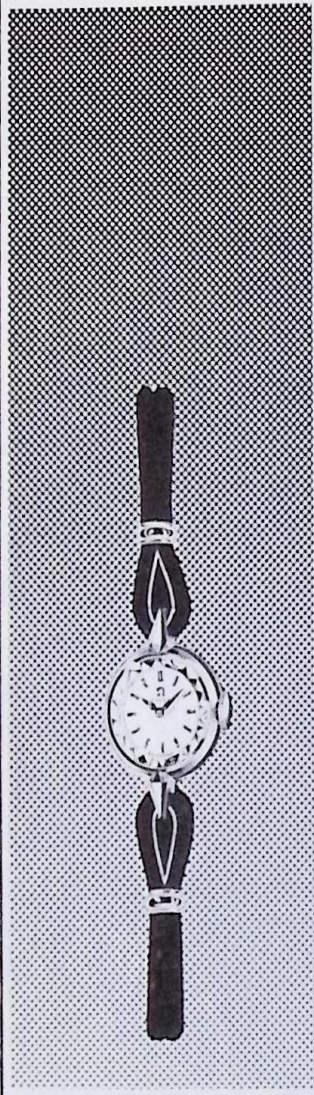


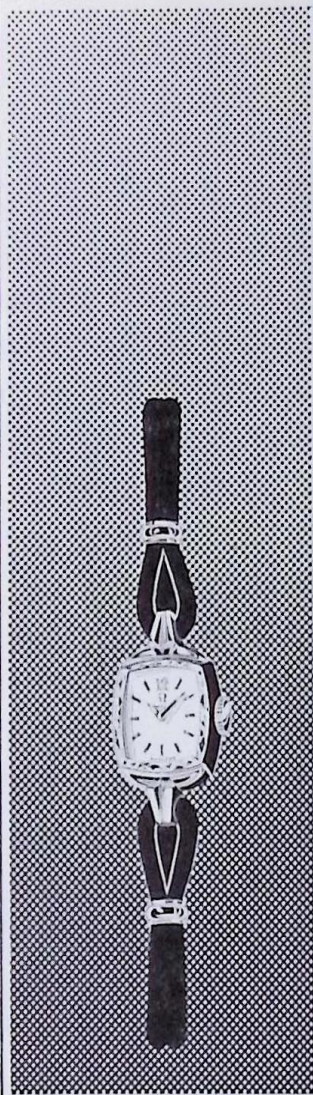


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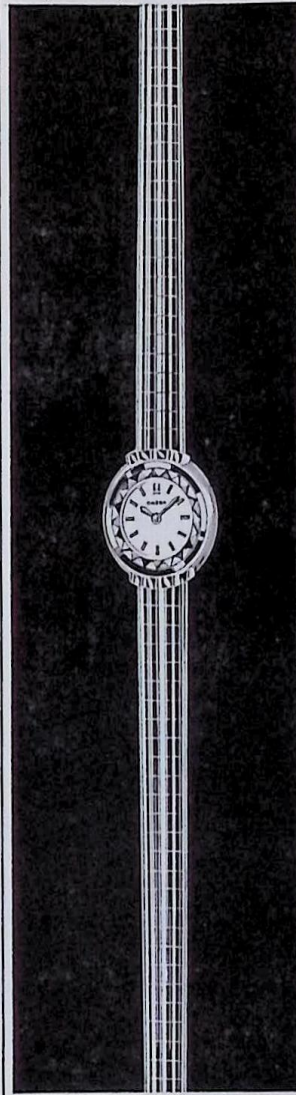
Omega Sapphette - 10956
 Tiny 18 ct. white or yellow gold watch. Faceted sapphire crystal; gold applied hour markers.



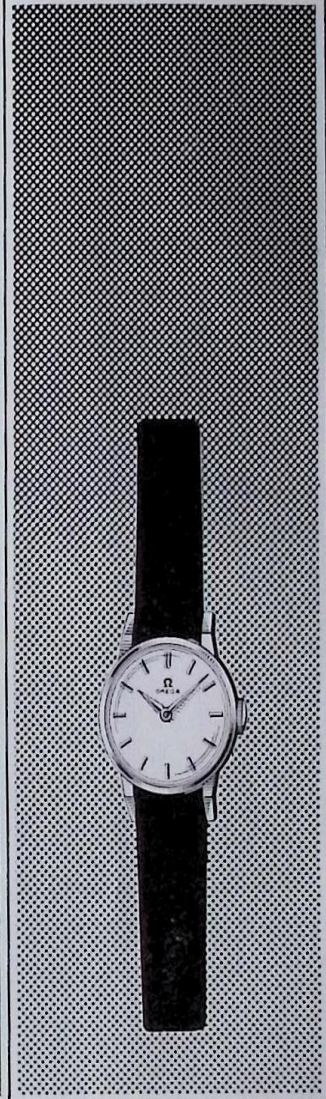
Omega Sapphette - 10657
 Fancy rectangular 18 ct. yellow gold watch. Faceted sapphire crystal; gold applied hour markers.



