

the
arrowhead
tribune



Editorial

Information was recently released by the Minister of National Defence to a Special Parliamentary Committee on Defence regarding the estimated extent to which the projected reduction in the Armed Forces will be achieved by normal retirements and attrition. The statement read as follows: "So far as it is reasonably possible, reliance will be placed upon normal retirements and attrition rather than on compulsory release. It is difficult to make an accurate forecast of the extent to which the projected reduction of 10,000 officers and men in the Canadian Armed Forces can be achieved by normal retirements and attrition. Recruiting must continue. A continuous flow of young men into the forces is vital to maintenance of an effective and efficient defence organization. In addition, as the problems of defence become more complex, the need for specialists in the Armed Forces is becoming as important as the need for specialists in civilian life. This need can be met only by ensuring that there is no interruption in the enrolment of officer cadets through the Regular Officer Training Plan, Canadian Services Colleges, and the universities. The reduction in the forces that can be achieved through normal retirements and attrition will, therefore, be offset to some extent by the need to maintain recruiting at a reasonable level. Nevertheless, it is expected that a very large portion of the reduction will be met by normal retirements and attrition. This summary shows a forecast of the anticipated losses of personnel by normal retirements and attrition during the current and the next fiscal year.

It will be noted that the normal attrition anticipated over the next two years will be very largely in the lower ranks for both officers and men. At this stage in the re-organization it is impossible to state the precise continuing requirements for officers and men of all ranks and all specialties, but it is quite clear that some of those at present serving will have to be released compulsorily."

Ranks (on equivalent)	Year		Total
	1964-65	1965-66	
Air Marshal and Air Vice-Marshal	7	7	14
Air Commodore	7	6	13
Group Captain	27	37	64
Wing Commander	119	129	248
Squadron Leader	321	334	655
Flight Lieutenant	558	644	1,202
Flying Officer and Pilot Officer	498	496	994
Total Officers	1,437	1,675	3,112
Warrant Officer 1	177	185	362
Warrant Officer 2	221	290	511
Flight Sergeant	362	300	662
Sergeant	515	522	1,037
Corporal	1,097	1,050	2,147
Leading Aircraftman	9,574	6,992	16,566
Total Other Ranks	11,946	9,397	21,343
Total All Ranks	13,383	11,072	24,455

EDITORS NOTE

This statement is reproduced in an attempt to add some official information to the large quantity of gobbled and erroneous rumours that are plaguing us all on the subject of the Armed Forces reduction. However while the statement is helpful, I find the figures confusing. The proposed reduction is 10,000 officers and men; the table shows a reduction of 24,453. To the uninitiated it would appear that compulsory releases will be unnecessary.

the arrowhead

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1 WING, RCAF, MARVILLE

30 JUNE 1964

tribune

The Arrowhead is published twice monthly to provide entertainment and information for the servicemen and families of No. 1 Wing RCAF, Marville, France. Opinions expressed in this publication should not be construed as RCAF opinion or policy, unless accredited to an official source.

Contributions to the magazine are welcomed and encouraged.

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COVER STORY

The Changing of the Guard. Here the ceremony is performed in front of the Peace Tower of the Parliament Buildings, Ottawa, Canada.

Canadian News Highlights

P.E.I. POTATOES

The tiny Province of Prince Edward Island in 1963 grew 18 per cent of Canada's potato crop on 15 per cent of the national acreage.

TRADE AGREEMENT

Canada and Hungary have negotiated a trade agreement whereby Hungary has promised to buy up to \$24 million worth of goods over the next three years. Purchases will include wheat and barley.

SCHOOL-LEAVING AGE

The school-leaving age in the Province of Manitoba will be raised from 15 to 16 years on July 1, 1965.

MINING DISCOVERY

The vast deposit of copper, zinc and silver ore recently discovered near the gold-mining town of Timmins in Northern Ontario has been described as the most significant Canadian mining development in six years.

The 25 million tons of ore estimated by Texas Gulf Sulphur Company makes the deposit one of the largest in Canada, and its full size has yet to be determined.

WINTER WORKS PROGRAMME

This past winter's Municipal Winter Works Incentive Programme was the most successful since it was introduced six years ago to increase winter work and provide jobs for those who would otherwise be unemployed.

Last winter's programme covered six months, from November 1, 1963 to April 30, 1964, to ensure that it made a maximum contribution to employment only in the winter months. As a result more jobs were provided than in previous years when it was of longer duration.

The 1963-64 programme provided on-site jobs for 163,583 men — 12.7 per cent more than the previous year. These jobs created 6,790,603 man-days of work. Last year's totals, which had been the highest to date, were 145,025 men and 6,164,298 man-days of work. In addition to the on-site jobs were created off site in the industries which manufacture, sell and transport materials used on the projects.

EXPORTS

Canada's domestic exports were valued at \$1,737,100,000 for the first three months of 1964, the highest figure recorded for the first quarter of any year and 20.5 per cent above the previous peak of \$1,441,900,000 for January-March 1963. Re-exports also increased by 5.1 per cent, totalling \$46,560,000, but 4.1 per cent was due to the inclusion in these statistics since January 1964 of exports from customs warehouses. Total exports for the quarter thus amounted to almost \$1,783,700,000.

There were gains in exports to all main geographic areas except Asia and to the majority of leading countries, with the exceptions of Communist China, France and Norway.

POWER STATION FOR INDIA

The Governments of Canada and India have completed discussions for the construction in India of a \$70 million Canadian-designed nuclear power station. The 200,000-kilowatt plant, similar to the plant under construction at Douglas Point Ontario, will be located in the Rana Pratap Sagar section of India's Rajasthan State.

Purchase of Canadian materials and equipment for the nuclear component of the power station is being financed by a long-term loan to India totalling \$35 million from the Canadian Federal Government's Export Credits Insurance Corporation.

The huge nuclear generating plant

is the first sold by Canada abroad. It will be the second to be built by India and is an expected forerunner of a series of Canadian-designed plants to be constructed by India.

MINIMUM WAGES

Increases in minimum wage rates were brought into effect in almost all Canadian provinces in 1963. Developments in this field included the setting of rates for men for the first time in Ontario and Prince Edward Island. Rates under general orders were raised in Manitoba and Newfoundland.

As the first stage of a new minimum wage programme applying to both sexes in Ontario, wage scales were set for the Toronto-Hamilton-Oshawa area. The orders set a minimum rate of \$1.25 an hour for construction workers, \$1 per hour for male workers in other industries, and a rate of 85 cents an hour escalating to \$1 March 31, 1964, for women.

The new general rates in Manitoba are 75 cents an hour in urban centres and 70 cents in rural areas. In British Columbia, revised orders for offices and laundries set a minimum rate of \$1 an hour, the minimum rate in effect for the majority of workers in the province.

The new general order for men in Prince Edward Island set a minimum wage of 90 cents an hour, increasing in two stages to \$1 an hour on May 1, 1964. In Newfoundland, new rates of 70 cents an hour for men and 50 cents for women went into effect.

OTTAWA — « NEXT: BILINGUAL ARMED FORCES »

The problem is to bring about a higher rate of enlistment by French-speakers in the Army, Navy and Air Force — particularly the Navy and Air Force. Up to now, French-speaking recruits have tended to be channelled to French-speaking units in the Army, for the simple reason that

the Army is the only branch of the services with such units, and hence the only one to hold out any kind of a future to French-speaking Canadians. Plans are being studied at National Defence Headquarters to change the face of the Navy and the Air Force so French-speaking volunteers can play a full role in the operation of these services. The unification program may play a part in all this since the nucleus of experienced French-speaking officers and men in the army can be called upon to transfer to the Air Force and the Navy, providing the basis for what could become French-speaking air squadrons and French-speaking naval units. An increased rate of enlistment from French Canada would, it is thought, create a favorable impression in the rest of the country and would counter the idea that, in matters military, French Canadians have tended to drag their feet.

Ottawa Citizen (12-6-64)

WHAT IS A CANADIAN ?

A Canadian gets scared to death if we vote a billion dollars for

education but he's unconcerned when he finds out we are spending three billion dollars a year for cigarettes.

He yells for the government to balance the budget, then takes the last dime he has to make the down payment on a car.

He whips the enemy, then gives 'em the shirt off his back.

He yells for speed laws that will stop fast driving, then won't buy a car if it can't make 100 miles an hour.

He'll spend half a day looking for vitamin pills to make him live longer, then drive 90 miles an hour on slick pavement to make up for lost time.

He ties up his dog but lets his 16 year old son run wild.

When a Canadian is in his office he talks about hockey, football, or fishing, but when he is out at the game or on the lake, he talks about business.

He is the only fellow in the world who will pay 50c to park his car while eating a 25 c sandwich.

He's never ready for war but has never lost one.

We're the country that has more food to eat than any other country

in the world and more diets to keep us from eating it.

We're supposed to be the most civilized nation on earth but still can't deliver payrolls without an armoured car.

But, we're still plenty nice folks. Calling a person « A Real Canadian » is the best compliment you can pay him. Most of the world is itching for what we have, but they'll never have it until they start scratching for it the way we did.

— From The Picton Gazette.



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AROUND THE RCAF

OTTAWA — BROAD HINT FROM THE RCAF ON THE AIRCRAFT WANTED FOR THE FUTURE

The RCAF is making known publicly the type of plane it wants as a replacement for the Voodoo jet Interceptor and CF 104 low-level jet bomber. On display at Ottawa's Air Force Day was the McDonnell F4C Phantom. Informants said the RCAF is urging acquisition of the Phantom by the Defence Department but that no decision is likely until late this year. The cost of purchasing the 200 such aircraft that would be required would be between \$350,000,000 and \$400,000,000. Whatever plane is chosen will be built in Canada under license by Canadair and Orenda Engines. The new plane would be put into operation over a three year period starting in 1966 when the CF 104 and CF 101 are retired. The McDonnell F-4C Phantom, costing about \$1,800,000 has the inside track. The U.S. is producing about 2,000 of them for its Air force, Navy, and Marine Corps. Toronto Telegram and Moose Jaw Times Herald.

89 PLANES LOST IN THREE YEARS

Eighty-nine Canadian Military aircraft, including 62 jets, have been lost in crashes in the last three years. Cost of the planes involved was originally about \$37,000,000. The aircraft lost: 23 Sabre jet fighters; 17 T33 jet trainers; 11 CF104 low-level jet bombers; 10 CF100 jet interceptors; 3 CS2F Tracker anti-submarine aircraft; 1 CF101 jet interceptor; 7 helicopters; 1 North Star transport; 1 Bristol Freighter; 5 Harvard Trainers; 3 Expeditors; 2 Otters; 2 Chipmunk trainers; 1 Dakota; and 2 light observation planes.

Montreal Gazette (9-6-64).

