, sitting on his bed in barracks, head in hands,

staring at the tiles between his feet. When asked just what he was doing - «Just watching the floor show» came the reply. Well he can see a better one than that in the Airmen's Club on the 17th of this month. It will cost him a little bit more — one dollar more — to be exact. However, to offset this drawback, food will be served and there will be a dance band earlier in the evening. This alone should make it more exciting than a «barrack floor» show. The bar will be open till 0200 to top off the evening.

There's another «Bingo Nite» on the 22nd. The jackpot is \$100.00 and I am going to get it one of these weeks. It pretty well has to be this week too if I'm going to do any active car-trading. I suppose I shouldn't have mentioned this «Bingo Nite» on the 22nd. Now I'll have competition!

Don't forget the «Hootenanny Nights» on Tuesdays. There have been two held so far. More people would enjoy it more if there were more people there.

YEAH FOR MY SIDE!

As you now know, the «Bob and Ray» show was taken off the air on the 6th of April. I didn't have this information for the last issue because the decision to remove it was made after the deadline. I'm sorry for those of you who liked it, but all the letters received at

CFN were against it. Why didn't you write?

DON'T READ THIS!

It's going to be dull. Unless of course you realize that you are in Europe where these things that I am about to mention really happened. I've been doing a bit of research lately on the area that we in 1 Wing can visit easily. It's amazing — I have an article on the town of Marville coming up in the near future, but the history of our neighbour to the north, Belgium, is as interesting as the French portions of our locale.

The Belgian of 150,000 B.C. enjoyed a tropical paradise. There is archeological evidence to support the fact that there was indeed a Belgian at that time. He did not need shelters, but lived instead under the open sky. The animals roaming through this land were, of course, very different from the ones we know today. There were elephants, wide-eyed oxen, and monstrous boars. His dog was no good as a watch dog, for dogs at that time had not yet learned to bark. He was a small man, and there is evidence that he had mastered some of the skills necessary for a civilization. He had axes, spears, stone tools, and a knowledge of fire.

This happy state of affairs couldn't last long. The Ice Age began. The land that is now Flanders rose from the sea. This

was low land, and as it rose the waters rose with it. The Belgians feared this, and their natural defensive instincts took them to the higher ground of the Ardennes forest and through it into the valley of the Meuse. There on the higher ground earliest man found partial protection from the increasing cold. There present day archaeologists found earliest man. You may not be able to find an early Belgian, but you can find the caves. They are still there in the Ardennes. These cavemen must have been the worst species of caveman imaginable. They did not fit the popular concept of the caveman as a strong, healthy, and undefiled creature. The opposite was true. Due to his existence in the dark of the cave, his unhealthy diet, and in general, the unhygienic way in which he lived, the caveman was troubled with constant illness, ulcers, and eye-trouble.

This could not last either. In time, as the Polar ice cap covered Europe, he disappeared with his rudimentary civilization and his health problems. His place was taken hundreds of years later by the Cro-Magnon man. This man lived in larger caves than did his predecessor. In the Ardennes, the caves of Chaleux, Furloz, and Montaigle housed their new families. These people took pride in their homes. They decorated the walls with rock pictures of the life and times around them. These pictures were coloured with various plant extracts. These people, the Magdalenians, were the first known people to practice what is today called Voo Doo. They stuck pins into figures of favorite food animals and favorite enemies. Some died and some didn't. The ones that didn't were the food animals — They migrated north.

The Magdalenians weren't sufficiently adaptable to follow them. The fairly advanced civilization that they had built was the first of such known to collapse.

From Asia, via Poland, came the next race of people. They had learned to polish stone instead of just forming it. They had mastered the techniques of agriculture. To prevent the collapse of their civilization they raised their own animals instead of relying on the uncertainties of hunting. Their farmers were demanding better and better things from the earth. From the wild vegetables they developed 199 of the 247 species of edible plants that are now known. When you eat carrots and peas you can thank the early Belgian farmer who bred them from the wild variety. The herdsmen went to work on animals, selecting and breeding the most suitable specimens from their flocks. The egg contribution of the wild hen was in the vicinity of six eggs per year. This was increased to the point where one hundred or more could be expected each year.

A process familiar to historians started. The use of metals was pioneered, the creation of pottery, jewellery, fabrics and weapons spurred a rudimentary civilization onward. With war, came social awareness and the development of a social order. There were wars — of course there were wars. There always had been, and the advantage went to the side that was clever enough to develop the most effective weapons. Thus advances in the use of metal for warfare led in time to the increased use of metals for other things as well. The demand for iron was so great that an iron smelter was built outside of Hainaut in the second century B. C. In time they discovered bronze, and the fact that

designs that were pleasing to the eye could be worked in this yellow metal. Commerce had begun.

In time, indeed for 4,000 — 5,000 years, Belgium played an important part in the commerce of the ancient world. The center of this world was in central Asia, and there is evidence that there were regular trading routes from here to Belgium. Belgian pottery, glass, and cloth were favorite commodities.

Only a few centuries before the birth of Christ, Belgium was overrun by several tribes. Among them were the Celts, Gauls, and the Belgae (after whom the country is named). More tribes came, either peacefully or conquering. The total population at this time is estimated at nearly a million and a half.

They enjoyed an advanced civilization. By now the trade routes had reached Greece. The Belgians minted coins, practiced Grecian religions, and wore hooded coat similar clothing well suited to the climate. Sea faring had flourished and their ships made regular calls in English ports. Their warriors ventured far afield and the legends of many countries bear witness to the bravery of the Belgae.

All in all, the land was ripe for conquest. Rome was represented in the Transalpine regions by the proconsul Julius Caesar. He had one political eye on Rome and the other on «the barbarians», as he called them, of Gaul. After a lightning invasion in 58 B. C. Belgium became a Roman province. It was not an easy campaign. Caesar himself wrote in his dispatches — «Of all the peoples of Gaul, the Belgae are the bravest.»

The Romans were good for Belgium. They enabled it's people

to expand their trade routes still further, become citizens of Rome, and soldiers in Rome's army. They founded several cities and imposed a government on a body of loosely federated tribes. This is as far as we shall trace the development of Belgian history in this issue.

To enable you to see a bit of Rome, still existing in Belgium, how about a trip to Arlon? This was one of the more important Roman towns around the year 30 B. C. To the Romans it was known as «Orolaunum Vicus.» It was a walled town. This wall can be seen today. There are parts of it exposed within the present day city.

Arlon's history reads like a «Who's Who» of wars. The city has been destroyed seven times since it's foundation and each time the city was erected once again on the old foundations. Therefore you can easily see that most of Arlon's history is buried beneath tons of rubble. This is the case with the Roman Tower.

If you have been to Arlon you have seen road signs directing you to the «Tour Romain.» If you've followed them you have come to a locked door, in the center of the city, with a sign telling you to apply at No 17 on that street for a guide. If you follow this advice you will be admitted to a bit of old Rome.

The tower is underground. There is a passageway from the surface level to the underground regions that includes a plaque set in it's wall. The guide asked if I could identify this. It looked to me like the legendary wolf of Rome standing over Romulus and Remus. This emblem had been the imperial seal of Rome. The wolf in the Roman seal has her head pointed straight ahead with a hungry look

in her eye. The wolf in the seal at Arlon has her head turned to the children underneath her. The guide explained that this seal had been awarded to the town of Orolaunum Vicus by the Roman Senate as the town's own identifying seal. The fact that this seal is so close in design to the Roman one is thought to have been a mark of respect to the Belgian town.

For foundation material the Romans were forced to dismantle a nearby cemetery. The customary method of disposing of the dead was cremation with the storage of the ashes effected by placing them in a hollow between two large blocks of carved stone. These «funeral stones» are the first thing that you see as you enter the excavation for the tower. The bottom of the tower has been dug away and the stones can be easily seen. One of these stone caskets is further in under the wall. A special little tunnel has been dug to allow us to look at it. According to the information given to me by the guide this one particular casket was commissioned by a wife for her husband. Carved on the end is a remarkable likeness of the Roman god Neptune, complete with trident. Neptune would have been the husband's personal god. The side bears the wife's personal goddess, and on the one corner that is visible is a small carving of «Eros», the Roman god of love. Since the casket is busy holding up several tons of rock it has not been thought wise to remove it for further study.

The tower is somewhat unusual for a Roman fortification in that it was built *inside* the protective wall. It is characteristic of Roman building in that they subscribed to the belief that many small stones held together with good

mortar were far superior to large blocks of stone that might be pulled away «in a lump.» The mortar that they used has not been surpassed for durability. It was made from crushed sand, limestone, and small pebbles. They must have been correct. The wall dates from the first century A.D. and apparently survived the war that buried it.

Along the side of the wall you can still see the footpath that led to a gate somewhere past the part that is now visible. There is a fair amount of the wall that is visible because of excavations throughout the city. Some parts have yet to be investigated since they lie beneath the business section of the city. It is known where the wall went for there is a map there on the old wall showing both the present day city, and the city of the past.

I would strongly recommend that you see this. There seems to be a limitation on the visiting hours. The guide must be summoned from the small grocery store just down the street — so it would be advisable to go during Arlon's business hours. Saturday afternoon would be a good time. The fee for the tour is 5 Belgian Francs per person.

There have been other interesting finds made in the Arlon area from the Gallo-Roman period. These will be covered in a later article, so that you can have a better idea of what you are seeing, or what to look for when you go to Arlon. If you are interested in Romans and Belgians watch the «around» section of «In and Around Marville.»



AND INCIDENTALLY...

GET ON BOARD LIL'L CHILLUN

by Mary A. Green

Once upon a time there lived, in an old garret in a large American city, a young man who wrote stories and articles which he mailed to editors of various magazines. Hardly anything that he wrote was ever published, so his pile of rejected scripts grew larger and larger, while his bank account grew smaller and smaller, until it was all used up.

This young man decided one day that if he wanted to eat, he would have to go to work. He got a job as janitor at a near-by courthouse. While sweeping and dusting and washing out sinks, he observed the flow of traffic through the courthouse. After some years of observation, he noticed that the 15-year old hoodlum was quite different from the criminal of 25 years. The hoodlum of 15 was a boy without incentive to be anything but a bum. What the boy needed, reasoned the janitor, was a little love and guidance. And he noticed that those who received these were saved, but those who did not were lost to society.

Now, this was a pity. The writer turned janitor wanted very much for every boy to have the same chance for a happy future. The time to catch the potential hardened criminal, he observed, was while the boy was in his teens. In order to rouse an awareness of this truth among parents, teach-

ers, and community workers, our janitor turned writer decided to write just one more article for old time's sake.

He wrote sincerely and passionately about problem teens. He called his article «THE PROBLEM TEEN AGERS... WHAT IS YOUR COMMUNITY DOING ABOUT THEM?» He was fortunate enough to have submitted this piece of prose to a publisher who was looking for a new gimmick to



add zest to the next issue of his magazine. The article sold for the writer. The magazine sold for the editor. Reader's Digest reprinted the article. It was translated into a hundred different languages and made into several documentary movies.

The writer turned janitor turned journalist made a million dollars from his article. Teenagers had

made their first millionaire.

Now what this hypothetical journalist really did in this hypothetical situation, was build a bandwagon. Soon all types of writers were busily talking to policemen, parents, teachers, social workers, ferreting out information about teen-aged youngsters. Information about everything from misdemeanors to capital crimes. These writers wanted a million dollars too, you see. Soon there had been so many articles published about problem teens that the word «teenager» became closely associated with the word «problem».

People began to imagine that there were problems among our youth, where no problems existed. Somehow everybody forgot that we all have problems from the day we're born until the day we're buried. But did one single writer stop to point out how a baby may feel while it's lying in its own puddle waiting for someone to give it a bottle and a fresh diaper? No. Did anyone say a word in print about how a young woman may feel at the prospect of losing all her teeth? No sir.

As far as the journalists, movie makers, and playwrights were concerned the teenagers had priority on problems. Even the most clear-headed individuals had by then, begun to believe that teenagers WERE problems. Ministers began taking kids out of comfortable homes with well equipped recreation rooms, to have them play ping-pong and to square dance in church basements. «Let's get these kids where we can keep an eye on them.» And

the kids just loved the attention ! But when is a kid to talk over the facts of life with mom and dad, or to put up a storm window, if the Ladie's Aid are sponsoring a drama group, a dart tournament, and square dancing ; and a kid is expected to attend all these and to his homework besides ?

The journalist, the original one, read all the magazine articles that followed his own. He realized that society had misconstrued the original idea, so he decided to put matters right by writing another article. This one he called « Let's Stop Persecuting Our Teen-Agers. » He didn't know it for awhile, but he had built another band-wagon.

Everybody got on this time, but especially the people who put out musical recordings. Singers were now singing about towns without pity, and about a mean old society that dared to stifle the natural instincts of YOUTH. The kids went about pounding their chests : Like man we're not only problems, but nobody digs us. And before he knew it, teenagers had made a second million for the journalist.

They've been making millions for a lot of people ever since ; the song writers and the singers and the record companies, for the manufacturers of record players and transistor radios...

The writer turned janitor turned journalist is now sitting aboard his yacht and thinking about his next article. This one is going to be a book, and he's going to call it « OUR EXPLOITED TEENAGERS. »

RECIPE OF THE HOUR

BORSCH

Although BORSCH has always been a staple family dish among my people, and although I've been making it in varying quantities since I learned to boil potatoes, this is really the first time I have written down a workable recipe for this soup.

There are several types of BORSCH. And even if you take any specific type you will find that each cook will make it her own way.

My mother is regarded as an authority on Borsch whenever there is either a wake or a wedding in the family. One of my many Aunts went to cook at a summer resort restaurant one year, and made borsch for dinner for the fun of it. It's been on the menu ever since.

