



CANADA'S NATIONAL FLAG





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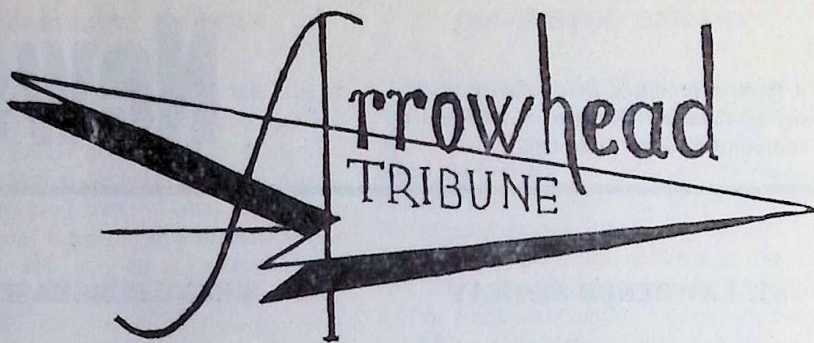
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OMEGA

Canada: One Nation



Canada now has her own flag! There have been occasions as important in the country's history. There have been events with more far-reaching effects. This, after all, is an entirely abstract event, for nobody will get money for it; nobody will suffer for it; nobody will get promoted for it. Let us hope also that nobody will make political capital from it. However, for all that, the first raising of the Canadian flag is a unique occasion in our history.

For years now (we have been an independent country for 97 years, 7 months, 2 weeks and a day) there have been attempts to establish a distinctive Canadian flag. That it has taken so long has not necessarily been a bad thing. A flag adopted in 1867 almost certainly would have incorporated the Union Flag in its design; this may well have happened if a flag had been adopted at any time upto the end of World War II. Thus if we needed to wait until 1964 before we could choose a flag that would be acceptable to English and French-speaking Canadians, then it was right to wait.

Canada's development as a fully mature country has been slow and methodical. Following the French colonisation of Canada and the subsequent British rule it was over 100 years before Canada achieved her independence. Since then she has acquired additional responsibilities; responsibility for Defence came first, and then, with the Statue of Westminster, responsibility for her own foreign policy. Since the war Canada has adopted her own citizenship and has renounced her interest in the awards of honours by Royalty. Now, our only calls to Westminster are for amendments to the British North America Act, and even here the next call will likely be the last, when the right to amend the Constitution will be vested in the Federal Parliament in conjunction with the Provincial Legislatures.

Is this as far as we are going to go? Republicanism is on the upsurge throughout the world, yet we still owe our allegiance to the Crown. Are we in the future to become a republic within or without the Commonwealth? Certainly there are many Canadians who think we should. (Saturday Night magazine thinks that the Armed Forces are the last bastion of loyalty to the Crown.) Our heritage, however, is our pride and in principle should be left alone. Royalty provides an excellent symbol of human allegiance, one that can be provided by no other system. Here we have one who by her very position can be admired and cherished by all of us; one who does what her subjects ask of her, working for the good of the country and Commonwealth, without consideration of personal or political gain. Surely this compares very favourably with the presidential system, whereby the Head of State is democratically elected every few years and has to grovel in political mud so much of the time.

So let us keep the Crown and the new flag as our symbols of unity that shall be above mortal challenge, and let the political leadership of the country stay, independently, with party conventions and General Elections. With today's ceremony Canada has come full circle from the flag of French kings to the flag of Canadian citizens. May that flag symbolise a unity of purpose in the destiny of Canada that surely all of us really want.

NOTICE

Faced with a drinking problem? Alcoholics Anonymous can help you. Call: Local 16. Weekly meetings are held in the PMQ Office. F Block, PMQ's — Longuyon — every Tuesday at 19.30 hours.

VOL. 5 - No 3

1 WING RCAF MARVILLE

15 FEBRUARY 1965

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News of Canada

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ST. LAWRENCE SEAWAY

In spite of record low water levels on the Great Lakes, the regular permissible draft of 25 ½ feet for ships continued in effect on the St. Lawrence Seaway all season and traffic of 39,300,000 tons in 1964 topped the previous season's traffic by 27 per cent.

As new records were set by the Seaway in its sixth year of operation, Welland Canal cargo traffic exceeded 51,300,000 tons, a rise of 24 per cent over that for 1963. The 1964 season tonnage on the Welland was nearly two and a half times that for 1958, the year before the Lake Ontario-Montreal section of the Seaway opened.

During the 1964 season, traffic on the Montreal-Lake Ontario section was nearly double that for the opening season in 1959, when 20,593,000 tons transited the waterway.

The growth of waterborne commerce following the opening of the Seaway can be illustrated by the fact that in 1964 over three times the cargo moved through the new Seaway system than transited the former St. Lawrence canals the year before the Seaway opened.

Between Montreal and the Great Lakes, in 1964, ships carried over 3,600,000 tons of general cargo. Bulk cargo of some 35,600,000 tons included approximately 12,000,000 tons of iron ore, 9,000,000 tons of wheat and 6,000,000 tons of other grains.

AID TO MALAYSIA

Canada has announced a \$4 million programme of military aid to Malaysia. An outright gift, the programme will include four Caribou transport planes, 250 police motorcycles and special military training in Canada for up to 40 Malaysians each year over the next two years.

The Caribou transport will be built at the de Havilland Aircraft Company plant at Toronto, Ontario. No delivery schedule has been set but it is expected that the planes will be flown to Malaysia after Malaysian crews have been trained to handle them.

WHEAT PURCHASE

An order for 27 million bushels of Canadian wheat, valued at approximately \$50 million, has been placed by Communist China. It is the fourth purchase under a three-year agreement which became effective in August 1963. It is for Durum and low grade wheat.

STUDENT INCREASE

Full-time enrolment in Canadian technician courses at the post-secondary level reached 19,610 in the autumn of 1964, compared with approximately 14,000 in 1963. This enrolment was reported by 37 institutes of technology and a few related institutions.

This sharp increase in enrolment was due partly to the opening of new schools, such as the British Columbia Institute of Technology, and partly to the fact that a number of other institutes, which had opened in 1962 or 1963 for first-year students only, were by the autumn of 1964 in full operation. Another reason for the increased enrolment was the inclusion, for the first time, of the Ecoles des Beaux-Arts in Montreal and Quebec City in the report.

Approximately 71 per cent of the students were taking courses in engineering technologies, the remainder being enrolled in business and administration courses and applied arts.

1965 CONSTRUCTION OUTLOOK

The President of the Canadian Construction Association, Donald H. Jupp of Toronto, Ontario, has predicted that the construction programme for Canada in 1965 will, for the first time on record, go over the \$9 thousand million mark.

He states that « this rise in construction volume will be fairly general across Canada. Local and provincial construction associations affiliated to the Canadian Construction Association report that none expect a smaller provincial construction programme in 1965. Those in Manitoba and Newfound-

land expect their programmes to be « about the same » as in 1964. Affiliates in the other eight provinces all expect larger programmes, but none has predicted a substantial increase over the province as a whole. »

PAKISTAN CONTRACT

The first in a series of agreements providing for Canada to build a nuclear reactor in Pakistan has been signed by delegates of the Pakistani Atomic Energy Commission and the Canadian General Electric Company of Peterborough, Ontario. Under the agreement, the Ontario company will act as the chief contractor in building a 132,000-kilowatt nuclear power station on the shore of the Arabian Sea, 15 miles west of Karachi. The next step will be a contract with the company for a \$60 million reactor.

INCENTIVE PROGRAMME

To encourage prospecting and mining in Saskatchewan, the provincial government is offering financial assistance in mineral exploration costs by private companies and a royalty free period from the start of production for three years without limitation on net revenues obtained in the period. After the third year sliding scale royalty will be applied to net profits; no royalty on the first \$25,000, five per cent on profits between \$25,000 and \$100,000, seven per cent on profits between \$100,000 and \$500,000, and nine per cent on profits exceeding \$500,000.

Under the incentive programme, the governments of Saskatchewan will pay up to 50 per cent of the costs of approved work. These include prospecting, trenching, geological and geophysical surveys, diamond drilling and exploratory shaft sinking to a maximum of \$50,000 a year to each entity, whether an individual or company, or \$150,000 maximum on each property.

FIRST OYSTER HATCHERY

Canada's first experimental oyster hatchery was recently opened at Ellerslie, Prince Edward Island. The hatchery, operat-

ed by the Fisheries Research Board of Canada and the federal Department of Fisheries, is designed to spawn adult oysters at any time during the year and to raise young oyster larvae to the stage where they settle down on the sea bottom as « spat ».

In addition to spawning and rearing oysters from the larval to the spat stage, some will also be grown to larger sizes in the hatchery. The main purpose of the new facility is to produce spat in sufficient quantity to supply the oyster industry.

The hatchery also has an oyster breeding programme designed to improve growth, shape, flavour and other characteristics of Atlantic oysters. Exotic species of oysters living in locations where Maritime oysters cannot survive will also be tested.

Since the oyster was first cultivated by Rome's *Sergius Orata* in the second century B.C., it has had many vicissitudes. Although it is known that the North American coastal Indians relished the tangy flavour of the oyster before the white men came, its recorded story in the Maritimes is sketchy. The opening of the new hatchery has ushered the oyster into a new age which holds great potential for an abundance of breeding stock needed to foster a growing industry.

COURSE OF BUSINESSMEN

A unique new course for businessmen was recently introduced by the Toronto Board of Trade. The course, called, « Exporting for Canadian Businessmen », was prepared by the federal Department of Labour with the assistance of the Department Trade and Commerce. It explains the basic exporting techniques, profit opportunities in the growing export market, and advises on the experts and facilities available to provide assistance whenever necessary.

The course is the seventh that the Toronto Board of Trade has sponsored in recent weeks under the Federal-Provincial Small Business Management Training Programme. Another 50 courses will be conducted by various Chambers of Commerce and trade associations in the Province of Ontario early this year.

Courses available under the programme include Management Accounting, Retail Management, Marketing for Manufacturers, Marketing for Service Businesses, Purchasing for Manufacturers and Bookkeeping, as well as Exporting. One hundred and fifty of the courses are being conducted in nine of the 10 provinces and in the Northern Territories this winter.

MAPLE LEAF TARTAN

The Canadian Maple Leaf tartan stirred London fashion circles recently and appears headed for British and European shops this year. The Ontario-designed tartan in green, gold, brown and red — the captivating seasonal colour tones of the Canadian maple leaf — is 100 per cent Commonwealth worsted. It is made of Australian wool, spun in England and woven in Canada. The Canadian Maple Leaf tartan has been universally registered as an industrial design.

NEW ICEBREAKING FERRY

A new quadruple screw diesel electric ferry is being built to ply the waters between Cape Tormentine, New Brunswick, and Borden, Prince Edward Island.

The ferry, which is expected to enter service in 1967, will be operated by the Canadian National Railways. It will be able to carry 90 automobiles and 24 fully — loaded rail cars and will have accommodation for 1,000 day passengers and 82 crew members.

The ship will be built to full icebreaking standards and will have a service speed of 17 knots. It will be equipped with side and stern loading facilities to suit the loading of rail cars by the stern and automobiles and trucks by stern and side openings.

SUB-ARCTIC RAILROAD

The Great Slave Lake Railway, the first railway to penetrate Canada's 1,300,000 square-mile Northwest Territories, has been constructed 14 months ahead of schedule.

Working around the clock in all kinds of weather, sometimes in 40 below zero temperatures, hundreds of workers laid miles of steel a day across the low-lying plateaux of wilderness.

Built by the Canadian National Railways, the \$86 million project is a steel highway for shipping machines and material north to speed development and a vital freight line south for rich natural resources from northern mines and forests. Already in operation, the new railroad, which runs 432 miles from Peace River in northern Alberta to Great Slave Lake, has spurred agriculture and has sent thousands of carloads of grain and lumber rolling south from northern Alberta. The biggest foreseeable user of the line is the Pine Point base-metal mine being built at the railway's end.

COLOURFUL DISPLAY

The opening of the World Fair in Montreal, Quebec, in 1967 is still more than two years away, but plans are already being made to provide an expected 75 million visitors with a touch of floral greenery. Ornamental bushes numbering 200,000 will decorate the 200 acres of lawn at the site and 9,400 trees will be planted. The walks will be lined with 200,000 feet of tulips, and exhibiting countries are being asked to display their national flowers.

SCALLOP INDUSTRY

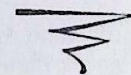
The scallop industry in Canada continued its phenomenal expansion with the past summer catch of over eight million pounds, valued at between three and four million dollars, a million dollars more than in the previous summer. The market was particularly good for the fresh (unfrozen) pack. Fishermen on the Atlantic coast now earn twice as much from scallop dragging as from herring and sardine fishing.

CANADIAN FISH CATCH

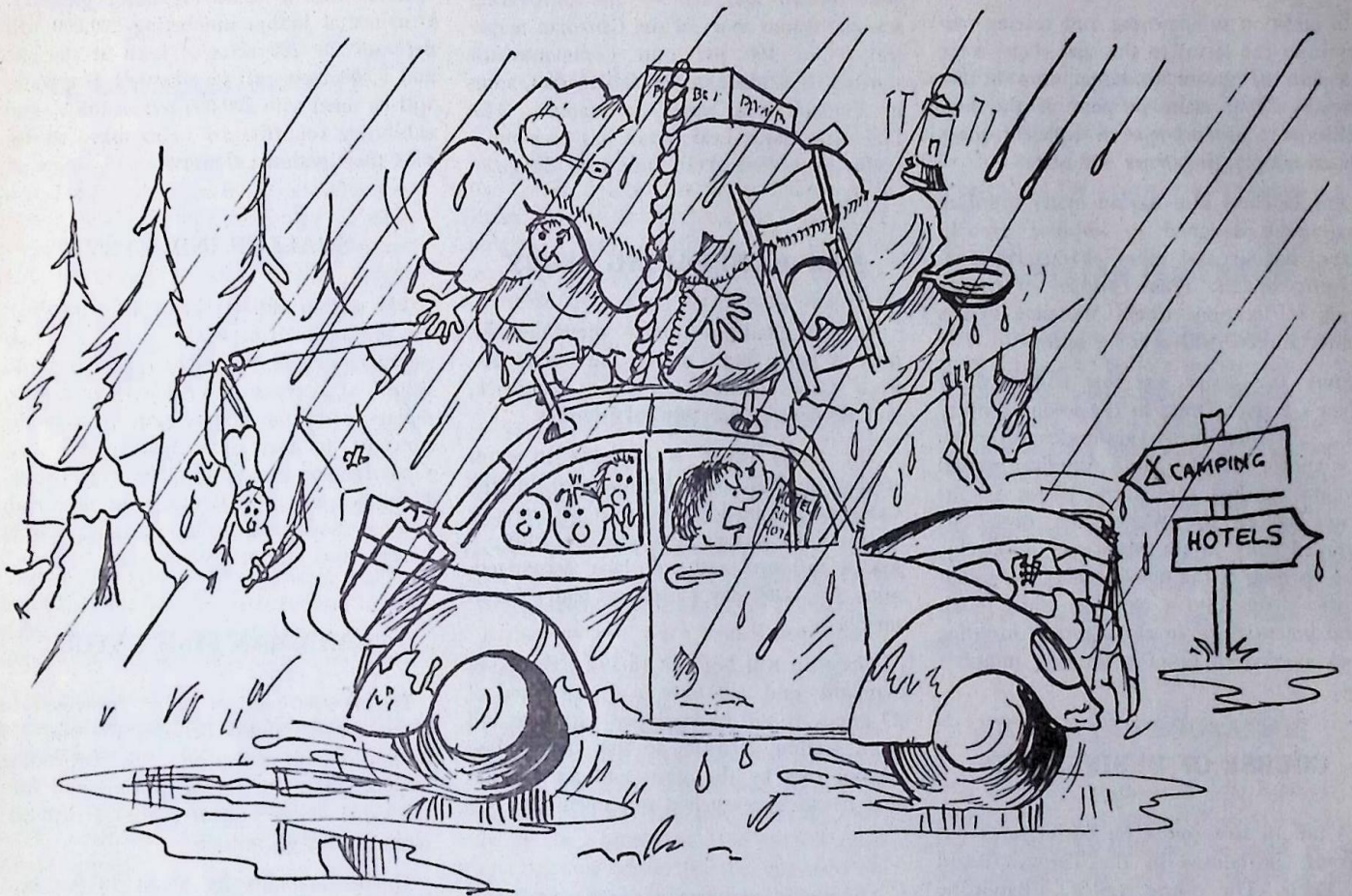
During the past 20 years, fishermen in Quebec have landed between 100 and 150 million pounds of fish each year. Depending on fluctuations in the landed price of fish, the value of the annual catches varied between \$2 and \$5 million.