NEED GROWS GREATER FOR AIR FORCE HOUSING AT MOOSE JAW — RCAF ANNOUNCES PLAN TO CONSOLIDATE JET TRAINING

The announcement on June 2nd an

RCAF move to consolidate jet pilot training at Moose Jaw and reduce overcrowding at Rivers will result in an even greater need for rental housing development in the area, says G/C GRM Hunt, Moose Jaw's commanding officer. «By this time next year,» the G/C said, «there will be about 90 jets on strength at Moose Jaw.» G/C Hunt said that in addition to flying instructors and students, an increase in maintenance staff of about 200 men will result. Training Command HQ announced that its Central Flying School in Gimli will be moved to Winnipeg; No. 2 Advanced Flying School will be moved from Portage-la-Prairie to Moose Jaw; its No. 1 Flying Instructors School will move from Moose Jaw to Portage; and its No. 1 Advanced Flying School will go from Rivers to Portage. G/C Hunt reiterated that the housing situation at Moose Jaw is still dim.

Moose Jaw Times Herald (3-6-64)

TUTORS ARRIVE — OPEN NEW ERA

Three silver and red jet planes touched down today, 9 June, at the Moose Jaw RCAF air base to begin a new era in Canadian aviation history. The Tutor training jets — hot off the assembly lines at Canadair — are the first of 50 to be brought in to replace the obsolete Harvard trainers. The \$250,000 trainer, designed and built in Canada, will become operational at the station as soon as the flying instructors become familiar with it.

Moose Jaw Times Herald (9-6-64)

220 TO REMAIN AT PENHOLD BASE

G/C AM Jardine, Penhold Commanding Officer, received word recently from the defence department that 220 men would remain. No. 43 Squadron totals 170 men and the signals corps includes 50 men. The letter also said defence officials are

studying possible uses for Penhold when pilot training is discontinued. Calgary Herald (5-6-64)

RCAF AIRMAN HEADS OLYMPIC TRIALS

Ottawa — Entrants at the Canadian weightlifting championships and olympic weightlifting trials held at RCAF Station Rockcliffe on Saturday, June 20th were judged by one of Canada's most experienced authorities in the sport.

Flight Sergeant Jack Varaleau, of Ottawa, Ont., a Recreation Specialist now stationed at RCAF Station St Margarets, N.B., is chairman of the organizing committee for the trials and heads a panel of experts who judged the 30 contestants.

Flt Sgt Varaleau is well qualified to judge the competition. His competitive accomplishments include a British Empire title, an Olympic military press record, and a sixth place at the 1948 Olympic games in London, England.

His international recognition and honours rank second, however, to the one he received in 1950 which he considers «is his greatest thrill and honour». It was then he was awarded the Gil-O-Julien Award as the outstanding French-Canadian athlete of the Ottawa Valley and Western Quebec.

Flt Sgt Varaleau's competitive career in weightlifting began in 1939 when he placed second in the North American Championships. Success followed success, including international titles and records, until the unhappy day in Helsinki when he was disqualified for an improper lift after doing well in earlier trials. Although this was his last major competition he has continued in excellent condition by weight training and a variety of other sports.

At RCAF Station St Margarets, N.B., he is responsible for the physical recreation of the personnel of the station and their dependents

MORE C.D. CLASPS PRESENTED



Sgt. Townsend receiving 1st clasp to C.D.



Sgt. Grier receiving 1st clasp to C.D.

At a recent CO's parade
G/C A. F. Avant DSO DFC CD
presented long service awards
to two Marville NCO's. Sgts Grier
and Townsend are shown receiving clasps
for twenty years service.

in and around marville

By Graham Davis



With the warm season here once again and everyone flocking off to what ever body of water the surrounding vicinity can provide, I think it's about time for a fish story. With the weather so hot, it's an effort at times even to talk, and when this is combined with fishing, not a verbal sport at the best of times, the results can be pretty funny. I'd like to reproduce here for you a newspaper clipping that was handed to me the other day. It concerns two fishermen :

- « Hiyamack ? »
- « Lobuddy. »
- « Binearlong ? »
- « Cuplours. »
- « Ketchenenny ? »
- « Goddafew. »
- « Kindarthey ? »
- « Bassencarp. »
- « Ennysizetoom ? »
- « Cuplapown. »
- « Hittenard ? »
- « Sordalite. »
- « Wahchoozin ? »
- « Gobbawurms. »
- « Fishanonaboddum ? »
- « Rydonnaboddum. »
- « Igoddago. »
- « Tubad. »
- « Seyaroun. »
- « Yehtkideezy. »
- « Guluk. »

DOUAMONT

I was surprised to discover not too long ago that some people from Mar-

ville have never visited Douamont. Of course it isn't a town — you can't go shopping — but is one place in our immediate vicinity that should be seen. It can be reached by travelling to Bras-sur-Meuse (on the way to Verdun) and then following the signs. The road leads up a hill that was heavily contested during the first world war. Indeed, this whole surrounding area was the scene of some of the heaviest fighting of that time. You don't have to be very observant to notice that the ground is pock-marked with shell holes.

If you approach Douamont from the Bras-sur-Meuse side, the first point of interest is « The Trench of Bayonets. » The French had been in command of this particular hill top and were well « dug-in. » Suddenly a German shell buried all the occupants of one of the trenches. The only thing left to tell the tale, and mark the graves of many Frenchmen, was the line of rifle barrels and bayonets left sticking out of the earth. They can still be seen today for the site has been made into a monument.

Continuing on up the hill you come to the « Ossuaire. » This gigantic monument has been erected by different countries to honour their men who fell in battle in this region. The atmosphere inside is one of reverence. For a trip to the top of the tower there is a one franc charge. The view is marvellous and it provides an excellent chance to appreciate the lay-out of the crosses in the military cemetery below. The crosses can be perfectly aligned from five different

directions. Under the ossuaire are the remains of thousands of unidentified men-at-arms. Just **why** this is so is beyond me — but the remains are visible to anyone wishing to walk around to the rear of the building and squint through the small windows in the bottom.

About half a mile to the left of the ossuaire is Fort Douamont. This, at one time, was the most heavily armed and manned fort on the French line. Due to manpower requirements in other parts of the line, 455 of its 500 men were taken away. The fort was captured, almost single-handed, by one German sergeant and a small platoon of men. From that point on it changed hands so often that the sound of one language could hardly have ceased to echo within before the next one started. The huge guns still bear bullet scars. A museum has been built in the old fort. Here again, there is an admission fee of one franc.

This entire area was devastated. Further down the road you come across Fort Vaux. This fort also figured heavily in the back and forth movements of the front line during the Battle of Verdun. Also in the area many town sites that are towns no longer. They were so completely destroyed that it was not thought either practical or desirable to re-build them.

When you go — don't forget your camera. You won't have any trouble going through the better part of a 35mm film.

AIRMEN'S CLUB

While I was talking with LAC Jim Ruse the other day he mentioned the fact that a lot of airmen are missing a chance to get some money. It concerns the Club Membership Cards that some people have, but a lot more haven't. These cards are freely available — all you have to do is ask for them. The important thing is that they are being used to determine the winner of the door prize during a function. The numbers of the cards themselves are selected, and the winning cardholder has himself a bit of money. The amount of the prize varies, since if it isn't picked up at one function, \$10.00 is added and they try again at the next one. Sounds fair to me!

There will be quite a few chances for these prizes to be given away during the coming month. To begin with, there are two Bingos — on the 8th and 22nd of July. If dancing is more to your taste, how about the « Airwomen's Beach-Combers Dance » scheduled for the 17th. Frank Duke will be looking after the music and the Airwomen will be looking after the food. The 50¢ that you'll pay to get in will help to look after some of the expenses. On top of all this, there will be a bar extension till 0130.

Another thing to be on the lookout for is the Airmen's Golf Tournament. There will be lots of prizes — let's just hope that the weather cooperates!

OF FLAGS AND THINGS

It all reminds me of the old saying « The more I see of some people the better I like my dog. » I think it's high time Canadians grew up. First you hear people criticizing the government's handling of the flag issue, then you hear them criticizing the

government for not having handled it before. What it all boils down to is a massive immaturity of the part of the Canadian people as a whole. They have made this the biggest tempest to come out of a pot of tea since Hurricane Hazel. One woman recently went so far as to tell me that if the government adopted « that thing with the leaves on it » that she would change her citizenship. Let her! Anyone who is that disturbed isn't sufficiently sensible to be much of an asset to her country anyway.

But aside from the fact that people are threatening to leave the country, and the fact that everyone wants a flag with a different design, and the fact that no one design is ever going to please **everyone** — is it just my idea that enough time has been wasted in a discussion of this issue? Or does someone else think the same thing? When I think of all the things that could take first priority in government thinking I am absolutely shocked to think that the people of our country are raising such a hullabaloo that the government hasn't a chance to get on with more serious legislation.

Another travelling companion for the flag issue is « A Canadian Identity. » This is, to my mind, even sillier than the flag. Who are we to be discussing our own identity? We're so close to the trees that we can't see the forest. We have a perfectly good identity now. It takes the form of what our government and our people as a whole accomplish. The way we eat, the things we do — in short our manner of living. It shouldn't matter to you, or to me either for that matter. We have an identity. I wouldn't change it if I could. It's pretty certain too that no amount of debate in the editorial columns of our leading Canadian publications will ever change this identity.

The only thing that bothers me is that in the light of the furor over the flag, we must be looking pretty silly to other nations in the world. Let's stop acting like children and get down to business!



New Arrivals :

June 14

To LAC and Mrs. E. E. Kelly, a son, Brian Patrick

June 17

To Cpl and Mrs. D. A. Cramer a son, David John

June 18

To Cpl and Mrs. T. S. Tobin a daughter, Lenore Aileen.

V. C. to Retire ?

On the 9th of June RCAF Marville was host to a most distinguished visitor — Sergeant « Smokey » Smith V.C., C.D. « Smokey » is the last holder of the Victoria Cross still serving in the Canadian active armed forces. He is just now completing twenty years of service with the Canadian Army.

Sergeant Smith joined the « Black Watch » Regiment in 1939. His Victoria Cross was awarded in 1944 while he was serving on active duty in Italy. After the war he returned to Civilian life for a while, but the Army must have looked more attractive for he re-joined in 1948 — this time the « Seaforth Highlanders. » For the past thirteen years he has



Sgt. Smith at the controls.

been engaged in recruiting.

Married, and with a son 21, and a

daughter 16, still at home in Vancouver — Smokey is looking forward to retirement. My guess is that his retirement will be an active one. As he himself put it — « It's pretty hard to keep an old 'square basher' still for long! » His plans now call for him to take up his new duties as sales manager for « Pacific West Airlines, » (right back to recruiting!). Not willing to leave the Army completely, he will be joining the supplementary reserves.