Omega Sapphette - 17071
 Exclusive 18 ct. white gold watch with matching diamond lapped bracelet. Faceted sapphire crystal.



Omega - 11070
 Classical 18 ct. yellow gold watch. Similar models available in goldplated and steel executions.



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editorial



The reliability of any sector of the Armed Forces being ready, willing and able, when called upon is largely dependant on morale. This is true whether it be NATO's forces, Canada's forces, the Air Force, Air Division, 1 Wing, a squadron, or a section. It is important, therefore, to devote considerable attention and a lot of money to this end. The Canadian Government spends a lot on pay, recreational facilities, and keeping families together. The amount of money spent on new equipment reflects also upon morale.

All this, however, is not enough to ensure high morale in any one Command, Station, Squadron, or Section. At Station or Wing level high morale is an objective of any Commanding Officer. One way of aiming for high morale is to ensure a unity of purpose; to make certain that we all know for what we are working. On parade the CO has emphasised our roles and further emphasised that we are working for maximum efficiency in these roles: Support of CF 104 Reconnaissance Operations, Support of ATC Route Transport to Europe; provision of Air Lift in support of Air Division; and headquarters for the Canadian Overseas Postal Depot. (Where would our morale be if the mail didn't come through?)

Of course the job is not completed by simply stating a role and saying: «Work to support it!» We must be motivated so that we shall want to do what we can to help. It is here that the «Arrowhead Tribune» has a function to perform. The objective of the magazine is to keep people informed and entertained, and, we hope to make each and every reader feel that they are part of 1 Wing. This magazine is intended for every rank, for both sexes, and for most ages. Its staff and contributions, likewise, consist of different ranks, sexes and ages and come from every section on the Wing.

We are not a magazine that thrives on controversy. We want you to know what is happening in and around Marville, what the Rec Centre is providing what you can see both in the area and when on leave, and to let you know of the community activities that are designed to offer a full and varied life. So, when you read the magazine we hope that you will realise that 1 Wing and Europe provides enough, both at work and at play, to make your time at Marville fruitful and happy.

WANTED

Do you have any back issues of the ARROWHEAD TRIBUNE ???
This office would greatly appreciate having the following issues —
from Volume 4 — 1964 :

May 31 — No 10, July 20 — No 13, July 31 — No 14, August
31 — No 16, September 30 — No 17, October 15 — No 16, Oc-
tober 31 — No 19, November 15 — No 20, November 30 — No 21,
December 15 — 22.

If you have any of the above mentioned copies, please place
in the Arrowhead Box in the PX or the Arrowhead Office.

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1 WING RCAF MARVILLE
28 FEBRUARY 1965

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Contributions to the magazine are welcomed and encouraged.

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Pick up your copy at the Post Office
or your Mess.

News of Canada

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

NEW CABINET MEMBER

Leo Cadieux, Member of Parliament for Terrebonne, last week was appointed to the Cabinet by Prime Minister Lester B. Pearson, to assume the portfolio of Associate Minister of National Defence.

ELECTRIC POWER IN CANADA

The Canadian Minister of Northern Affairs and National Resources states that 1965 promises to be a big year in electric power construction in Canada.

An estimated 2.1 million kilowatts of new generating capacity will go into operation before the end of this year, the minister forecast. This includes 1.2 million kilowatts of hydro capacity and 0.9 million kilowatts of thermal capacity.

In 1964, Canada's constantly growing requirements for electric power for industrial, agricultural and domestic use led to the installation of 818,000 kilowatts of new generating capacity. This included 436,000 kilowatts thermal and 382,000 kilowatts hydro.

The new capacity put into service in 1964 boosted the nation's total installed hydro generating capacity to 20.3 million kilowatts and total installed thermal capacity to 6.7 million kilowatts.

To meet anticipated demands, Canada's power producers have under construction or have scheduled over 17 million kilowatts of new capacity to come into service within the next few years. This does not include any of the vast potential that will eventually be developed on the Hamilton (Churchill), Columbia and Nelson Rivers and on other major river systems in Canada. The scheduled figure of 17 million kilowatts consists of over 10.5 million kilowatts hydro and 6.5 million kilowatts thermal.

ELECTRICAL CONSUMPTION

Electrical consumption in the Province of Ontario is, on a per capita basis, among the highest in the world. The latest available comparative statistics show the province's annual per capita electrical energy consumption totals 6,300 kilowatt-hours as compared with 5,100 in the United States and 1,750 in France.

NEW FLAG STAMP

Canada's new maple leaf flag will be honoured in a special commemorative stamp. The date of issue, June 30, has been chosen to coincide with July 1, Canada's national holiday. The design will feature the new flag flying from a flagpole against a blue sky.

The inclusion of a flag stamp calls for a re-arrangement of the scheduled Post Office programme. The stamp to honour the 100th anniversary of the choice of Ottawa as Canada's capital will now come out on September 8 instead of June 30. Twelve new stamps will be issued at various intervals in 1965.

SHIPS FLY NEW FLAG

The new national flag of Canada may be flown on and after February 15 as the proper national colours for all purpose by vessels coming under the Canada Shipping Act.