Quebec accounts for about 10 per cent of the quantity of fish landed on the Canadian Atlantic coast each year. Nova Scotia, Newfoundland, New Brunswick, Prince Edward Island and Quebec together catch between 1,000,000,000 and 1,600,000,000 pounds of fish annually, the aggregate value reaching \$60 million. British Columbia lands between 600 and 700 million pounds, the total value of which varies between \$30 and \$45 million. The other Canadian provinces, Manitoba, Saskatchewan, Alberta and Ontario, report catches of between 100 and 175 million pounds with a value of from \$10 to \$12 million.

The total fish catch of Canadian provinces thus amounts to approximately two thousand million pounds, worth about \$100 million.



on the continent



It Can be Fun

As a non-camper in Canada I found that camping in Europe can be fun as well as rewarding. You have a chance, at low cost, to see countries you would probably never visit if you had to pay the return fare from Canada.

After five years of travelling and tenting in Europe, I have seen everything from American to European cars grossly overloaded, to large cars with small trailers and small cars with large trailers, all heading out on holidays.

With a bit of thought and foresight you can get a choice of camping equipment to fill your needs and still be compact. If possible, for the first trip, do as I did, borrow a

friend's equipment and find out if you really enjoy camping or not. There's no use going out and spending a lot of money just to find out that you would rather stay in a hotel. If you want to camp on your holidays and can't decide on a tent or camping trailer, just bring up the subject when there are five or six people around, then sit back and listen.

After you have seen a European family arrive at a camp site, in a small car, unload and set up a two bedroom tent, have a meal (complete with flowers on the table) do the dishes and then sit relaxing in less than one and a half hours, you feel that there's nothing to it. On the other hand, when you're packing up a wet tent in a rainstorm, you suddenly wish you had a camping trailer.

A roof rack can carry a good load,

but can also be a drag in a headwind and make a car top heavy if overloaded. A baggage trailer will take the load off the car springs but can be a nuisance when backing into a parking space, or worse still, trying to back out of a one-way street. («Sorry Officer, I didn't see the sign»)

Which brings a thought — learn the European road signs well and obey them. Most policemen will look at your license plate, shake their heads, («Crazy Canadians») and try to get you going in the right direction again, BUT a silly mistake on your part could cost a lot in hospital bills and car repairs.

In France the car entering a traffic circle has the right of way, in Germany the car in the circle has the right of way.

Some points that come to mind (most of them from embarrassing

experiences), an adjustable aluminum chair is wonderful to relax on, but takes about six square feet of luggage space. An expanding suitcase is very handy, especially when combining a camping and shopping trip. Don't take too many clothes. Dad SHOULD take a suit and tie, Mother at least one good dress. (The Europeans dress up when visiting or shopping and it's a small courtesy on our part to do the same.)

People who like a drink in the evening (or any other time) should take their own, unless you go to Spain where they have all kinds and it's cheap. If you're a beer drinker, try the local brews, most of them are quite good. NOTE: the customs people frown on large quantities of liquor crossing the border, so use discretion. Of course you could fill a jerry can with liquor, it may come in handy if you run out of cooking gas.

Camping gas is obtainable throughout Europe but it's advisable to buy the first bottle from a PX, as the price on the economy is high. Better still, buy off someone going home. Coleman style lamps and stoves are good but often it is hard to find the proper fuel.

If you buy a tent, set up and pack it a few times before you go camping. This is less embarrassing when you make a few booboos. There are many ways of setting up a tent. Ask any expert. He will probably tell you your way is wrong. (With friends like this, who needs enemies?) Get something heavier than the wooden mallet supplied with European tents, most campsites seem to have a few inches of earth over solid rock. A claw hammer is good for driving pegs and very handy for pulling them out. You can also use it to build a box to send the tent home to Canada.

A set of bungee cords or elastic ropes are handy for tent corner tiedowns. If you use ropes the kids usually trip over them and you wind up with a torn tent or a damaged offspring.

Sleeping cots are comfortable but I found them cold in the wee hours of the morning, especially during the spring and fall. If you blow air mattresses too hard you may as well sleep on the ground and be just as uncomfortable. When buying sleeping bags remember that they must be

washed or dry-cleaned now and then, so buy accordingly.

A good-sized plastic garment bag folds up small and keeps the clothes dry during the night.

Stoves should have a stand and you should also carry a piece of plastic to keep the grease off the side of the tent. The stove stand can also serve as a cupboard and a box to pack gear in when travelling. I had one made with quarter-inch plywood, the dimensions were 4' x 3' x 10" deep. This was bolted to the trunk lid of my '55 Pontiac — on top, of course!, and carried spare tire, jack, tools, stove and gas bottle, cooking utensils and a small box of groceries for noon stopovers. This left the complete trunk space for tent, clothes and all the oddments. When camped, this box came off the car and when stood on edge became the stove stand, then by adding slide-in shelves, became the cupboard.

You can get Esso gasoline anywhere in Germany with German Esso coupons. In France, at any recognised **Quartermaster Esso**. When entering Italy, stop at the border and buy coupons; they are also available at Italian banks. In other countries, you

pay the full price, which may range from 60¢ to \$1.00 per gallon. Take a small Canadian flag to hang on the tent. You'll be surprised and I hope pleased at the number of Europeans who speak English, and still like us, after putting up with our odd ways for many years.

Now that you've decided to camp?, don't forget the little things.

Gas coupons — they expire July 1st in France. Passeport — without it you may have to leave Mom and kids at the border. Insurance Green Card — will it be valid when you come back into France. Money — Bank of Montreal will give you a card of European exchange rates. Take a spare set of points, condenser and a fan belt for the car. Toilet paper — the brands over here are very hard on the hands.

So away we go — gear all packed the night before, up early for a good start, kids all dressed, «Oops — better change the baby», «My Gosh — it's seven o'clock, let's get going», out to the car and away we go... Twenty miles from home and of the kids asks — «How come we are not taking Mom and the baby camping»? It CAN be fun.

Jasper Farrish

A SUNDAY DRIVE

Have you ever been to Montauban? It's an interesting drive for a Sunday afternoon.

Take the road from Ethe, in Belgium, towards Croix-Rouge but turn off (by the bus stop) at the sign to Buzenol. Follow the road until you cross the railway line, then be careful as you proceed down the hill — the pavement ends quite suddenly with a steep step. The road thereafter isn't too bad, just a bit like Ottawa.

At the bottom of the hill the road crosses a little river and turns to the left. There you will see the ruins of an ancient foundry, built in 1507. Don't go near the walls, they are just ready to crumble and have not been made safe in any way. But you can look in and try to imagine the sweating activity there in times gone by. The stone walls are discoloured in two places from the heat of furnaces and large arches lead out at the back. Cannon balls were one of the products (there was a good market for these from the sixteenth century

onwards), and the shot that fell on Sebastopol during the famous siege came from this now sleepy valley.

Across the road, but still beside the river, are the remains of a slag heap. It is the prettiest slag heap one is likely to find, being composed of lumps of a glasslike substance, hard and sharp and in bright metallic colours.

The étang behind the foundry is peaceful and stocked with trout. You may see a heron doing a bit of poaching, but there is nothing else going on to suggest that more than cannon balls and trout were ever at stake in this forgotten valley.

Go past the foundry and on the right hand side of the road you will see a sign that points up the wooded path to the Musée de Montauban. If there are ghosts they will be there. On that hilltop the Gauls fortified themselves against the Romans. A piece of Roman carving shows what that pathetic struggle was like. Then the Romans settled in and construc-

ted their own 'castrum'. There was time for them to carve stone pictures of scenes from their life and times, and some remain where they were found, others are in the little museum (not open in the winter). A primitive reaper was copied a few years ago and even used to bring in the harvest at Dampicourt. It stands now beside the museum and people from the Prairies might be interested to see it. You may have thought some of the machines in the 'Pionera' odd, but at least they weren't **pushed** by what looks like a mule.

Carving ceased in the fourth century and hastily fortifications were increased, but uselessly and the might of Rome crumbled with incredible swiftness. Montauban was left and wild pagan people took it back again. A few hundred years later another fortress rose, hurriedly it seems. Broken carvings were flung carelessly into the walls, a pair of legs hang halfway up a wall, an odd body fills a space and into the east wall they shoved the old Roman milestone. (These did not mark miles like ours but were set up at intervals along the Roman roads). The original one has been taken out and put in

a museum in Brussels but a replica replaces it.

The fortress was strong, however, and here lived the Four Sons of Aymon. They had quarrelled with their father, who was on the side of Charlemagne in his campaign to pacify, consolidate and Christianize Europe. They could not be reached in their study keep but their father's forces kept up a long siege. They were almost starving when their magic horse Bayard came to their rescue. Bayard could fly so they all crowded on to his back and in one mighty leap off they went over the enemy and to safety across the valley.

This was only one of the many legends of the Four Sons of Aymon. They were to medieval minstrels as Superman is to present day comic strips, always triumphing magnificently over human difficulties. The stories appealed to the lesser lords who felt themselves frustrated and cheated by those stronger than themselves, and who would have dearly loved a magic horse or two of their own. There are people today who whisper that when the nights are dark and stormy (and perhaps the schnapps is strong) the four riders

and their horse come back to their old home.

A steep hill with a good spring near the summit was too valuable to be long left untenanted and the fortress of Montauban grew in size and importance. There are pictures of it with high wide walls and imposing gateways. The ramparts are still there, but softened and grown smaller with the many hundreds of years of plunder and storm that have passed over them. A lot of careful archaeological research has been done and there are plenty of pictures and descriptions of the place under its different rulers. There are also polite requests that we do not climb over the old walls or deface the carvings.

Go down to the road again and follow it until you come to the house of the Forge Master. This was built in the 17th century, but is still lived in and kept up with perfect taste (and one suspects, a good deal of money). Mademoiselle was riding a fine chestnut horse the first time we passed. Last week he was comfortably warm in his ancient stable (beside the garage for the far from ancient cars), and over the half-door he surveyed the valley with a knowing air. I don't think he can fly.

... On Cyprus

by Martin Kern

While the name 'Cyprus' is not a dirty word, people tend to look at you askance when you state — casually, of course — 'I just blew in from Nicosia.'

Because of the current political turmoil in the island, many uninformed would-be travellers, hearing Cyprus proposed for their itinerary, change the subject hastily, and ask their travel agents about other places. We hear of Greek-Cypriots pitted against Turkish Cypriots. We are told of ill-feeling between Cyprus and Britain over the British bases on the island. The Greek population agitates for Enosis — union with Greece. The Turkish demand to be administered by the Ankara government. And, only recently, days and nights on the lovely island have been made hideous by the rattle of small arms. The coward in us stirs restlessly, imagining Cyprus as a potential arena for Armageddon, and steers us

in the opposite direction.

There IS a confused situation in Cyprus. It has fanned long-smouldering resentments into blazing hatreds. It has spilled blood on the streets of towns and villages. It has placed a large percentage of the Turkish-Cypriot minority under conditions of virtual siege in their particular quarters of the communities. The truce team is busy today, and the gunfire has been suppressed, like a flash fire, quickly controlled. The world watches and waits.

This is not a political article. As a traveller in Cyprus — and you can use your Canadian passport to travel without hindrance anywhere — you will see evidence of civil war. Abandoned villages. Houses, bullet-torn or scorched by napalm. Road blocks outside communities, manned by police, who ask you, courteously, for identification. The Turkish-Cypriots live in the cities, bottled up behind their ancient walls, blockaded by their Greek fellow-countrymen. Some villages have been abandoned completely by whatever group formed the minority when 'The Trouble'

started. In others, Turks and Greeks live together uneasily, on opposite sides of the main street. Yet, in others, they live in harmony, intermingling and intermarrying, as they have for centuries.

But, what of Cyprus proper? The 'Birthplace of Aphrodite' in ancient legend, Cyprus is a slender island, tucked into the Eastern corner of the Mediterranean. In approximate distances, it is one hundred and fifty miles long, sixty miles at its widest point. Principle cities are Nicosia, the capital and seat of government, Famagusta, the main port on the East Coast, and Larnaca and Limassol, two important deep water anchorages in the South. Near the south-west end of the island, the town of Paphos is a must on any visitors travel plans. It stands near the legendary rock and wide beach where Aphrodite is said to have been born from the thick, creaming sea foam. Across the island, on the North Coast, gazing out towards the brooding mountains of Turkey, Kyrenia, with its Frankish castle guards the entrance to the lovely miniature

harbor, rebuilding mental images of Crusader days.

Cyprus is an island of lasting surprise, too varied to be compressed into a short article. Its praises have been sung in poetry and legend for almost five thousand years. During the course of a day of driving over good paved roads, the visitor can see glaring alkali deserts. He will drive on into scrub country filled with wildly twisted buttes shaped by errant winds, where a line of camels is seen grazing along the horizon, through farmlands where crops vary from potatoes to pomegranates. He can turn his car up towards the hills and climb through old villages with impossibly narrow streets where white houses lean over the cobbles. Mensit on the coffee house verandahs to argue the hours away and play incessant games of backgammon. Higher up into the Troodos mountains, he will pass through terraced vineyards and fruit orchards that cling precariously to the mountainsides. Women in shapeless black garments, and men wearing the high leather boots and the tucked skirt of the Greek peasant labor in the brittle sunlight, pausing only to stare briefly at the passing car; sometimes to smile and wave a gentle hand.

High in the peak of the Troodos, on top of Cyprus, highest mountain, Olympus, the visitor stands in the cool scent of pine and cedar to gaze down at the island stretched at his feet. Below him, the burned, arid expanse of the central plain stretches eastward to the needle point of Cape Andreas. Far to the north, the unbelievable blue of the Mediterranean, white edged where Aphrodite's foam scrapes the rocks of the Bay of Xeros, laps the feet of the Kyrenia range, a bare ridge of red and purple, yellow, green and black stretched along the edge of the island. Southward, the sun turns the sea to polished pewter, reaching down to Egypt, not so many miles away.