Sergeant Smith is on re-hab leave right now. He is in Europe while on his way to attend a re-union of Victoria and George Cross winners in London, where his wife will join him. These re-unions are held every two years, and are sponsored by the Canadian Government.

When the uniform with the violet ribbon is hung away on the 23rd of August, Canada will have lost a valiant and conscientious soldier from her active armed forces. From all of us here in Marville, Smokey, may all the years to follow be happy ones!



« Smokey » Smith and host WO Macklam inspect the business end of a CF 104, WO Proux, Cpl Campbell, LAC Rudylebanc, LAC R. F. (Smitty) Smith are on hand to supply the details.

HOW MUCH SHOULD I TIP ?

on the continent

A Handy Reference to Tipping All Over Europe

How much should I give the porter, the headwaiter, the cab driver? Here is a quick and easy list to follow for just what will look right in that most frequently seen piece of foreign scenery — the outstretched palm.

AUSTRIA: Hotels automatically add 15 % service charge on all bills and these sums are later divided among all the hotel's service employees. In restaurants, 10-15 % is added. Additional tips of 10 % are given only for special services. Taxi drivers get 10 %.

BELGIUM: 15 % is customary in hotels, 10-15 % in restaurants. A hotel porter gets 5 Francs for carrying your luggage, as does a bell boy for calling a cab. Taxi drivers get 25 % on a short trip. Hat and coat checkers look for 5 Francs.

DENMARK: 15 % in hotels and restaurants should be added by you, but on a large dinner bill you can go about 3 % under that.

ENGLAND: 10-15 % usually gets on the hotel bill automatically. When not, you can distribute the same sum among the service personnel. Hotel rates include cost of breakfast. For cab drivers: 6d for 2/6 fare, 9d for a 4s fare and so on.

FINLAND: Hotels get 15 %, restaurants 10 %. Hotel porters get 30 Marks. But cab drivers take NO TIPS! Extra tips are not customary.

FRANCE: Hotels and restaurants include 15 % service charge, some middle-class restaurants ask only 10 %. Extras: 5 % for hotel porters, 1 NF for chambermaid, 15 % for barbers and beauticians, gas station attendants, hat checks, etc. In a pension, the concierge is a majorette domo: she expects 1 NF for each errand or service and an extra Franc or two when you leave.

GERMANY: 15 % added in hotels and 10 % in restaurants. Hotel porters get 25 pfennig per piece of luggage. Little extras rate 50 pf. to 1DM per task. Hat checks 30 pf. Taxis: 10 % for short trips, 5 % for long.

GREECE: 15 % in hotels and 10 % in restaurants, but a waiter expects 5-10 % extra. Chambermaids get 5-10 drachma. Taxi drivers 5 % of the bill.

ITALY: Hotel service charges come to 15 % except in Rome (18 %) and Naples (20 %). Frequent small tips.

HOLLAND: 15 % in hotels, 10-15 % in restaurants, with larger bills sometimes being pegged at a lower rate. Cab drivers get 10 %, hat checks .10-25 florin.

NORWAY: Normal service charges cover just about everything. Restaurant bills are rounded out to nearest Krone.

PORTUGAL: 10-15 % in hotels, 10 % in restaurants. 5 % extra tips are expected. Taxi drivers get 15-20 %

SPAIN: Hotels and restaurants add a 15 % service charge, but extra are expected. Chambermaids get 10 pesetas, hotel porters 20-25 pesetas.

SWEDEN: Tips only for special services. Hat checks and washroom attendants get 35 öre, taxi drivers get 10 %.

SWITZERLAND: Hotels charge 15 % for service, 12 % for two days, 10 % for more than three. Restaurants charge a normal 10 %. However, ask if the bill is «with service» or «without service», this last being the cue to add your own 10 % to the bill.

None of this should ever be allowed to be more than it was meant to be — To Insure Promptness and the only way you can say a polite «thank you.» TIP does not mean To Insure Penury.

HERE AND THERE :

SWISS VILLAGE IN PARIS... Tourists making for the famed Eiffel Tower usually overlook one of the lesser known curiosities of Paris. Along the nearby Avenue de Suffren is a row of wooden shops built to resemble the familiar Swiss Chalet. In recent years a number of antique dealers have moved here. They are open late on Thursday nights.

SMALLEST CITY IN HOLLAND... Madurodam, in the Hague in Holland, is known as «the smallest city in the country.» The buildings, cars, and people here are one twenty-fifth of their actual size. Hours of admission: 9:30 a.m. — 11:00 p.m. until the end of August; Sept. 1 through 10: until 7:30 p.m. (10 p.m. on weekends); and until Oct. 8: till 6 p.m. (still 10 p.m. weekends). For additional information, apply Madurodam, 175 Haringkade, The Hague. Tel. 555816.

VIENNA SIDE TRIP... Interesting side-trip for visitors to the gay city of Vienna is the 800-year-old Benedictine Abbey of Seitenstetten, not far from the town of Amstetten, easily accessible over good roads. The magnificent collection of over 600 paintings by German, Italian, Austrian and Spanish masters and the exquisitely lovely sculpture in the stair wells form its special treasure. Baroque masters have fashioned breath-taking halls, state rooms, and a beautiful library.

B A S T O G N E



at the End of the War

by Graham Davis

THE MARDASSON AMERICAN MEMORIAL AT BASTOGNE



Sitting on top of the «Star Memorial» or «Mardasson» just outside Bastogne and looking at the peaceful Belgian countryside stretching out in all directions is the wrong way to imagine the horrors through which this country went late in 1944.

To make a long war story short, the Germans counter-attacked the allied lines on the 16th of December 1944. The way they attacked cut the town of Bastogne off from the south, causing a bulge or pocket to be formed in the lines of battle. If you haven't guessed already — the «Battle of the Bulge» had started.

The 8th corps of the United States 3rd Army and part of the 101st Air Borne Division were trapped within the town. Supply was difficult, and accomplished mainly by parachute drop. Since the weather was bad for flying the Germans received almost as much of any one drop as the Americans.

The battle lasted for almost half a month. On the 22nd of December four Germans appeared on the road from Arlon, and carrying a white flag, asked to speak to the Commanding General of the Allied forces. With reservations they were taken to see General Anthony MacAuliffe, in command of the 101st Air Borne. It was to him that they presented their highly emotional (and false) case that would make it seem that the American position was hopeless. The General laughed, and then made his famous one word reply that was to echo around the world as the ultimate in contempt — «Nuts!»

This took the Germans somewhat aback. They hadn't the faintest notion of the meaning of the word. It was explained to them. They couldn't believe it! To ensure that they **did** believe it, General MacAuliffe directed that this one word should be used as the official reply to the German Commander-in-Chief.

The Germans were determined to have Bastogne as a Christmas present for Hitler. It didn't work out that way. On the 26th of December the battle had gone completely in favour of the Allied forces.

Just **how** completely is a matter

for conjecture. The town of Bastogne was a shambles. The forest of the Ardennes was littered with broken trees, tanks, trucks, and all the rest of the gear that man uses to wage war on other men. The number of Americans alone killed, missing or wounded was 76,890. It would be impossible to say how many civilians were killed or wounded.

It was interesting to note the extent to which the town had been damaged when I visited it a couple of weeks ago. On many of the buildings you can still see the line of new bricks zig-zagging up the wall to mark the old and new parts. Many buildings are completely new — a sign of the amount of damage done during the offensive. As a somewhat comical touch, one «Friture» on the main street proudly advertizes itself as having been in business since 1964.

Everything in Bastogne today seems to revolve on a «Nuts» motif. There is «Nuts Karting» to be seen as you enter the town. After the war a «Nuts Museum» was started in the main business section. It can be easily seen from the «Palace MacAuliffe» — the large square in the center of the town. You can't miss it. There is a tank sitting on one corner of the square scrutinizing the traffic going in and out of the town. The museum is well worth a visit. There is a small admission fee, 15 francs, if I remember correctly. They even have the complete tail section of a downed German fighter plane. If you do go in, plan to spend at least an hour and a half. The time will go by without your having realized it.

Before you return, drive just outside the town to the «Mardasson» memorial. The view is unforgettable. On the top of the monument (easily accessible) will be found maps to guide you in appreciating the extent of the battle. As I've said before, it's almost impossible to imagine the desperate conditions in which the combatants found themselves in the winter of 1944 while looking at the soft, rolling, countryside.

What ever your tastes, or feelings about the war — a trip to Bastogne is worthwhile if only for the view from the «Mardasson».

BASTOGNE

F/L H. A. Kitchen

THE REGULAR OFFICER TRAINING PLAN (ROTP)

At the end of World War II, it became evident to Canada's military and civilian leaders that expanded military colleges would be needed to keep up our standards of military leadership and to prepare students for a lifetime career in our three Services. We had had a long tradition of a military college at Kingston, and a Naval college had been established near Victoria, but we had no degree-granting facilities, and no tri-Service training. We were then noticeably poor in French language training facilities, as well.

Therefore, it was decided that degrees in Arts and in Engineering would eventually be granted through Royal Military College, Kingston (which is now being done) and that a new college would be developed as College Militaire Royal de St-Jean, south of Montreal. The college at Royal Roads near Victoria became tri-Service and expanded in size, and started to give two years training to lead into RMC Kingston. CMR St-Jean began to offer a preliminary year equivalent to Senior Matriculation, and has become a parallel college to Royal Roads for two more years, but with instruction offered in both languages. All military colleges then lead to a degree from RMC Kingston. This is the present actual pattern, with RMC offering all four year after Sr Matric, CMR offering three years after Jr Matric, Royal Roads two years after Sr Matric. The final two years, for all, done in Kingston at RMC.

However, the total number of graduates, and the residual number of those who have remained to make the Services a lifetime career indicate too small a number to hope to staff the officer requirements for the three Services, now supplemented by voluntary enlistment and commissioning from the ranks.

Therefore, a large number of High School graduates able to enter Engineering, or certain courses which have a heavy emphasis on Mathematics and Physics, can be enrolled at a civilian university of their choice and subsidized to the extent of fees paid, assistance toward board and room, and a monthly salary (subject to deductions). This is probably the best scholarship opportunity in Canada from the point of view of financial value, to be repaid by three years minimum service as an

officer, with the choice of resignation or remaining in the Service as a PC (Permanent Commission) Officer after the three year period of paid service.

All ROTP officer cadets understand that their terms of service imply good marks, with a penalty of being dropped for failure to proceed to the next year of training, and whether they are in a Military college or a civilian university, they know that they have no problem of finding summer employment. They are also paid their routine monthly salary of \$73 gross (about \$60 net) in the summer, and are members of an Officers' or Officer Cadets' Mess, with 30 days leave with pay. Fees and books are paid, and the major part of their board is covered by a monthly allowance whenever they are not living-in members of a Mess on a station. Thus, they have board or a board allowance as well as fees provided. To most university students, this is fabulous, if not totally unbelievable. There is, therefore, healthy competition to use the plan, either in a military college or a university.