An Order-in-Council permitting the flying of the new flag aboard such vessels has been passed under the authority of a clause in the Canada Shipping Act.

Ships of the Canadian Coast Guard and other vessels in the Government service which have flown the Blue Ensign by authority of Royal Warrants, will fly the new flag as from noon (local time) February 15. Privately-owned vessels which have followed similar practice may also fly the new flag commencing February 15 at the same time.

As the national flag of Canada, the new design will be the proper flag for use as the «countesy flag». Foreign vessels visiting Canadian ports customarily fly such flag at the foremast.

LARGE INVESTMENT

A new potash mine will be established by the Consolidated Mining and Smelting Company of Canada near Delisle, 20 miles southwest of Saskatoon, Saskatchewan. The investment will be \$65 million. The total investment in potash in the province now exceeds \$300 million.

The firm is the third largest producer of potash in North America. It is the first

completely Canadian potash development in Saskatchewan. Other companies in production or construction are American, British, French and German.

Building will commence soon and shaft sinking will begin before the end of the year. Production is expected by the end of 1969. The Province of Saskatchewan will provide access roads to the area.

RUSSIA BUYS WHEAT

The Soviet Union has bought more Canadian wheat. Compared to the big order last crop year, the new order is relatively small, amounting to four and a half million bushels. The Canadian Wheat Board has placed the sale price at \$8 million. The sale is the third and the smallest to Russia since the beginning of the crop year last August 1. It brings to 25 million bushels the amount of wheat and wheat flour which Russia has bought from Canada since that date. The shipments will go via St. Lawrence River ports between May and September.

RUSSIAN BOUND

Canadians who wish to travel to Russia by sea next year will be able to go on a Soviet passenger steamship line, the first to be established between Canada and the Soviet Union. The flagship, now being built in a Russian shipyard, will be the 20,000-ton liner «Alexander Pushkin». The liner, which will have accommodation for 750 passengers, is scheduled to make six or seven round trips during 1966.

MORE IMMIGRANTS

The number of immigrants that arrived in Canada last year was the highest since 1958. More than 112,000 arrived in 1964, but the figure is far below the record year of 1957 when more than 282,000 immigrants entered Canada. Latest figures show a marked increase over 1963, and it is reported that 59 per cent of the immigrants entering the labour force were in the skilled category. The greatest number of the new arrivals — 29,000 — were from Britain. Italians made up the second largest group, and the third ranking group was from the United States.

CHANGE OF NAME

The Government of the Province of Newfoundland is changing the name of the Hamilton River, its famous falls and its watershed, which are located in Labrador, to perpetuate the memory of Sir Winston Churchill. The river will be called Churchill River and the falls, where a nine-million horsepower development is proposed, will be known as Churchill Falls.

LARGE CATCH

Newfoundland fishermen's gross income for 1964 stood at the end of August at \$15.5 million. This compared well with the previous three-year average of \$14.4 million at the same date but did not quite equal 1963's record end-of-the-summer high, which was \$16.3 million.

BUILDING RECORD

House building set a new record in Canada in 1964. Home builders set the foundations and work began on 165,000 new housing units, almost 1,000 more than in the previous record year of 1958.

Statistics also show that 1964 was a record year for home completions, the total being almost 151,000 housing units finished and ready for occupancy. That was almost 18 per cent higher than in 1963.

ALL-TIME RECORD

Canada's National Harbours Board recently released significant statistics on the volume of cargo tonnage handled during the past year. The Board administers the ports of Halifax, Nova Scotia; Saint John, New Brunswick; Chicoutimi, Quebec, Trois-Rivières and Montreal, Quebec; Churchill, Manitoba; Vancouver, British Columbia and the grain elevators at Prescott and Port Colborne, Ontario. On January 1, 1965, the Board assumed administration of St-John's and Bay d'Espoir, Newfoundland.

Total cargo tonnage handled by the harbours reporting exceeded all previous years. The total aggregate volume of 71,404,617 tons of water-borne cargo handled in 1964 is a 7.6 per cent increase over 1963, which was the former all-time high. The year 1964 goes unchallenged in most phases of cargo movements. In addition to an increase in the number of vessels entering the National Harbours since 1963, exports, imports and domestic cargo have surpassed all records. Deliveries from grain elevators, both priv-

ately-owned and those administered by the board, totalled 567,626,443 bushels, an increase of close to 45 million bushels over 1963.

All ports under the board's jurisdiction with the exception of Churchill, have established new records.

WHEAT SALE

Canada has sold 7½ million bushels of wheat to Czechoslovakia. The shipment, worth approximately \$13 million, will be made through St. Lawrence River ports after the navigation season opens in the spring. The sale was made under the terms of an agreement reached previously.

HONOURING CHURCHILL

Canada is to issue a special five-cent stamp to honour the late Sir Winston Churchill. It is to be issued on August 12, the date in 1941 when Sir Winston and the late President of the United States, Franklin D. Roosevelt, signed the Atlantic Charter on board a warship off the coast of Newfoundland. The date also coincides with the 1943 meeting at Quebec City, when the British Prime Minister and President Roosevelt met Canadian leaders for wartime discussions.