BORSCH can be made in a potato pot or a vat ; but I usually make it in a saucepan this way :

The Ingredients :

- 3 medium sized potatoes cut in half
- 1 medium sized carrot, diced
- 1 small onion (sliced thinly)
- 1 tablespoon salt
- 1 ½ cups tomato juice
- 2 cups shredded cabbage (use only the thinner top area of the head, and shred to cole-slaw size)
- 3 (about) generous tablespoons butter
- 1 ¼ cups homogenized milk or ¾ cups sweet cream.
- Juice from canned peas with a few spoonfuls of the peas for variety are optional.
- 4 cups water.

METHOD :

Prepare all vegetables for cooking. Put potatoes and carrots on to boil in the 4 cups of water and the salt, in a covered saucepan. Then set another saucepan on medium low heat and melt the butter, add onions and cook slowly for a moment. Now add the tomato juice to this second mixture and allow it to come to a boil, then add the cabbage and stir well. Cook this mixture in an uncovered pan with a large bottom, for at least 10 minutes, stirring occasionally. The potatoes should be cooked to a mashing stage by the time the cabbage is slightly less than thoroughly cooked. Now turn off the heat under the tomato-cabbage mixture, and spoon potatoes into it. It is at this stage that I add about ¼ cup of the juice from canned peas, and the 3 or so tablespoons of the peas into the potato-carrot water. While this mixture returns to a boil, you will mash the potatoes into the tomato-cabbage mixture. Add milk or cream to this and stir thoroughly, then pour all of it into the boiling potato-carrot water and remove from heat. Serve immediately or store. It may be served with slices of green pepper.

Never put a cover on borsch while it is hot. Always re-heat it slowly not allowing it to come to a boil, in an un-covered saucepan.

This recipe makes about two quarts of thick soup. If your family likes it thinner, just increase the liquids proportionately. There is enough here to feed a family of 4 initially with enough left over to be stored in the fridge for another meal.

M. G.



Put Your Best Appearance Forward

General grooming is largely a matter of personal taste. Good grooming is a matter of combining good sense with whatever facilities are available to any woman, in order to maintain a neat and attractive appearance. The well-groomed woman need not necessarily look like a dress-designer's sketch — for some women, this would be a goal foolish to attempt — but, on the other hand, many a woman or girl would be surprised at how many of the basic tools of good-grooming are already part of her household. Here are a few samples :

SOAP AND WATER (TOILET SOAP AND LAUNDRY)... For regular cleansing of the skin and of all washable clothing. Soap and water, used according to manufacturer's instructions, keep sweaters and other washables fresh, neat looking, nice to wear; white gloves and blouses looking white. A clean skin just faintly perfumed with talcum and cologne, covered with clean underclothes will have you in a frame of mind to put your best appearance forward.

THE IRONING BOARD AND IRON... For keeping clothes neatly pressed, yes! even last year's skirts can be nice to wear as long as they're pressed & cleaned regularly. If it is inconvenient to press garments as they are put away after each wearing, then it might be wise to check your closet for them when you have the ironing board set up to do the family ironing.

NEEDLE AND THREAD... Keep these handy as you iron so that you may be able to catch the hems, seams, bottoms, and straps that may need re-inforcing or mending. This way you won't be caught with a dangling hem or a ripped seam just as you are dressing to go out. **SAFETY PINS...** Use these as you would accident insurance: don't depend on them but do have a few in your purse for emergencies. Used, covered pill vials are ideal for keeping safety pins well organized in a purse.

SHOE POLISH... Use often and generously on shoes to protect them and to keep them looking their best.

MAKE-UP AND JEWELRY... Should be worn with discretion. Somewhere between the decked out Christmas Tree and the limp dish-rag appearance, there is one just right for you. So use your mirror honestly and apply only as much make-up as is flattering to you. You will want a bit more make-up in the evenings because artificial lights will flatten your natural coloring. Jewelry should be worn to complement your costume, but I've been told that diamonds (in my case, rhinestones,) should never be worn before dark.

A recent report in a leading American publication informs us that the cadaverous look inspired by the movie, Cleopatra, is being replaced by the rosier « My Fair Lady » look. As a result, a more

subtle application of eye-make-up is soon to become popular.

THIS IS NEWS ?

Mr. J. C. Mc Carthy of Toronto, addressing a seminar of the Association of Administrative Assistants reminded his colleagues that the role of the woman in the business world should not be overlooked. Here are some of the womanly qualities he listed as definite advantages for work in this field: The fact that women were better housekeepers than men (good business, he said, was largely a matter of good housekeeping), women are less given to panic than men, women have a higher pain threshold and more stamina, and that magical quality that is known as feminine intuition. While a man confuses himself with facts and statistics the female will often point her pretty finger and disarmingly uncover the solution to a problem...

But then we've known it right along, haven't we, girls?

M.A.G.



New Arrivals :

March 23

To LAC and Mrs. M. C. McGillivray a daughter, Lisa Gale.

March 24

To Cpl. and Mrs. E. J. Boylan a daughter, Lorraine Grace.

March 26

To Cpl. and Mrs. W. C. Gevekoth a daughter, Barbara Ann.

March 27

To LAC and Mrs. M. Pilon a son, Richard James.

April 1

To LAC and Mrs. E. Tomchuck a son, Craig Garret.

April 2

To Cpl. and Mrs. S. F. Aldwinkle a daughter, Terri Lee.
To LAC and Mrs. K. A. Cosby a daughter, Susan Margaret.

April 3

To LAC and Mrs. C. M. Woodhouse a daughter, Joanne Jean.

April 5

To LAC and Mrs. M. E. Sawicki a son, David John.

VIGNETTES OF TRAVEL

Tulip Time is here again in Holland! The floral splendour of the Netherlands is at its most impressive in the spring-time. Year after year, sheltered by a long chain of sand-dunes, millions of bulbs burst into bloom, spreading a mighty carpet of vivid colour over the low-lying seaboard lands of the Provinces of North and South Holland.

KEUKENHOF

Since 1950 the crowning glory of the Dutch spring floral scene has been the National Flower Display at the Keukenhof Gardens in Lisse. These gardens are open every day from 9 a.m. to sunset until mid-May. The price of admission is two guilders per person, and for children up to and including 12 years of age one guilder.

MADURODAM

A visit to Madurodam means a lightning-visit to the whole of the Netherlands. On a pocket-handkerchief site in The Hague, miniatures of all manner replicas of the famous Peace Palace at The Hague, of typically Dutch sights have been assembled. Picturesque Amsterdam canal-side houses, tulipfields, windmills, the Euromast in Rotterdam, docks, farms, an airport, and so on, together form a miniature town, where authentic models of express trains and trams provide an efficient transport system, and where busy traffic races over modern Dutch highways. Madurodam is open daily from 9.30 a.m. onwards, from the beginning of April until the beginning of October. The admission charge is one guilder with a 50 % reduction for children under 16.

FLOWER PARADE

In 1964 the Spring Flower Parade will take place on Saturday April 25th. The floats will be on display in the « Bloemlust » Halls in Lisse on April 24th, 25th and 26 th. The parade route will be Lisse-Sassenheim-Southern Lisse-Hillegom-Bennebroeck and finally back to Southern Lisse.

TOURS TO HOLLAND

Swiss Hotelplan are once more organizing tours to Holland in Tulip Time. You have a choice of two

tours. The first one departs 1 Wing on Thursday evening and returns Sunday evening. This all-inclusive tour includes a visit to Breda, Amsterdam (city sightseeing tour by motor launch through the canals), the flower auction at Aalsmeer, the flower fields and the famous Keukenhof Gardens, Madurodam, also Volendam and a visit to a cheese farm. The price for this tour is \$43.50 inclusive.

Tour dates — April 23 to April 26
April 30 to May 3
May 7 to May 10

For those with less time to spend in Holland Swiss Hotelplan have a special weekend tour for the very low price of \$34.00. This tour also visits Amsterdam, The Hague, Keukenhof Gardens, Madurodam, Delft and Rotterdam.

The tour departs 1 Wing on Friday evening and returns Sunday evening.

Tour dates — April 24 to April 26
May 1 to May 3

Bookings for these tours can be made at the Travel Bureau, Recreation Centre.

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Ante Roman Treveris Stetit Annis Mille

Trecentis

On the continent

One thousand and three hundred years before Rome stood Trier. (An inscription to be seen on the «Steipe» at the city market.)

The evidence of Trier's early beginning is to be found in the Episcopal Museum in that city, and consists of archaeological discoveries dating back to the time when the city was founded by Trebeta, an Assyrian prince, around 1900 BC. At this time in another part of the world, to the south, Abraham was founding the Jewish nation. Unfortunately writing seems to be one of the skills that the early Celts hadn't mastered so we must content ourselves with the fact that such a city did exist by looking at the findings of several archaeological teams.

The city's history up to the time of the Roman invasion in 58 BC. is sketchy at best. However, during the course of the Gallic war the Romans swept into the valley of the Moselle. It was an ideal location for them. There was the Moselle river to solve transportation problems. The land was fertile — the already ancient city became a Roman supply depot.

The inhabitants of the city had been noted for their fine cavalry divisions. Epona, a celtic goddess (of horses) had evidently inspired

the breeding of fine mounts and the warlike nature of the people had bred intrepid riders for them. Caesar was fortunate enough to enlist their aid. According to his letters to Rome, they were formidable opponents.

In 16 BC. the Roman emperor Augustus re-organized the affairs of the town and gave it the name «Augusta Treverorum.» The city of Augustus in the land of the Treveri. Time has shortened this to Treves, and more recently to Trier. Another improvement on the local scene made by the emperor was the paving of the prehistoric roads leading to the city. When you travel to Trier you too will pass over these roads, laid out first by prehistoric man.

At this time Trier was mainly a civilian outpost. It was concerned with the government of a region that stretched from the Scottish border to the southern coast of Spain. This included, besides Britain, both the Belgian and Germanic states. It required at least 2000 civil servants to administer this area — large even by today's standards. Trier even had it's own mint and produced gold coinage for the empire.

With a city of this magnitude large public buildings could be expected. An Amphitheatre and the Imperial Thermae (public baths) can be seen in ruins today. A bridge built about this time is still carrying traffic across the Moselle. The Porta Nigra (black gate) was built during the 4th century. Indeed, by the middle of the 1st century, Trier was being decribed as «a very wealthy city.»

Since it was the supply center for the Roman army, it developed many different industries. Pottery, cloth, wine, lumber, food, leather goods and so on were supplied by the busy inhabitants. By utilizing the Moselle and Rhine rivers, goods from Trier found their way



PORTA NIGRA

as far south as Lyon. Overland routes took them to Milan.

This was all to come to an end by the end of the century. As so often happens in history — when a group of people have something another group of people come and take it away. It happened this way with Trier too. In the year 275 AD the Franks attacked the city and left it in ruins. In a series of «ins and outs», Roman emperors appeared and disappeared for the next hundred years. It was not till the end of this time that Trier achieved a prosperity to match its former scale. It had by now grown into an ecclesiastical center. Churches and the palaces of Bishops were to be found in profusion.

During the Dark Age, in 958 (five years before the foundation of its tiny neighbour Luxembourg) the Archbishop Henry conveyed to the general public of Trier the right to hold a public market in the city. As a symbol of this a cross was erected in the market square where it stands today.

Trier has been the object of many wars and has been subjected by many different forces since the third century. These range from the Franks and Teutons to the Goths. From Napoleon to the Allied forces in two world wars. The city lives on. As part of it is shattered into rubble, new buildings are erected on the old foundations. Indeed war has done Trier a service in assuring that the city keeps growing. Were it not for war she might stagnate. Another interesting aspect is that during the last war bombing demolished structures and revealed ancient manuscripts, building plans and treasures that had been hidden since time immemorial.

A visit to this, the oldest city in Germany, is well worth while. The best part of it is that the city lies not three hours drive from Marville. The points of interest are obvious the moment you cross the Moselle and enter the city. The Porta Nigra is the focal point of touristic activity. It is advisable to follow the signs to this old gate and ask for pamphlets at the tourist information center located

beside it. They will be able to give more background detail and directions than can be given in the limited space available here.

Remember when you go — This was for thousands of years the largest city north of the Alps. You can't help but be impressed.

Things to see in Trier

(1) *Porta Nigra* — Known as «The Black Gate due to weathering of the sandstone which has given it a dark appearance. The gate was built without mortar. The stones were fastened together by lead clamps, later torn out by metal thieves. Around the year 1030 the eastern tower was occupied by the Greek hermit, Simeon. After his death he was canonized and the Porta Nigra was converted to a church. During Napoleon's occupation the church was torn down.

(2) *Church of St. Simeon* — This has of late years been converted to a museum. The courtyard contains a cafe, open in the summer.

(3) *The Central Market* — Here stands «The Market Criss» mentioned in the history of the city above. There is an eye-catching fountain, with a multitude of intricately carved figures.