Details of the plan are given to all High School boys at each Wing each year by a recruiter from AFHQ, with the Wing Ground Training Officer available at all times for consultation at Telephone 40. A full range of university catalogues can be made available to parents and students, to help choose a civilian university. Programmes of studies at the three tri-Service Military colleges are also available at the WGTO's Office.

This Plan should not be confused the University Reserve (URTP) programme which does not pay tuition fees although it offers larger summer salaries.

Deductions from pay are similar to those paid by all Servicemen, granting annuity benefits, insurance, and including routine Income Tax. There is an overseas allowance also for any student selected to serve a summer outside Canada.

The advantages are easily seen, particularly the disciplinary training and fine instruction offered; and the opportunities for a life-time career after such heavy subsidization cannot be acquired by the average scholarship winner in civilian life.

MINISTER OF NATIONAL DEFENCE, HON. PAUL HELLYER M. P. VISITS 1 WING

Earlier this year an important document labelled simply «White Paper On Defence» was tabled in the House of Commons. This document is particularly important for it lays down the basic pattern of Canada's Defence policy for the next ten years. This will enable planners to pursue a long term objective in a manner that has not been possible heretofore; it is expected that the result will be greater efficiency and increased operational effectiveness in every military rôle to which Canada is committed as part of the country's foreign policy.

When Mr. Hellyer embarked upon his tour of the major Canadian units overseas he decided to address as many soldiers and airmen as possible on the objectives of the now famous «White Paper» and explain as far as possible what the future would be as well as telling of what had been done so far.

On assuming office as Minister of National Defence Mr. Hellyer found that Operations and Maintenance costs were consuming 87 % of the Defence Budget. There was therefore insufficient funds left to obtain sufficient new equipment to maintain, let alone increase, the effectiveness of the armed forces. The situation was such that, at the present rate of increase in running costs, by 1967 Canada would have the best paid, best housed, and best fed servicemen without a new ship to sail, a new gun to fire, or a new aircraft to fly. Because of what Mr. Hellyer described as «statutory expenditures» by the Federal Government he could not foresee the Defence Department being allocated more than the approximate billion and a half dollars that they presently receive.

In searching for a means to obtain more money to buy equipment Mr. Hellyer decided to examine the Headquarters and Command set-up of the three services, for here were 50,000 men employed to keep 70,000 men out in the field at unit level. The

examination showed that here was a lucrative area to prune back in manpower and therefore provide more money for purchasing aircraft, ships, and tanks. To provide the most efficient service possible the most logical step to take was integration of the three services. By so doing Mr. Hellyer estimates that the Armed Forces can be reduced by 10,000 and ultimately provide another \$100,000,000 annually to the present 13 % available for new arms. Thus the number of operational units can be maintained and their efficiency improved at no additional cost to the taxpayer.

The first step towards integration is the appointment of Air Chief Marshal Miller as Chief of Defence designate. As soon as parliament has ratified the measures the following appointments will be made: Lt. Gen. Walsh will be Vice-Chief; Maj. Gen. Allard will be Chief of Operational Readiness; AVM Annis will be Chief of Logistics and Engineering; Rear-Admiral Dujer will be Chief of Personnel; and Maj. Gen. Monced will be Comptroller-General. All except Lt. Gen. Walsh will be promoted one rank. Once these officers have assumed their positions plans will proceed for integration at the next level of command, and it is hoped to integrate NDHQ within 1 year. Mr. Hellyer is sure that the serviceman will himself benefit from the increased efficiency and that Canada will be the proud pioneer of a new

and better method of running her Armed Forces. He feels that he has the support of the military experts not only of Canada but from the rest of the world, for he quoted both General Eisenhower and Field Marshal Montgomery as wishing that they had been able to work with unified Armed Forces. Furthermore, though Mr. Hellyer did not call upon press reports to justify his policy, they have generally lauded his it as being progressive and in the interests of Canada and her military obligations in the fulfilment of her foreign policy.

The magazine «Armed Forces Management» published for the military executives of the free world devoted its entire June issue to Paul Hellyer's White Paper and stated in part — «...By unifying her armed forces Canada could well be taking a giant stride towards world leadership in adapting military forces to the demands of an erratic cold war environment.» The magazine goes on to say that military men in Canada don't play politics and quotes a Pentagon colonel as saying: «I'll bet McNamara would be delighted if he could count on that kind of treatment!»

So those of us who remain after the pruning, which should be most of us, can perhaps look forward to a more diversified service career than we had ever imagined and perhaps less «Red Tape» which I for one had certainly never imagined likely





DAILY PROGRAMME SCHEDULE FOR **CFN**

A Station within the City

SUNDAY

- 1000 ORGAN RECITAL
- 1030 THIRD MINUTES WITH
- 1100 SING IT AGAIN
- 1130 MORMON TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 CBC NEWS f/b Talking Sports
- 1400 ROLL BACK THE YEARS
- 1430 CBC NEWS and SPORTS
- 1445 THE HOUR OF St. FRANCIS
- 1500 HOSUITL REQUESTS
- 1600 SCOTLAND YARD
- 1630 ROD AND CHARLES
- 1700 ALAN MILLS
- 1730 CANADIAN HIT PARADE
- 1800 LONG AGO YESTERDAY
- 1900 CBC NEWS
- 1915 NATION'S BUSINESS alternating with CBC Agenda
- 1930 WINNIPEG POPS ORCHESTRA
- 2000 LIFE WITH THE LYONS
- 2030 SPORTS ROUND-UP
- 2100 SUNDAY NIGHT AT CFN
- 2200 FRONT PAGE CHALLENGE
- 2230 CBC NEWS
- 2235 MUSIC TILL MIDNIGHT
- 2400 SIGN OFF

MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0730 CBC NEWS
- 0745 EARLY BIRD SPORTS
- 0800 MAPLE LEAF BREAKFAST CLUB (Continuation)
- 0830 MAX FERGUSON SHOW
- 0900 JOHN DRAINIE TELLS A STORY
- 0915 MORNING VISIT
- 0925 FOR CONSUMERS
- 0930 TALES FROM THE FOUR WINDS
- 0945 NEIGHBORLY NEWS
- 1000 TOMMY HUNTER SHOW
- 1030 CROSS-CANADA PLAYHOUSE
- 1100 BOB BOWERS QUIET CORNER
- 1130 MELODY ON THE MOVE
- 1200 CFN NOON SHOW
- 1300 MARCH PAST, CBC NEWS AND SPORTS

- 1400 MONTREAL CAROUSEL
- 1430 AIR DIV. KIDS SHOW
- 1445 DON MESSER SHOW
- 1500 TRANS-CANADA MATINEE
- 1600 1 WING TEEN SHOW
- 1700 TODAY'S MUSIC
- 1730 MUSIC SERENADE
- 1800 WESTERN HIT PARADE
- 1830 ASSIGNMENT
- 1900 CBC NEWS
- 1915 SWAP SHOP
- 1930 SOMETHING TO SHOUT ABOUT
- 2000 SOUND OF THE 60's
- 2030 CONTINENTAL HOLIDAY
- 2100 RPM (for motorists)
- 2130 OFFICIAL DETECTIVE
- 2200 RADIO INTERNATIONAL
- 2230 CBC NEWS & FEATURES
- 2300 MIDNIGHT MOODS
- 2400 SIGN OFF

TUESDAY

- 0930 YOUR TIME
- 1000 SHIRLEY HARMER
- 1100 HAMEL PICKS
- 1400 THE SONG SHOP
- 1445 TENNESSEE ERNIE FORD
- 1800 FRONT ROW CENTRE
- 1930 THE GOON SHOW
- 2000 COUNTRY HOEDOWN
- 2030 SUGAR AND SPICE
- 2045 LAUGH OUT LOUD
- 2100 INQUIRY
- 2130 GUILTY PARTY
- 2200 MUSIC SCENE MONTREAL
- 2300 THE QUIET CORNER

WEDNESDAY

- 0930 TALES FROM THE FOUR WINDS
- 1000 TOMMY HUNTER SHOW
- 1100 BOB BOWER'S QUIET CORNER

- 1400 CANADIANS ON
- 1800 CFN HIT PARADE
- 1930 BEHOND OUR
- 2000 MAINLINE
- 2100 COURT OF OP
- 2130 PERIL
- 2200 ADVENTURE IN
- 2300 HILLBILLY JAM

THURSDAY

- 0930 YOUR TIME
- 1000 WHAT'S ON T
- 1100 HAMEL PICKS
- 1400 TO MARKET W
- 1445 TENNESSEE ERNIE FORD
- 1800 BANDSTAND
- 1930 WACK-O
- 2000 R. C. A. F. REP
- 2005 MAX FERGUSON
- 2030 CHRISTIAN FRO
- 2130 PAY-OFF
- 2200 ALL THAT JAZZ
- 2300 SHEVY SHOW

FRIDAY

- 0930 TALES FROM THE FOUR WINDS
- 0945 LA CUISINE CANADIENNE
- 1000 TOMMY HUNTER SHOW
- 1100 BOB BOWER'S QUIET CORNER
- 1400 MUSIC OF THE 60's
- 1800 POPS OF THE 60's
- 1930 CAN YOU TOPP

N.B. — Tuesday to Friday as per Monday's Schedule except for changes mentioned.

MARVILLE

Canadian Forces' Net-work (95 FM).



SUBJECT TO ALTERATIONS
TO BE ANNOUNCED

ON RECORD
MADE
KEN
PINION
IN RHYTHM
JAMBOREE

- 2000 ED SULLIVAN SHOW
- 2100 WESTERN WAGON
- 2130 LATE NIGHT THEATRE
- 2200 DIXIELAND DOWNBEAT
- 2300 NIGHT OWL SHOW
(continues thro' to 0300 Sat.)

SATURDAY

DAY
APP
S
WITH MUSIC
ERNE FORD
PORT
ON-REVIEW
FRONTIERS
ZZ

- 0855 SIGN ON
- 0900 MUSIC FROM MARVILLE
- 0930 SATURDAY STAR
- 1000 SMALL FRY FROLICS
- 1100 CBC HOBBY CLUB
- 1200 TOPS IN TOPS
- 1300 CBC NEWS
- 1330 TEA AND TRUMPETS
- 1400 LILT OF THE KILT
- 1430 DAY DREAMING
- 1500 THE LATIN TOUCH
- 1530 TIME FOR FRENCH
- 1545 TIME FOR MUSIC
- 1600 JAZZORAMA
- 1700 YOUNG CANADA CORNER
- 1730 HOLIDAY
- 1800 GREAT MOMENTS IN SWING
- 1830 MANY FACES OF JAZZ
- 1900 CBC NEWS
- 1915 SPORTS COLLEGE
- 1930 DON MESSER JUBILEE
- 2000 RED RIVER JAMBOREE
- 2030 CHICO'S PLACE
- 2100 SATURDAY 60
- 2200 BOBBY GIMBY'S ORCHESTRA
- 2230 BOB HARRINGTON'S ORCH.
- 2300 CBC NEWS FOLLOWED BY SWINGOUT

THE FOUR WINDS
CANADIENNE
TÉR SHOW
S QUIET CORNER
E HEATHER
PAST
P THIS ?