The normal practice in issuing Canada's stamps is to honour only Canadians or members of the Royal Family.

VESSELS RETIRED

The 22-year old destroyer escort « Iroquois », and three 20-year old ocean escorts of the Atlantic Command of the Royal Canadian Navy, the « Lanark », « Buckingham » and « Fort Erie », will shortly be turned over to the Crown Assets Disposal Corporation.

The decision to dispose of the four ships is an economic one. Their condition is such that extensive and costly refitting would be required to return them to even a degree of acceptable operational state. While the decision will reduce by four the number of ships in Canada's Atlantic fleet, the addition of new and improved vessels within the past year has effected a considerable increase in the anti-submarine capability of the naval forces on the East Coast.

BILINGUALISM IN CANADA

At each census from 1931 to 1961, just over two-thirds of Canada's population

reported ability to speak only English of the two official language of Canada, English and French. Approximately a fifth spoke French but not English, and 12 per cent spoke both official languages, while about one per cent spoke neither.

Including bilingual persons, four-fifths spoke English at the 1961 census, and slightly more than 30 per cent spoke French. Three-quarters of the 2,231,000 bilingual persons (speaking English and French) were of French ethnic origin. Around 30 per cent of the total population of French origin were bilingual. Although only four per cent of the total of close to 8,000,000 persons of British ethnic origin could speak both official languages, 30 per cent of those living in the Province of Quebec were bilingual.

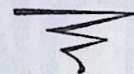
English as given as the mother tongue of 50 per cent of the population at the 1961 census; French was the mother tongue of 28 per cent, and a variety of other languages were given as the mother tongues of 14 per cent of the population.

There were a third more persons reporting English as their mother tongue than there were people of British Isles ethnic origin in Canada, owing to the substantial number of those of various ethnic groups born in Canada giving English as the first language learned in childhood. Almost 90 per cent of the French ethnic group reported French as their mother tongue. Nearly three-quarters of the Italian group and about two-thirds of the population of Finnish and Ukrainian ethnic origin reported the corresponding mother tongue, whereas only 30 per cent of the Scandinavian and the Russian ethnic groups reported corresponding mother tongues.

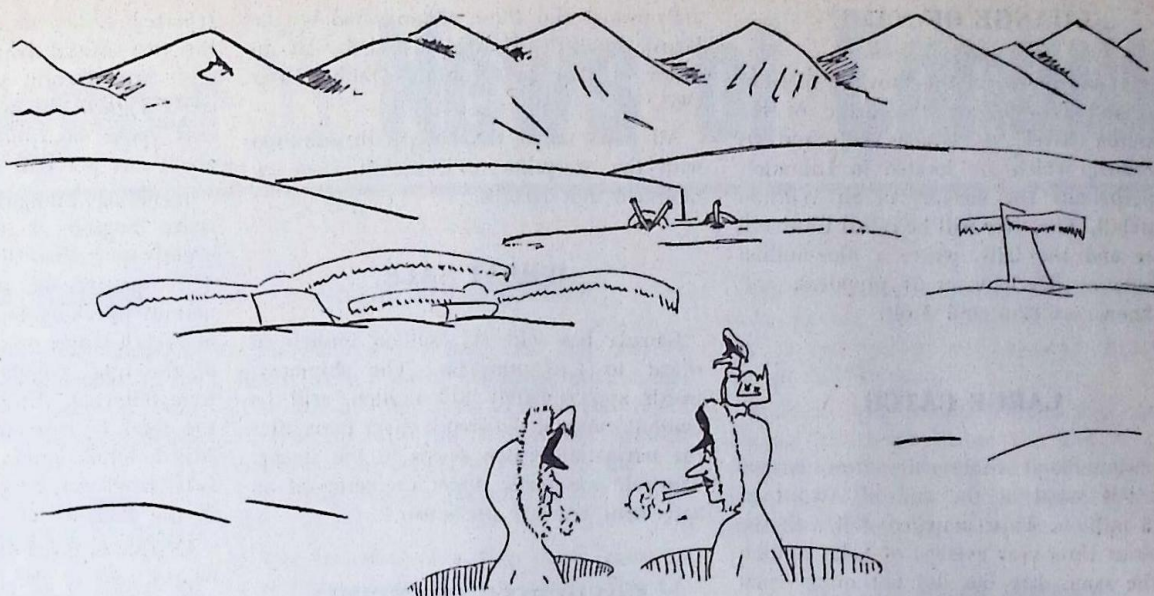
In the census, « mother tongue » is defined as the language first learned in childhood and still understood.

GROWING ONTARIO

The Province of Ontario has increased its population by 1½ million in the past 11 years. It now has 6,500,000 residents. As a result, the Ontario redistribution commission has proposed that nine additional constituencies be established to bring up the seats in the Provincial legislature from 108 to 117. Northern Ontario would gain three new ridings, and six would be scattered throughout the rest of the province.



Totem Times, RCAF



Never had snow like this before them nuclear sites was built...