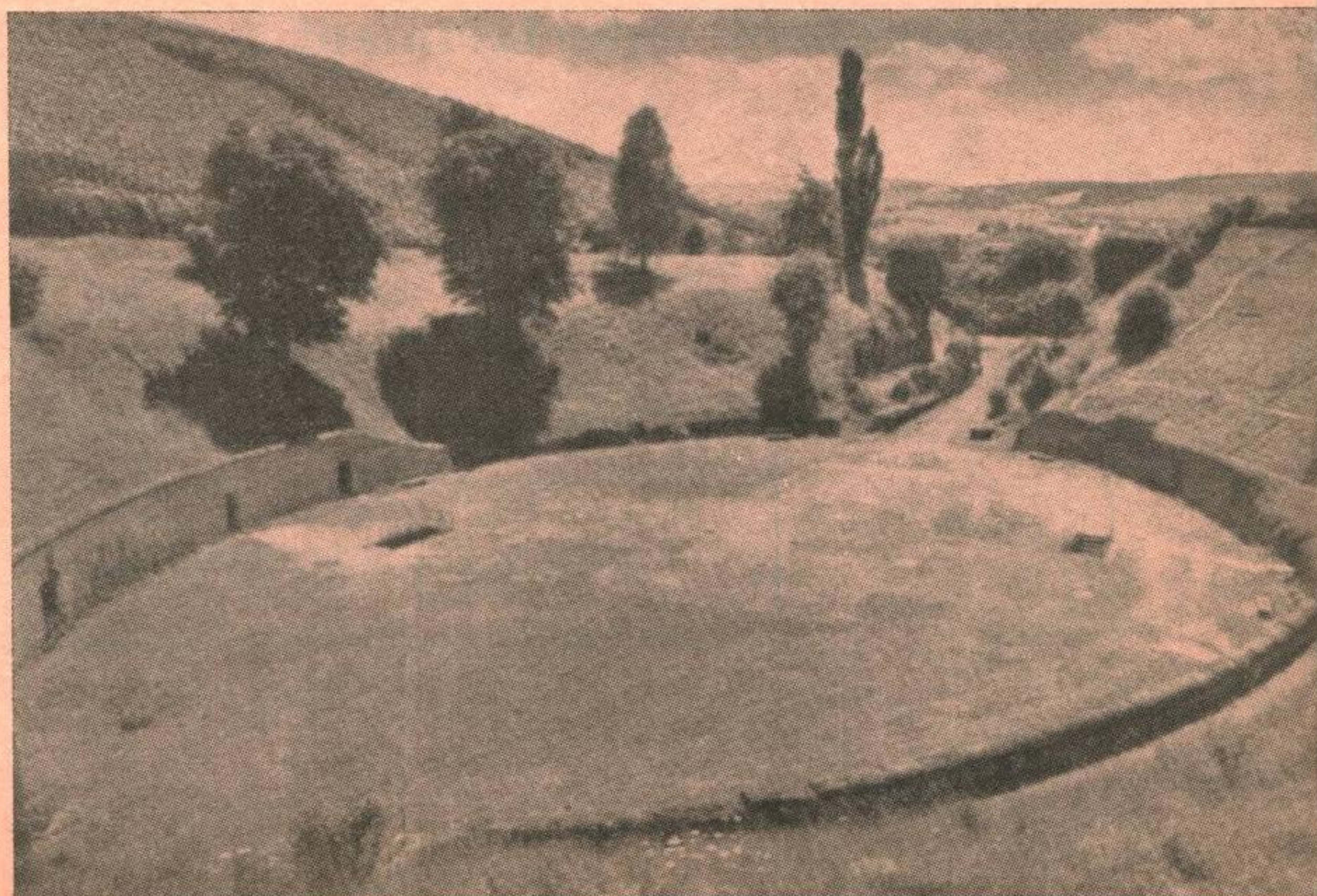
(4) *Cathedral and Church of Our Lady* — The Museum here contains the «Holy Tunic» Christ's garment. This is exhibited only in certain years. The last year

in which it was visible was 1959.

(5) *Roman Basilica and Electoral Palace* — This was heavily damaged during the last war. Restored in 1953-56. A royal palace in Frankish times and since then the residence of the Archbishops. In the mid 1800s the Basilica became a Protestant church. Well worth a visit.

(6) *The Imperial Thermae* — Designed as a public bath house and erected at the beginning of the 4th century under the order of the emperor Constantine. It contains hot, tepid, and cold baths as well as swimming pools and gymnasia. It was never actually used as intended. It has in turn been converted into a fort and later on to a palace. Now in ruins.

(7) *The Amphitheatre* — Trier's oldest structure, dating from the year 100 AD. It was used for combat by gladiators, animals, etc. The condemned of the city were executed here. There is a basement where theatrical props were stored. It is thought by authorities that those who died in combat were buried in the cellar.



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S SHOWCASE

a complete entertainment package, Gordie Tapp managed at the same time to give us his interpretation of the news and political situation at home, as well as a lighthearted look at the RCAF.

If there was a high point during the show, for me it would have been the appearance of Robert Downey. Perhaps not the appearance of the man himself, but the appearance of his doves. I've had several explanations of the trick from people who claim they know... I don't think they do. But where did those birds go? This will bother me for ages — which is, I suppose, an offhand compliment for Mr. Downey.

The thing that struck me above all others was the way in which the complete cast managed to make things come off so well under what must have been trying conditions. It is far from easy to provide professional entertainment without professional stage settings and equipment. I'm proud to report that our CBC stars did it. Without a doubt.

C. D.



*Robert Downey
Where did those birds go!*

Where did the birds go

A well known Canadian musician, Bert Niosi with guitar virtuoso, Al HARRIS to the right. Both appeared in solo numbers, as well as with the rest of the group, providing musical accompaniment for the singers.



NEWS FROM THE CUBS AND SCOUTS



GORDON DONALDSON being invested into the Waingunga Pack by Akela Fowler

Waingunga Reports

On March 31, 8 Cubs from the Etain Cub Pack along with two of the Etain leaders were guests of the Waingunga Cub at Marville. A very interesting camp fire meeting was enjoyed by all the boys.

Skits, songs, and yells were presented by the leaders, and both the Etain and Waingunga Packs. There were also several competition games played by the boys.

Mr. and Mrs. Donaldson were present to see their son, Gordon being invested in the Waingunga Pack. Baloo served a delicious lunch of hot dogs, sweets and cool-ade.

The Second Annual Hobby Show

What do boys do in their spare time? Some of them develop hobbies. The Boy Scouts and Cubs of One Wing had an opportunity on the 2nd of April, to display some of their spare-time accomplishments during the the 2nd annual Hobby Show, held at the PMQ Recreation Center. This show was organized under the supervision of Scouters Bob Mc Millan, Joe MacKenzie, and Frank Amer, with the help of the boys.

Displays included the more conventional collections of stamps and coins, model airplanes, etc.; and a rather unusual collection of battle helmets, old fire-arms, bayonet blades, and such. The general lay-out

of the show provided ample room to move about close to the displays without disturbing them.

Two sections of the show were devoted to education in Scouting: A First-Aid tent complete with bandaged, splinted victim, and a patrol kit which included cooking utensils and even two bars of «Grandma's Lye Soap».

Group Captain Avant and Squad-

ron Leader Arnold were judges. Prizes, in the form of ribbons were awarded to the following boys:

COLLECTIONS :

1 Rodney Carswell	Hiawatha Pack	shells
2 David Forsythe	White Fang P	crests
3 Charles Ollenburger	Cheyenne P	post cards
1 David Standing	4th Marville Troop	world flags on cigar bands
2 Doug Pearce	Hiawatha P	crests
3 Derek Standing	4th Marville Tr	flag match box covers

CARVING :

1 Ross Newman	Assiniboine Tr.	copper tooling
2 David McManus	Blood Tr.	copper tooling
3 David Harmer	Blood Tr.	copper tooling

ANTIQUES

- | | | |
|------------------|-----------------|--------------------------|
| 1 Daryl Standing | 4th Marville Tr | Nazi emblems |
| 2 Lyndon Thomas | Blood Tr | helmets and breast plate |

CERAMICS

- | | | |
|-------------------|-----------------|--------------|
| 1 Kerry Sawatsky | White Fangs P | Plaque |
| 2 Dean Cadorette | White Fangs P | Plaque |
| 3 Gregg Thomas | White Fangs P | Plaque |
| 1 Michael Ziegler | 4th Marville Tr | beetles |
| 2 Roger Williams | Waingunga P | paper machet |
| 3 David Mettam | White Fangs P | sail boat |

MODELS

- | | | |
|-------------------|---------------|-------------|
| 1 Derek Mac Cuish | Waingunga P | model plane |
| 2 Dean Cadorette | White Fangs P | model plane |
| 3 Kerry Sawatsky | White Fangs P | model guard |

COINS

- | | |
|--------------------|----------------|
| 1 Ray Arnold | Assiniboine Tr |
| 2 Gerry Young | Blood Tr |
| 3 Doug Mc Allister | White Fangs P |

STAMPS

- | | |
|-------------------|----------------|
| 1 David Mc Manus | Blood Tr |
| 2 David Mc Millan | Assiniboine Tr |
| 3 Allan Collman | Assiniboine Tr |
| 1 Kerry Sawatsky | White Fangs P |
| 2 David Dunham | Cheyenne P |
| 3 Earl S'Kunberg | Hiawatha P |

PAINTINGS

- 1 Dennis Mc Millan
- 2 John Breffitt
- 2 Ricky Walker
- 1 David Barclay
- 2 Roger Swetnam
- 2 Paul Kenneson
- 3 Ricky Brown

MATCH COVERS

- 1 David Mc Millan
- 2 Dennis Mc Millan
- 3 John Szyszkiewicz

AEROPLANE: Ricky Gaudet Waingunga Pack

MASKS (a Waingunga Pack project):

- 1 John Breffitt 2 Jimmy Ryan 3 Roger Williams

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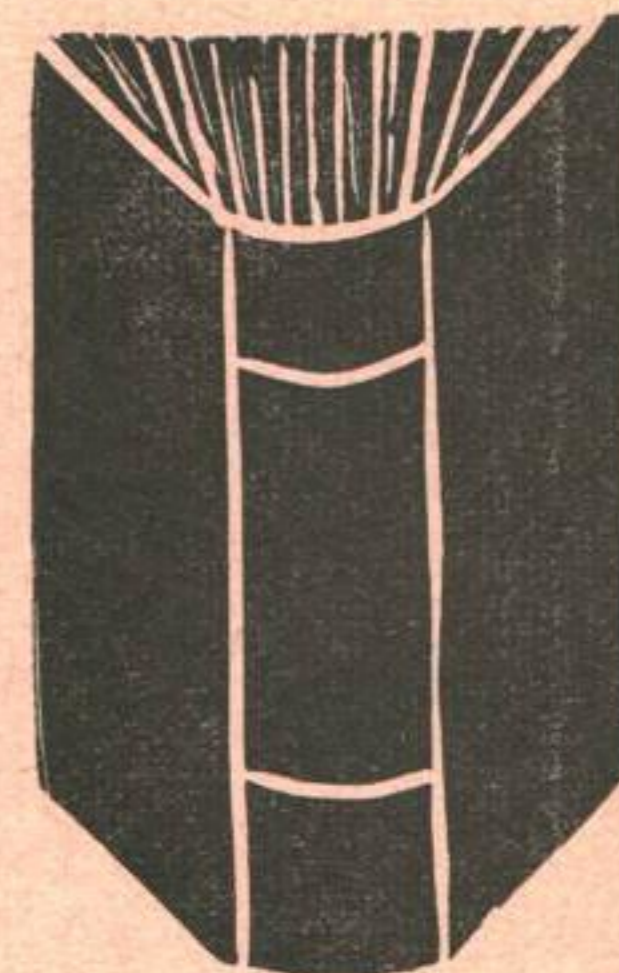
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For further information contact the Arrowhead Golf Club.

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(Rulers and Revolutions)

FRENCH SHORT STORIES
by F. C. Green

These stories are representative of those literary influences that largely shaped the modern novel; they are also there in their own right, some of the best examples of French literary genius.

JANE EYRE
by Charlotte Bronte
It is a novel with a vivid history.

WUTHERING HEIGHTS
by Emily Bronte
This book is one of the great curiosities, as it is one of the great masterpieces of literature.

IVANHOE
by Sir Walter Scott
It is one of the best of all story-books, a masterpiece of its kind.

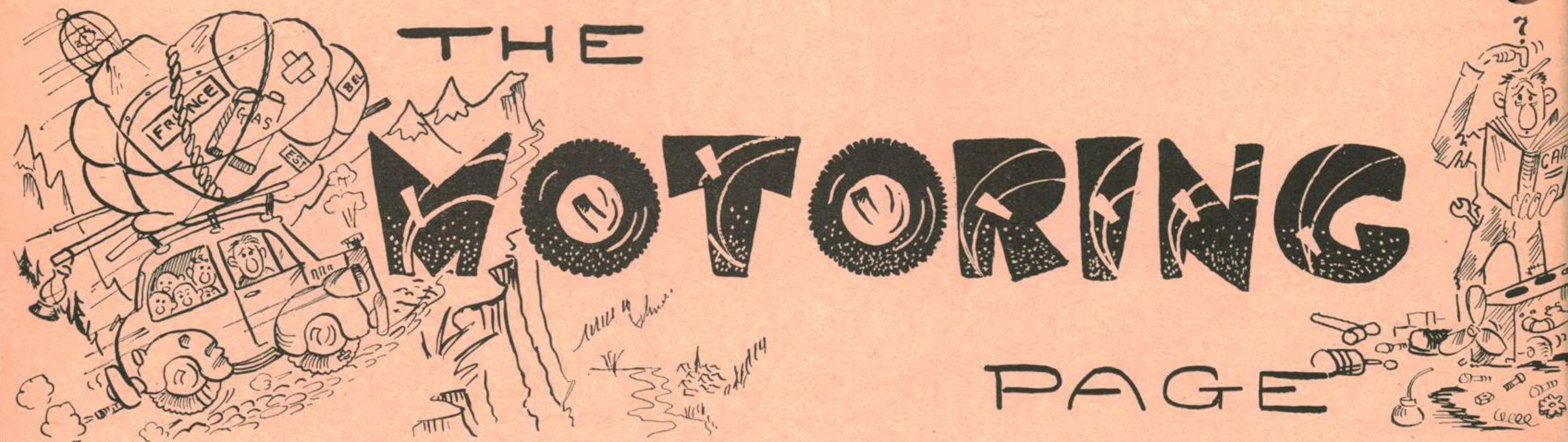
QUENTIN DURWARD
by Sir Walter Scott.

KENILWORTH
by Sir Walter Scott.

ROB ROY
by Walter Scott
(Glorious tale of the old Highlands).

**THREE MEN IN A BOAT AND
THREE MEN ON THE BUMMEL**
by Jerome K. Jerome
Classic humour.

Mme T. Beideler
Librarian



by George Hawkes



There are Tires and Tires

Recently, tire manufactures have introduced whole ranges of new style tires. The public now hears of such terms as « high-hysteresis » and « Cling » which all boils down to better grip.

The functions of a tire are complex. Basically, it performs three jobs. It must carry the load of the vehicle with some degree of cushioning. At the same time it must transmit the driving and braking forces without slipping. It also has to guide the car under an extremely wide range of conditions. To fulfil all these demands, compromises have to be made to give it a well balanced overall performance.