In the winter you will ski on top of Troodos, schussing the Olympus slopes, down through the cedars to lunch and brandy in the comfortable lodge of your choice. If you wish, you can leave the slopes early, and drive down to eat kebab at Limassol or Akrotiri, after which a refreshing swim or a turn on the water skis is a natural thing to enjoy.

The gunfire has died away in

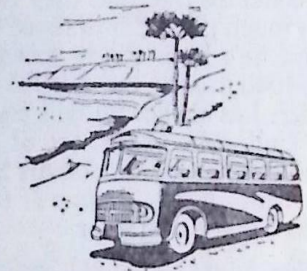
Cyprus. The confusion is limited now to the continuing wrangles and debates at governmental levels, while the troops of the United Nations guard and uneasy but lasting peace. Business booms in the in the clean, bright cities. In the Turkish quarters, the muezzin still calls the Faithful to prayer, his high chant an echo through the city. Freighters, liners and yachts cram the ports and anchorages. Private cars race across the land, busily exploring a little-known, little understood Island Republic that numbers among the most beautiful and exciting lands that I have ever seen.

I think of things, little pleasant things, that have impressed me most on Cyprus. Christmas Eve in Larnaca, at a sidewalk cafe, sunbathing gently while the attentive waiter served breakfast. A drive home after midnight in November, the car top down, clad in a short sleeved shirt, and enjoying the coolness of a night ablaze with stars sa close, it seemed that I could brush my fingers through them. Seven o'clock on New Year's morning... breakfast on the beach after a swim in a warm sea, so gentle that its movement was like the soft breath of a sleeping child.

The people of Cyprus? Warm... friendly; violently empassioned in anger, dreamily tranquil in repose. No Cypriot businessman will discuss

any deal until he has served you with coffee. A policeman on duty rides through the city to guide you to a difficult destination, then cheerfully hitches a ride back to the police station. Shaven-headed children with enormous eyes ask ceaseless questions about Canada, a land they believe to be populated by good-natured maniacs who live in ice houses. (The Canadian Contingent in general, the 'Vandoos' in particular, have made their mark!) Shy old women in black watch warily as you approach, grin and nod in toothless delight as you give them the day's greeting.

Cyprus... Aphrodite's Realm. Notwithstanding its internal upheavals, possibly one of the most wondrous lands of the Western world, wherein Orient and Occident meet and blend with delicate and charming harmony. If the opportunity to go there is given to you, may I only suggest you seize it firmly, buy some travellers cheques, and GO! I did... and I'll never be sorry.



Scouting for Boys - Boys Scout Week

The birth of the founder of the Boy Scout movement, Lord Baden Powell, will be commemorated by Scouts everywhere during Annual Boy Scout Week, 21-27 February. Here in the 1st Maple Leaf District, the week will commence with a church parade on Sunday 21 February, which will be participated in by all groups. The boys and learders will assemble in the Bank parking lot at 1030 hours and parade to the chapels for the 1100 church service. On Wednesday 27 Feb, the boys will wear their uniforms to school, thus publicising the number (169) who are participating in the scouting program this year.

Finally, on Thursday evening 25 Feb, there will be the district Father and Son Bonquet. This event will be held in the Airman's Dining Room commencing at 1900 hours. Following a dinner served by volunteer mothers, a brief program of activities will complete the evening. Tickets for this event are now being distributed and a prompt response is requested so that the number attending can be determined. Mothers who would like to serve should advise a local group committee representative. The Father and Son Banquet is a highlight of the Boy Scout year so, Father, please hold this evening open for your Son.

(EL Arnold) S/L, Chairman, 1st Maple Leaf District



in and around marville

by Graham Davis

REPATRIATION

This word is enough to invoke images worthy of the best pickles and ice cream nightmare in woman about to return to Canada from Europe. As you know, the situation regarding the passage of your things through Canadian Customs has changed recently. In addition, some people haven't the slightest idea of what awaits them or their effects on the return journey. Here then are a few bits of advice picked up around the wing.

The first thing that Mother has to do is to convince Dad that they really can't get much packed into those beer cases that he's been trying to empty as his contribution to the general confusion that lies ahead. He will simply have to find some other sort of box. S/L Arnold, in charge of the Air Movements Unit here, suggests three types of packing container.

- 1) Wooden boxes — These are your best bet if the weight of the intended contents exceeds 100 pounds. They have the advantage of being strong, but the disadvantage of being heavy. This will increase the cost of moving them.
- 2) Cardboard boxes with wooden framing — This method has the advantages of preventing «burst out» and crushed corners, as well as not being too heavy. This is an especially good method in the case of a tape recorder that has already come in a strong box with adequate protection against shock.
- 3) Then there is the lowly cardboard box. These are, of course, good for low weight items, such as clothing, stamp collections, and last summer's souvenirs for Italy (providing that they don't consist of Venetian glass), and all the other small sundries that are bound to accumulate in the best regulated household.

There is a special technique for the Hi-Fi that you purchased in a rash

moment a couple of years ago. Ideally, this should be returned to its original container, framed in wood, and then the most important: Set on legs at least five inches high. This will make handling much easier, and probably eliminate the possibility of having a pair of forklift arms driven through the speakers. This tends to somewhat lower the quality of the Hi-Fi reproduction later on. Indeed, if you have anything especially heavy, it might be an idea to put it on legs too so that it can be more easily handled by that indispensable mover's tool — the forklift.

Now we come to the ever-present problem of obtaining boxes. There isn't an empty wooden box in Marville that will stay where it has been placed for five minutes. They always seem to hustle off to someone else's PMQ or trailer. This doesn't settle the problem for the majority of the people by a long shot!

THE BLUE THUMB BRIGADE

Wooden boxes can be built in the Hobby Shop on the Wing. In the past the Hobby Shop has been an organization that was only open every second Tuesday after a full moon — and then only if someone happened to think of it! The supply of tools was limited, and often the machines (table saws etc.) worked with something less than enthusiasm. All in all it was a pretty depressing job. I approached F/L Knight, our Wing Recreation Officer, with the idea of employing a full time box-maker for those of us who aren't too sure which side of a saw to use. He felt that it was neither necessary, nor practical. There is a storage space problem. But he did have a few plans for the Hobby Shop.

These plans include:

- a) The acquisition of more machine tools, and the replacement of a lot of hand tools that have simply worn out.

- b) An increase in the number of opening hours to Monday, Tuesday, Wednesday, and Thursday evenings, as well as Saturday afternoon, beginning on the first of April.
- c) Another source of supply for wood is being sought to bring the price down out of the almost astronomical category.
- d) A change in the designation from «Hobby Shop» to «Woodworking Shop.» No hobby supplies other than wood will be carried. He felt that with this degree of specialization, a greater service could be rendered to all concerned.

If you have never built a box before and hesitate to send a creation back to Canada that would make a Dogpatch look like a mansion by comparison, F/L Knight has suggested that there are several people around who would be more than glad to create a custom made masterpiece for you. He mentioned that he knew at least five people in the trailer Court alone! (Off-hand I can't think of anyone better qualified!)

CARRBOARD BOXES

These are available, for a price, in the PX. In addition to this, the Supply Section has a few boxes available on a loan basis. These are supplied by the RCAF for the movement of personal effects on an **experimental basis at present**. These boxes consist of three layers of cardboard, will hold about six cubic feet of material, and seem to be extremely strong. They are available on a «sometimes» basis right now, for families moving to a destination east of Toronto.

Now before the Supply Section is accused, once again, of having dug itself so thoroughly into a fortification of paperwork that it can't see the people it's supposed to be supplying, let me explain:

- 1) These boxes do require special paper work because they are on

trial to determine how many trips they can make and how well they project their contents in the process. They must be signed for here in Marville and turned in to Supply again once you reach your destination. Then the necessary forms must be filled out and returned to AMC. Only RCAF stations in the east of Canada have been equipped with this system in order to give the boxes a fair trial over approximately the same distances.

2) The reason that there aren't too many available at the moment is that there are only a certain number available in the first place, and secondly there are at the time of this writing, 60 to 75 boxes which haven't been returned to Supply by people who have just recently arrived.

3) The trial period for these boxes is supposed to end this spring. At that time the results of the questionnaires will be tabulated and a decision will be made as to whether or not to obtain more of these boxes to be put into general use.

Personally I would like to see the system changed to allow personnel with western postings a chance at these things. However, it's useless to try. If you're going east apply to the NCO i/c Receipts and Issues. Perhaps he can help you and perhaps he can't.

ROUTE

Now let's move along to that glorious time when the last comic book has been packed and everything is ready to go. The boxes will be picked up by a truck from the MSE and taken to the R&I section on the station. They must now be strapped before being taken to the AMU. Here too, they will go through the Customs inspection. When you strap them, do it with an eye to the safety of the Trans Techs who will later have to move your things around. Don't leave exposed edges of strapping to cut hands and tear at clothes. Make sure that all the straps are tight. When your goods go through the Customs inspection expect that one or two of them will have to be opened. After this they will be taken to the AMU and loaded aboard a Yukon aircraft — thence to Canada and Trenton. From Trenton they will be sent by freight, or space available service aircraft, to your destination.

This procedure varies slightly during the summer months. Anything over your weight entitlement as set down by the service is sent by sea. It will arrive, eventually, in Canada and be shipped in bond to your destination by freight. Even though it has passed the Customs inspection here in Marville it is protected in bond till you arrive to claim it.

Your baggage entitlement incidentally, is determined by the cargo carrying capacity of the aircraft — in this case, the Yukon. If you happen to purchase enough things here in Europe that your total weight is over your entitlement, then you must pay 7½¢ per pound for transportation by service aircraft — increasing to 9 — 9½¢ per pound by civilian transportation. The money is extracted at the R&I section by supply E26 action. The personnel at the AMU are not able to allow any excess baggage to be carried aboard the aircraft by hand, and they are not authorized to fill out E26s. Therefore if you have excess weight that you really want to take back, then please ensure that it is handled at the R&I section.

CUSTOMS

We now have two Canadian Customs officers stationed here in Marville. In a short talk that I had with Mr. Mace, the officer in charge, he brought out the fact that he wasn't here so much as a policeman as he was to assist returning personnel with Customs problems.

He will, of course, inspect your goods on return. When I asked him what people would have to worry about when passing through Customs he replied, «Nothing at all — as long as they're not trying to hide anything.» Bear this in mind. The Customs Act is particularly generous as far as we are concerned. There is no reason to hide anything. Therefore — don't. People do give themselves away, and generally for such small items that the delect just isn't worth the trouble. To an experienced Customs official even a slightly guilty look is readily apparent. Even good actors have been fooled at times. The requirements for the entry of goods to Canada are as follows: a) you must have owned the goods for six months prior to your return and b) you must keep them for one year after your return. If you wish to take gifts

back for Aunt Mable and Uncle Fred, just make sure that the combined value of the gifts doesn't exceed \$100. These are very simple requirements. In addition, forty ounces of spirits are allowed. If you wish to take back forty ounces of beer it's all right, if you want to take back forty ounces of wine that's all right, or if you wish to take back forty ounces of whiskey that's all right too, but you cannot take back all three. If you want forty ounces of whiskey you can't take anything else in the way of spirits — no beer or wine.

When the check is carried out you will be asked to locate certain items that you have declared. For this a detailed list is not only handy, it's a necessity. As soon as the Officer decides that he wants to see a certain item you will have to open the box and show it to him. At the same time he will probably check the remainder of the contents of the box to make sure that you haven't «forgotten» anything on your declaration. It does happen sometimes you know. When it does, you are allowed to return to Canada with it, but you will be faced with a bill for double the duty that you would normally pay, and the Federal Excise tax on the item. As I've said before — It just isn't worth it.

Follow-up checks are carried out by the RCMP during the year following your return. These checks are made at the discretion of the Customs officer. If he notices that you have eight transistor radios declared, he might just get the idea that you were returning with the idea of selling them. You would be most likely to do this as soon as possible. He won't stop you, but he might note on the declaration form that a check would be desirable. If you haven't the radios when the check is made you will be liable for a very stiff fine. If you need advice on any question relating to the passage of your effects through Customs — Mr. Mace will be very pleased to help you any day at his office in the AMU.

Now, just a few things to remember:

- 1) Start preparing for the move early.
- 2) Maintain a detailed list of the contents of all your boxes.
- 3) No more than 250 pounds in any one box.
- 4) Sort out all effects that you will

need as soon as you return, and ensure that they don't go as excess baggage. They may be late in arriving.

5) Pack all breakables, such as glass and china, in wooden boxes. Excelsior and other packing material is

often available at Central Warehouse.

- 6) Check with the NCO i/c R & I about the availability of boxes.
- 7) Continue to convince Dad that emptying beer cases won't help!

Some motors are sealed but others have air vents and with constant vibration, dust can sift through. **STEREO OR RECORD PLAYERS:** Be sure your record player is in shipping order according to the manufacturers specifications.

Turnable should be bolted down and playing arm locked into place. A good protection for the finished surface of all furniture is a woolen blanket or fine cotton sheet. **NEVER USE** cardboard on the top of any polished surface unless you have at least two layers of heavy brown waxed paper.

CRATES: Light wooden crates give the best protection. If crates have been used or stored in basements be sure to spray for insects and fungus. Any strong DDT, Moth spray or Cedar oil will do. Use Moth crystals or spray all cartons well that are to contain clothing.

NEVER pack such items as bleach, wax, remover, and cleaning fluids. One broken bottle of bleach can ruin several shipments. Pack **HEAVY** items in small cartons, remember that your shipment could arrive at destination after traveling via truck, air, rail, boat and truck again. Considerable care is given to the handling of personal effects, but vibration and shifting within the cartons can do more damage than dropping.

HELPFUL HINTS FOR PACKING

Many items available for packing — but newspaper is the very best. Moving and Storage Companies in Canada use it at all times—minus the print of course. So stock up well in advance of your move. Cotton batten is still another helpful item and can be obtained in most large stores in France for a very reasonable price. Use small sturdy boxes for fragile items and then pack in larger containers. Mark all cartons well with **TOP - THIS SIDE UP**, etc., but also try to insure that if the carton is placed up side down, damage will not occur.

CRYSTAL: Use the cartons your crystal was packed in originally. For all crystal and glasses, wrap well in paper, place one right side up and one bottom up, and so on — with no more than two layers of glasses to a box. Sides, bottom and top of carton should have approximately three inches of paper insulation.

CHINA: plates, saucers, etc., should be well wrapped in paper and placed in a carton — **ON ED-GE**— with at least three inches of paper packing on sides, top and bottom. Pack only one row of China plates to a carton, and no more than two rows of saucers and small BB plates. Cups should be well wrapped and attention given to the protection of the handles.

It is not advisable to protect your crystal or china with linens or clothing. Material of this type tends to absorb a small amount of moisture and with vibration will pack heavily, thus losing its insulating value.

SPICES & EXTRACTS: Expensive items to replace with every move, but easily packed. Close spice tins as tightly as possible, then seal with masking or adhesive tape. Dip extract bottle tops in melted paraffin at least twice to insure

a good seal. Wrap breakable bottles well with paper.

BOOKS: should be wrapped with paper and layed flat in the container. Be certain corners are well protected. Terry towels, rolled and placed around the edges of each book will protect corners and back binding as well.