Station Comox

January 28, 1965

On December 16 snow began to fall on the cold wet ground of Comox Air Force Station. Fourteen days later 73½ inches of snow had fallen. This broke the previous December snowfall record of 51 inches established in 1949.

The Meteorological Section stated that on the morning of December 31 a record low of 10 degrees above zero was set. They further stated however that precipitation records only went back 20 years and temperature records to 1925.

On the 18th and 19th of December a total of 29 inches of snow fell, while the heaviest snowfall for one 24 hour period so far has been 23 inches on the 30th of December.

So far 97 inches of snow has descended upon this fair sea coast flying station. The job of clearing this huge deluge from runways, roads and many other areas fell on the shoulders of the Mobile Support and Construction Engineering Sections.

The MSE Section has to run two 12-hour shifts for their snow removal crews. Finally the whole section had to revert to the same schedule in order to cope with the task at hand. They had two blowers, two ploughs, four sweepers, one grader and two bulldozers in operation. In addition, one grader, three front-end loaders and seven trucks had to be rented. All these items worked continuously until January 12, by which time most

of the major clearing and removal had been accomplished.

This record snowfall obviously was not expected and certainly not wanted by most. The problems involved in coping with it were many. First of all, they hadn't enough equipment. This problem was solved by the airlifting of a snow blower and a plow from storage at Station Namao, via C-130B Hercules and also by the renting of several items. Secondly, the task of co-ordinating the removal was difficult because of communications. At the suggestion of the Commanding Officer, G/C Ireland, a radio transmitter-receiver was set up at the MSE Section. This one solution alone helped immensely in ensuring that the whole operation would run as smoothly as possible and with a minimum of wasted time. Contact with the working equipment was continuous.

VODKA BOLSKAYA

Carnival

Capers



Mention carnival to a North American and he will think of State Fairs, merry-go-rounds, etc. Mention carnival to a European and anything is liable to be going through his mind. Call it what you will — Mardi Gras in France, Belgium and French speaking parts of Switzerland, Fasching in Southern Germany and Fastnacht in the Rhineland, Carnevale in Italy. This pre-Lenten holiday rates as the wildest, the noisiest, most improbable and friendliest eruption of premeditated mayhem anywhere, anytime. Should you be in Europe from now to Ash Wednesday, March 7th, don't hesitate go get caught up in the whirl. There they are: dancing in the streets, dashing around in fantastic costumes and greeting the morning sun with champagne. There are so many balls going on, it would be impossible to list them here. They range from high society galas to student parties, from night club reveries to private parties. March 2nd, Mardi Gras or Fasching proper, seems so far away that the parties start bursting out all over as soon as nerves, stomachs and pocket books recover from the New Year's shindigs.

Should you be planning to take a trip to any of the major Carnival cities, write ahead, not only for a listing of what's going on, but also for room reservations. (The Festivals Editor, You and Europe, 19 Luisenstrasse, Wiesbaden, Germany, will help you).

For the gayest, maddest carnival of all — Nice on the French Riviera wins outright. For 12 days preceding Ash Wednesday, gaudy floats parade through the streets. Some claim that the French Mardi Gras is going into decline, turning out to be nothing more than a children's party. Back in the 1600's for instance, butchers who sold meat during Lent were subject to the death penalty. In other days, not so far back as that, the royal crown of France would often slough a bit over bloodshot eyes. When King Louis XIV was having a good time, he wanted to really paint the town pink. One time the closest he could come to it was to burn down the house of one of his judges.

In Germany, carnival officially commences at eleven o'clock on the eleventh of November, the eleventh month of the year. An official nose count in Munich

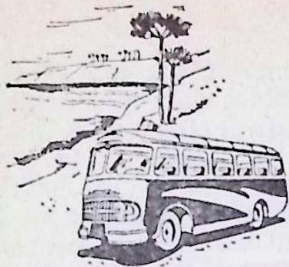
once found out that more than 90 per cent of the population of all ages takes some part in Fasching. Besides Munich, the main carnival cities in Germany are Cologne, Mainz, Stuttgart and Dusseldorf. Leading and most celebrated town for Belgian Mardi Gras is Binche. Here a humorous parade of men known as the « Gilles » displays brilliant costumes with headpieces of swaying ostrich feathers. For sheer public gusto, there a few cities to compare with Italy's Viareggio. The action starts around the end of January, crescendoing until March 3rd. For one of the most distinctive carnival celebrations, we have to go to Basel in Switzerland. Here, at four o'clock in the morning of Monday, March 1st, 26 drumming clubs march through the city streets beating their drums! Fastnacht, as the holiday is called here, arrives with a bang! In front of each group of marching drummers and fifers, four men shoulder large lanterns painted with scenes to lampoon about just anything, including the Swiss government. Monday afternoon, each drum club holds its individual march through Basel. In the evening it's time for the masked balls, and Fastnacht goes into its merry, gay-abandon whirl. The origin of the three names, « Fasching », « Fastnacht », or « Karneval » can be literally translated as such:

« Fasching » possibly derives from fast or fas, since the 40 days fasting begins after Shrove Tuesday. The Roman world « Carnevale » (or Karneval) indicates the abstinence from meat (carnevale means « farewell meat »). « Fastnacht » is literally translated fasting night or fasting eve. It may also derive from the old German word *faselt*, meaning « to prosper », because that is the time the farmers are busy tending their fields. Only later did « *Faselt* » mean « making fun ».