Hysteresis is a general engineering term defined as the energy absorbed during a cycle of deformation and recovery — the opposite of resilience. A high hysteresis rubber will therefore be much more « dead » than a conventional rubber and this property contributes to greater adhesion, when applied to tires. When a normal tire bounces over the many small bumps on the road surface, being made of lively rubber, it bounces back from it's deformed state and is seldom in complete contact with the road. By absorbing the energy generated by the distortion, a high-hysteresis rubber tire is able to maintain a better contact with the road.

There are two penalties to pay for this gain, unfortunately. Firstly, the absorbed energy raises the running temperature of the tire which causes an increased rate of wear and secondly, because you cannot get something for nothing, the extra energy has to come from the fuel by way of increased rolling resistance. However, the failings have in the main been overcome. Various developments have been made to reduce the inherent disadvantages with considerable success. New bonding techniques have enabled high-hysteresis rubber to be used

only in the tread material and not for the entire carcass. Running temperatures were thus reduced and tires could be produced both economically and without price increases. Tread patterns have also been investigated with many aims in view and the net result is a tire which gives 20 per cent more grip for only 4 per cent more fuel consumed.

One of the greatest benefits of high-hysteresis rubber is that it also has an improved co-efficient of friction, especially on wet roads.

A tire always runs hotter than its surroundings due to the energy it is absorbing. On a smooth dry road maximum adhesion may well be obtained from a completely smooth tire. The dragster « slicks » are an example of this type of tire. But when water is introduced it proves to be a remarkable lubricant with catastrophic results on the co-efficient of friction. Tread pattern is a very specialised aspect of tire design. Suitable tread patterns, allied to the properties of the rubber being used, can and do vastly improve adhesion in the wet.

One of the most important features is the knife cut or « sipe » within the blocks of the tread that break down the moisture film and drain the water into the main tire grooves so that the rubber itself contacts a relatively dry portion of the road with a consequent increase in friction.

Traction on ice is a different problem again. The problem here, apart from the very smooth surface, is that frozen water will melt under pressure creating a lubricating film which cuts the co-efficient of friction to 0.2, or less. This is a case where rubber cannot cope and the only answer is metal either in the form of studs or the latest idea of chopped wire mixed with the rubber tread. With these aids the co-efficient of friction can be increased to about 0.5.

All in all, there have been great strides in both materials and techniques of tire construction. Considering the life it leads, it's neglect and misuse, the modern tire shows a truly remarkable record of efficiency and reliability.

Incidentally, have you checked your tire pressures lately? Correct tire pressures can change the character of your car completely. The old idea that thirty pounds all round has long gone by the board. Some cars today have tire pressures as low as 16 pounds. Tubeless tires can be extremely dangerous if not maintained at the correct pressures.

Wheel Balancing

Having bought yourself a new set of tires, add miles to their life by having the wheels balanced. It may surprise you to realise what out of balance wheels can do to accelerate tire wear, let alone the poor road holding that can be and is usually the result.

Out of balance forces are far greater than one would expect at first glance. Suppose, for example, a wheel requires four ounces on it's rim to restore total balance. When running at 60 M.P.H., the out of balance force would be almost 42 pounds and as much as 65 pounds at 75 M.P.H. since the force is proportional to the square of the speed. Travelling slowly, you would barely notice an unbalanced wheel but, as your speed increases, so do the oscillations, until the natural frequency of the suspension spring is reached when a resonance occurs and a severe vibration is caused.

Wheel rims are not very likely to be out of balance but a tire may very be unsymmetrical as tires have far more variables than rims, to be out of balance.

Two methods are used to balance wheels, either on or off the car. The most effective method is to balance the whole wheel while it is mounted on the car. In this way the brake drum, wheel nuts or studs, etc are all included in the balancing job. But there is a draw back. When you rotate the wheels you must balance each wheel again. For the conscientious car owner, wheel balancing is a must.

Driving in Fog

Judging by the number of people who drive in fog with no lights or only parking lights on, it would seem that an amendment made last year to the French Code de La Route is not well known to many. The recent amendment requires that headlights, on low beam, be switched on when fog or poor visibility exists during the day. Parking lights are not much use as one can usually see the approaching car as soon as one can see the parking lights on it. Headlights during the day, in fog, stand out and help other drivers see your car approaching.

Acknowledgement is made to « Autocar » for brief extracts used in this edition.

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109 KU KOMMENT

Having been attacked by your Editor and having had a talk with the boss over my latest R 211 I volunteered to write a little opening blurb for «Col. Hogg's Horrible Hundred and Ninth Composite Unit», newly imported at great expense from a long run at Grostenquin. 2 Wing didn't have a news-paper or magazine so it's been some time since any of us have taken pen in hand for this purpose.

We're happy to be here, now if someone will just bring our wives and families up we'll be really happy to be here. If I may get serious for a moment, we are in fact very glad to be settled in Marville after such a long period of suspense and rumours while the closure of 2 Wing was pending. For most of us over the period of the last few years, Marville has been a second home of sorts as we have spent many an overnight here on our way to Deci or UK. It is notable that our new home has gone out of it's way to help us get settled and we appreciate the extra time and effort put into helping complete our move with few problems and in such a short time.

For many of our people this is the second move in the past year. The Officers, Men and families of the now extinct 30 AMB and 137 Transport Unit moved from Langar last August and were just nicely settled into 2 Wing when news of the latest move was released. Were they ever pleased!

It appears that some form of introduction to the unit, its personnel and operations is in order at this time.

The Officer Commanding is S/L GS Hogg, formerly OC of 137 (T) Flight the D/OC is F/L JB Miller of 109 Comm Flight and the Engineering Officer is F/L C Dunham formerly of ANS Winnipeg and 109. The remaining 180 of us are assorted sprogs and minions of the aforementioned illustrious leaders.

Although we are expecting to complete a full length article on 109 in the near future a little history of the unit may be useful by way of an introduction at this time. As it stands at present 109 KU is made up of 137 (T) Flight and 109 Comm Flight aircraft and personnel. Both of the previous units were formed in 1952, the former as 1 Air Division Communication Flight in Paris, the latter as 137 (T) Flight in Lachine from whence the six Bristol Freighters were ferried to Langar. Air Div Comm Flight with its 10 Daks changed its name in 1963 when it moved to Grostenquin, to 109 Comm Flight and retained this name until August 1963 when it became known as 109 Composite Unit (KU) on amalgamation with 137. The Units were originally formed to fulfil the combined jobs of Communications, Freight and Passenger Transport and Supply within the Wings and other units, notably Deci and Langar. Since inception 109 has had the additional job of providing practice flying for misemployed (desk-flying) aircrew on ground tours. Sometime during the past decade 109 also picked up an Airevac standby committment which required an «Air Ambulance» service from the Wings and Deci to the main US Army Hospital at Lanstuhl and the RCAF Hospital at Zweibrucken.

That just about covers it for 109 KU, at least for this issue. We hope to keep all of our scribes busy in the next while keeping you informed of unit activities and what's going on in the outside world.

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Personality Parade



SGT J. McMANUS

The badge of courage becomes tarnished and subject to wear once it has been over exposed the subject matter is dull and unexciting... but, in genuine concealment, motivated by due modesty, the badge of courage shines bright & clear to characterise the person to whom it rightfully belongs...

In a world fraught with adversities and setbacks there are many who modestly carry on a private battle against heavy odds and conversely, give that little extra in life to help others, despite the fact that theirs is the heavier burden.

To the casual observer, Sgt Jim McManus is an able-bodied, loyal member of the RCAF. With a difference. Sgt McManus carries out his task as GCA operator at 1 Wing successfully, notwithstanding the fact that over the years since one foot has been amputated, he has endured a series of operations with a cheerful and philosophical outlook.

James McManus was born on the 15th January 1927 at Whiteabbey in Ireland where his family life was subject to the changing policies of 'new Ireland'. His years of childhood are pleasant recollections of a close knit community although in an era and an area filled with difficulties for young folk.

At the age of sixteen, having felt that his services in the war effort could possibly sway the balance of power in favour of the Allies, he enlisted in the RAF. In spite of countless refusals and frustrations Jim was eventually given the opportunity for aircrew training. Subsequently he carried out many operations as crew member in a bomber squadron. The end of hostilities found him still in the service, but being transplanted into various trades until his demobilisation in 1947.

Later this year he was enroute for a new life in Canada. Young, ambitious and eager to open the oyster of adventure. Basing him-

self on Toronto, Jim began a career as a roustabout taking any and all types of employment in the search to fill the void left by the break with military service. From truck driver to shopland, harbour policeman to salesman, technical foreman to summer camp supervisor he ran the gamut of them all. In retrospect, Jim confesses that the breaks were not all in his favour but the experiences were of incalculable value. During troubled times and good ones, there seemed to be only one answer to all problems... hit back with a great big smile.

During those barnstorming years in post-war Toronto Jim McManus set his 'Pandora' vessel of life on an even keel. In July 1949 Ellie Margaret, daughter of a Thornhill, Ontario minister, married our erstwhile drifter and a bright future opened up for them both.

On the 4th Dec 1952, Mr James McManus shed his civilian cloak and re-entered the service. He was happy once again, amongst comrades, satisfied with the security and thrilled with the prospect of a new life in the RCAF. But lurking in the back-ground was a challenge that will probably prove to be the greatest of their lives.

Jim McManus was in Edmonton in Sept 1953 when fate struck a cruel blow and momentarily halted his plans and career. As a result of a serious accident he lost his right foot. After a long drawn out process of surgery and post-operative work, Jim again took up the broken threads of his career.

Initially a Comm Op, and progressing as a Cpl to GCA controller, he moved in 1956 to Rivers Manitoba and in 57 to Aylmer Ont. Back again to Rivers in 57, on to Portage la Prairie and then to Downsview where he remained, now a Sgt. until 1961 when he received orders to transfer to Marville.

Today we find this well-suited couple living in the Maple Leaf trailer Park with their two fine children, David and Kathleen. A

far cry from those hectic days in Toronto.

In the fore front of scouting activities at Marville, Jim is never reluctant to face the challenges of leadership. Keeping pace with the young ones has always been his special concern and he has not failed in this task. Summer Camps and troop parties have found Jim at his best with the youngsters, setting a fine example of leadership and manhood.

Jim McManus has a deep devotion and gratitude to the service. Outspoken, but genial in conversation, he can grasp the situation quickly and bring humour into a tale of woe. He refuses to enhance his position in any show of bravado and will repeatedly belittle his own achievements by laughing off any praise. He refuses to plan time on a budget system, rather he traverses life with regulated pace accepting all variations from the normal.

Jim McManus is in no hurry, but savours the hours and days as something good and worthwhile. His share of heartbreaks and sadness are jealously shielded from view but the mark of his experiences have given him a badge... unseen by some... recognised by others... unwanted by himself... but deservedly earned and willingly bestowed when we meet and talk to... Jim McManus.

Letters to the Editor



Dear Sir,

We the undersigned would like to thank the PMC, the corporals and their wives for the entertainment they provided us at their Mess on March 24th, Castellane trophy night. The corporals won but their wives lost in the competition. Let's hope we can get to-gether again. Maybe for a game of cards, ball or tiddly-winks; whichever they prefer. Thank-you one and all of the Corporal's Mess.

Signed, Fred Flintstone and his Cave Girls.

Sir,

At the risk of being accused of seeking notoriety I'm forced to submit this letter. You know Syd, I have no desire to have you stop writing your Personality Parade, and it is realized that in composing an article you are permitted a degree of literary licence; but, you still can't make a silk purse out of a sows ear. I am more than gratified that an article was written, but I was embarrassed as well.

Let's take first things first. Just in case any reader got an idea I was Irish through your mention of leprechauns, it is true I have mixed blood but to my knowledge there isn't any Irish in it. As to where I was born and raised it was Victoria not Vancouver, and if ever there was a red flag flashed to create a disturbance that error is it-not even calling a Scot an Englishman could be more disconcerting to an individual. Victoria is no metropolis and during those days in which I lived there, it

was often accused of being the only grave yard in North America with stop lights in it. But it was a beautiful grave-yard.

In the Arrowhead there is a page devoted to the Lighter Side but there has never appeared a joke quite like that crack about being an intellectual. At least it can be assured that those that know me are smiling, if not laughing and I can't say I can blame them. Which leads on to the remark about parental guidance and my desire for book learning. My father taught English in Victoria High School, an institution which I attended, and to show you how much of it rubbed off on me I flunked both French and English in the final year. At the time I told my father of these failures all he said was 'well I haven't seen you take a book home during the past four years. When I said this is a heck of a time to tell me', his answer was 'you have to be responsible some time! Other than respect for property, law, and elders my parents never once tried to influence me one way or the other. Indeed as a youth I had a tremendously free and irresponsible time of it. Believe me the only youth programme I was interested in was the C.G.I.T.

Now come the war years. I never was on Air Sea Rescue Operations — indeed the only operations I was associated with were in the hospital. That is where the name Loughborough occurs, I came out of a dance hall one night and ran into a 'queen mary' which crushed my metatarsal, and I spend a couple of months recovering in the hospital, at Loughborough. However I did go on an Air Sea Rescue Course up in Blackpool during the summer of 1944. Now any of you who have been in Blackpool, when the Lancashire mills take their two weeks holidays, will realize you just can't stop yourself from rescuing something.

It is true I went to university on my return to Canada, how else could one earn \$60 per month without

labouring. To be truthful I would never have gone to 'U' if it hadn't been for the war years. Yes I did marry Dorothy in 1947 but again how could I afford to have my essays typed if I didn't marry her and moreover my earnings now went up to \$39 per month.

It is at this point that the embarrassment appears, how can I tell my wife that we have a fifth son. It makes one wonder Syd, just how deeply do you go into one's past.

As far as a dogooder is concerned please explore how I have got into the odd secondary job that has been assigned to me, believe me I haven't been a willing worker but you do get used to her pushing you. And then in one's primary job it is quite likely that the powers-that-be would appreciate some assistance rather than 'a quick wit and repartee'.