PICTURES: especially hand painted pictures damaged **VERY** easily, and should be placed in reinforced cartons per carton, or if exact in size, two, back to back with heavy cardboard between. Never place a smaller picture inside large one. Be certain that the face of your painting will not touch the cardboard. If you have a painting without a frame, back it with heavy cardboard, cover face of the painting with a one inch layer of cotton batten, then another piece of heavy cardboard and wrap with heavy paper.

ELECTRICAL APPLIANCES: Clean all appliances thoroughly, wrap in paper or even clothing.



New Arrivals:

- January 25 — F/L and Mrs J.C. Lelievre, twin sons — André Claude and Edgard David
- January 25 — F/L and Mrs D.T. Campbell, a son, Bruce McRae
- January 26 — Cpl and Mrs J.R. Leivier, a daughter Corinne Joyce
- January 27 — Lac and Mrs F.A. Kearns, a son Troy Allen
- February 1 — Lac and Mrs B.A. Beirnes, a son Johnathan Russell
- February 1 — F/S and Mrs J.F.G. Menard, a son Joseph Bruce David
- February 2 — Lac and Mrs J.W.G. Ellis, a daughter Terry Lee
- February 3 — Cpl and Mrs D.R. Epple, a daughter Carol Lynn



feminine fancies

CLEANLINESS IS NEXT TO... \$\$\$\$\$\$

The other day I ran out of furniture polish and was looking in the cupboard to see if there was a little drop left in any bottle. To search properly, I had to pull everything out and to my horror, I found that just to keep the house clean, I had some 32 cleaning agents. Yes! 32! And not one of these was a bar of plain soap. The grand financial total was \$22.43, the price of a good dress. Naturally this included everything from window cleaner to scratch remover. But to make things quite clear, not one of these items was destined to keep myself or my family clean; though according to the Ad Men people are never kept «clean». «Fresh is the world!» To quote the English commercial: «It's nice to know **you're** nice to know!» So, to bring the thory one step further, my house should be the shining star in the neighbourhood.

Each week that I shop at the Comsary, I pick up something that promises faithfully to do the work of 10 already purchased items. Quicker, faster, safer are all splashed across the bottles and boxes and in fact the new article doesn't even do the job of one... that being soap.

What has happened to the 5¢ soap we saw advertised in those old magazines now piled up in the attic? It claimed to be capable of washing baby's behind as efficiently as the stone kitchen floor. Grandmother scrubbed, scoured and shone with this soap and not from dawn to dusk either but her house looked like a bright newly-minted dollar. She had

aeons of time for home baking, pickling, canning, tatting, knitting; you name it, she did it. Not to mention the fact that she reared 10 children on the side and in her spare time. And she didn't have those (32) cleaning agents. To-day's housewife does, and she hasn't a moment to spare. She toils all day with only 3 children to boot and doesn't even have the time to change out of those wornout slacks and lint-covered sweater when Better-Half is due home. Something is radically wrong somewhere!

We modern women are just too gullible, I guess. We are saturated in advertising. Are the fellows from Madison Ave. selling us everything so that we will feel that we are making big decisions like the (advertised) executives? It is such an impressive moment when we decide whether we should use X or Y polish on the coffee table. Our school-girl complections are slowly but surely fading into masks of creases and lines from the strain. Wouldn't we be better off to be like grandmother who had one bar of soap (and perhaps a touch of lye for interest's sake) and grow old gracefully.

Do these 32 aids to the home make the house look cleaner? Nay, I say when there is a troupe of little helions dashing around all day. It has become a social status now to have your house cleaner than your neighbour's, not as it used to be when your children were better behaved or Better-Half had a better job. I

remember once (and this is the truth) entering a neighbour's house for the first time. When the husband had taken my coat, he turned to me and said «You really must excuse our floors, but my wife hasn't felt up to them lately!»! And note I said husband!

I'll keep up this cleaning-and-spending-spree strictly for posterity's sake. By this I mean, perhaps one day, a 1000 years hence, the archaeologists will be down our way and locate our home buried deep in the crust of the earth. They will know quite well that we weren't rich due to the lack of golden plates and Ming vases strewn around. But they will learn from the amount of empty bottles and boxes market «Cleaner», «Clearer», «Clearer» that I kept our abode in a state of perpetual spotlessness. Though by then there will be 5 feet of dust on everything! However they will carefully haul out their discoveries and place them in museums dutifully tagged «Clean Age. 20th. Century».

R. Hayden

ENDIVES AND LEEKS

by L. Phillips

The January issue of 'Gourmet' magazine contains an advertisement for, among other very expensive luxuries, Belgian vegetables (in tins). Now we can have Belgian and Franch vegetables fresh (and more cheaply) and although they are not all in season at the moment there are certainly enough to choose from. I counted about thirty different kinds

in a little shop in Longuyon last week. Some were quite commonplace, a few looked old and sad, but there were plenty that were fresh and good and quite a change to most of us.

I have found that when buying vegetables over here it is generally best to avoid shops that are surrounded by houses with gardens of their own. When they can grow them, Europeans do not buy vegetables, and such shops do not have a large turnover. I never buy a strange vegetable in large quantities, my family are much more likely to enjoy something of which cannot have much.

Our P.X. has had both Belgian endive (sometimes called chicory, sometimes witloof) and leeks (French name 'poireaux'), and it is surprising how many different ways there are of using them.

Endives may be used in salad or cooked. They should be washed thoroughly but as briskly as possible under running water because prolonged soaking in water tends to make them bitter. If they are not very fresh the solid white part at the base is also bitter and should be cut out. They mix well with the blander flavour of lettuce in a salad, or may be cut in half inch slices and mixed with beets, served with a French dressing. The old saying 'a miser with the vinegar, a spendthrift with the oil' produces a good dressing — roughly one part vinegar to three or four parts of oil and flavouring to suit your mood... don't forget soy sauce, blue cheese etc. If you use garlic or herbs don't let them stand in the dressing more than twelve hours or they will go bitter.

A French cook book I consulted gave 24 different ways of cooking endive, but these can be divided roughly into a few general methods varied with a lot of different sauces and dressings.

You can braise them in a casserole with butter, a squeeze of lemon and seasoning to taste, adding half a cup of chicken stock to each pound and a half of endive (this takes about 30 minutes at a slow simmer) or you can cook them in butter, lemon juice and salt alone. This will need a very gentle oven for 45 to 50 minutes.

You may boil them in salted water for twenty minutes then serve with butter, chopped parsley, cream or many kinds of sauces. Or you can fill a casserole with alternate layers

of the vegetable and a dressing containing chopped ham, topping off with a layer of grated gruyere cheese and browning it in the oven.

Leeks are a very useful; vegetable at this time of the year and not expensive. Do not buy them if they show a tough hollow stem from which the flower has been cut off. Cut off the coarse green tops and the roots and split each leek in half. This makes it easier to get rid of the soil that is always under the leaves. They may be cooked in very much the same way as the endives, omitting the lemon juice and sometimes serving them with poached or chopped hard-boiled eggs.

I think they are at their best in soup. Vichyssoise is well known and may be served hot or very cold. To make about 6 cups you mince the white part of

3 large leeks

1 medium sized onion

Stir and sauté in 2 tablespoons of butter, taking care that they do not brown.

Peel, slice very fine and add

4 medium sized potatoes.

Add 4 cups of chicken stock and simmer, covered, for 15 minutes or until tender. Put through a fine sieve, or a blender.

Reheat (if you want it hot) and add 1 to 2 cups of cream, salt and white pepper to taste, (half teaspoon of mace if you like it) and chopped chives. Be sure not to boil it after adding the cream.

Now I'll give you my version — for a filling soup for Cooks-in-a-Hurry.

Chop the leeks and onions as small as you have time to. Sauté them in the butter then add four cups of hot water, the sliced potatoes and four chicken bouillon cubes. Add a trace of poultry seasoning if you like, or mace, or anything that seems suitable (but don't let it be more than a mere suspicion until you're sure it's right). Cook it until the vegetables are tender enough to mash with the gadget you use for mashing potatoes. Add a nice lump of butter, a tin of evaporated milk, correct the seasoning. Serve with a dish of grated cheese to which people help themselves, and French bread and butter.

★

I might add that the first time I ever had grated cheese served with

soup was at a service canteen run by Canadians during the war in Yorkshire (that was with cream of artichoke soup). I thought it was a wonderful idea. At that time I had never dreamed that one day I might live in Canada... I wonder... do you suppose it was a subliminal craving for soup that took me there?

★

Oh those lunch box blues!

Try a few of these ideas: Spicy gingerbread square, split and filled with cream cheese whipped with orange marmalade; Nut bread and red current jelly sandwiches cut in fingers to team with hot chicken soup in a wide-mouth thermos bottle; Plastic cup of home-made mustard pickles tucked alongside corned beef on rye sandwiches; Hot baked beans topped with chili sauce, along with thick slices of Boston brown bread; Crisp celery stalks stuffed with a cheese spread to much with ham on a bun.

American bread toasted on one side, then spread with grated cheese mixed with a little mustard on the other side and grilled slightly. Allow it to cool well before packing or it will be soggy.

Try 'pain complet' — wholewheat bread for a change, or one sandwich of German pumpernickel with cream cheese.

HOUSEHOLD TIPS

Mould, Mildew

If you're having trouble with food odours sneaking out of their container, here is a suggestion: Fill a cup with dry baking soda and park it at the rear of the refrigerator.

To prevent sour or musty odors in your vacuum bottles, fill them with cold water, add one half teaspoonful of baking soda and let stand overnight. For closets with a musty odor — try cedar oil. It not only stamps out musty odors, but is also a marvellous moth preventative. Dilute 2 tablespoons of cedar oil with one half pint water. Spray with atomizer or spray bottle. The finer the spray the better.

Mildew on the walls — especially in PMQ's is very hard to get rid of, but by brushing on pure Bleach — nothing else, (and be sure not to let any fall to the floor) you can keep the dark stain away for as long as six months.

HAIR CAPE

Hairdressers have to keep up to date on new trends in styling as well as the use of the most modern preparations on the market. What about us? Are we just jogging along in the same old way and wondering why our results are not always what we would wish? Perhaps the fault lies with our hair itself, in which case we had better look around for the means of re-conditioning it, or even improving our general health.

But the fault is most likely to be in our out of date methods or just careless familiarity with hair care. We all know how difficult it is to achieve a glossy, sleek hair style and some of us are perhaps hopefully watching the few hints of fluffy hair that have been seen in some of the recent dress shows. But straight hair is as yet still with us, so we must persevere.

Comb or brush your hair thoroughly before washing it. This is important. If you feel it needs it, condition your hair by massaging into the scalp a warm oil or a cream conditioner. Wring a towel out in water as hot as you can bear and wrap it around your head. When it cools repeat the performance and keep this up for half an hour. Then shampoo, using the kind suitable for your type and condition of hair. Choose carefully — there are so many kinds. Calgon is sometimes useful if you must use hard water. There are also many kinds of rinses, so again, choose carefully. If you have dry, hard to manage hair do try a cream rinse. It can work wonders if used according to the instructions on the bottle.

The age-old rule of brushing is still new. Brush your hair dry after washing it, using preference a bristle brush, then set it, damping it with setting lotion. End papers are a great help, and also help to prevent a frizzy effect, and if you have searched the PX's in vain for them — make some with tissue cut to size.

The sections for your rollers must be even and straight and a minimum of gaps between them makes the set smoother when it is combed out. If you want a firmer setting use more rollers of a smaller diameter. The finer and thinner the hair the narrower the rollers should be with less hair rolled on each.

Get pipecleaners and use them to curl up those short neck hairs that

you can't get on rollers or pin curls. Practice forming sculptured pin curls which you roll into a smooth circle rather than twist. Use clips, not pins to anchor them as they leave less of a dent.

When the hair is completely set, spray it again with setting lotion. It is easier to wet the roots of the hair when on rollers. For a set to take well the hair must dry evenly and

thoroughly. Using a hair dryer makes a crisp set but if softness is more your aim let the hair only dry partially. Then remove rollers and curlers, and without brushing or combing cover the curls loosely with a net until all the hair has air-dried. Finally brush on a little hair dressing to bring out gleaming highlights, and if you must, spray with a good hair spray to hold it in place.

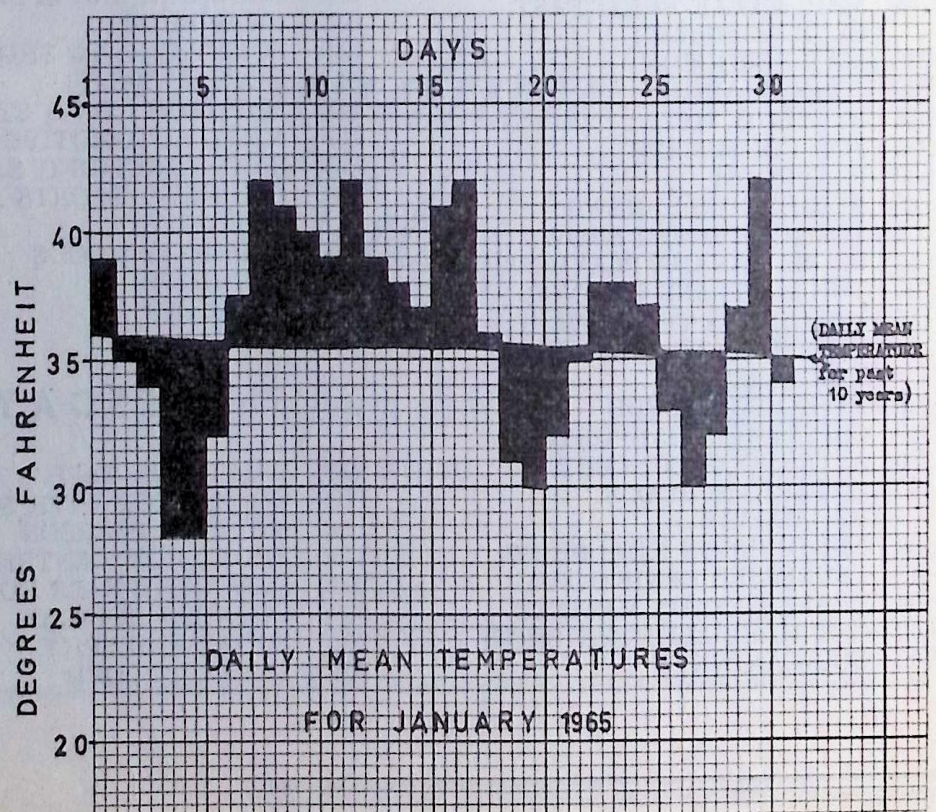
CLIMATE DATA for MARVILLE, FRANCE

1 JANUARY TO 31 DECEMBER 1964

Highest Temperature recorded	96° F 18 Jul 64
Previous High temperature recorded	94° F 5 Jul 57
Lowest Temperature recorded	14° F 26 Dec 64
Lowest Temperature ever recorded	5° F 14 Jan 60, 13 Jan 63
Total precipitation for year	28.16 inches
Average yearly precipitation for past 10 years	33.03 inches
Dryest year on record for past 10 years 1959 ...	26.53 inches
Dryest 3 month period (June, July August) on record ...	1964
Number of days with measurable precipitation in 1964 ...	144 days
Average number of days with measureable precipitation in past 10 years	153 days

JANUARY 1965

Mean Maximum temperature	39.9° F
Mean Maximum temperature for past 10 years	33.5° F
Mean Minimum temperature	31.8° F
Mean Minimum temperature for past 10 years	33.5° F
Monthly mean temperature	35.9° F
Monthly mean temperature for past 10 years	33.6° F
Highest temperature for month	50.0° F
Lowest temperature for month	22.0° F
Total precipitation for month	4.89 inches
Average precipitation for month in past 10 years	3.20 inches
Number of days measureable precipitation	22 days



C.F.N. MARVILLE

A Station within the Canadian Forces' Network (95.5 F.M.).