In many districts it is the custom to start off a large fire, known as « Fastnachtfunken » (carnival sparks), mostly lighted on old Fasching Sunday. In the Black Forest the young men fell spruce, they then pile up the wood, straw, etc., and set the fire alight. The entire village watches the spectacle. The younger ones jump through fire and smoke, in the belief that good health results and the year will be a prosperous one. It is a most impressive sight to watch the illumination of various villages simultaneously from a hilltop. This continues until dawn. During the celebration and afterwards, old love is renewed and new love confirmed.

The main characteristics of carnival are disguise and masquerade. Now, why do they dress up for such frolicsome fun? Perhaps they wish to escape the monotony of everyday life and join in the hilarity of carnival's merry days. In dressing up, they get into the fasching mood and thereby are completely bewitched.

Eventually « fashing » is buried, mostly on Shrove Tuesday or Ash Wednesday. A straw puppet is killed and 'buried with great lamentations, thrown in the water or burnt and the ashes are scattered over the fields or buried. This is symbolical with the departure of winter. But, that is not the end of the ceremony yet — the straw puppet is called back to life, which symbolizes the arrival of Spring. All these carnival customs derive from the annual renewal of life, and thus are celebrated in this manner.



on the continent

The Royal Chapel at Dreux

On the steep hill which overlooks the city of Dreux, the Saint-Louis chapel outlines its strange and massive silhouette. From far, its grey cupola and its pinnacles of white stone barely emerge from the foliage of hundred years old black fir and cedar trees. The park which surrounds it is encircled by a high line of defensive walls to which, here and there, old uncrowned round towers are fastened, picturesque vestiges of what was, in the days of yore, the castle of the Counts of Dreux.

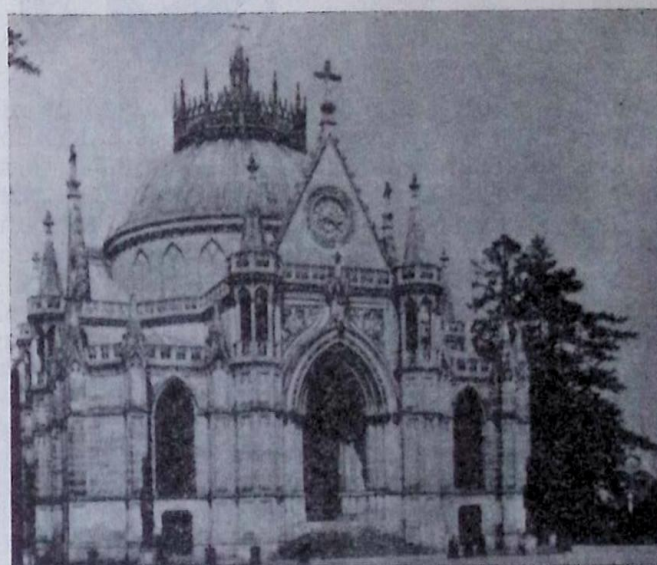
On this hill, where to-day the peace of the tombs reigns, the tumult of arms resounded for centuries. It is believed that it was occupied by the Roman legions. As early as the Carolingian period, a fortress owned by Hugues Capet even before he was crowned, stood there. Thus the founder of the French monarchy trod on this ground where now rests the last of the kings of his descent.

This castle, of which, in spite of so many destructions, imposing remains still exist, had, in the middle ages, a strategic importance, all the greater as its position made it an advanced sentinel at the frontier of the royal estate, facing the too often threatening power of the Dukes of Normandy.

It was constituted by a solid precinct flanked by twelve towers and by a large very high circular keep. A church, the Saint-Etienne collegiate church, modest in dimensions, but also as venerable by its antiquity as remarkable by its decoration, was erected in the court-yard; it already existed in 980 and eight canons then assured the divine service. Thanks to the liberalities of King Louis le Gros (the fat King Louis) and of his son, Count Robert of Dreux, it has been entirely rebuilt towards the middle of the twelfth century. And the monument has passed through centuries without too much damage in spite of the assaults which very often had battered its walls.

In 1775, Louis XIV made over the Dreux country to his cousin Louis-Jean-Marie de Bourbon, Duke of Penthièvre. Grand-son of Louis XIV and Madame de Montespan, this prince was one of the most virtuous and the most charitable men of his time. Governor of Brittany, Great Admiral of France, owning immense estates which made him the richest landowner of the kingdom, he, however, always remained simple, amiable and generous.

The king having, one day, expressed to him the wish to acquire his Rambouillet estate, the Duke, although greatly attached to the small town where he was born



and where the members of his family were buried, was unable to resist the will of the sovereign. He, therefore, sold Rambouillet to him in 1783 but, beforehand, decided to have the ashes of his family taken to another of his estates and the then chose the old Dreux collegiate Church.