Now Syd as to factual corrections, I joined in July 1941, was commissioned in Oct 42, arrived overseas in Dec 42 and got back to Canada in Jul 45.

Thanks Syd for trying to build a character, but believe me it was not a true picture.

P. Cumberbirch



Editors note:

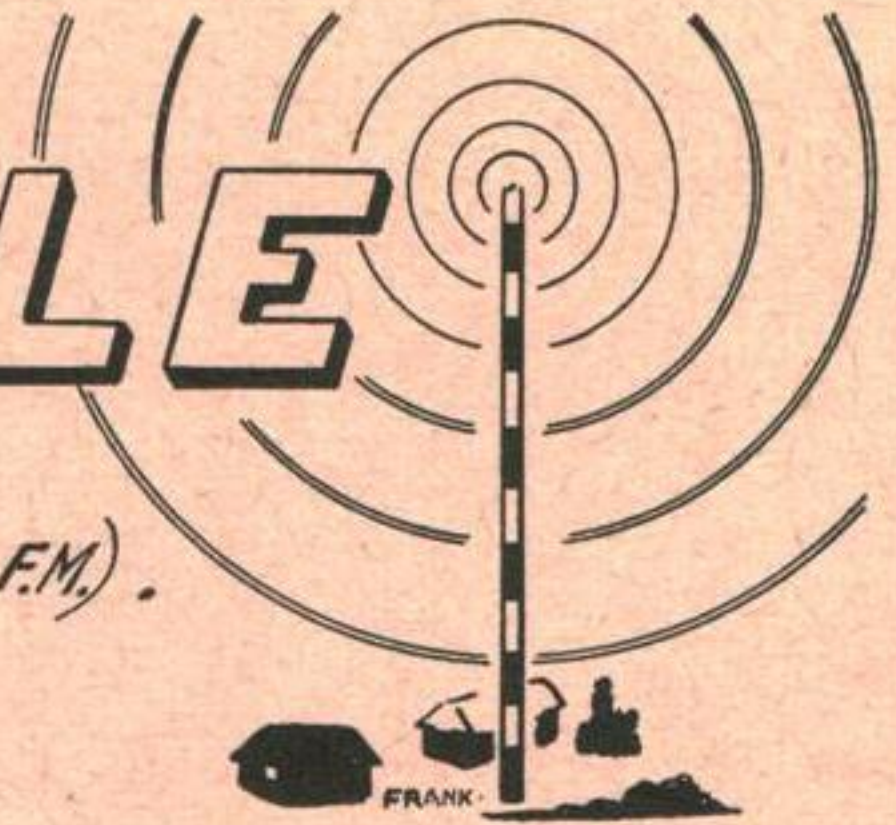
Contrary to Syd's normal procedure, the article on F/L Cumberbirch was prepared without the 'Personality' being aware that he was the subject of this feature. Needless to say considerable snooping had to be done and as Peter points out, errors were made. However the above letter adds more colour to an already colourful individual and in Syd's words; 'he's just a cotton-pickin do-gooder, whether he wants to accept the title or not.'

I agree with Syd.



C.F.N. MARVILLE

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



CFN listeners are invited to join «Night Owls» John Burt and Gary Denham on Friday evenings at 11 p.m. The Night Owl show presents four hours of fun and good listening, and John and Gary extend their personal invitation to all, to participate in the fun. Requests are accepted by telephone on Friday evening (local 73), and may be delivered in writing at any time during the week to the CFN studios located in the Wing Defence Building, or may be put into CFN's box located in the PX lobby between the radio shop and the men's wear store. Whether you live on the base or at PMQ'S, you can take part in the «Night Owl Show.»

The following is the material to be heard on «The Quiet Hour» on the dates as listed:

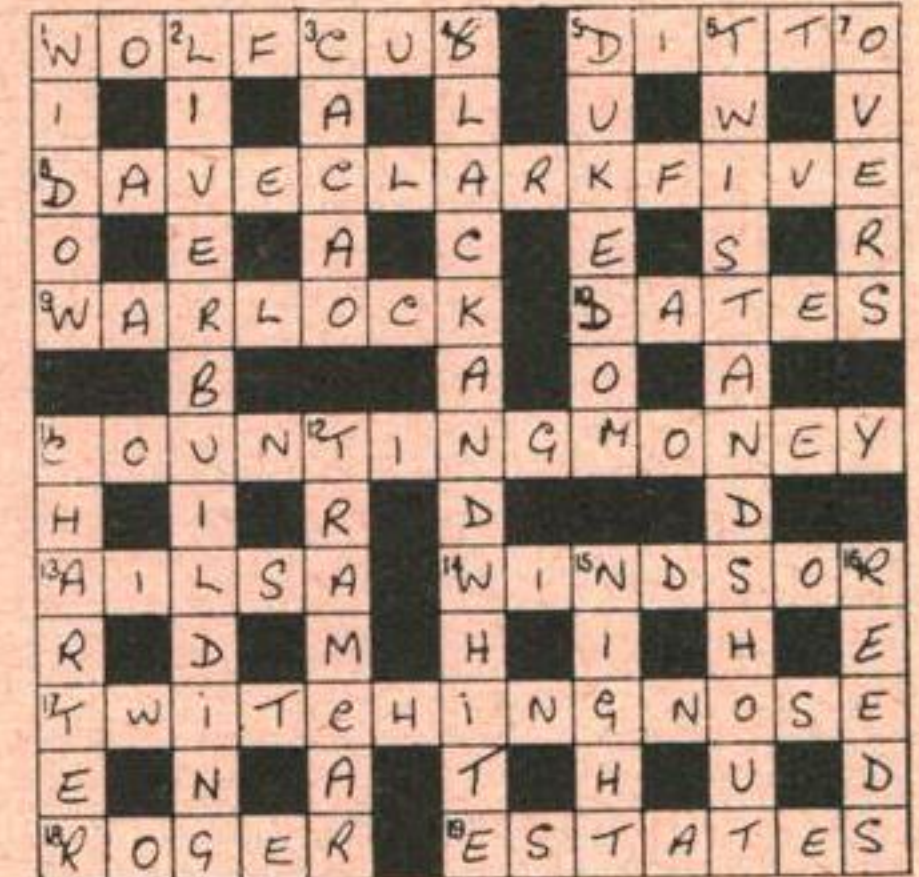
21 April 1964

Are You Right There Michael?	Brendan O'Dowda	3.40
William Tell Overture	Rossini	8.15
Begin The Beguine	Mario Lanza	3.25
Cockleshell Heroes	Frank Chacksfield	2.30
Blow The Candle Out	Kingston Trio	2.25
Marching Strings	Ray Martin and his Orchestra	2.40
Waltzing Matilda	Johnny Mann Singers	2.20
Battle Hymn of the Republic	Felix Statkin	3.00
Flat Foot Jean	Andy Stewart	2.45
Academic Festival Overture	Brahms	10.00
Afton Water	Kenneth McKellar	3.25
If I Loved You	Percy Faith	3.20
Hi Lilli Hi Lo	Richard Chamberlain	2.35
For You Alone	Mantovani	2.45
Lord Randal	Harry Belafonte	4.05

28 April 1964

There Was A Lad Was Born In Kyle	Kenneth McKellar	2.00
Hungarian Dance No 6 in D Maj.	Brahms	2.40
Foggy Foggy Dew	Johnny Mann Singers	2.50
The Whistler and His Dog	Zacharias and His Violins	2.30
Serenade	David Whitfield	2.55
Lady Of Spain	Ray Martin and His Orchestra	2.20
The Moon Was Yellow	Mario Lanza	2.45
Morning Papers	Strauss	3.30
Donnegan's Daughter	Brendan O'Dowda	3.30
Gaite Parisenne	Boston Pops	25.30

Answers to the
DISCROSSWORD,
that appeared in
the last issue



For a mid-morning program of pop songs and music make a date to be with Shirley Harmer and company, on Tuesdays at 10 a. m. You'll hear vocals by Miss Harmer, and music by the Lloyd Edwards trio and vibe player, Peter Appleyard. Each and everyone of you are invited to tune into the Shirley Harmer Show at 10 a.m. on Tuesday mornings.



in nursery - ville

with COUSIN TED



SUSAN'S WASHDAY

Susan was cross. First she found that it was chilly outdoors so she couldn't go out to skip and play hopscotch. Then her brother Bob wouldn't let her look at his DOG AND HORSE book. And then she discovered that her dolly's best pink dress had a dreadful chocolate stain right down the front. «Careless dolly!» Susan scolded crossly. She put her dolly down so hard that Susan's mother knew Susan would have to find something interesting to do that day, or she wouldn't be fit company for anyone.

«I'm going down to wash,» said mother. «How would you like to come with me? We can wash that dress for dolly while we're down there.»

Susan thought for a moment and then, still sulking mind you, she picked up dolly's dress and went along with mother. Susan watched her mother fill the washing machine with water and soap powder. Then,

when mother turned a little knob on the front of the machine, it went «WHIRRR WHIRRR WHIRRR.» As it «WHIRRED» it splashed the water and soap until they looked just like a big, white marshmallow.

Susan wanted to taste the foam but mother said, «It doesn't taste good dear. Foamy water is good for taking dirt out of clothes, but not at all good for eating. How would you like to drop dolly's dress in now. But be very careful you don't get your hands near the agitator.»

«Agitator,» Susan liked the word. She put the pink dress into the machine and then she whispered «Aj-it-ate-or, aj-it-ate-or,» to herself as dolly's dress went 'round in the foam.

Soon mother turned the knob on the front of the machine again and the agitator stopped. Susan watched as mother lifted out dolly's dripping wet dress and put it into another machine.

«Why are you doing that?» Susan wanted to know.

«We are wringing the soapy water out of it now,» said mother as turned the knob to make that machine go 'round and 'round. She lifted Susan to look inside. All Susan could see of dolly's dress was a pink streak in among the white tea towels, as they went around in the spinning machine.

But that machine was soon turned off too. Now mother took all the things out of the spinner and put them into a large grey tub full of warm water.

«Why are you doing that,» Susan wanted to know again.

«This is called rinsing, Susan. We put clothes into clean warm water to take all the soap out of them. Then we spin them again and hang them out to dry.»

Susan helped her mother hang the clothes outside by handing the clothes

pegs to her... one at a time. All day long, the wind played with dolly's dress making it dance about on the line.

When mother brought the clothes in from the line Susan looked at dolly's dress. «Oh,» she said crossly again, «oh, this dress is all crinkled. It doesn't look nice at all.»

«Why of curse,» mother interrupted her gently, «that's because it needs to be ironed. Now suppose I set up my ironing board. I'll iron dolly's dress for you and then you may iron a tea towel for me.»

By supper time, when daddy got home, Susan had forgotten about being cross. She had put dolly's pink dress back on and was playing with her. «Now dolly,» said Susan, «you sit right there and we'll pretend we're doing the washing.»

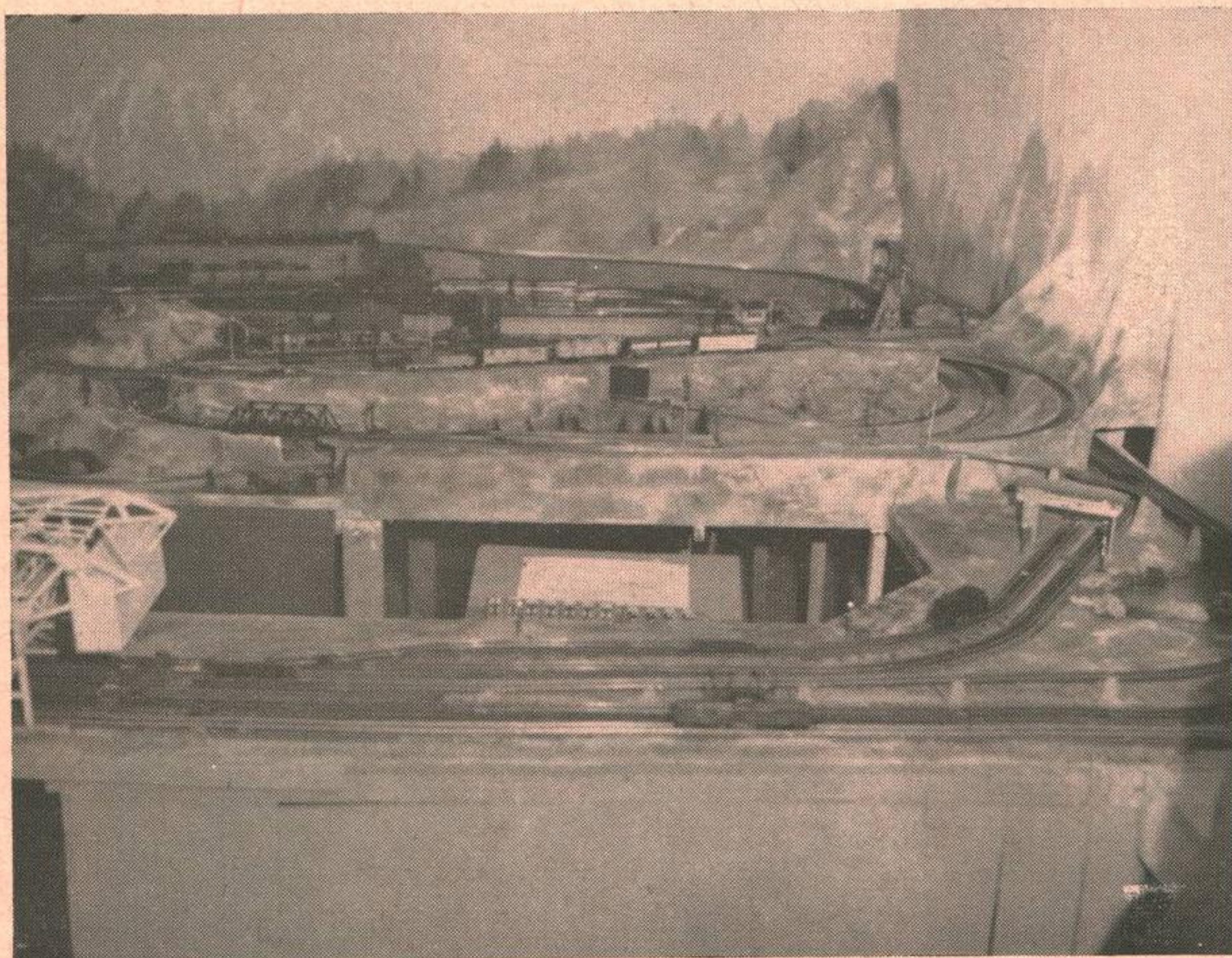
Susan's Doll



recreation section



*Sports - Music - Drama
Arts and Crafts - Square
Dancing - Swimming*



Marville Car Club

As you read posters, or listen to a radio announcement telling of this or that Rally, have you ever thought of finding out just what does comprise a Rally? The R.A.C. defines it as « a competition in which the main portion of the route is over highways, and in which marking for maintaining a time schedule forms a substantial part of the competition ». Within this framework there is plenty of variety, but most time schedules are based on difficult navigation, hard driving or both. The M.C.C. uses navigation in all its rallies and occasionally there may be a stretch of hard driving but it is doubtful if we will ever attain the same class as the famed 'Monte Carlo'.