Daily

Programme Schedule



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



**SUBJECT TO ALTERATIONS
TO BE ANNOUNCED**

2100 CHRISTIAN FRONTIER
2130 MUSIC ROOM
2300 QUIET HOUR

WEDNESDAY

1000 TOMMY HUNTER SHOW
1100 BOB BOWER'S QUIET
1445 TENNESSEE ERNIE FORD
1730 CFN HIT PARADE
1930 BEYOND OUR KEN
2000 MAINLINE
2100 COURT OF OPINION
2130 BLACK MUSEUM
2200 DIXIELAND DOWN
2300 HILLBILLY JAMBOR

THURSDAY

1000 WHAT'S ON TAPP ?
1100 TO MARKET WITH
1445 RELAX WITH RAFAEL
1730 BANDSTAND
1930 MAX FERGUSON RE
2000 ALL THAT JAZZ
2030 VARIETY SHOWCAS
2100 CITIZENS' FORUM
2130 THE JURY RETIRES
2200 RESERVED FOR MUS
2300 THURSDAY NIGHT
SHOW

FRIDAY

0945 LA CUISINE CANAD
1000 TOMMY HUNTER SE
1100 HIER ET AUJOURDI
1400 NATIONAL SCHOOL
BROADCASTS
1445 TENNESSEE ERNIE
1730 POPS OF THE PAST
1930 CAN YOU TOP THIS
2000 ED SULLIVAN SHOW

MONDAY

0700 MAPLE LEAF BREAKFAST
CLUB
0730 CBC NEWS
0745 MAPLE LEAF BREAKFAST
CLUB (continued)
0830 MAX FERGUSON
0900 JOHN DRAINIE
0915 MORNING VISIT
0925 FOR CONSUMERS
0930 PLAYROOM
0945 NEIGHBOURLY NEWS
1000 TOMMY HUNTER SHOW
1030 CROSS CANADA PLAYHOUSE
1100 THE MAITLAND MANNER
1130 MELODY ON THE MOVE
1200 DINNER DATE WITH JOE
HAYWARD
1300 MUSIC INTERLUDE
1310 CBC NEWS AND SPORTS
1330 AFTERNOON CONCERT
1400 ONTARIO SCHOOLS
BROADCAST
1430 AIR DIVISION KIDS SHOW
1445 TENNESSEE ERNIE FORD
1500 TRANS-CANADA MATINEE
1600 CFN-MARVILLE TEEN SHOW
1700 COUNTDOWN

1730 COUNTRY AND WESTERN HIT
PARADE
1800 CBC NEWS FOLLOWED BY
MUSIC SERENADE
1830 ASSIGNMENT
1900 CBC NEWS AND SPORTS
1915 SWAP SHOP
1930 SOMETHING TO SHOUT ABOUT
2000 HOCKEY TALK
2030 SPOTLIGHT ON A STAR
2130 R.P.M. AUTOMOTIVE SHOW
2200 SING SOMETHING SIMPLE
2230 CBC NEWS, SPORTS AND
FEATURES
2300 MIDNIGHT MOODS
2400 CBC NEWS
2410 SIGN OFF

TUESDAY

1000 WHAT'S ON TAPP ?
1100 TO MARKET WITH MUSIC
1445 MAURICE PEARSON
1730 FRONT ROW CENTRE
1930 HANCOCK'S HALF HOUR
2000 COUNTRY HOLIDAY
2030 SUGAR AND SPICE
2045 LAFF OUT LOUD

2100 WESTERN WAGON
 2130 LATE NIGHT THEATRE
 2200 CBC JAZZ
 2300 THE NIGHT OWL SHOW
 (until 0300 Sat.)

SATURDAY

0900 MUSIC FROM MARVILLE
 0930 SATURDAY STAR
 1000 SMALL FRY FROLICS
 1100 CBC HOBBY CLUB AND
 ACCENT ON CAREERS
 1200 TOPS IN POPS
 1300 MUSICAL INTERLUDE
 1310 CBC NEWS AND SPORTS
 1330 TEA AND TRUMPETS
 1400 NHL HOCKEY
 1600 JAZZORAMA
 1700 EROTICA
 1730 1 WING SQUARE DANCE SHOW
 1800 GREAT MOMENTS IN SWING
 1830 SATURDAY SET
 1900 CBC NEWS
 1915 AIR DIV. SQUARE DANCE SHOW
 1930 DON MESSER JUBILEE
 2000 AIR DIV. HOCKEY OR
 REGULAR SCHEDULE
 2030 CHICO'S PLACE
 2100 SATURDAY 60
 2200 DANCE DATE IN CANADA

2300 CBC NEWS
 2305 SWINGIN' SAFARI

SUNDAY

1000 CANADIAN ORGAN RECITAL
 1030 THIRTY MINUTES WITH
 1100 SING IT AGAIN
 1130 MORMON TABERNACLE CHOIR
 1200 SUNDAY INTERLUDE
 1300 MAPLE LEAF HOUR
 1400 ROLL BACK THE YEARS
 1430 CBC NEWS AND SPORTS
 1445 THE HOUR OF St. FRANCIS
 1500 MUSIC FOR A SUNDAY
 AFTERNOON
 1600 D'AMOUR ET DE CHANSON
 1700 RECORDS IN REVIEW
 1730 CANADIAN HIT PARADE
 1800 LONG AGO YESTERDAY
 1830 NORAD : PARTNERS IN
 DEFENCE
 1900 CBC NEWS AND SPORTS
 1915 THE NATION'S BUSINESS
 1930 WINNIPEG « POPS » CONCERT
 2000 DENNIS DAY SHOW
 2030 SPORTS ROUNDUP
 2100 SUNDAY NIGHT AT CFN
 2200 FRONT PAGE CHALLENGE
 2230 CBC NEWS
 2245 MUSIC 'TIL MIDNIGHT
 2400 SIGN OFF

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 Club*

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CFN MARVILLE

Mrs Faith King

On weekdays a note of calm creeps into the announcing at CFN, Marville. The station breaks are handled with a feeling of quiet confidence. And ...the voice that delivers them is feminine!

People ask, «Who is the lady announcer we hear in the mornings»? It's Faith King. Mrs King could well be described as one of the starwarts of the radio station. She handles all the routine announcements during the daytime hours, takes care of all secretarial and office work, pleases the callers, answers questions of the curious and placates the irate. Our British cousins have a word for Mrs King. She's a jewel!

Faith was born on the 28th of November — in a year that remains her closely guarded secret — at St. John's Newfoundland. She came to 1 Wing, from 10 TSU, detachment in Edmonton, in July 1961. Faith is married to Sergeant Murray King, an Instrument Technician. Sgt. and Mrs King have two sons, Bradley, aged 10 and Scott, 17.

Faith King is far more than just an efficient secretary. She is no stranger to the radio and television fields. Prior to taking up her duties with CFN Marville, Faith enjoyed considerable experience as an arranger and organiser for the press, and for radio and TV broadcast of political programmes. This experience has given her the confidence to Sit down quietly before the mike and to handle the shows for which she is well known in the 1 Wing area. «La Cuisine Canadienne» is Faith's specialty, in which she discusses recipes and preparation of colorful dishes, excusively «Canadienne». The delicacies outlined on the program rejoice in names like 'Weiners a la Winnipeg', 'Sauerkrout de Saskatoon' and 'Escallopes de Veau Vancouverienne'. To be honest, we exaggerate, but this is a 'humorous' indication of Faith's field of endeavor in the radio kitchen. Her recipes are first class, and her program has aroused sufficient favorable comment for Faith to compile a book, in which her work take tangible shape in a size suitable for

handy reference and storage on a nearby shelf.

Faith also prepares the Monday Edition of the Air Division Children's Show. Her now-familiar opening announcement «Hello... this is Mrs King... your one Wing story teller...» inspires instant attention from the Air Divisions junior listeners. Officially, Faith is the CFN Secretary, a position she has held since September 1963. It's a prosaic title, but it conceals a diversity of talent that has been made readily available to a host of small listeners in the area.

Faith's greatest interest, outside of her family, lies in politics. She is well-informed and enthusiastic about her subject. Such is her knowledge that she has served in many capacities, from a stamp-licker and envelope-stuffer (AND, where would

our major politicians be without them) to an accredited member of the 1961 Advisory Council of one of the major National Parties.

Since coming to France, Faith has developed a passionate interest in art and painting. She started to paint after her arrival here, and in this short time has developed a pleasing technique in oils. Her paintings may be seen in many homes and more work bearing her name is in demand. Faith was instrumental in starting the CFN Art Auction, at the Protestant Bazaar in 1962, a project that enjoys growing success and popularity each year. Local artists put their work on the selling block and some paintings of high standard have been sold through the Auction.

Next time, in the morning hours when you hear the calm pleasant voice identifying your station, reading the weather, the showbill, or a driver safety bulletin, you'll know that Mrs King is on the job. Like we said, quoting our British friends... «She's a jewel».



CFN

Roman Catholic Chapel

SUNDAY MASSES

PMQ Area — 9 & 11.30
Wing Chapel — 9 & 11

Announcements

WEEKDAY MASSES

Mon, Tues, Wed & Fri & Sat — 5 P.M.
Thursday — 8:30 P.M.

CONFESSIONS

Before all Masses
Saturday — 4 to 5 & 7 to 8 P.M.
Saturday — 6:30 to 7:30 P.M. (PMQs)

CHAPEL COMMITTEE

Every 3rd. Monday in Chaplain's quarters.

C.W.L. (PMQs)

4th. Monday of each month in PMQ school at 8 P.M.

ST. JOSEPH'S LADIES

3rd. Monday of each month in Chaplain's (RC) quarters at 8 P.M.

CATHOLIC LADIES

(Ethe, Virton, St. Mard, Chenois, Dampicourt & Lamorteau).

2nd Wednesday each month in « Nos Loisirs » Theatre
— Back entrance on Lacmane Street at 8 P.M.

CHRISTIAN FAMILY MOVEMENT

Two groups are in operations. Meetings held in homes of members every 2nd week.



Protestant Chapel

Announcements

HOURS OF SERVICE-DIVINE WORSHIP

Base Chapel — 1110 hrs Sunday
St. Mard (Protestant Church) — 1400 hrs Sunday

HOLY COMMUNION

Base Chapel — 1200 hrs, 2nd Sunday of each month
St. Mard — 1500 hrs, 3rd Sunday of each month

HOLY-BAPTISM

By appointment.

LADIES GUILD

PMQ SCHOOL — 200 hrs, 1st Monday of each month
St. MARD-VIRTON — 200 hrs, 1st Wednesday of each month. (Place to be announced).

SUNDAY SCHOOL and JUNIOR CHURCH

JUNIOR CHURCH

PMQ REC CENTRE — For all children 10 years and older 0940 hrs — Sunday.

SUNDAY SCHOOL

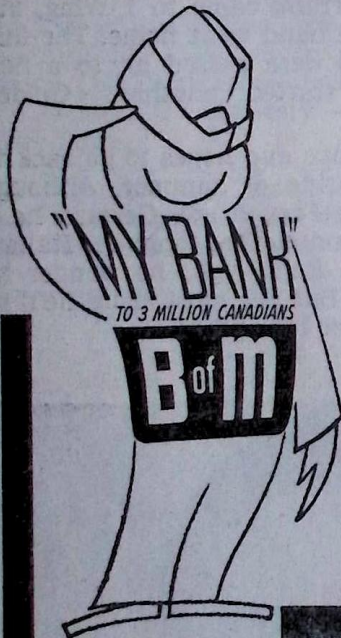
PMQ REC CENTRE — For children aged 5 to 9 (incl) 1100 hrs — Sunday.
BASE — For children aged 6 years and older 0945 hrs in Chapel (P).
For children aged 3 to 4 (incl) 1100 hrs in the Base School.
St. MARD — The Protestant Church — 1100 hrs Sunday.

STUDY GROUP

Chapel (P) — 1210 hrs every Wednesday.

LADIES GUILD

Base & PMQs — First Monday each Month 2000 hrs in PMQ School.
St. Mard — First Wednesday each month at 2000 hrs, in the home of Mrs. Betty Bannab, 31, rue Léon Coleaux, St. Mard.



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Marville Branch:

PAT RIGBY, MANAGER

109 K.U.

We missed the last issue because one of us was on leave while the other was stuck in England on account of bad weather. This time we'll have the article even if it is just the deadline date.

This time we would like to tell you about some of the boys who do the paper work. They have their offices on the other side of our hanger and they are generally referred to as log control. There are only three of them, who under the supervision of F/L Dunham and W.O. Jolley, keep all the records and wade their way through the red tape. Their work consists of four main things ; record the flying times of each aircraft in log books ; keep track of 11 modifications made to aircraft ; keep the technical library up to date ; and do the administrative work on all the ground crew.

I suppose the three in log control are also the counterpart of our dispatcher, since they make up duty rosters and see that everyone gets their 30 days leave etc. As a result they have charts, maps, graphs, and you name it, all over the wall of the office.

Their proudest possession is probably a microphone, it happens to be connected to the hanger P.A. System. It seems that whenever one of them is in a corny mood, they take it out on the rest of the ground crew by making a series of announcements, from calling people to the phone, to requesting the owner of a lost blue ball point pen to come forward and identify the article. Some of the other jokes would be censored by the Editor, so I won't bother telling you.

Nevertheless, since we hardly ever see them and only hear them on the P.A. System, they must be doing a good job. More power to them in their paper work.

CPL FRANK TEOLI

This issue's « 109'er » is Cpl Frank Teoli. He was born on May 8, 1926 in Toronto, but moved to Windsor shortly after, where he took all his schooling. Frank quit school to work at the local Ford plant until he was old enough to join the navy in 1944.

He served on the only all Canadian Cruiser, the Uganda, which sailed for the first time for Canada out of Charleston, Carolina to the U.K., then on to join the British Pacific fleet which was part of the U.S. 3rd fleet. Frank worked as a radar operator and plotter, ie : mainly anti-aircraft work. I gathered from Frank that the ship was a lucky one, because they were never hit seriously. His own worst injury was a displaced knee cap which he got when he fell down a ladder.

After sailing around the balmy Pacific for almost a year, he finally arrived in British Columbia from where he left the ocean and the navy in 1946.

Back to the Ford Motor Company he went, this time as an automobile trimmer. But he could not stand the big company life on civy street, where

strikes and slow downs were following each other in rapid succession.

In 1951, Frank almost signed up with the navy again, through the London Recruiting Unit, but he saw the light in time and joined our organization instead. He followed the regular pipeline into the ranks of the airframe technicians and found himself stationed in Winnipeg with 111 Search and Rescue Unit.

Then some one discovered the latent teaching abilities in Frank, so that he was sent to the school of Instructional Technique. He finished the course and taught all about the airframes on CF 100, Harvard, and Dakota aircraft at Camp Borden.

After that tour was up, Frank was sent to 2 Wing, 423 Squadron and later on to 109 KU. Here at 109, Frank is one of the three people who work at Log Control.