When the Duke died at Bizy, near Vernon, in March 1793, his mortal remains were also discreetly laid to rest in the Saint-Etienne vault. But the revolutionists who had respected this so popular prince in his lifetime, dared to profane his poor mortal remains: in November 1793, the tombs were violated and the bodies thrown pell-mell into a common grave. In course of the following summer, the demolishers attached the keep and, four years later the collegiate Church disappeared in its turn.

On her return from exile, at the beginning of the Restoration, the Duke of Penthièvre's daughter, Louise-Marie, Adelaide de Bourbon, widow of the too weak Philippe d'Orleans who was guillotined in 1793, conceived the project of laying at last the remains of her parents in a decent burialplace. An old servant of the Duke, Lefebvre, had succeeded, working by night in full Revolution, in secretly clearing the place of the grave hidden under the debris and, later on, had marked the spot by a simple wooden cross. The Duchess of Orleans was able to repurchase the ground in October 1815 and, in the

beginning of the following summer had the building of a funeral chapel begun under the direction of the Architect Cramail; she laid the foundation stone there on September 19th, 1816.

The edifice, very simple, had the shape of a Greek cross. A cupola stood in the centre. A narrow peristyle supporting a triangular ornamental front preceded the entrance door. A vast crypt in the shape of a rotunda intended to receive the tombs, was dug under the sanctuary.

The work had not yet come to an end when the Duchess passed away at Ivry-sur-Seine on June 23rd, 1821. She then, according to her last Will and Testament, was taken to sleep her last sleep at Dreux among the remains of her beloved dead. Visiting a few days later the ruins of the castle, young Hugo was able to write to his friend Alfred de Vigny: «This white and unfinished chapel contrasts with the black and destroyed fortress; it is a tomb which rises up on a palace which is falling down.»

The eldest son of the deceased, Louis-Philippe d'Orleans, had at heart to pursue the work of his mother. In the space of only a year, he succeeded in finishing the edifice and on June 27th, 1822, was able, in company of his niece, the Duchess of Berry, to attend its solemn benediction.

The Revolution of 1830 placed the Duke of Orleans on the throne, and he wished to make the Dreux Chapel the Saint-Denis of his dynasty. In taking this decision, the new king obeyed a sentiment of filial piety; already two of his children, dead young, had been inhumed in the sombre crypt: the little Françoise (Mademoiselle de Montpensier) in 1818 and, ten years later, young Charles (Duke of Penthièvre).

The chapel, moreover, proved to be too small. Louis-Philippe, who was fond of building, would have liked a monument at the same time more vast and more sumptuous. When, for the first time, in July 1822, she saw the Dreux Chapel scarcely finished, the Queen Marie-Amélie considered it to be «out of proportion and heavy» and we can believe that she merely adopted the opinion of her husband. But the King, whilst planning to increase and embellish the original edifice, wished however to respect it as far as possible, which rendered the task particularly delicate. He therefore called upon the Architect Lefranc to whom he, himself, dictated the programme of the transformation that he wished to have realized. In the beginning of 1839, the obsequies of Princess Marie, wife of the Duke of Wurtemberg, caused the anxieties of the king to become a painful reality. With the spring, the work begun. The cupola and sanctuary were kept unchanged, but the choir was surrounded by a vast ambulatory below, intended for the sepultures, whereas a more imposing front replaced the old peristyle.

Whereas the first chapel was only lit by the single circular opening of the cupola, gothic bays were opened everywhere, soon provided with iridescent stained glass windows. The adjuncts were indeed carried out in the neo-gothic style which, under the influence of romanticism, then enjoyed the growing favour of the public. The outside was there fore loaded with bell-turrets, pointed pinnacles, sculptured gables, pierced balustrades and a small stone spire even rose above the chapel of the apse.

Although this mixture of so dissimilar styles may appear regrettable in the eyes of the archaeologist, it is none the less true that the whole is not without splendour and harmony. The massive aspect with which it is often reproached is merely the inevitable consequence of the successive alterations undertaken by Louis-Philippe, inasmuch as they considerably increased the surface of the edifice without modifying the height thereof.

In the inside, every effort was made to harmonize the classical decorations of the old parts and the exuberant ornamentations of the new buildings. The «Manufacture de Sevres» was entrusted with making the stained-glass windows, small sketches of which were ordered from famous artists: Rouget, Wattier, Jacquand, Larivière — quite forgotten nowadays — but also Ingres and Delacroix.

In 1843, the eight stained glasses illustrating the life of Saint Louis, came to furnish the windows of the ambulatory. In course of the two years which followed, the stained glass windows of the principal front, those of the side galleries — great figures of both male and female saints, three of which are portraits of the King, the Queen and the Crown Prince — were fitted up, and finally the circular stained glass window of the dome. All are admirable by the perfection of their execution as by the beauty and the depth of their coloring. As regards the five painted glasses recalling the principal scenes of the Passion, which were fitted between 1847 and 1851 in the bays opened on the passages leading to the crypt, the very negation of the stained glass window can be seen there since each only consists of a single piece of glass painted with the help of easily melted colours, but they must, at least, be considered as veritable masterpieces of cleverness and technique.