With the M.C.C., it isn't the fastest driver nor the first car back that wins but a combination of skill on the part of the driver and navigator in being able to read and comprehend instructions and travel at a given speed to arrive at a given point at a given time. For instance, can you travel 20 kilometers in exactly 30 minutes, or travel at an average speed of 40 kilometers per hour for an unknown time and distance and arrive on time at any given point. It isn't easy. When you have a dozen or more teams competing against you, can you keep a cool head and do better than the dozen other teams? How is a winner selected? Teams are penalized points for arriving at the check points either early or late and the team with the

ABC Train Club

A few months ago the Arrowhead ran an article with a picture of the ABC Model Train Club under construction. The set up is now virtually complete as this picture shows. Finishing touches have to be applied to the scenery to provide the maximum realism.

Four trains can be run simultaneously and a fifth with a certain amount of ingenuity, plus separate trains in the yard section of the layout.

The club presently has a membership of six people but it is hoped to double this membership and anyone interested should contact F/L Ruttle at PMQ C13 or local 177. In order to join the club, five \$5.00 shares must be purchased.

Arrowhead Golf Club

The fine weather earlier this month brought out a rash of golfers before the Club was really capable of catering to them. This both in the literal sense as the canteen is not yet in operation and also in a more general sense as the fairways and greens still require considerable attention. Fertiliser has been spread on the course and it is planned to top dress the fairways with seed. When this seed germinates it might be necessary to close the course to golfers in order that the seed has a fair chance to take root. In the event that notices are posted to this effect you are asked to take heed. The driving range will not be affected.



NCO'S HOCKEY GREATS

Castellane
CHAMPAGNE

1964



CPL'S HOCKEYETTES

1964
CHAMPIONSHIPS



TEA COZY trophy TO THE GAL NCO'S



CASTELLANE trophy TO CPL CLUB TEAM



AND AWAY WE GOOOOO

CASTELLANE



TAKE TIME AND COUNT 'EM REF

least points is the winner. Now, what is required to participate in a rally? First, a car, any car, the make and model doesn't matter. Next, a driver, preferably the owner of the car as nobody knows a car better than the owner. Lastly, a navigator to do the head and paper work and keep the driver on the right route and on time. This can be your wife or a friend. After that, a rally takes on the shape of an afternoon drive over a predetermined route with the chances of taking a trophy home for the mantle. Will we see you at the next rally?

'Jim' Wright

SQUARE DANCE NEWS

by *Forty Acres*

ON TIME

One of the most gracious of courtesies we could pay to our

« Caller » and fellow Square Dancers, would be to arrive on time.

Being — on time — means arriving at a dance, meeting or get together at the appointed and expected hour. Punctually in square dance attendance would mean, that the dance could start right — on time — with more completed squares and less disappointed disgruntled — waitees —. Might also avoid the necessity of some dancers doing a dual roll of man or law, in order to complete that extra square.

If all got there on time, a much longer enjoyable evening of dancing could be had, and still get home at a reasonable hour to release the baby-sitter for her school the next day.

It is understandable that sometimes, some unforeseeable and unavoidable crises or happening arises, to make even the most punctual person late. Good and early planning is a habit far more rewarding than that last minute rush.

Usually there is no recourse for those who are held up on the dance floor, except perhaps giving

thoughts that they also should show up late and avoid that lingering waiting period, which as you can see could mushroom that waiting game to-infinnitissimo.

After all, the main reason for tardiness is, a psychic continual crowding of to many chores into an inexorable number of minutes at the last moment.

Fortunately, being punctual, like being late, is also a habit, — easy to cultivate, and once you have decided what has made you so careless about time in the past, you will find it most satisfying in simplyfying your daily living.

It goes to say that time is valuable to all of us, as the following example will show. A famous architect had an appointment with his doctor, arriving on time, he waited for two hours without getting anymore attention than a shingle on a barn. So, he got up and walked out, returned to his office and sent the doctor a bill for two hours time.

HAVE FUN — BE ON TIME —
COME OUT SQUARE DANCING



Amsterdam World Famous Diamonds
now available at our Counter

Superb Quality at Wholesale Prices

Come and see them for yourself. These beautiful diamonds are on display at Metz, Marville and at all RCAF Post Exchanges in France and Germany.

Full description and guarantee with every diamond.

ALL Diamond jewels are insured for a period of one year - at no expense to you.

Full particulars from your PX or write :

F. ZIEKENOPPASSER & Co.,
DIAMANTBEURS,
Weesperplein 4,
AMSTERDAM (Holland)

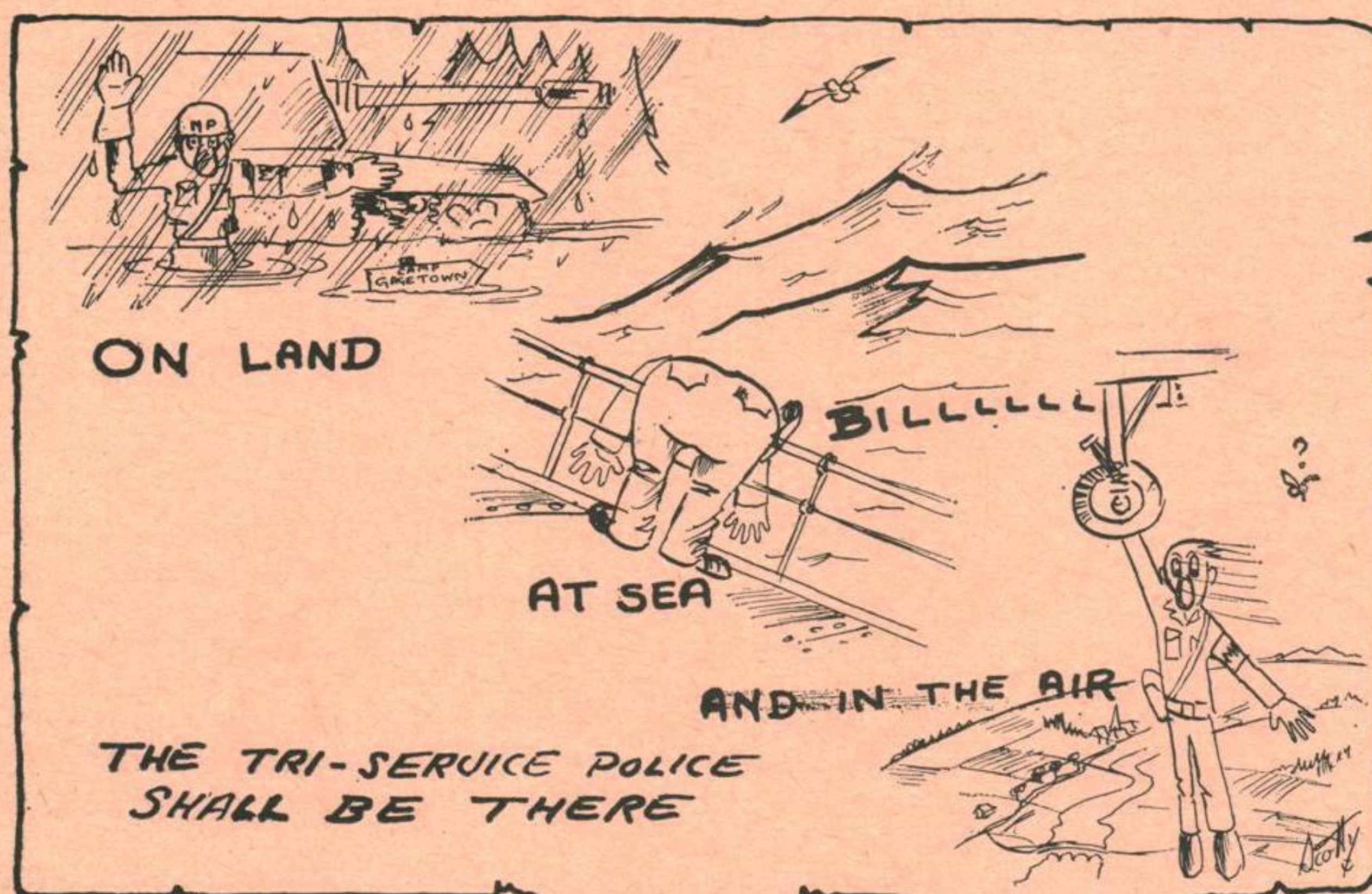
STATEMENT BY THE CAS REGARDING THE WHITE PAPER ON DEFENCE

(continued)

confident that reasonable financial adjustments will be devised.

I believe that the proposed organization changes and the ultimate unification of the three armed services are sound in principle and will result in maximum military effectiveness. These results can only be achieved, however, if all of us lend our positive support and are prepared to participate wholeheartedly. I am proud of the record which the RCAF has established in the past 40 years. Like you, I shall regret in many ways the day when the RCAF ceases to exist as a separate service. Our motto is not, however, without meaning. We have always been progressive and ready to move forward when circumstances required. Faced as we are with a force reduction and a major organizational change — a situation which is not confined to our service alone — I am sure that the personnel of the RCAF will display the necessary fortitude, vigour and flexibility not only to adjust to the new circumstances but to participate positively in their fulfilment.»

On the Lighter Side



There once was a old man of Lyme
Who married three wives at a time,
When asked, « Why a third ? »
He replied, « One's absurd ! »
And bigamy, sir, is a crime. »

One barfly to another : « I'd be
happy to have a battle of wits
with you, but I never attack an
un-armed man. »

A preacher remonstrating with
Mark Twain about his failure to
attend services pointed to the
members of a straight-laced con-
gregation about to enter a church
said : « You see those people,
Samuel ? They are going to heav-
en. Don't you want to go to heav-
en too ? »

Mark Twain looked the crowd
over and answered, « Not with that
god-awful bunch. »

Johnny was late to school, and
his teacher asked why.

« Mommy got sick, » Johnny
explained, « and Daddy called the
doctor and I had to fix my own
breakfast. »

« Heavens, » gasped the teacher.
« You go right home and find out
what was wrong with your mother.
It might be contagious and you'll
expose me and your classmates. »

Johnny scurried off home. In
half an hour back he came. « Tea-
cher, » he cried, « Mommy had a
baby. And she said to tell you that
if you were a good girl you
wouldn't get it. »

The second lieutenant was ass-
igned to a remote base, where
there were few women of any kind.
Every day the colonel's wife look-
ed sweeter and sweeter to the
youngster. One morning the col-
onel stopped the lieutenant and
demanded : « Tell me, are you in
love with my wife ? »

« No-n-non-no, sir, » stammered
the shocked lieutenant.

« Then for goodness sake stop
telling her you are, » ordered the
colonel. « It upsets her ! »

Then there was the cigarette
manufacturer who was buried in
a flip-top box.

Two psychiatrists talking shop
with each other were discussing
the methods they use to get an
idea of what their patients are
like. One said he had a series of
questions he asked them. « For in-
stance, » he said, « what would you
say if I asked you what wears a
skirt and employs the lips to give
pleasure ? »

« I'd say a Scotch bagpiper. »

« And you'd be right. Now, what
has streamlined curves and arou-
ses the most basic instincts in a
man ? »

« A roller coaster ? »

« Of course. Now what's warm
and soft and a pleasure to share a
bed with ? »

« A hot water bottle, of course. »

« That's right, » the psychiatrist
said. « But you should hear some
of the crazy answers I get from
my patients. »

If you know what events will
take place before they actually do,
then you are psychic, according to
modern psychology. Either that —
or you take the threats of your
finance company or creditors very
seriously!

A little boy went to a fortune
teller and was told that in one
week his mother would pass away,
then he would die, and then so
would his father. When he got
home, he told his parents about it
and they laughed and told him
the whole business was nonsense.
A week later, his mother died. A
few days later, the boy died.

The father began to worry, but
on the day he was supposed to die
he awoke and felt as good as ever.
He smiled, convinced that the two
deaths had been freak accidents.

He went to the porch to bring in
the milk, and there, dead on the
steps, was the milkman.

Two women met while shopping
and stopped to chat. One remarked
that she hadn't seen the other for
a long time.

« I've heard rumors about you
and your husband, » the second
woman blurted. « It's been said
you two don't get along. »

« Nonsense, » said the first wo-
man. « We did have some words,
and I shot him. But that's as far
as it went. »



THE MART

ARROWHEAD CLASSIFIED ADVERTISEMENTS

NOTICES

WILL ADVERTISERS WHO HAVE COMPLETED THEIR TRANSACTIONS, OR WHO OTHERWISE WISH TO WITHDRAW AN ITEM FROM THE «MART» PLEASE CONTACT THE ARROWHEAD OFFICE. OTHERWISE AD WILL BE RE-PUBLISHED. THERE IS NO CHARGE FOR ADVERTISEMENTS SUBMITTED BY ARMED FORCES PERSONNEL AND THEIR DEPENDANTS.