No doubt most people in the Air Division who know Frank, know him through his hobby rather than his air force job. While at 2 Wing, Frank organized and lead the « Golden Knights » band. His musical career having already started in high school, where he learned to play the trumpet. With the Knights, however, he played mainly on the tenor sax.

The band traveled around quite a bit, especially around Wings. Any one who reads the financial statements of their respective messes knows that Frank and his boys earned a few pennies on the side with their playing. He says that they also played out on the economy, but not often, because they didn't belong to the French Musicians Union.

When 2 Wing closed, Frank came to 1 Wing, but the other members of the band went home. The instruments and equipment were passed on to a new leader who has now started another « Golden Knights » band.

Frank has enjoyed Europe and hopes to go back to Western Ontario this spring or summer. Although Frank speaks only a little French and German he is bilingual because his second mother tongue is Italian. He even has relatives in Rome yet ; no wonder he enjoyed Europe so much. But like most of us, he'll be glad to be back home after four years.





Well Hello There ! This is Des Rogers, your new Teen Town publicity convenor. Before I begin with month's column, I would like to take this opportunity to thank the people who supported me in the recent Teen Town elections. Thank You! I will certainly do my best to keep you informed of the latest happenings in Teen Town.

The executive is now composed of the following people. President — Bill St. Jean, 2nd President — Larry Avant, Vice-President — Gallie Johnson, Treasurer — Sue Charbonneau, 2nd Treasurer — Joan Grier, Secretary — Lorraine Johnson, 2nd Secretary — Carol St. Jean, Publicity — Des Rogers.

The old committee, that has just been replaced, certainly deserve some praise for the fine job they did during the past six months. Well Done!

Elections were held during the dance on Friday, January 18, at the PMQ Recreation Centre. Music was provided by the JAGUARS, with Rod on lead, Bob on rhythm, Ivan on bass and Roy on the drums. The band provided excellent dancing and listening music both fast and slow. Chaperoning this very successful dance were Mr and Mrs Collington, Mrs McLeod and Mrs Tomlinson.

On Friday January 29, the Teen Town activities were chaperoned by Mrs King and Mrs McLeod. Dave Pout and Bill St. Jean were D-J's. Mrs King chose the number for the L.P. door prize winner, who was Chris Dunham. Then it was discovered that Debbie McWilliams and Patsy Avant were celebrating their birthdays, so were serenaded by Greg Robinson, Marvin Guide, and myself who gave their swingin' version of HAPPY BIRTHDAY TO YOU. Then a few more dances and it was time to clean up the floor and close Teen Town for another Friday night.

On the Week-end of the 9th and 10th of January, the Juvenils and Midget hockey teams journeyed to 4 Wing. After a long and tiring bus trip, the two teams played



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their games and returned the next day. The Juvenile tied their game at 3 all. The goal scorers were Junior Wheaton who accounted for 2 of Marville's goals and Larry Avant who scored the other one. The team played very well and are looking forward to their next encounter with 4 Wing. The Midgets lost their game with a score of 8 to 3. I'm unable to mention the players who scored as I am uncertain who the credits go to.

The following week the teams went to 3 Wing and played there, where the Juveniles lost with a score of 8-0. The week after that, the teams again went to 3 Wing and the Juveniles put on a better show. The resulting score was 9 to 3 in favour of 3 Wing. Marville's scorers were Junior Wheaton Jim Thompson and Air Division's Bob Grenkie.

During the past month you have undoubtedly heard Teen-Town members asking each other « WHO WON » ? They were naturally referring to the Snooker Tournament sponsored by Teen Town. Any boy who wished to compete in this tournament was paired off with another whom he played against. The winner of port one was Robin Anderson. Jim Thompson was the winner of the second half. Jim played Robin and won, so will receive the prize. In the future, a « Girls » night is planned in which the female mmebers of the Teen Club will have full use of the pool tables.

Well Teens, that's all for this issue but there will be more next month, so this is Des signing off for now. Bye and Keep Swingin'.

Des Rogers.



by George Hawkes

HOLIDAY PLANNING

On my last visit to 1 Wing I noticed the number of new people who seem to be around these days. Old faces have disappeared as they must, to return to Canada. I wondered how many of these new faces were on their first tour over here and I am sure there must be quite a few. With these first timers in mind, It would seem appropriate to write a word or two on travel on the Continent. Naturally, I could not cover very many places adequately but I have tried to give as much information below as is feasible with the space available.

AUSTRIA

Vienna, of course, is symbolized in song and a visit there could be a holiday in itself, but the capital is rather far and may be beyond the limit that you may have set yourself for your holiday this year. Of the other eight provinces, the most popular are the Tyrol, Vorarlberg, Salzburg and Carinthia. Austria's mountain roads are among the best in Europe, reaching villages even above the 7,700 ft level, and a trip across the famous Gross Glockner Pass is memorable.

If you choose Salzburg, the quickest way to the city is by the Autobahn to Munich, but a more pleasant trip is to be had by going through France and Switzerland and over the easy Arlberg pass to Innsbruck. For inland swimming try the warm lakes of Carinthia, where the summer temperature of the water is often around 80 degrees F.

Shopping is hard to resist for the ladies who may want to buy some of the leather goods and blouses and skirts. Then there is the «Jause» habit — 4 o'clock coffee and cakes. Most shops open from 8 a.m. to 6 p.m. There are some 300 official camping sites. There is no speed limit on the open roads but inhabited areas have a speed limit of 31 miles per hour. No parking is allowed within 16 feet of any road junction or within 48 feet of any public vehicle stopping place. No parking is allowed on priority roads outside inhabited areas, after dark, or when

there is mist or fog. No parking is allowed in front of gas stations. Some of the national holidays : April 19, May 1 and 27, Jun 7 and 17, Aug 15.

HOLLAND

One must go to Rotterdam, rebuilt after the war, now a modern city, well planned to cope with motor traffic. Holland's canals, with the windmills on their banks and barges apparently sailing through rich fields, are always attractions, and the old cities have many interesting ceremonies and traditions, many dating back from the middle ages. Scheveningen is a big modern holiday resort comparable with any in the world and is really a part of the Hague. There are quieter beaches and resorts as well. Amsterdam is a fine capital best explored on foot or by canal boat as the many canals make motoring complicated. Holland's flower carnivals in the spring are a memorable sight and visitors are always welcome. Holland also has a fine road network and the general driving standard is well disciplined. One of the sights that should not be forgotten, particularly for your children, is Maduradam, the miniature village. Some holidays : April 16, 18, 19 & 30, May 27, Jun 6 & 7.

ITALY

Those who want to avoid high mountain passes of the Alps, and find the route along the French and Italian Rivieras too long, can now motor through the mountains by using the 7 ½ mile St Bernard tunnel. Some of the splendours of Italy are almost too well known to mention, like Rome and Venice, but they always repay a visit. The fine Autostrada de Sole opens up more of southern Italy to all drivers, and much of this is unspoilt by tourists.

For those whose time is too short for this, there are the fine beaches of the Adriatic coast, and the lively popular resorts between the French border and

Livorno. Inland are the magnificent Alps and Dolomites for scenery and the lovely Italian lakes. Remember, Autostrada are toll roads, but do make places easier to reach quickly. Remember too, that if a car is forced to stop on the road for any period, it is necessary to place a red triangle sign at least 50 yds behind it to warn others. These signs can be hired at frontiers. In very many parts, charges are made for admission to the beach and these can soon mount up. No speed limit on roads except those in built-up areas, again 31 miles per hour. Parked vehicles must not be placed facing oncoming traffic or in a position where they could cause an obstruction. Parking lights only must be used in built-up areas and the use of MAIN (high) headlamp beams is prohibited in these areas. Some of the national holidays : Mar 19, Apr 19, 25, May 1 and 7, Jun 2, 7 and 29, Aug 15.

SWITZERLAND

Switzerland offers all that one could wish for in a holiday unless of course, you yearn for the sun-drenched beaches of the Mediterranean. This year is the Year of the Alps, the centenary of the British-inspired custom of winter holidays in Switzerland, and much of the country's prosperity is bound up with the tourist trade. In consequence, its resorts have more hotels and « pensions » for their size than anywhere else, and the Swiss are world-famous hoteliers. Prices often tend to be on the high side but there is a wide choice if you shop around and you do get value for money.

Mountains and lakes are the great attractions, but a constant source of delight is the bright clean look of many small towns and villages. In fact, Switzerland does have the appearance that one sees in pictures of it, which is more than you can say of a lot of places. Roads are well surfaced and graded, and even the most modest driver need have no worries about mountain driving, if he takes reasonable care.

ENGLAND, SCOTLAND and WALES

Very many Canadians going to the U.K. for holidays do so to renew old Friendships or see relatives. I will confine myself to the cost of crossing the Channel and the ports one can embark from and arrive at in England. The classic, of course, is Calais to Dover and 2nd, Boulogne to Dover. These two routes cost the same according to the length of your car. 1965 offers other ways one can cross the channel which are new routes. Last year the Dieppe/Newhaven route was opened to carry cars. Again, the cost of crossing on this route is the same as the Boulogne/Calais to Dover routes. For example, a Volkswagen 1200 costs £5.10.0 (\$14.00), a VW 1500 costs £6.5.0 (\$18.00) Most American compacts cost £8.10.0 (\$24.00) Each price quoted here is approximate and in U.S. dollars. A full sized Ford, Chev or Pontiac costs about \$33.00. Prices are for one way. Return fares are double. Passengers are : Adults- \$5.50, children \$3.00. One can also travel from Ostend (Belgium) to Dover for the same rates as those for Calais/Dover. One snag, (it may be and advantage depending on your

planning) the trip takes 4 hours and one can travel overnight on this trip using the sleeping bunks which cost extra and require booking well in advance. There are also ferrys going from Le Havre and Cherbourg to Southampton and the trip takes six hours. On this route a VW 1500 costs \$23.00 each way.

Some of the things to watch for ! Buy your tickets at your travel bureau well in advance before you leave. Book early. Make sure you book the return trip at the same time that you book for the trip over to England. Get to your port of embarkation NOT LESS than 1 hour for the time of departure. By doing so, you will be amongst the first off, and this can make a difference at Dover. Have all your papers ready. Remember, you can buy food on board, but it is expensive, unless you eat sandwiches at the Cafeteria. Be ready with your camera to get pictures of the White Cliffs of Dover, if you go that way.

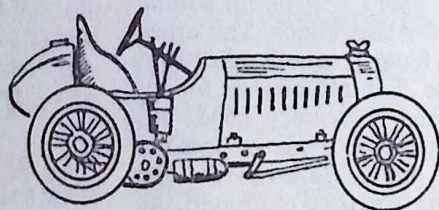
When you get off the ferry at Dover, concentrate like mad at driving on the left and go slowly for the first couple of hours if you have never driven on the left before. Then watch out for the « forced reaction » that can happen to you if you are faced with an emergency. Keep to the left ! Don't wheel hard to the right if something goes wrong ahead because, if you do, you are likely to have a head-on smash. I know it's not a very nice thought, but it can and does happen, particularly to the British driver coming on to the continent for first time. Every year, there are a small number of « forced reaction » accidents that end in complete disaster for all concerned.

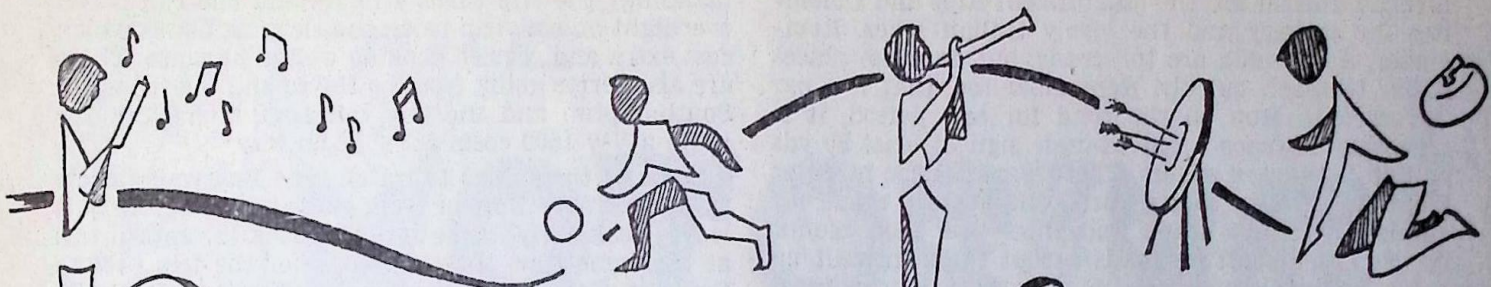
NEWS CARS

Older readers will well remember the famous « Duesenberg » of the 1920s and 30s. A new four door luxury sedan is to be introduced by the Duesenberg Corporation in the fall of 1965. This could be quite a car, a challenge to Oldsmobile, perhaps ?

COMMENT

I quote from a British Motoring book on their road test of the Chevy Chevelle. The tester says — One can understand why Americans buy cars like the Chevelle. For their wide roads, 70 m.p.h. odd speed limits and cheap petrol, it is an ideal machine to get from A to B in the very minimum of fuss or bother. But to British eyes the car has a curiously machine made look — almost untouched by human hand until the driver gets in. It resembles a refrigerator or a gas stove — efficient, reliable and built for a purpose ! Why not buy one, Charlie, and stop fussing.





Recreation Section

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

STATION DANCES

To some of the readers of the Arrowhead, Station Dances may be a new thing to them. Since last Sept the Rec Centre has put on five Station Dances, and this has included a floor show at each dance. Some of the shows were not too good, but on the average, they have been worth the price of admission.

The last show, which was on 15 Jan, proved to be the best of them all so far. The Canadian M.C. Danny Dean put on a wonderful show. All those who took in the show went away happy. It is hoped that this show can be brought back again in March.

To let our readers in on the future Station Dances at Marville, the following dates should be kept in mind.

- 19 Feb — Station Dance and Floor Show
- 3 Mar — Station Dance
- 19 Mar — Station Dance and Floor Show
- 30 Apr — Station Dance and Floor Show

The Station Dance scheduled on the 3 Mar will feature the eighteen piece Dance Band of the RCAF Command Band. There will be no admission charge for this dance. The other dances will have a small admission charge of 75¢. The attendance for all the dances has been very good, but there still was room for a possible one hundred more. So now that the better driving weather is around the corner, make it a point to come out

and take in all the future Station Dances.

A special note of interest to those who thought the prices for refreshments were too high, effective at the next Station Dance on the 19 Feb, a new price list for drinks will be in effect as follows: all liquor, 15¢ for singles, 30¢ for doubles, beer 15¢ and soft drinks 15¢.

BASKETBALL

The league has changed complexion with top teams getting beat and upsets are almost commonplace. Both High School and Wing Arm't have handed Ops defeats after Ops had defeated Telecom 33-32. The league is starting to balance out and has four keen teams. If the interest remains at this level there will be a good foundation for following years.

STANDINGS

Team	GP	W	L	Pts
Ops	12	9	3	18
Telecom	11	8	3	16
High School	13	4	9	8
Wing Arm't	11	2	9	4

AIRWOMEN'S BOWLING TOURNAMENT

An Airwomen's BOWLING TOURNAMENT was held at 3 Wing on 16 Jan 65 with representative from Air

Division HQ, 1 Wing, 3 Wing and 4 Wing. The following Airwomen comprised the stalwarts from 1 Wing — Irene Hogan, Irene Kaspro, Nickie Cornwall, Sandy McRitchie, Captain R. Latter and accompanied by our able scorekeeper Betty Knox.