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

7 July 1964

Believe Me If All Those	John Mc Cormack	2.55
Endearing Young Charms	Bamberg Symphonic	2.45
Tic Tac Polka	Mario Lanza	4.00
Passione		
Symphony No. 89 in « F »	Hayden	8.00
Major 3rd & 4rd movem.	Mario Lanza	3.50
Yours Is My Heart Alone	Roger Williams	2.45
Blue Tango	Pat Clark & Brendan O'Dowda	2.10
At The End Of The Day	Leroy Anderson	2.15
	Etaine and Derek	3.30
The Girl In Satin	Mantovani	2.45
How Great Thou Art	Harry Belafonte	2.40
For You Alone		
Scratch Scratch		
« Yeomen of the Guard »		
Overture	Gilbert & Sullivan	5.20
Railroad Bill	The Highwaymen	2.45
Greensleeves	Alex Stordahl	3.25
Didn't It Rain	Belafonte Folk Singers	3.00
Tenderly	Melachrino Strings	3.10

14 July 1964

Sylvie	Harry Belafonte	5.20
March from « Serenade for Strings »	Ron Goodwin & Orch.	4.40
I'll Walk With God	Mario Lanza	2.45
The Old Folks At Home	Melachrino Orch.	2.10
Crimond	Glasgow Orph. Choir	3.25
At Dawning	Mantovani	2.30
Cruel War	Peter, Paul & Mary	3.25
Compas Flamenco	Carlos Montaya	2.35
La Mama Morta	Maria Callas	4.45
Songs My Mother Taught Me	Melachrino Orch.	2.40
Blue Bird	Glasgow Orph. Choir	3.00
Pyramid Dance	Leroy Anderson	3.10
Blow Ye Winds	Burl Ives	2.30
Egyptian Waltz	Strauss	3.35
Jamaica Farewell	Nina and Frederik	2.35
Tango of the Drums	Cascading Strings	2.15
Some Enchanted Evening	Paul Robeson	3.50
Radetzky March	Strauss	2.50

21 July 1964

May 1964



On this date CFN is pleased to present the « Gilbert and Sullivan Concert » that unfortunately had to be postponed from the 2nd of June. For the best from « The Mikado, » « The Pirates of Penzance, » « HMS Pinafore, » and all your other favourites, don't forget the date — July 21st.



feminine fancies

RECIPE OF THE HOUR

(From CFN's *La Cuisine Canadienne* broadcast by hostess Faith King)

« Chocolate Butterscotch Picnic Bars » is really a delicious recipe. And makes such a generous quantity... about 64 squares. Half of the mixture makes butterscotch squares and the other half makes Chocolate Squares. Here are the ingredients for « Chocolate-Butterscotch Picnic Bars ».

- 2 cups sifted all-purpose flour
- 1 teaspoon baking soda
- 1 teaspoon salt
- 2 teaspoons cinnamon
- 3/4 cup butter, margarine or shortening
- 1 cup sugar
- 2 eggs
- 1/2 cup chopped walnuts
- 1 1/2 oz. package semisweet chocolate pieces
- 1 1/2 oz. package butterscotch pieces



Method: Preheat oven to 350 degrees. Lightly grease a 13 x 9 baking pan. Sift flour with soda, salt and cinnamon and set aside. In a large bowl cream butter with sugar until sugar is light and fluffy. Beat in eggs. Beat in flour mixture until just combined. Stir in nuts. Divide dough in half. Stir chocolate pieces into one half and butterscotch pieces into the other half. Spread chocolate mixture in half of prepared pan and butterscotch mixture in other half. Bake for 30 minutes. Let cool in pan on wire rack. Cut into bars.

Care of Your Kitchen Appliances

Although electrical appliances are now generally regarded as necessities rather than luxuries, they often represent a carefully planned investment which is expected to give satisfactory service for a number of years. Care during use, regular cleaning, and occasional maintenance will help the appliance to wear longer, and to give better service while you are using it. Here are a few tips on how to care for a number of kitchen appliances commonly used.

The chromium finish on the outside of toasters, waffle grids, coffee makers, and so forth, may be kept shiny by rubbing it first with a damp cloth, and then buffing with a soft, dry cloth. For a little extra gleam, sprinkle a few drops of white vinegar or window cleaner on the damp cloth, and then proceed to polish with the dry soft one as before.

Before doing any cleaning on your appliance, however, check to see that it's disconnected. When disconnecting, always grasp the plug firmly and pull it from the outlet; never pull on the cord as this will loosen or tear the wires from the plug. If you make a practice of coiling the cord around your appliance for storage, wait until it's cool — especially so with the toaster.

In an automatic toaster remove the crumbs by cleaning out the crumb tray which is usually removable or hinged. If the toaster has no tray, keep a brush on hand to give it its regular cleaning.

Don't wash the waffle grid, but brush it with a soft brush and wipe out the grids with a damp cloth. Leave the waffle grid open until it cools, to prevent any harm-

Babies Traded for Cars

(Reprinted from the *Free Press Prairie Farmer Weekly*)

HAMILTON: A Toronto Social worker said here (Thursday) there has been an increase in the number of married couples placing their babies out for adoption so they can buy a second car.

Speaking in a discussion group at the Canadian Conference on Social Welfare, Miss E. R. Godfrey said parents involved were usually young and claimed that they could not afford the baby or that it did

not fit in with their plans.

On the staff of the school of social work at the University of Toronto, Miss Godfrey said some parents are immature, with big egos, and are extremely susceptible to social pressures.

The phenomenon of parents putting their children up for adoption has been going on for 10 or 15 years, she said. It probably was a result of the changing structure of the family in North America.

(I decided not to publish my highly biased opinion of this report, but would welcome comments from other readers. M. G.)

ful condensation from taking place. If your grid darkens with use, there is no cause for concern as this will not affect the quality of the waffles.

If your waffle maker is the waffle-grill combination, it requires a type of care similar to the single purpose appliance. But when using the grid for preparing foods other than pancakes, clean by first wiping the grease with paper towels then, when it is cool, washing it in hot soapy water, rinsing, and drying. Do not place hot grids under cold running water.

If the heating unit in an electric fry pan is sealed, the pan may be immersed in water as far as the dial. Avoid scraping the frypan with sharp objects, but soak it to loosen baked on food, and then scour gently with fine steel wool if necessary.

You need a clean coffee maker to make good coffee, and a method recommended for cleaning a coffee maker is to fill with water, add detergent, then run it through the coffee making cycle. Baking soda may be used instead of the detergent if the coffee maker is not lined with aluminium. Be sure you've rinsed carefully afterwards so as not risk getting caffeine a la cleanser when you use the coffee maker next time.

Moonbeams? No Beeswax!

Although the magazine ads might lead you to believe that glamour sails right into your make-up case on a moonbeam, the scientist will tell you that the ingredients, used in the manufacture of cosmetics, are somewhat more basic. Face powder for instance, is basically « french » chalk quarried out of Italy. It's ground down to the finest talc, mixed with a coloring matter, and perfumed.

Lipstick is made of beeswax, castor oil, coloring, and perfume. As you can see, perfectly edible in small doses.

Once Zoologists discovered that the ducks stay dry because of the oily secretions from their « preen » glands, cosmeticians incorporated this discovery into a new beauty cream; they use a synthetic ver-

sion of the « preen » to manufacture a nourishing cream that gives a satiny film to the skin. And now they're testing a highly absorbent form of powder that will be ideal for oily skins — the tests are being made by the army in Africa to see how it affects sticky feet.

Basic ingredients notwithstanding, the make-up case does contain a better appearance for those who learn to use its contents wisely. Make-up is not meant to be hoarded; in the box, powder is so much « french » chalk, on your skin it's Beauty!

AFTER BEAUTY: Cleansing — thorough cleansing to insure to-

morrow's grooming. The tinted foundation and the heavy eye make-up used today will not come off with soap and water; they need a cleansing cream to lift them away from the skin. The girl with an oily skin is advised to use soap and water after the cream cleansing.

And in this step too, we discover that soap and cream are just so much grease until you put them where they can work for you

WE BEG YOUR PARDON... In the recipe for Marshmallow Roll published in the last issue, the first ingredient should read: 1 Four ounce block of semi-sweet chocolate.

AND INCIDENTALLY...

Where do You Find a National Anthem?

by Mary A. Green

Dear Minister In Charge Of Selecting A National Anthem For Canada:

I am sure that you exist Sir, although goodness knows why. Because there are several million Canadians who have been singing their hearts out to « O Canada » and « God Save The Queen (or King) », and who feel that we already have TWO very fine National Anthems, and if you went and told them they have been downright gypped.

Let's take my Aunt Mary to demonstrate what I mean. She was born a long, long time ago, to Karl and Tatiana Podovinnikoff newly naturalized citizens of Canada. Aunt Mary attended a one-room country school about 40 years ago, and one of the first things she learned was to stand at attention each morning and to sing « O Canada » to open the school day, and each evening to close the day with « God Save The King ». From the beginning, one song stood for the commencement of things, and the other meant the conclusion. The two songs together became a reassuring routine as well as expressions of affection and allegiance.

Each school day, and at every public function in those days the two tunes kept coming up in their established order... Aunt Mary grew up and got married. Her name was a little shorter now but not much easier to pronounce. Soon the unofficial National Anthems became part of her children's every day lives, while Aunt Mary only encountered them occasionally.

When we visited Kamsack Saskatchewan last time, I saw a good deal of my Aunt Mary although she is a very busy woman. She's one of the few people I know who can milk the cows and feed the hogs, cook supper for a houseful of company and stack the dishes in the sink, then put on her hat and gloves and dash out to attend a reception for the new minister who's just arrived... All in one evening and without complaint.

She entertained the Ladies of the Church Guild at their final meeting of the year while we were around that summer. This meeting took the form of a picnic lunch and a weiner roast in the maple grove on Aunt Mary's farm. While the ladies were reminiscing past

JOKES FOR THE FOLKS



by Bob Barefoot

«No more pencils! No more books! No more teacher's dirty looks!» was the cry of the day, or rather, the cry of my younger days. The more up-to-date cry is «Thank Goodness it's over.» Yes, no matter how it's said, «School's out.» Some need not return: this year's prospective graduates are as follows: Vicky Knight, Bruce Burnett, Lorraine Johnson, John Bodien, Anne Phelps, Gary Nichols, Donelda Savage, Tom Hunt, Sylvia Shepard, and yours truly, all of whom are members of Teen Town.