WANTED

Teachers to carry out the vital work of the Lord in preparing our children with a sound basis of Christianity. The Protestant PMQ Sunday School needs teachers urgently to prepare for the coming season, September '64 to May '65. Teaching material and guides are furnished. Please give this appeal your most earnest consideration and contact either F/L Yates (Protestant Padre) at Local 15, or F/L Ruttle (Superintendent) at Local 177 or PMQ'S. If not immediately available by phone, please leave your name and Local. Become an active helper for God and enrich your own life.

I would like to contact anyone who wishes to make A Trip to Canada during the months July-August Address. M. Raymond NOEL, 20, rue Pierre Louis, Saint-Mard. Telephone 578.09 (110)

WANTED ITEMS

RACELET tent for 6 - 4 persons. If you wish to sell such a tent contact : Sgt. Andrew at L 111 or 94, or BB 35 Room 17.

CAMPING TRAILER to sleep 4 or 5 persons. Contact : Sgt. P.J. McKeown, ASO Avionics L 194 r 2.

Jamet tent to sleep 4, preferably Paiotte or Provence style. — F/O Belcher, 5 AMU Loc 230

CARS FOR SALE

1958 BORGWARD Station Wagon with radio, heater, roof rack, leather upholstery. Asking price : \$325.00. Contact Cpl. W. Sansome WWO'S office L 7 or PMQ G 126.

1959 OPEL CARAVAN in good condition. Insurance valid until June 28. Contact : LAC Don Newman MSE or PMQ B 133.

1962 ANGLIA 2-door Station Wagon. Red in color with new tires. Excellent condition. Price : \$750.00. Contact : Cpl. Bundus at PMQ D 85 or L 195.

1962 Consul Capri, blue with white top. New Michelin « X » tires. Insured to August. Contact : F/O G.H. Friesen Wing Ops L 172.

1962 RENAULT CARAVELLE. Has hard top and cloth. Price : \$1,150.00. One owner with only 19,000 miles. Call Captain Scott, Verdun MI 7307.

1961 FORD GALAXIE two-door hard-top with radio, heater, power steering. Mileage : 35,000. Color : black with red interior. Contact : AIC Ervin L. McIntosh 66 Camron, Laon Air Base, phone 3241. Price \$1,600.00.

1962 PEUGEOT 404 in excellent condition. Recent tune-up, new tires, seat covers. Can be seen at 1703A Regina Village. Call Capt. Tye at Jeanne d'Arc Hospital 809/818.

1956 CHEVROLET grey and green with automatic transmission, radio, heater, 6 cylinder engine. Available April 23. In excellent running condition. Contact F/L B.R. Esplen Trailer No 2, 2 Wing.

1959 Volkswagen 1200. Radio. \$550.00. F/L Sylvester Loc 174

1961 Austin Countryman Station Wagon. A one owner car. Low mileage. In excellent condition. Exterior colour grey, red leather upholstery and red carpetting. Five new tires, new heavy duty battery, custom built trailer hitch and electrically wired ready for trailer towing. Many extras. This car has received good care and has proved to be economical to run. Austin service world wide. Price \$895.00. Insured until Oct 64. — Contact FS GMA Macaulay, 2 Wing RCAF, Local 71.

1960 Meteor 4-door sedan. 6 cyl. automatic transmission. Color : white over red, Canadian undercoated, 55,000 miles, new tires 800 - 14. Other accessories include : padded dash, back-up light, seat belts, external rear view mirrors, and trailer hitch. Contact: FS K. Ford, Metz L 158.

1956 Ford 4-door sedan, 6 cylinder. In good mechanical condition. Contact : LAC Telfer or LAC Auger, 109 KU One Wing, L 239.

1961 Fiat 500 station wagon with roof rack, seat belts, and 4 new tires purchased summer 1963. Has been driven approx. 18,000 miles. Motor has been recently overhauled and is considered excellent. Price : \$375.00. Contact : Cpl. A. Ollenburger at L 8 or at B 13 Maple Leaf Trailer Park.

1955 Oldsmobile 88 (1956 Belgique), in good mechanical condition. Has these new features : Custom-made coco-mat, brake shoes, camshaft bearings, fuel pump, timing chain. Reason for selling : Taking new car to Canada. Contact : F/S Beattie at 4 Wing L 49, or WO2 Proux at 1 Wing L 210.

Late 1960 Simca Ariane in very good condition. Driven 43,000 miles and has new battery, new brakes, recent valve job, plastic seat covers, and a trailer hitch. Price : \$650.00. Contact : S/L Lowery at L 184 Wing Ops.

1952 Ford Anglia two-door, 8,044 miles. Price : \$600.00. Contact : Cpl. Eva Keenahan L 35r2 or D 17 Trailer Park.

1961 Volkswagen 1200. Light green, good tires, seat belts. Engine overhauled last October. Insurance expires in June. Contact : LAC P. Nicholas at L 203, 441 hangar.

1961 Simca Elysee, export model. Insured to April 1964. Recent engine overhaul ; has radio, seat belts, and just passed a safety check. Contact : LAC O'Neil at L 196 ASO, or at PMQ D 74.

1961 Citroen DS 19, export model sedan. Original owner, 25,000 miles, insurance good until Sept. 1964. Price : \$950.00 or best offer. Contact : Cpl. A. Watson, L 36 at 2 Wing. Or trailer no. 232.

1956 Oldsmobile Rocket 88 hard top, green and white. white wall tires, Automatic transmission, power steering. Asking price : \$350.00. Contact : R.T. Barnet CE section 2 Wing or phone 176.

MISC. ITEMS FOR SALE

One 1500 watt transformer ; one 220 V heater, one baby buggy. Contact : LAC Don Newman MSE or PMQ B 133.

1 Canadian style baby carriage, in good condition, converts to car bed \$25.00. — 1 Belgique style playpen \$5.00. — 1 1500 Watt transformer \$7.00. Contact : LAC Murphy, loc 203 or PMQ G 14.

Lambretta 150 Scooter, 1960 model new in May 1961. In very good condition. Only \$100.00. Contact : S/L Sheard at L 4 or PMQ G 31 2 Wing.

Car parts for 1961 Simca Chambord : wheels, headlights, parking lights (front and rear), etc. Also Grundig Moto Boy transistor radio with mounting bracket and attachments for car installation ; suitable for 6 or 12 volt car battery. Contact : Cpl. Rien-deau L 104 or L 109 after 1800 hours.

Eight cubic foot Arthur Martin fridge in excellent condition. Contact : LAC Johnson at L 194r2, or at 4, Rue de Virton, Lamorteau, Belgium.

Coleman space heater with 45 gallon drums and hoses. Contact : LAC Doucet at L 86 2 Wing, 601 Sqdn.

Apartment size fridge. 110 Volts. Price : \$15.00. Apply Mrs. M. Pilon, Trailer 2C Maple Leaf Trailer Park.

TOY TRAIN, HOCKEY SHIN PADS AND GLOVES, BROWNIE UNIFORM. 1. — Trix Express train set with transformer, 2 coaches, 1 diesel, and tracks. Price : \$9.00. 2. — CCM hockey shin pads and gloves used only twice, to fit 12 year-old boy. Pads - \$2.00. Gloves - \$3.00. 3. — One Brownie uniform with hat, belt, and tie. Price : \$5.00. Contact : Sgt. Crawley, L 226, or PMQ B 121.

Complete under Carriage suitable for handi-man who wishes to build own camping or luggage trailer.

Contact : LAC Pelletier, L 169 or Trailer n°1, Ire-les-Pres.

1957 Lambretta 150 cc. In very good condition, complete with windshield, lights, horn, and many spares. Price : \$75.00. Contact : W.O. 2 Humphrys, Trailer n° 212 or L 171 2 Wing.

1961 « Europ » motorbike 49 cc « Italian racer ». Motor overhauled last fall. This bike is in good condition. Price : \$95.00. Contact : Bob Hull at L 189. Two Wing, or at Trailer 107A, Two Wing.

Heater and Iron. Propane heater suitable for trailer or tent, and Propane pressing iron. Both for \$20.00. Contact : F/L T. Hanlon L 222, or 25 rue de Dampicourt, St. Mard, Belgium.

Hoovermatic Washer and dryer. Like new \$85.00. F/O M.G. Belcher 5 AMU Loc 230.

TRAILERS FOR SALE

WILLERBY « PRESIDENT » TRAILER 32' x 8' with 3m x 5m extension. Pontiac refrigerator, Hoovermatic washer, propane gas bottles, power lawn mower, ironing board, Yugoslavian table and chairs, complete living room furniture, drapes and standard trailer furnishings. Trailer still has wheels mounted and extension will move anywhere without breakage. Asking price : \$1,500.00. Available April 23. Contact : F/L B.R. Esplen Trailer No 2, 2 Wing Base Site.

Trent trailer. All aluminum frame, box dimensions 4' x 6' (closed) open 12' x 6'. Colour blue, built-in cupboards and water tank. 3 burner stove. Table. Good tyres. Sleeps four or six. Contact : LAC Duncan at WIF local 203 or 43, Rue de Harnoncourt, St Mard, Belgium.

WILLERBY TRAILER 22' x 8', with 18' x 18' extension. Two bedrooms, large living room, dining room, and kitchen with large fridge. Available any time after April 15. Contact : LAC DOUG NELSON L 229 r 2 or C 5, Maple Leaf Trailer Park.

1960 WILLERBY TRAILER 9 x 36. New extension 9 x 24. Fully furnished. Contact : Sgt. Dineen at 2 Wing Fire Hall or Base Trailer No 208.

SACRIFICE MOVEABLE HOME: Fully furnished Willerby President trailer with extension. Extras include: extension, shed, fence which is built in sections and easily taken apart. Furniture: Dinnette suite, davenport (newly covered). This trailer must be seen to be appreciated. Can easily be moved to One Wing where land has been reserved for its installation. For inspection or further information contact: Sgt. Roy Draper, Accounts section at 2 Wing, L 16.

1961 WILLERBY TRAILER. Furnished with extras. Can be seen at base trailer No 227 2 Wing. Contact: Cpl. Mc Naughton 2 Wing L 161.

1961 De Reu « Casa-Blanca » Caravan. Price \$850.00. Dimensions: Length 11 1/2 feet; width 6 1/2 feet; height (interior) 6 1/2 feet; height of exterior 2.28 m; weight 620 kg. Contact: F/S Draper, Wing Orderly Room or PMQ F 67, 1 Wing.

WILLERBY CARAVAN 9 x «2. Three years old. The 10 x 32 extension is 9 months old. Combination sleeps 4 children and 2 adults. 240' picket fence included and a lot is reserved at One Wing. Contact: F/L Marcotte at 2 Wing L 21 or Base Trailer 19 A.

Modern secluded Ranch-style trailer home. Designed and built by Canadian contractor. Suitable for officer with large family. Can be seen at Ire les Pres after 7:00 P.M. every night. Or call LAC Undiks at L 7.

Willerby Trailer 22 x 8 with 25 x 11 extension. Which includes three piece bathroom, two bedrooms; fridge, stove; Hoovermatic, Coleman heater, & Canadian size crib, available approx: 15 May. Contact: LAC Langlois J. Loc 22 or Maple Leaf Trailer Site D-12

Willerby Trailer Home, Twin Eagle model. Two units 18' x 8' each, plus 18' x 8' extension in the middle. Has two bedrooms, fully furnished, also includes Coleman heater, 2 45-gallon drums, 3 Jerry cans, and 4 gas bottles. Price: \$1,500.00 plus guarantee to One Wing. Apply to F/S D. Reid, Maple Leaf Trailer Park 2 Wing, or Local 100 at 2 Wing.

Late 1960 Willoughby house Trailer with large extension. Sleeps 6, fully furnished. Lot has been requested for 1 Wing. Contact: F/S Higgins, 2 Wing L 171 or trailer 216.

APARTMENTS FOR RENT

Apartment to rent 6 rooms. Two bedrooms.
Apartment to rent 5 rooms. One bedroom.
Apply 11, Grand-Rue, Virton. (108)

NOTE OF THANKS

A few short lines
But they express
A million thanks
For you thoughtfulness.

Thank you to the Doctors and staff of the 1 Wing hospital neighbours and friends.

Sincerely

LAC MacKenzie and Family. - PMQ D72.

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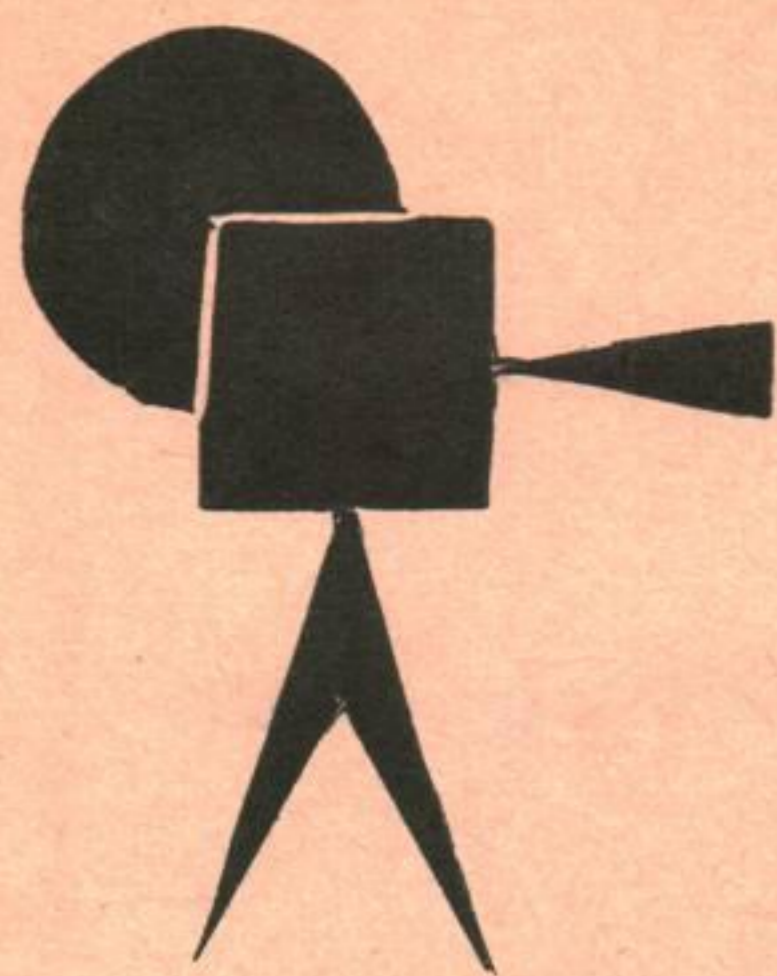
At your service...