Commencing at 1300 hrs the girls commenced the battle of the pins. The knock down, roll down, set em up affair lasted until 1700 hrs and after all the shavings had been cleared following were the result:

Team Standings:

1st — 3 Wing; Runners up — Air Div HQ; 3rd — 1 Wing; 4th — 4 Wing.

Individual Trophies:

High Average — F/L Guay (220) 3 Wing; High Triple — F/L Guay (754) 3 Wing.

Sportsmanship Trophy:

Captain Beaver Latter — 1 Wing (and booty prize — low score)

A very enjoyable banquet was held in the NATO Room, 3 Wing at 1800 hrs at which time the trophies were presented by S/L Brown, Matron of 3 Wing Hospital.

Congratulations to 3 Wing and F/L Guay — and thank you 3 Wing for a very fine afternoon of bowling and terrific banquet.

BOWLING

MEN'S LEAGUE

The ASO bums continue to dominate the Men's League and lead the

pack with a comfortable nine point lead. The only team that seems to be in contention is the fast rising Supply Team who made a surprising jump since the Christmas Holidays.

The team standings in order is as follows:

ASO Bums —	111
Supply Section —	102
Safety Equipment —	84
Avionics —	82
Photo II —	77
601 Telecom —	75
ASO Supersonic —	66
Ops —	56
109 Bristols —	55
Photo I —	54
GCA —	53
T Bird Flt —	49
109 Daks —	45
109 I & E —	37
109 Aircrew —	34

High Average:

Wally Strickland - 230 Supply Sec.

High Single:

Jerry Comtois - 343 Operations

High Triple:

Jim Leurer - 833 601 Telecom

MIXED BOWLING LEAGUE

The top team in the Mixed League as they have been all season is the Alleycaps with a total of 89 points followed closely by the Supply Bashers with 81 allowing only an eight point pread between the two teams.

Total league standings are:

Alleycaps	89
Supply Bashers	81
Wonders	70
The Recs	58
Woodpeckers	57
Park Braus	54
Hi Lows	54
Dumbells	53
Gay Gordons	50
Lucky Strikes	36
Airmen's Errors	32
Odd Balls	30
Untouchables	30

Men's High Average:

W Strickland 234 - Supply Bashers

Men's High Single:

Frank Vaughan - 354

Men's High Triple:

John Langlois - 825

Ladies High Average:

Mrs Hoffman - 194

Ladies High Single:

Mrs Patterson - 324

Ladies High Triple:

Mrs Yatchuk - 722

LADIES BOWLING LEAGUE

A high flying group of lady bowlers called the «High Lows», is making a run away in the Ladies League. With two months or better of bowling left, they have out distanced their closet rivals by twenty points. The Ladies standings are as follows:

High Lows —	86
Lady Bugs —	66
Beatles —	66
Gutter Gals —	65
High Hopes —	64
Eagle Beavers —	64
Alley Cats —	64
Citroens —	64
Snags —	62
White Washers —	60
Eagleafs —	58
Deadeyes —	57
Blowettes —	52
Hopefulls —	49
Arrows —	46
Coasters —	35

High Single:

Mrs Morgan 324

High Triple:

Mrs Morgan 719

HOCKEY

INTER SECTION

ARO VS OPS — 1 Feb

With only a minute left to play Blais of ARO scored and defensive hockey by ARO gave them a 6-5 win over a short staffed Ops team.

The Ops team seem to have trouble fielding a complete contingent lately but have been making themselves heard as they're losing a lot of 1 goal games. If more of their players came out it would help.

The scoring for ARO was Jackson with 2, Riemy, Graham, Nicholson and Blais with singletons. ARO has had its troubles also but with Nicholson back as the masked marvel (hock mose) and a recruit up from the Inter Mess League, Graham, they're about to make their move.

Scoring for Ops were Butler with two and solos by Peach, Remillard and Vaillancourt.

ASO VS COMBINES — 1 Feb

Combines continued their winning ways with a 8-3 win over ASO.

ASO led after the first period 2-1 but ran out of steam and Combines added 7 goals to 1 for ASO the rest of the way.

Scoring for ASO were Brown, Haw and Stenson.

For Combines the sharpshooters were Slobodian with 2 and Watt, Bergeron, Bouchard, Savoie, Richardson and Freeman all getting into the act with a marker each.

ASO at the bottom of the head is by no means out of it as they are slowly starting to show marked improvement each game. Combines look-out. They're after you.

OPS VS COMBINES — 3 Feb

A goal a period for Ops earned them a tie with Combines. Peach scored in the first, Vaillancourt in the second and Butler notched the final counter. The Combines had to come from behind to tie with Slobodian beating Ops in the second, Auger and Savoie scored in the third frame to knot the game.

Again Ops had only four men on the bench but they showed a lot of legs but had enough as Combines lacking a couple of players and found themselves hard pressed throughout the game.

These are the games that these teams are capable of playing. All teams keep up the good show.

ASO VS ARO — 3 Feb

ASO led by Rancourt with four goals bombed ARO with a 8-1 lacing. Also adding to their goals scored were Gagne, Vaillancourt, Brown and Haw.

The only player who was able to beat Rodique in ASO nets was Burley on a solo blast.

Anyone counting any team out of this league better look again, as the remainder of the schedule and playoffs seem to lean towards hard fought games decided by the final whistle.

STANDINGS

Team	GP	W	L	T	Pts
Combines	20	14	5	1	29
ARO	19	10	7	2	22
Ops	20	6	10	3	15
ASO	19	6	13	0	12

TOP SCORERS

Name	Team	GP	G	A	Pim	Pts
Freeman	COMB	20	16	24	6	40
Watt	COMB	17	15	22	2	37
Butler	OPS	19	23	8	24	31
Savoie	COMB	20	23	5	4	28
Baskerville	ARO	18	14	14	2	28
Nicholson	ARO	17	8	20	20	28
Slobodian	COMB	20	8	19	12	27
Bouchard	COMB	17	15	11	46	26
Vaillancourt	OPS	17	7	17	10	24
O'Neill	ARO	19	11	12	2	23

GOALIES

Name	GP	GA	PIM	AV/GM
Lowe	7	16	0	2.29
Arpin	6	23	0	3.87
Portelange	16	63	6	3.94
Therrien	14	59	0	4.21
Rodrigue	12	56	2	4.67
Kurio	4	19	0	4.75
Sumka	4	21	0	5.25

INTER MESS HOCKEY

AIRMEN VS SR NCO'S — 29 Jan

The AC's jumped into a commendable lead with 5 goals before the Sr NCO's could beat Dawson in the AC's net. Blanchette started the scoring in the first period with assist from Abgrall and Roenspress at the 9:48 mark. At the 14:50 mark Thalman scored on a solo effort to end the first period.

The second period opened with vengeance as only 57 seconds had elapsed when Abgrall slapped home the third goal on passes from Rhuland and Blanchette. 2 min & 17 seconds later Roespress notched his tally with Miller assisting. At 6:54 Prodaniuk scored from Vaillancourt to lead 5-0. Only then did the Sr NCO's get on the board with Godbout scoring from Curtisto end the period with the score 5-1 Airmen.

The third period saw the Sr NCO's score 3 goals but fall short as Blanchette scoring on a Abgrall relay to end the game. Scoring for the Sr NCO's in the third period were Wade from Whyte, Whyte from Pierce & Wade from Shaw & Pierce.

Final score Airmen 6 Sr NCO's 4.

CPLS VS OFFICERS — 29 Jan

The Officers scored at the 18 second mark with Williamson capitalizing on a Flemming set up only to have Laine of the Cpls knot it up at 1:47 on a solo effort and the teams settled down to play tight scoreless hockey until the middle of the second period. Then, goals by Joy, Carlson and Martel put the Officers out of reach.

The teams matched goals in the

third frame with Laine flashing the red light for his second goal and Fisher for the Officers ending the scoring.

Final score Officers 5 Cpl 2.

CPLS VS SR NCO'S — 2 Feb

Wott happened? That must be what the Sr NCO's wondered as the game progressed. The Cpls decided to try and burn out the goal light behind the Sr NCO's net as they beat the bewildered SrNCO's 11-3.

Pietraszko with four goals lead the onslaught, a hat trick by Hebert, 2 by Laide and a singleton by Ferris accounted for the goals. Pietraszko had a very productive night as along with his 4 goals he also picked up 2 assist. Not a bad nights work.

Pierce, Wade & Curtis were the marksmen for the SrNCO's.

OFFICERS VS AIRMEN — 2 Feb

A must game for both teams and a real thriller was produced as the first period saw them battle to a 2-2 draw with Fisher & Fleming scoring for the Officers and Abgrall and Blanchette for the Airmen. A scoreless second frame only added to the tension.

The third period saw the Officers score two goals within 27 seconds with Joy & Harrington the marksmen. At the 19:07 mark Blanchette triggered his second of the night and the scene was set. The Airmen pulled their netminder for other attacker but failed in a valiant attempt to tie the game.

Only 2 minor penalties were assessed one to each team.

OFFICERS VS AIRMEN 4 Feb

Mackay of the Officers earned his second shut-out of the season as they blanked the Airmen 2-0.

Both goals were loners as Flemming scored in the first period and Henderson iced the cake in the second. Eleven penalties were handed out with Airmen winning this part 6-5.

CPLS VS SR NCO'S — 4 Feb

The SrNCO's returned the compliment and handed the Cpls a 8-5 defeat. Led by Pierce with 4 goals the SrNCO's took charge Wade with a goal and 4 assists was high point getter for the night. Shaw, Antonette & Curtis added singletons.

Scorers for the Cpls were Pietraszko and Leurer with doubles & Ferris with a single.

INTER MESS STANDINGS

STANDINGS

Team	GP	W	L	T	Pts
Officers	22	15	5	5	29
Airmen	22	10	9	3	23
SrNCO's	22	10	10	2	22
Cpls	22	4	14	4	12

TOP SCORERS

Name	Team	GP	G	A	Pts	Pim
Shaw	SrNCO's	22	23	19	42	2
Abgrall	Airmen	21	25	15	40	4
Laine	Cpls	20	26	11	37	8
Wade	SrNCO's	20	24	13	37	36
Harrington	Officers	18	20	13	33	8
Flemming	Officers	20	24	7	31	8
Pierce	SrNCO's	13	17	9	26	10
Blanchette	Airmen	14	15	10	25	6
Cuthbertson	Airmen	18	8	12	20	2
Leurer	Cpls	19	9	9	18	8

GOALIES

Name	GP	GA	AV/GM
Mackay	7	22	3.14
Dawson	6	22	3.67
Mair	15	70	4.67
Hughes	14	66	4.71
Cairns	7	33	4.71
Chayer	22	117	5.32

STATION DUPLICATE BRIDGE CLUB

The following is a report on the founding, progress and plans of the club.

Approximately five weeks ago LAC Tod Donnelly launched the club on its maiden flight. His helpers were Mr Bill Brock, LAC's Fisher, Denham, Dunne with support from FS Tracy memo-wise.

The first week was rubber bridge, the second and third duplicate. The changeover caused much confusion and many headaches. However the committee soon learned how to cope with these.

On the third Thursday elections were held. Two members of the founding committee asked not to be nominated as they were quite busy with other activities. A note of thanks to LAC Donnelly and LAC Denham on their contribution to the setting up of the Bridge Club.

The new committee is as follows: President Sgt Joe Mignault, Vice-President Mrs Pat Trotter, Sec-Treasurer Mr Bill Brock and Members LAC's Fisher, Dave Romky, Harry Litvin and Paddy Dunne.

The Bridge Club meets every Thursday in the station mezzanine at 7.30 P.M. 50 cents per player. Refresh-

ments consists of beer, coke, coffee and sandwiches. A player may bring his own partner or take pot luck. Also it is open to all ranks and dependents over 18 years of age.

The plans of the committee is to become a member of the American Bridge League; the awarding of masters points is being looked into. Needless to say the equipment on hand at the time of writing will be improved upon in the very near future.

I would like to end by extending best wishes to the committee. They have lots of work ahead of them.

SCUBA CLUB

The Marlins Scuba Club now meets on two nights a week, Monday and Thursday, from 7.00 p.m. onwards. The Monday night is devoted to training — an hour being spent between 7.00 and 8.00 p.m. on theory and the rest of the evening on practical training: Thursday is fun night, when members are allowed to use the equipment for their own recreation.

The club has just embarked on a new eighteen week course leading eventually to the first class diver's certificate. On Friday, February 19, the Marlins are putting on a show at 3.30 p.m. in the pool for French TV.

CURLING NEWS

AIR DIVISION BONSPIEL

The Air Division Bonspiel was held at 3 Wing on February 6 and 7th. This bonspiel as most curlers know, is the big classic in Air Division curling.

The winner this year was the Bangle rink from 4 Wing, consisting of Lac's Bangle, King, Fisher and Zachow.

This rink will go to Winnipeg to the Air Force championship as the zone representative of Air Division. This is the second time in two years for three members of this rink to be on the winning rink.

In most games the competition was very good and some games went down to the last rock. In a few instances, extra ends had to be played to determine the winners. This indicates the strong competition and good curling on the part of all the wings and each year finds the competition much stiffer than the year before.

In the first event the winners were, First — Bangle, 4 Wing, Second — Turner, 1 Wing, Third — Tamblin, 1 Wing, Fourth — Bielka, 3 Wing. Second event winners were: 1st — Nagy, 4 Wing, 2nd — Tracey, 4 Wing, 3rd — Thom, 3 Wing, 4th Campbell — 1 Wing. In the third event, winners were: 1st — Stariha, 1 Wing, 2nd — Lafountain, 1 wing, 3rd — Philibert, 1 Wing, 4th — Martin, 4 Wing.

Out of the three events it was 1 Wing coming away with the biggest percentage of the prizes, as 1 Wing took six out of the twelve positions. This was a very good show on the part of 1 Wing, as the only two rinks from 1 Wing that failed to make the prizes were knocked out by other 1 Wing rinks.

STATION CURLING

In the Mens league, standings, the competition is very close in all the divisions with only a few points separating the top rinks. The three top rinks in each division are:

A Division:	— Cpl Tamblin	5 wins — 1 tie — 1 lost
	— W/C Sullivan	5 wins — — 1 lost
	— Sgt Turner	4 wins — — 1 lost
B Division:	— Sgt Wagner	6 wins — — 2 lost
	— Mr. Flemming	5 wins — — 2 lost
	— Cpl McKay	5 wins — — 3 lost
C Division:	— Cpl Holmes	7 wins — — 0 lost
	— Cpl Ness	6 wins — — 2 lost
	— Lac Danford	4 wins — — 3 lost
	— Lac Thalman	4 wins — — 3 lost
D Division:	— G/C Avant	5 wins — 1 tie — 1 lost
	— F/S Meisner	5 wins — 1 tie — 2 lost
	— Sgt Arthur	4 wins — — 1 lost
E Division:	— Lac Pettis	4 wins — 1 tie —
	— Lac Measman	5 wins — 1 tie — 2 lost
	— F/S Watkins	5 wins — — 3 lost

At the time of writing, the results of the High School inter-wing bonspiel were unavailable but if possible will be published next edition.