EPITAPH TO A COUPLE OF REPORTERS

I would like to thank Mademoiselle «X» and her accomplice, the «yours to be lynched» girls, for their space filling articles in previous editions. They were, as expected, editorially lynched.

SPEAKING OF NAMES...

Ray McKay has decided to study a little of Belgium's culture... her name is Jacqueline.

Kathie Langston, who has been flouting her hair piece all over Belgium and Northern France, has dubbed it «Sally».

NOTICE TO MARVILLE MOTORISTS: Watch out for school children — especially if they are driving cars.

PHILOSOPHY

A woman's silence is her most precious jewel, but she seldom wears it.

We see things not as they are, but as we are.

DE-FUN-ITIONS:

A skeleton is a lot of bones with people scraped off them.

WIFE is a woman who is constantly breaking things — like fives, tens, and twenties.

PLATONIC: play for him and tonic for her.

AIN'T IT THE TRUTH

Girls have an unfair advantage over men; if they can't get what they want by being smart, they get it by being dumb.

LIFE begins at forty... to become increasingly more difficult.

QUIPS

A youngster studied astrology and learned to forecast certain events... and when his father went for the strap he knew that it meant spots on the son.

First Sailor: «The enemy ships are as thick as peas. What shall we do?»

Second Sailor: «Shell them of course.»

«Gosh George, that argument you had with you little woman last night was very amusing.»

«Boy you're telling me! But when she threw that axe at me, I thought I'd split.»

Back in the Gay Nineties a girl with an hourglass figure seldom had time on her hands.

POEM FOR OUR READERS:

You folks who think our jokes are rough

Would quickly change your views

If you'd compare the ones we print

With those we're scared to use.

Well it's starting again. The ever-changing carnival of life has made its demands. We, the Air Force's high-flying ferris wheel, have been spinning through a year's fun, and now for some of us, it is time to get off. We don't want to, but that's life. The summer transition period will see us replaced by others. Then, both new and old riders will again be happily spinning together through another year. It's the life of the dependant.



by George Hawk



Apologies for an Error

In the last issue I quoted Jim Clark's practice time which gave him the «pole position» at Indianapolis as 159 miles per hour. This was wrong, it should have been 149 MPH. Wrong too, was the statement that the winning car driven to victory by A.J. Foyt was powered by Ford. I hope the house of Offenhauser will forgive me, should they hear about it.

Sidelines on Racing

Last week a good friend of mine told me that he was not the least bit interested in motor racing. This was said after he had been forced to listen to the broadcast on the Le Mans race from the trackside. I said I was surprised that he didn't have any interest at all as it could have a bearing on the type of car he might be thinking of buying at some future date. He disagreed with me immediately and said that whenever he bought a car he bought a car he bought it on looks and size. His statement prompted me to ask myself why I enjoyed motor racing so much and what did I get out of it, besides a little relaxation. Being very interested in motoring and cars, motor cycles and engines, I include it as one of my main hobbies. Counting up the cars I have owned since the end of World War II it amazes me to learn that it includes 20 cars of 10 different makes, plus three motorcycles. I have never competed in a big race simply because I never had the money. Local Clubs often had very enjoyable races in which I used the family car which is not really suitable at all. The real racing cars are quite a different kettle of fish and cost about \$20,000.00 to put on the grid. Private entries today are extremely rare and most entries are factory backed in some way or other.

But motor racing can give one a lot of clues about a manufacturer, his methods and the amount of research he puts into his products. What could one learn from the Le Mans race, for instance? It was a Ferrari victory again for the eighth time since the war. An AC Cobra came in fourth in the overall standings. The Ford GT cars all fell by the wayside because of gearbox troubles. Up to that point they had given the Ferraris a terrific run for their money. What can one learn from this? Quite a lot! What make of tires were they using. What type of suspension lasted such a gruelling race? What was the engine layout and what kind of brakes were they using? For me, who can never hope to own a Ferrari, I look to the popular car makers and ask myself which one of them embodies the race winning designs in their products. Usually, most of them have adopted at least one principle in their designs. Few have incorporated more than about three of the successful principles in their cars.

This year at Le Mans, for example, five Porsche cars were entered and all five finished the race. This is a tremendous feat in itself and indicates a very fine margin of reliability. Porsche's experience is related in the Volkswagen. My next set of tires are likely to be Pirelli Cinturato and I am not interested in buying any car that hasn't got independant suspension all around. I can't afford a V12 engine but that's what won Le Mans, this year. The Ford GT cars, incidentally, had Italian Colotti gearboxes. I wonder what make of gearbox they will use next year?

Indianapolis - a second look

World champion driver, Jim Clark, whose Lotus-powered by Ford quit the race after a quarter of the distance collected over \$12,000.00 for his trouble. The winner, A.J. Foyt, picked up over \$150,000.00 for his trouble. Who can say motor racing doesn't pay? Foyt also collected the pace car, a Ford Mustang, the Borg-

Warner trophy, the L Strauss and Co trophy, the Bardach trophy, the John Hobbs trophy, WFBM Chequered Flag trophy, the Wynn Oil Co, diamond studded pin, a \$1,000.00 wardrobe from Dick's Men's store, a Philco TV set from Autolite, and a \$100.00 certificate from Dorothy's Inc.

Jim Clark's Lotus was forced to quit because the Dunlop tires started losing their treads. The left rear wheel of Clark's car lost some of the tread completely and this caused the tremendous out-of-balance forces that broke the suspension arm. The decision to run on Dunlops was made the night before the race (they were an unknown quantity at Indianapolis) and Colin Chapman, designer of the Lotus, felt that they gave as much speed as the Firestones that he had tried and he preferred to use British tires. He is to be admired for his patriotism.

Periscope Rear View Mirror

While in Luxembourg City this week I saw an English Ford Zephyr towing a fairly large Caravan. In fact the driver was lost and unable to speak any of the local languages. Observing his predicament I asked if I could help. He was looking for a local camping site. Before he went on his way I asked him what the peculiar looking intake was attached to the front of his windshield. It turned out to be a very neat periscope rear view mirror which enabled him to see who was directly behind his car and caravan by looking through the front and rear window of the caravan. The periscope was set in the centre of the windshield and took up no more of the windshield than the normal interior rear view mirror which had been removed while towing the caravan. Made in England, I hope to find out more about it and perhaps a price. It seems to have a lot to recommend it.

Forthcoming Events

On Sunday, 5 July next, the Reims Grand Prix is due to take place. Reims is about 70 miles west of Montmedy through Vouziers on the way to Paris. If you are going, get there early and be prepared to picnic. Take a pacamac as well to keep the rain out. If you are planning to take any pictures, set your camera up long before the race starts. The cars come so fast towards you that they are gone before you realise it. Successful picture takers will have to «Pan» with their cameras and this takes a bit of practice. Panning means following the moving object with your camera.

Washing and Polishing

I was recently able to compare an identical Volkswagen 1500 alongside my own and the comparison in body finish was quite surprising. I know the owner of the

other car quite well and have yet to see his car in a dirty state. He washes it and polishes it regularly. I also know that he nearly always takes advantage of a nice fine day to wash and polish his car. What a pity, because the sun has bleached the paintwork. Most manufacturers tell you that you should never wash or polish your car in bright sunlight. Washing with detergents in the water can do much damage to paint if it is allowed to dry before hosing off with fresh water. Polishing in sunlight causes the polish to harden before you can raise a real luster with a polishing cloth. There are still a few «Simoniz» fans left but they have diminished very much since the introduction of polishes that are easier to apply and the advertising that goes with them convinces you that they are just as good as Simoniz. My friend with VW 1500 has been polishing his car in the sunlight and using one of these combination polishes as well. Volkswagen recommend a polish and a preservative to be applied regularly. Personally, I use their L170 and L190. Chromium plating on all cars shines brightly when polished. Unfortunately, chrome is a porous substance which allows moisture to pass through it to the steel underneath and after a while, rusty spots may appear on it if it is not protected by a sealer. After polishing chrome one should always apply a good sealer such as «Chromlin» to keep the moisture out. General Motors recommend «Blue Coral Sealer» and polishes. I have used both of these on GM cars I have owned and thoroughly recommend them. After all, I am convinced that your car and its condition reflect your personality or perhaps you don't agree?



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Recreation Section

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Back row, left to right — Mrs. Platten, Miss Deschenes, Miss Croxton, Miss Bonin.

Front row - LAC Cant, F/L Kempson (Course Director), Cpl. Arsenaull, Missing, Mr. G. Charette.

SWIMMING

Since early April candidates have been attending a Red Cross Water Safety Instructors course, three hours an evening twice a week. With lectures on all phases of Water Safety, instructing tech-

niques, practice teaching, swimming strokes and skills, the successful candidates have more than earned their Instructor awards

The Course, under the Air Division Water Safety Supervisor, F/L D.J. Kempson, has consisted of over 36 hours of lectures and swimming instruction which well

qualifies these new instructors to teach Water Safety. Congratulations to Mrs. Platten, Miss L. Bonin, Miss M. Croxton, Miss L. Deschenes, Cpl. Arsenaull, LAC Cant, and Mr. G. Charette.

During June four candidates from 1 Wing, Mr. G. Charette, Cpl. Shetler, Cpl. Teahan and F/L D. Kempson, were successful in passing the Distinction award of the Royal Life Saving Society.

SOFTBALL

A recent shake-up in the unit Inter-Section League has reduced that organization to a four team group. The Flyers and Tech Wing teams encountered difficulties in fielding full nines for their games and after continuous efforts that proved fruitless, their managers were forced to withdraw from the league. Players of both teams have been amalgamated into the league through equal distribution to the other four teams, and all appears well again. Because of this the four remaining teams agreed to re-start the schedule and the first games were played on 25 June.

The Inter-Mess League is going strong with the officers holding on

to the top position. A surprisingly strong team from the SrNCOs has materialized and pre-season problems appear to have been overcome. The Corporals and Airmens teams are also coming on stronger each game and are anticipated to make their presence felt as the season progresses. The league standing to date has the Officers in first place with 10 points, SrNCOs 6 points and Corporals and Airmen with 4 and 2 points respectively.

The Ladies League has aroused considerable spectator interest especially in games played at the PMQ diamond. The Airwomen are presently showing the way with an undefeated display and 6 points. The PMQ Ladies are in second place with 2 points, and the Trailer Court nine have been unable to hit the win column to date.

While there is a lot of good softball all around, supporters of the teams are conspicuously limited. Why not plan to attend at least one game a week and show the boys and girls a little backing. We bet you'll enjoy it and go more often.