Michel *frères*

2, RUE BASSE, 2
(behind Hôtel Siméon)

VIRTON (Belgium)

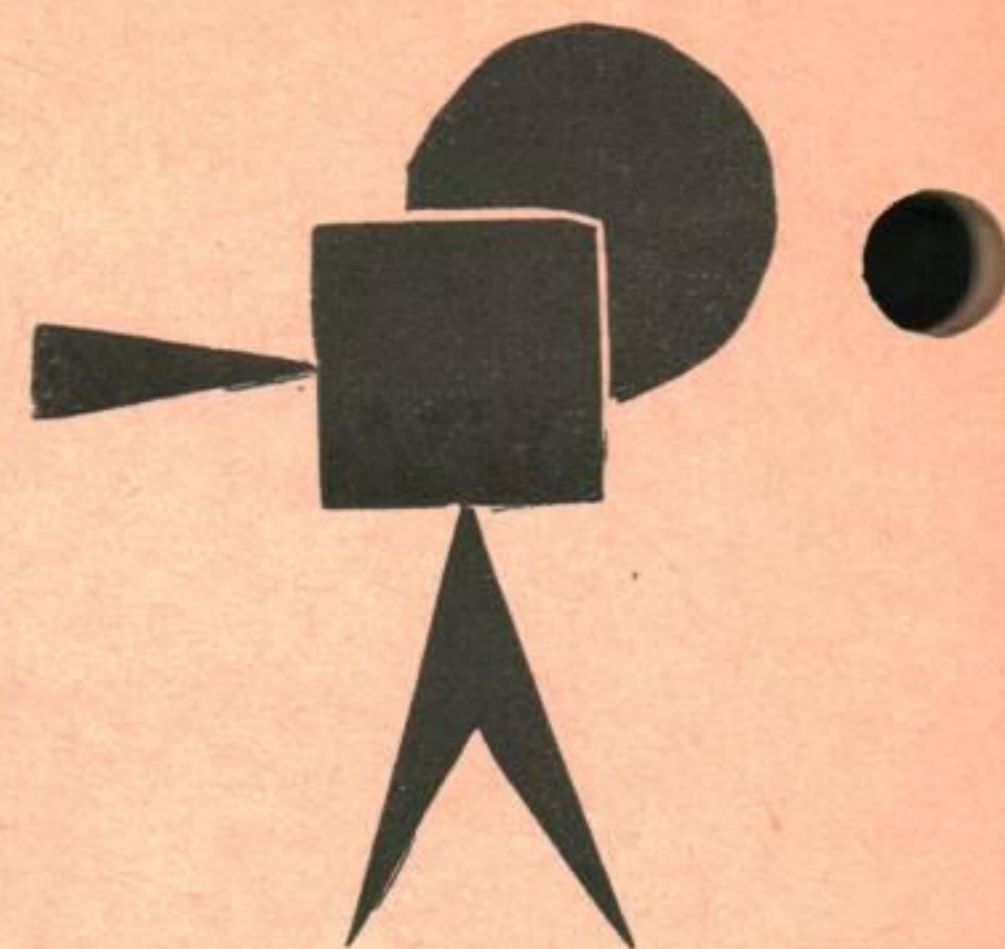
FAIR PRICES



ASTRA CINEMA

Theatre Manager :
FS E Shepherd

Assistant Manager :
Sgt M. King



MARVILLE

Forthcoming Attractions

Thursday 16 April 1900 hours

The Tender Trap

CinemaScope-EastmanColor

« A » Frank Sinatra, Debbie Reynolds, David Wayne

Friday 17 April 1800 and 2030 hours

Saturday 18 April 19 hours

Beach Party

PanaVision-PathéColor

« U » Bob Cummings, Dorothy Malone, Frankie Avalon

Saturday 18 April 1345 hours (CHILDREN'S MATINEE)

Death Comes from Outer Space

Paul Hubshmid, Madeline Fischer

Sunday 19 April 1800 and 2030 hours

The Wooden Horse

A true P. O. W. story.

« U » Leo Genn, David Tomlinson, Anthony Steele

Monday 20 April 1800 and 2030 hours

Somebody up there Likes me

The Rocky Marciano story

« A » Paul Newman, Pier Angeli, Everett Sloane

Tuesday 21 April 1800 and 2030 hours

A Prize of Arms

Big Time crime

« A » Stanley Baker, Helmut Schmid, Tom Bell

Wednesday 22 April 1800 and 2030 hours

The Third Man

Espionage

« A » Orson Welles, Joseph Cotton, Trevor Howard

Thursday 22 April 1900 hours

Cowboy

Adventure in technicolor

« A » Glenn Ford, Jack Lemon, Anna Kashfi

Friday 24 April 1800 and 2030 hours

Privates Progress

British army comedy

« U » R. Attenborough, D. Price, T. Thomas, I. Carmichael

Saturday 25 April 1900 hours

Belles of St. Trinians

Fun at a girls' school

« U » Alistair Sim, Joyce Grenfell, George Cole

Saturday 25 April 1345 hours (CHILDREN'S MATINEE)

Skid Skids

Sunday 26 April 1800 and 2030 hours

The Colditz Story

Escape - proof prison

« U » John Mills, Eric Portman, Bryan Forbes

Monday 27 April 1800 and 2030 hours

The Captain's Paradise

A wife in every port

« A » Alec Guinness, Yvonne de Carlo, Celia Johnston

Tuesday 28 April 1800 and 2030 hours

High Society

VistaVision-Technicolor — Grace's last picture

« A » Bing Crosby, Grace Kelly, Frank Sinatra

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Dr. No

Technicolor — Science fiction

« A » Sean Connery, Ursula Andress, Joseph Wiseman

Friday 1 May 1800 and 2030 hours

Saturday 2 May 1900 hours

Flight of the White Stallions

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« U » Robert Taylor, Lilli Palmer, Curt Jurgens

Saturday 2 May matinee TO BE ANNOUNCED.

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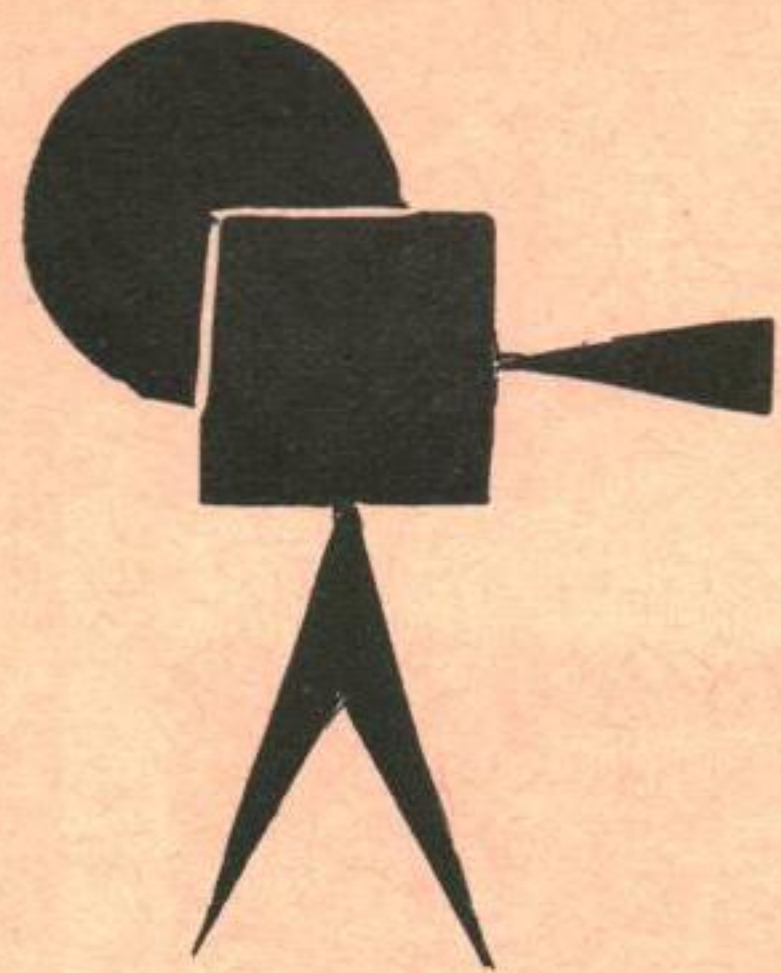
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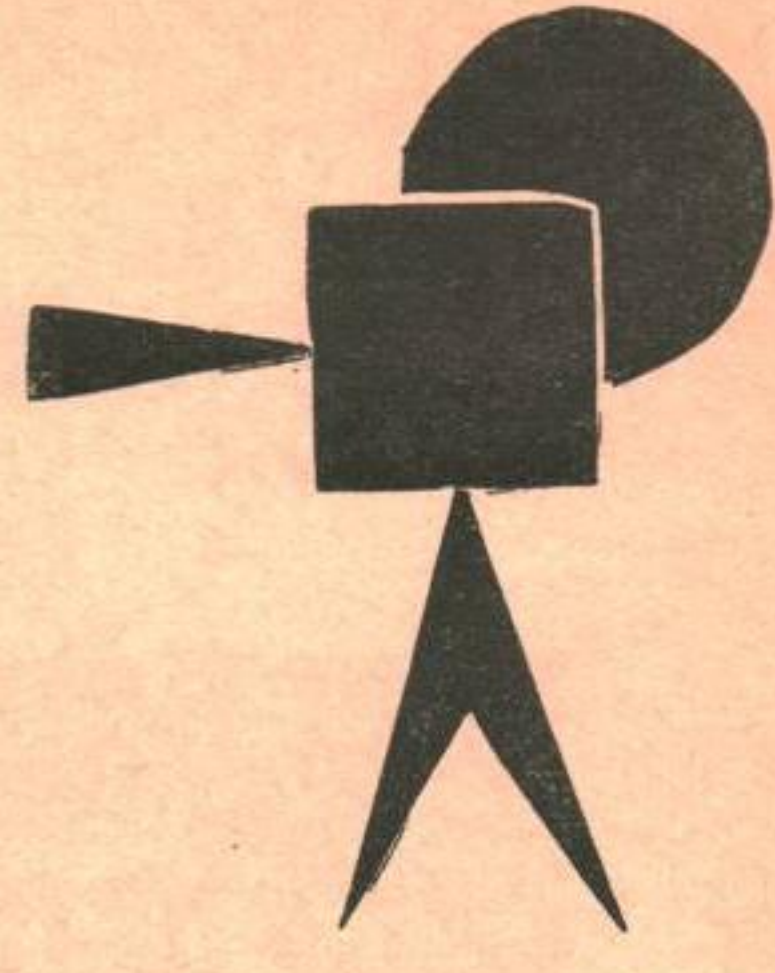
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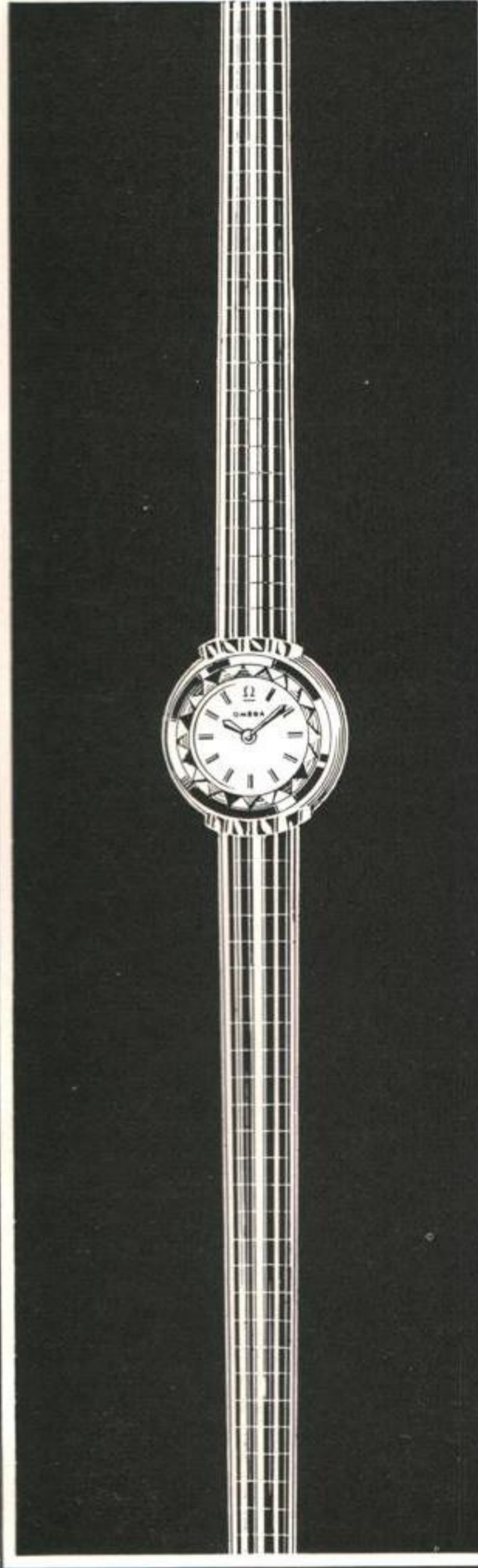
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