SQUARE DANCING

Our second beginners class for this dancing year has begun under the introduction of Pete & Dawn Howard. We'd like to thank the Wilsons for getting the dancers off to a good start on their first night, January 24th. Thus far, the class is small — four couples — but is already showing the liveliness for which square dancers are noted.

The triple graduation at Toul hosted 17 squares on January 23rd. That evenings saw the graduation of the Chaumont Chaps & Chicks, ten couples from Toul Square Kats, ten couples from Kenn Reid's class of beginner round dancers. We had the added pleasure of dancing to the calling of John Essex of the 3 Wing Wagon Wheels and vice president of the European Callers & Teachers Association.

By the time this article is in print both Chambley's graduation of February 6th and the Schloss (castle) dance at Hiedleberg will be events of the past. However we still have our own graduation on February 20th, so let's all turn out to support our club.

Two new dancers from Greenwood have joined the ranks of the One Wing Squares. Welcome to Bob & Josie Arakellion!
D. H.

the mart



ARROWHEAD CLASSIFIED ADVERTISEMENTS

OFFICE HOURS: MON, WED, FRI, FROM 0900 HRS TO 1300 HRS

notices

WILL ADVERTISERS WHO HAVE COMPLETED THEIR TRANSACTIONS, OR 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.

RE-AD CANCELLATIONS: The easiest way to cancel and ad in the magazine is to remove it from the bulletin board in the PX lobby and to write «SOLD. CANCEL» anywhere on the card, then drop it into the ARROWHEAD box near the door of the barber shop. This box is emptied daily during the 3 days prior to deadline. **THE NEXT DEADLINE: Feb 23 — Noon.**

Will people who wish to advertise on the PX bulletin board please submit their advertisements to the Arrowhead Tribune office who will make up a neat, legible card, and will also provide publicity in their own pages and on CFN Swap Shop.

A MESSAGE OF APPRECIATION

The Sister's of St. Jean de Dieu, Namur Orphanage and the Sister's of the Sacre Cœur, Roschford Orphanage in Belgium, wish to thank all Canadians who were so kind in bringing clothes and toys to the Fire Hall for distribution. «YOU helped enormously to make Christmas for all the children».

The Fire Hall wish to remind personnel that they are still accepting toys and clothing for these two orphanages and hope to take another load for Easter. There are four hundred and sixty children, ranging in age from one month to sixteen years.

wanted items

Good used typewriter, prefer standard lettering and tab set. Contact: Cpl Lochr, Local 104 r 2, or PMQ E-13.

Large camping tent for 6-7 persons and misc. camping equipment. Contact CWO Norman Hartell, Verdun Military 7104 or 8482, or contact at Verdun R.G.H. No. 3 house.

baby-sitter available

Available any night, to baby sit at PMQ's. Contact: Ken Anderson PMQ F-67.

Available any time to Baby sit. Contact: Mrs Bianca St. Onge c/o LAC St. Onge, local 123, or 29 Rue Marry Ryse, Montmedy.

WANTED — New and Second hand furniture of all types for Metz Area. Contact Housing Officer, at Metz, Local 95.

lost

Women's pearl pendant. If found please contact: LAC Knox Davidson at No 3 Hangar, local 203. Reward.

for rent

Two Furnished apartments, each consisting of 2 bedrooms, (4 beds) kitchen, bathroom, garden and garage. Located at Ecouviez. Contact: Mrs Beaudeau, Verdun — local 156.

cars for sale

1963 Simca «1000» (late model) good condition. Black in colour, roof rack and extras. (New car on order for Canada) Best offer over \$750.00. Contact: LAC J.E. Dorion, 1 Air Division, Metz, Local 171.

1957 Opel Kapitän, All new tires, very good condition. Contact: F/S Brownrigg, Local 177 or PMQ B-53.

1960 Simca Arriane (5 passenger) Good condition. 4 new tires. Price \$550.00. Available immediately. Contact: Sgt. Cloutier, Local 169-2.

1961 Peugeot 401, Black, only 36,000 miles. Perfect condition. Blaupunkt radio — shortmedium and Long wave. Back-up light, cigaret lighter, sliding room. One owner. DM 3,900. Contact: J. Hyndman, Canadian Embassy, Bonn — 2-1971.

1955 Mercury V-8. Gray and white in colour. Automatic, power brakes, radio, seat belts and five good tires. Good condition. Can be seen at 19 rue de la Halle, St. Mard, or contact LAC D. Durieux, local 195.

1962 Volkswagen 1200, red in colour, good condition. Contact: Miss J. Paguim PMQ Junior School.

1956 Hillman, good condition. \$75.00. Phone — local 230.

1958 Volkswagen Bug — approx 10,000 miles. New engine. Excellent running order. Insurance valid til June 1965. Price: \$250.00 as is. Contact: LAC Dunne, Trailer No. 17, Eagle Park.

1960 Opel Stn. Wagon, new tyres, good condition throughout. Contact: LAC MacKenzie J.D. — M.S.E. Section at Noon or at Home. P.M.Q. D-72.

1964 Volvo Station Wagon 122S with braced tread Kleber-Colombes tires. White with red upholstery. Owner buying 1965 model. New car condition. Selling for \$1,800.00. Cost \$2,500.00. Low priced for quick sale. F.J. MacNamara, Metz civilian 68.96.77 or PMQ B-25.

1963 Volkswagen 1500 variant. Like new condition. Only 25,000 km or 15,000 miles. Seat belts, floor mats, Rear mud guards included. Price \$1,350.00 or Best Offer. Schaub-Lorenz Portable radio with bracket \$50.00 extra. Reason for sale, buying a new car to return to Canada. Contact F/O Anderson, Local 172 or BB41, Room 24.

trailers for sale

Willerby caravan with large extension. Contains big kitchen fully equipped, large living room, complete bathroom. Fully furnished. Contact: LAC W. Scott, E. So Electrical, Local 92 or see at B-9 Maple Leaf Trailer park.

Available immediately — Willerby American trailer with large extension. Contains 2 bedrooms, complete furnishings, wall to wall carpet in Master Bedroom and front room. Lot rent \$2.00 per mo. Located at Trailer Court No. 2, Ire-le-Pres. If interested, contact: LAC Thompson, Local 169 or Trailer No. 3 Ire-le-Pres.

Willerby President House Trailer, with 10' x 13' extension. Completely furnished. Large lot. Can be seen any time. Contact: R.J. St. Pierre, local 138 or Trailer D-3, Maple Leaf Trailer Park.

1961 Willerby house trailer 36 x 9. Completely furnished, including fridge, gas stove and washing machine. Contact: LAC Barrett at local 195 or at No. 52 Eagle Trailer Park.

Two Willerby trailers and extension. Large lot — 60' x 80'. Includes 2 bedrooms, bath with large tub, gas range, coleman furnace, Siemens fridge, Hoovermatic washer & dryer, extension has large picture window. Many other items included. Contact: LAC Reichert, Local 203 or 204. Or No. 127 Eagle Trailer Park.

WILLERBY House trailer, with extension. Complete with all essentials for a comfortable stay in Europe. Contact: LAC G.C. McNaughton, Trailer 113 Eagle Trailer Park, or Local 186.

House Trailer, with extension, suitable for family of five. Fully furnished, includes 9.5 cuft fridge, Hoovermatic washer, singer vacuum iron and ironing board. Power, 110 volts. Low ground rent of \$2.50 per month. Large lot, vegetable garden. On PMQ to Base bus line. (Petit Faily corner) Contact: Mrs. M. Percy, Han Trailer Park, at any time.

Large Trailer and Extension in Maple Leaf Trailer Park. Three bedrooms, large living room, kitchen, dining area, and full-sized bathroom. This includes all furnishing, two Coleman furnaces and a car. Must be seen to be appreciated. Contact: Cpl Fitzpatrick at 156 or A-7 Maple Leaf Trailer Park.

Willerby Trailer with 35 x 12 extension, consists of 3 bedroom, large kitchen, living room, full size bathroom, Coleman heater, Hoovermatic, large fridge and stove. Apply to LAC Langlois Trailer D 12.

misc. items for sale

Custom built trailer hitch to fit Simca Arriane or V8 cars in top condition. Price \$10.00. Contact Sgt Cloutier. MSE Section, local 169-2.

Calor electric heater, Baby carriage (american), German portable radio. Contact: F/S Brownrigg, Local 177, or PMQ B-53.

Trix electric train, new — \$5.00, Boys skates, size 5 — \$1.00, Girls figure skates, size 4 — \$1.00, two lined Mary Maxim Sweaters each — \$4.00, Guiders Serge dress, camp dress, belt, hat — \$9.00, Ladies suede jacket, size 18 — \$10.00. Call at Eagle Trailer No. 93.

Carson Sewing Machine with attachments, including Button holer and lovely cabinet. Also portable carrying case. Reasonably priced. Contact: Mrs Dunne, No. 17, Eagle Trailer Park.

Spindryer, 220 volts, Price \$30.00. Contact: Cpl McDonald, local 229-2.

For sale. Camping equipment consisting of the following: 1 « Cabanon » tent, 1 double air Mattress, 2 single air mattresses, 1 gas lite & bottle, 2 drogues, 4 sleeping bags, 1 set camping pots, misc Items. All equipment 2 years old. Asking price \$130.00. Contact: Cpl Teoli at PMQ B-126 or Loc 239.

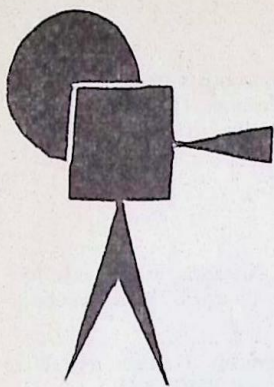
« Toneking » alto Sax, 2 years old. Asking price \$100.00. Contact Cpl Teoli at PMQ B-126 or Loc 239.

1 Leitz enlarger with lens and bulb. Like new, for 35 MM only. Price \$50.00. Contact LAC Sawicki, GSE, local 97 or PMQ D-88.

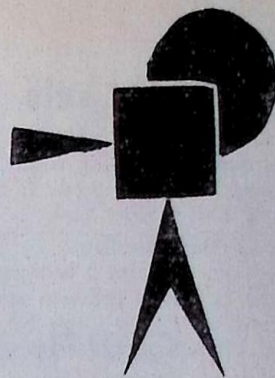
3 geared 1962 — 49 cc Navy Motorbike. Good condition. Insurance valid until October 1965. Selling price \$70.00 or best offer. Contact Sgt Wagner Local 209 or PMQ B-34.



« KEEP HIM OUT
OF SIGHT
UNTIL AFTER
THE CEREMONY ! »



ASTRA CINEMA



Theatre Manager :
FS E Shepherd

Assistant Manager :
Sgt M. King

MARVILLE

FORTHCOMING ATTRACTIONS

Monday 15 February, 1900 hrs
Tuesday 16 February, 1800 and 2030 hrs

The Pumpkin Eater

The raw truth about marriage

(X) Peter Finch, Anne Bancroft

Wednesday 17 February, 1800 and 2030 hrs

The Man Who Finally Died

(A) Stanley Baker, Mai Zetterling

Thursday 18 February, 1900 hrs

Ladies Who Do

Iron Curtain mystery

(A) Peggy Mount, Robert Morley

Friday 19 February, 1800 and 2030 hrs

Saturday 20 February, 1900 hrs

The Moon Spinners

Technicolor

(U) Eli Wallach, Hayley Mills, Peter McErney

Saturday 20 February, 1300 hrs CHILDREN'S MATINEE

Cartoon program

Sunday 21 February, 1800 and 2030 hrs

The Jolson Story

Technicolor

(U) Larry Parks, Evelyn Keyes

Monday 22 February, 1900 hrs

Tuesday 23 February, 1800 and 2030 hrs

The Comedy Man

(X) Kenneth More, Angela Douglas, Billie Whitelaw

Wednesday 24 February, 1800 and 2030 hrs

Maniac

(X) Kerwin Matthews, Nadia Gray, Donald Houston

Thursday 25 February, 1900 hrs

From Russia With Love

Technicolor — (Return Visit of a Fleming Special!)

(A) Sean Connery, Pedro Armendariz, Robert Shaw

Friday 26 February, 1800 and 2030

Saturday 27 February, 1900 hrs

Wild and Wonderful

Technicolor

(U) Tony Curtis, Christine Kaufman, Phil Silvers

Saturday 27 February, 1300 hrs CHILDREN'S MATINEE

The Flying Eye

Geoffrey Summer, David Hannaford, Julia Lockwood
and

Raiders Of The River

(Episodes 1 and 2)

Sunday 28 February, 1800 and 2030 hrs

Mister Roberts

CinemaScope and WarnerColor

(U) Henry Fonda, James Cagney

Monday 1 March, 1900 hrs

Tuesday 2 March, 1800 and 2030 hrs

Guns At Batasi

CinemaScope

(A) Richard Attenborough, Flora Robson, John Leyton

Wednesday 3 March, 1800 and 2030 hrs

The L- Shaped Room

(X) Leslie Caron, Tom Bell, Cicely Courtneidge

Thursday 4 March, 1900 hrs

Friday 5 March, 1800 and 2030 hrs

Marnie

Technicolor

(X) Sean Connery, Tippi Hedren

Saturday 6 March, 1900 hrs

Sunday 7 March, 1800 and 2030 hrs

Kisses For My President

(U) Fred MacMurray, Polly Bergen

Saturday 6 March, 1300 hrs CHILDREN'S MATINEE

Tim Driscoll's Donkey

John Kelly, David Coote, Peggy Marshall
and

Raiders Of The River

(Episode 3)

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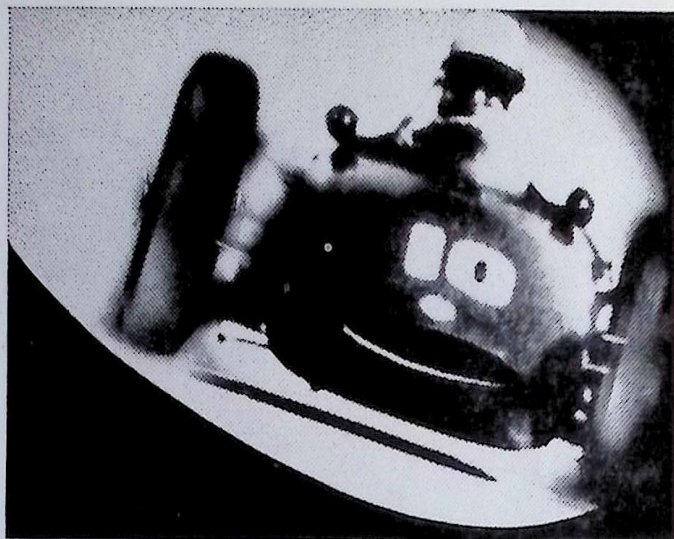
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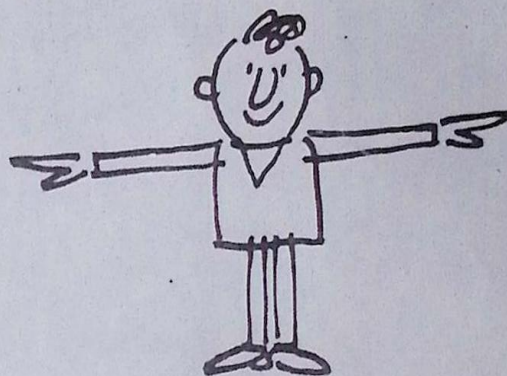
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