SUMMER PLAYGROUND PROGRAMME

Miss Margaret Houston from Toronto is returning to the unit on 30 June to supervise the PMQ summer playground programme. This being her third summer at 1 Wing, she is no stranger to the many dependant children and parents who have participated in or been witness to an excellent programme. We welcome Marg back and wish her an equally rewarding and pleasant stay as enjoyed in the past. A two day clinic for all dependant children who have applied for positions as playground assistants is to be held in the Rec.

Centre Mezzanine Room starting 0930 hours on Thursday, 2 July, Miss Houston will choose her assistants from those who attend the clinic. All applicants attending are to be in possession of sports clothes. It is expected that the official opening of the programme will be on 8 July. The summer swim programme is also being planned to co-ordinate with the playground programme, and registration dates for children are 2-3 July. Parents must personally register their children at the Recreation Office, where a form covering all pertinent information will be completed. Four days each week will be scheduled for beginners who require grading to safe swimmers level. Boys and girls will be separated in individual classes at age levels which will be decided by numbers registered. Parents are requested to ensure their children are registered on dates shown since latecomers will increase problems in the organization of the classes.

GOLF

The scenic hills of Baden-Baden, Germany, were the setting for the Annual Air Division Golf Tournament for 1964. Held on 23 and 24 June all Air Division units participated. Each unit was permitted to enter a twelve man team with the top eight scores to count. Very few golfers were able to master the tough, hilly and hazard bound course, and many astronomical scores were recorded. Completely surrounded by trees and heavy undergrowth, all greens and tees on hills or in valleys, five dog legs (one of which is double), two straight away hidden greens, five short holes with little or no fairway that requires a tee to green shot to ensure a par, and all for a course par of sixty eight. Nevertheless, the scenery is exceptional, and if you

carry a camera, all is not lost. Cpl Gus Brault, 3 Wing, was the Tournament Champ for his second successive title. His team-mates also held up well to give 3 Wing the team title. Sgt Fred Barclay was the top golfer for the 4th place 1 Wing team, with a very respectable 176 for 36 holes. The team was made up of W/C Sullivan, F/L Micklewright, F/L Sylvester, F/L Ginley, Sgt Barclay, Cpl Knox, Lt Pegg, Mr Thiessen, FS Shmla, FS Faulkner and LAC Thalmann.

On the local scene, all holes are again open after a brief repair job on the transmitter towers. Several Mess Tournaments are planned in early July. The SrNCOs hold their Mess Tournament on 4 July and the Airmen's Club have an 18 hole meet scheduled for 7 July.

TENNIS

An organization meeting of tennis enthusiasts was held in the Recreation Centre on 25 June when a committee was elected for the 1964 season. Cpl Reindeau was elected Club President, LAW Boisin, Secretary, and Mrs. Bray, Tournament Member. The Club has announced that casual meets will be held at 1800 hours on Monday, Wednesday and Thursday each week. A unit tournament is planned for 12 July when the number of personnel participating will indicate the interest for future tournaments. All persons interested are requested to register names at the Rec. Centre or with any member of the Committee. Instructional classes for beginners, or anyone interested in learning the game, will be organized if sufficient persons desire classes. The Committee are contemplating a strong group to represent the unit in the Air Division Tournament to be held at ADSU on 29 and 30 August.



THE MART

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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 DEPENDENTS.

VIRTON - Saturday 4th and Sunday 5th July in the courtyard of the College St Joseph, Av. Bouvier.

Summer Fête

Concerts, games, car rally, variety shows. A cordial invitation is extended to our Canadian friends. (115)

WANTED ITEMS

CAR. 1954 to 1957 MERCEDES 180 or 190 G's. MUST have five good tires, also a good body, and a reasonable price. Replies will be answered. Contact E. A. Tomson, 13, Cornox Avenue, Middleton Park, Trenton, Ont., Canada.

Baby sitting Jobs. Reliable 16 year old girl will baby sit days and evenings commencing 1 July. Apply Nichola Donovan PMQ B 42.

WANTED: Canadian woman to look after 14 month old girl from 5th to 19th of July '64, while remainder of family is on leave. Either in your home or ours. Contact PMQ C-31 or F/L Miller L 163.

Wanted to buy: Trailer hitch for Volkswagen 1500s. Contact F/O Baily L 163.

Wanted to rent: Camping trailer for one week in July. Contact F/O Baily L 163.

Wanted to sublet an apartment or trailer from middle of July for two or three weeks. Leave name & address at Loc 115 or 120 Lac Dunne.

CARS FOR SALE

1960 SUNBEAM ALPINE, convertible, white, red leather inside. First proprietor. Guaranty without accident. Brand new look, 4 new Michelin tires, new battery. Heating. Tl. 063/236.62 9 to 12 a.m. (114)

1962 CITROEN ID-19. American spec., 37000 miles, excellent condition. Price: \$1150.00. Contact Col. Jacoby, Verdun Mil, 7300 or 8316. Or Verdun Ctv. 1026.

1952 DODGE SEDAN. Good motor, good tires, good cheap transportation. Ideal second car. Price \$75.00 cash. Contact Cpl. Bohonis L 37 at 2 Wing or No. 2, rue Principal, Guessling (3 Ks from 2 Wing).

1957 DODGE 6 cylinder in good running condition, however requires some repairs. Price \$150. Contact F/L Savard, 1 Air Division L 262.

1962 Consul Capri. Blue and white, new Michelin «X»s, insured. Price \$950, with radio add \$30. Contact F/O G.H. Friesen, Wing Ops L 172, One Wing or Florenville 310.68.

CAR AND VACATION TRAILER. 1961 Deluxe PEUGEOT 404 Sedan and 1962 Sahti (all fiberglass) Deluxe vacation Trailer. «A real fine outfit» in first class condition. Complete for \$2600.00. Contact S/L H.F. Hull at L 180 2 Wing.

1954 PLYMOUTH. 1956 motor recently installed. Four nearly new tires, complete brake job in March, insurance til Sept. In excellent condition. Contact LAC L.G. Harris at L 88 or PMQ D44.

1962 Porsche. White with red leather upholstery. Fully equipped, in excellent condition, 40,000 miles without an accident. Price \$2,400.00. Contact F/L Stewart at L 101.

1955 Dodge Royal. Automatic transmission with only 7,000 K's use. V8 motor with only 16,000 K's use. Good rubber, custom radio, this car is excellent condition. Price \$375.00. For further information contact LAC Bryson, photo trailer L 107r2.

1960 PEUGEOT 403 in excellent condition. One owner. Price \$700.00 or best offer. Available any time. Contact F/L Cordukes Metz 165 or 130.

1959 OPEL REKORD. Blue with white top. 53,000 miles. In excellent condition. Must be seen to be appreciated. Selling price \$550.00. Contact F/L T. P. Paulen at L 3 Two Wing.

1962 KARMANN Ghia 1500. Blue with white top. 28,000 miles. Insurance good until March, 1965. Cont. K.M. Smith (School Teacher) L 79r2.

1959 HILLMAN Commer in good condition. Color : Grey. New brakes and muffler system. Insurance good until Sept. '64. Price \$400, or nearest offer. Contact Cpl. Davenport, ASO No. 2, L 194r2.

1961 RENAULT Dauphine. Black sedan with grey leather upholstery, 38,000 km. Four new Michelin tires, accident free and in very good condition. Insurance good until Feb. '65. Reason for selling : Returning to Canada. Contact : Cpl. V. Miller L 229r2 or may be seen at 29 rue des Combattants, Virton.

1961 PEUGEOT 404, light green, 66,000 K's : Michelin X tires, seat covers, roof rack, insured until September. Price \$975. Contact F/L Buick 109 KU L 193.

1959 SIMCA Arienne with roof rack. Contact S/L Savage at L 5.

1957 VOLKSWAGEN Sedan, 20,000 miles on engine and transmission, new tires and shocks. This is a good car. Available immediately. Price \$300. ALSO : Available on leaving Two Wing, 1957 Chevrolet 210 2-door sedan as is. No reasonable offer refused. Contact Cpl. J. C. Patterson, L 145, Supply Section, 2 Wing RCAF, Grostenquin.

Pulling a trailer? Here is the ideal car : 1958 Meteor 6 cylinder automatic STATION WAGON in excellent condition. Available early in July. Contact F/L G. E. Waugh, 109 KU, L 163.

TRAILERS FOR SALE

1961 WILLERBY House Trailer. In excellent condition with many extras. Lot assigned at new trailer site at One Wing. Contact Sgt M. Jackson at L 99 or 67, rue Joseph Wauters, St. Mard, Belgium.

1961 WILLERBY House Trailer, 36' x 9'. Completely furnished including large fridge, gas stove, 2 gas bottles, Coleman oil heater, oil barrel, water heater, garden tools, all in excellent condition and available immediately. Price \$1900.00. Contact Sgt. Lawson, Base Trailer 237 or L 24 at 2 Wing.

WILLERBY House Trailer and/or extensions. Interior recently redecorated, fully furnished, in good condition. Will sell for best offer. Contact LAC Hoffman L 86 2 Wing, or Basse Trailer No. 74.

48' American Built mobile home with 5' x 10' porch. Situated on a low rental lot in Montmedy across from Esso Service Station. Contains a Thermostatically controlled Coleman furnace, Westinghouse automatic washer and spin dryer, 12 cu. ft. Kelvinator fridge, gas range, 4 piece bath, and inlaid tile throughout. Ample cupboard and closet space ; fully landscaped lot including patio, cement sidewalk, barbecue, etc. May be seen after 5 and on weekends. REASONABLY PRICED. Contact Sgt. Capeling L 135, or Mrs. Capeling L 146.

Get out of the « Rent Rut », invest in better accommodation. The most spacious, modern and most convenient 10 ft. wide American made mobile home is now available. Three bedrooms, 4-piece bathroom, large refrigerator, automatic oil furnace, eye-level oven, automatic washer, screened windows, electric hot water heater, ample cupboard and warbrode space, utility room (or 4th bedroom), picture windows with a panoramic view. A stone's throw away from all the recreation and shopping facilities of One Wing at E12 Maple Leaf Trailer Park. Contact WO2 Alford L90.

1959 Berkley travel trailer. Complete with full tent extension. Sleeps 5. Price \$595. Contact F/L Rudy L87 One Air Div HQ.

WILLERBY HOME 32' x 8' with 32' x 10' extension. Fully furnished including 9 cu. foot fridge, Hoovermatic washer, gas stove, 2 chesterfields, etc. ; situated on large lot with cement driveway and side-walks. Contact LAC Jones, trailer No. 17, Ire-ies-Pres or Workshops L 93r2.

TENT TRAILER. All aluminum frame, box dimensions 4' x 6' closed, open 12 x 6. Color blue, built-in cupboards and water tank. 3-bumer stove, table, good tires, sleeps 4 to 6. Contact LAC Duncan at WIF L 203 or 43, Rue de Harnoncourt, St. Mard, Belgium.

1957 WILLERBY PRESIDENT house trailer with 1 room extension and porch. A lot is available at Marville Maple Leaf Trailer Park. Will accept best offer. Contact F/L E.L. de Bourcier at Loe 163 or may be seen at Grostenquin Base Trailer Park No. 14.

MISC. ITEMS FOR SALE

1963 PALOMA 49cc Motor Bike with two gears, double seat, only 4050 K's. 220 volt electric heater which originally cost \$14 now selling for \$8.00. Contact Cpl. Smith L 24 at accounts section, or see these items at PMQ G 137.

Hoovermatic Washer and spindryer with 3000 watt heater. 220 volts - \$70. Barbecue with warming oven, hood and electric spit - \$5. Transformers : 2000 watt - \$7 ; 1500 watt - \$5 ; 200 watt - \$2.50. Contact F/O G.H. Friesen, Wing Ops L 172 One Wing or Florenville 310.68.

49cc MOTOR BIKE, 1961 Europ Model in excellent condition. Price \$70. Contact S/L Hull L 180 2 Wing.

Hoover upright vacuum cleaner (new condition) - \$30 ; Hoover floor polisher (new condition) - \$20 ; 1 Aladdin heater and wick trimmer - \$10 ; Fully automatic electric toaster - \$7 ; Remington typewriter (new ribbon) - \$9.50. Contact Sgt. M. McNaughton L 97r3 or 66 2 Wing or Trailer 227.

1500 watt transformer. Price \$6.00. Contact F/L J. Dmyrie Met section L 190.

DRESSER with 5 drawers. Contact LAC W.F. Cowie at 3 Rue du Tram, Ethe (Belgium).

Musical instruments : 1 « Toneking » alto Sax with case stand and music ; 1 « Conn » tenor Sax with case stand and music. Contact Cpl Teoli at 109 KU L 239, or 33, rue Mageroux, St. Mard, Belgium.

Guider's beret size 7 ; tie ; and belt size 28". Contact LAC Owens, 3, rue de Bellevue, Ethe or L 186.

FLANDRIA 49cc Motor Cycle in excellent condition. Price \$75.00. This price includes 10 months insurance. Contact Ian Harvey, PMQ 12.

One 1500 watt transformer. \$5.00 Contact Sgt. J. McManus GCA L 178.

One Hoover wringer-type washing machine - \$45 ; one 12 cu. ft. Westinghouse fridge - \$45 ; one 750 watt transformer - \$5. Contact LAC Fred Thomas L 108 One Wing.

One double bed (Continental) - \$40 ; One large Coleman heater - \$50. Contact Sgt. C.H. Smith at L91.

Baby carriage in good condition. Can be made into a car bed - \$15. or best offer. Roof rack, adjustable to fit any car - \$6. Contact Cpl. Hardwardt L 63 or PMQ D54.

1959 Malco Motor Bike, 250 cc. Black in color. Has 2 new tires, new battery, complete set of new gears, in extremely good condition. Insurance good until Aug. '64. Price \$170 or nearest offer. Contact Sgt. C. H. Smith at L 91.

Bicycle suitable for child 8 to 14 years - \$10 ; transformer 230 - 115 - \$8 ; Scout uniform (complete) 12 to 14 years - \$8. Contact WO2 Danforth L 192 or at PMQ B 104.

1 Coleman space heater, 50,000 BTU with 45 gallon drum and oil cans. 1 Aladdin Blue Flame heater. Cont. Cpl. W. T. Allen L 106 or 120.

Roof rack adjustable to fit any size car. Contact F/L Buick 109 KU One Wing L 163.

Thistle stroller in excellent condition. Also car seat. Reasonable. Contact Cpl. Duff L 178.

One blue metal steamer trunk 36 by 23 by 22 inches. Price \$15.00. Contact LAC G.S. Hawkins at L 28.

1 single bed with mattress, 1 oil heater, 1 small gas stove suitable for camping, 4 chairs, 1 table. Contact LAC W. F. Cowie, 3, rue de Tram, Ethe (Belgium).

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Young blonde: «You know that ugly fellow I've been going out with? Well, he's asked me to marry him. He's very rich and we're going to live in his 50-room house.»

Young brunette: «Well, you're a brave girl. To be perfectly honest he's the ugliest man I've ever seen.»

Young blonde: «He is very homely — but, after all, with a 50-room house, how much will I see of him?»

Two fleas came out of a movie theater.

«My goodness,» said one. «It's raining!»

«Well,» said the other one, «shall we walk or take a dog?»

A customer in a local cocktail lounge watched in puzzled silence as a man came in and ordered a martini. When the drink arrived, the newcomer carefully removed the olive from the drink, and placed it in an empty jar. Then he downed the martini in one gulp and ordered another. Again he removed the olive and placed it in the jar before downing the drink. He repeated this process for almost an hour. Finally when the jar was full of olives and he was full of martinis, he staggered out the door with the jar. «That's the strangest thing I've ever seen,» exclaimed the puzzled customer.

«What's so strange about it?» said the bartender. «Didn't your wife ever send you out for a jar of olives?»

An enthusiastic lady was telling a group of friends of her experience in putting to use some first-aid lessons she had learned many years ago.

«It was remarkable,» she said, «that I remembered it after all these years; I'm so lucky I had the training.»

«I was crossing High Street when I heard a crash. I turned around and there was a poor man lying there — struck down by a taxi. He had a compound fracture of the leg, a broken skull and was bleeding profusely.»

«Then all my first-aid came back to me — I stooped right down and put my head between my knees to keep from fainting.»

A cannibal chief had trouble with a choice meal cooking on his broiler and asked a witch doctor for advice. «Does he have a round white collar and a black frock?» asked the witch doctor.

«No,» said the chief. «He's got a shaved head with a circle of hair, a long brown cassock, and sandals.»

«Oh, no wonder,» said the witch doctor. «He's not a broiler. He's a friar.»

Once upon a time the Bronx Zoo obtained, after great expense, a young specimen of that rare Australian beast the rary. It was a great attraction, but it kept growing and growing and requiring more food.

Although the zoo authorities kept shifting the rary to bigger and bigger cages, they finally realized it had become too big and too expensive to keep. They resolved to put it away, but so huge was the rary by now that they decided the only way to dispose of it was to push it deep into the Grand Canon.

A special train was chartered and a trained crew hired to accompany the rary out west, and after great difficulty the doomed beast was brought to the edge of the canyon.

Just as the men were about to push the creature over, the rary looked down into the abyss and said softly. «Oh, please, you mustn't do that.»

«Why not?» asked one of the men.

«Because,» replied the gentle beast, «it's such a long, long way to tip a rary.»



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MARVILLE



Forthcoming Attractions

Friday 3 July 1800 and 2030 hours

Saturday 4 July 1900 hours

I'M ALL RIGHT JACK

(Good British Comedy)

Ian Carmichael, Peter Sellers, Terry Thomas

Saturday 4 July 1345 hours (Children's Matinee)

A FIRE HAS BEEN ARRANGED

Bud Flanagan, Ches Allen

Sunday 5 July 1800 and 2030 hours

CALL ME BWANA

(Comedy in the jungle)

«U» Bob Hope, Anita Ekberg, Lionel Jeffries

Monday 6 July 1900 hours

Tuesday 7 July 1800 and 2030 hours

THE NAKED AND THE DEAD

(World War II drama)

«A» Aldo Ray, Barbara Nichols, Cliff Robertson

Wednesday 8 July 1800 and 2030 hours

CRITIC'S CHOICE

(Comedy in the theatre)

«A» Bob Hope, Lucille Ball, Marilyn Maxwell

Thursday 9 July 1900 hours

HUD

(Cattle country drama)

«A» Paul Newman, Patricia Neal, Melvyn Douglas

Friday 10 July 1800 and 2030 hours

Saturday 11 July 1900 hours

McLINTOCK !

(McNificent)

«U» John Wayne, Maureen O'Hara

Saturday 11 July 1345 hours (Children's Matinee)

FORBIDDEN JUNGLE

Don Harvey, Forrest Taylor

Sunday 12 July 1800 and 2030 hours

JIMBO

(Circus story)

«U» Doris Day, Stephen Boyd, Jimmy Durante

Monday 13 July 1900 hours

Tuesday 14 July 1800 and 2030 hours

THE SERVANT

(Servile and sinister)

«X» Dirk Bogarde, Sarah Miles, James Fox

Wednesday 15 July 1800 and 2030 hours

Thursday 16 July 1900 hours

RING OF SPIES

(modern espionage - a true story)

«A» Bernard Lee, Margaret Pyzack, David Kossoff

Friday 17 July 1800 and 2030 hours

Saturday 18 July 1900 hours

LOVE IN LAS VEGAS

(Musical)

«A» Elvis Presley, Ann Margaret

Saturday 18 July 1345 hours (Children's Matinee)

THE FIGHTING STALLION

Bill Edwards, Doris Merrick

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TCA/BOAC. (Stop overnight in London if you want to, for no extra air fare.)

Get on to your Travel Agent and ask for details of TCA's "Furlough Fares" or call at the TCA-Air Canada offices, 24 Boulevard des Capucines, Paris 9e, Telephone RIC 36-50.



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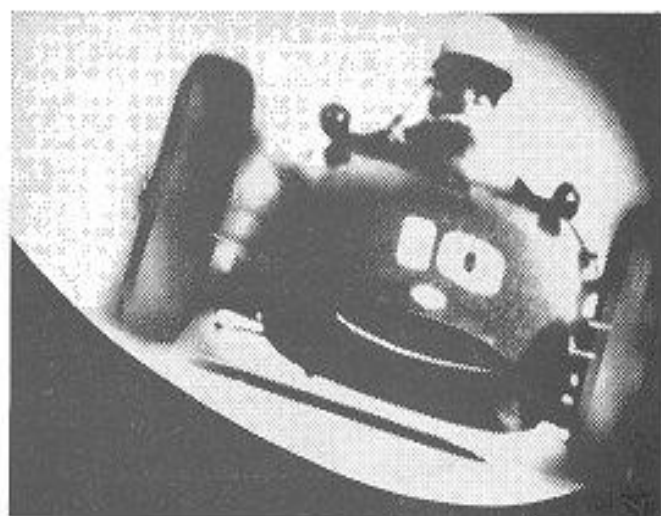
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81023

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FAVRE — LEUBA watch movement or racing car engine, the rhythm is the same. In three words: power, steadiness, precision. At every hour of your life, it brings the feeling of security and confidence conferred by a piece of thoroughbred machinery. The elegance of FAVRE-LEUBA watches adds that final touch of harmony. They are the product of a factory with the experience of eight generations of watchmakers behind it, which has succeeded in combining dynamism with tradition.

Model 81023 extra flat, waterproof, plus centre second hand — made possible by its 2 barrel mechanism, which also provides 50 hours' running time.