The buildings were completed in 1844. The King then decided to give their definitive place to the existing sepultures. Forty sarcophagi of Tonnerre hard stone were laid side by side in the ambulatory and the transfer of the bodies took place on April 23rd. Louis-Philippe presided over this funeral ceremony, the details of which he had settled in advance. In spite of the pain which overwhelmed him, he was bent on directing the operation. «We saw, wrote his aide de camp, Count Dumas, the King carefully arranging with his hands, the bones of his ancestors mixed up with those of his grandfather, the Duke of Penthièvre».

Shortly afterwards, the most celebrated of the sculptors of the epoch, Pradier, was entrusted with the carrying out of the first tomb statues, the recumbent figure of Young Charles, the King's son, and that of his sister, young Françoise, who died when she was barely two years old. Nothing sad, moreover, in this last work where the artist knew how to express with infinite delicacy, the calm sleep of infancy. If the effigy of the Dowager Duchess, by Barre, seems to us to-day to be cold and conventional, the statue of the Crown Prince, done by Loison after the model of the artist Ary Scheffer, admirably portrays the nobility and the seriousness of he who the whole of France mourned when he died in 1847 from a banal carriage accident. The other recumbent figures, signed by Millet, Lenoir, Dubois, Chapu, Mercie and nearer to us, Walhain, Gasq and Real del Sarte, came, a long time afterwards, completing this first series

(Continued on page 9)



in and around marville

by Graham Davis

A POST MORTEM THAT SHOULDN'T BE

I detest post mortems. A post mortem being in this case a description of some event that has taken place in the past. If you have seen a good movie, show, or sporting event there is nothing more boring than to be subjected to a review of it (either biased or unbiased) in a periodical. This is the main reason that you don't find too many of these things in « In And Around Marville. » However, I should like to do one now — with an object lesson in mind.

On Friday afternoon, the 19th of February, approximately twenty pupils of the DND Senior school hosted an equal number of pupils from the school in Virton, Belgium.

They arrived at the main gate where they met their hosts and boarded two RCAF busses for a tour of the station. They were shown CF 104s taking off and landing, passengers explaining for the trip to Canada by Yukon aircraft. They were shown the freight loading operation in the AMU terminal. They were also audience to an unusual demonstration by the Marville Marlins Scuba Diving Club, explained in detail by Cpl. Roger Arsenault.

Through the generosity of NPF, and the co-operation of the Airmen's mess, a lunch of sandwiches, cookies, cake, and milk was served before the visitors returned to Belgium.

The tour was under the supervision of F/L McLeish (PRO), F/O Anderson, two teachers from the Marville school, and M. Delbecq and Mlle. Post of the Athenée Royal in Virton.

It sounds pretty straight-forward doesn't it. It isn't quite as simple as that though. Let us begin first with the Belgian side. Both M. Delbecq and Mlle. Post are teachers of languages. Their students regularly take courses in Fleming, English, and of course, French. This means that three languages must be sandwiched into the same amount of time that we in Canada would spend on **two** languages. Due to the number of students in a class, and the limited number of hours, the average student is able to actually speak the language being studied at the time **less than one hour each year**. This isn't very much. The basic secret of learning any language is **PRACTISE**. Of course, attention must be paid to grammar, sentence structure, intonation, and so on. But once these things have been mastered to a reasonable degree the student finds himself in much the same position as the man in Saskatchewan who had always wanted a boat. He bought one, but because of a serious lack of water he set it up in his back yard — where through the course of years it decayed. If the student isn't allowed to **use** his knowledge it too will decay.

This tour enabled the Belgian students to speak English for three hours. This is **three times** as much time as they would have in a normal school year. It isn't as much as it should be — but it's a lot better than one at all!

There is another factor involved. Contrary to my expectations — the students all seemed to hit it off together at a great rate. One of the young fellows attached himself to one of the young ladies. For some reason this young lady had brought with her a bathing suit. Young fellow was

quite anxious that she should be allowed to go swimming. He explained earnestly to the tour conductors that she hadn't had a chance to go swimming for ages — couldn't she? Please? This is just one example of some of the friendships that came into being that afternoon. When the students climbed back into the bus for the return trip there was a lot of hurried address scribbling.

Is this not what most of us had in mind when we came overseas? Meet the people — and all that? Why has it not been pursued to a greater degree than it has?

In the other wings they have « German-Canadian Nights » in the different messes. Why not here? In 3 Wing Saturday night is the night set aside for the German civilians to use the Arena. There is always a large crowd. Why not here? We have all witnessed the crowds of French, Belgian and Luxembourg nationals who attend the hockey games here. It would seem that there has been considerable interest shown. Why not return some?

Of course, there are practical problems. Security. Our « all important » interwing hockey games, which always seem to take place at a different time, and on not-every-week-end. These limit the availability of the Arena. However, how about the swimming pool, the station theatre, or some other phase of the Recreation Center's activities? It seems to me that there could and should be something arranged to allow more Canadians to meet more Europeans. This might be an idea for the members of the entertainment committee of some mess or club.

THE OTHER SIDE OF THINGS

We are currently stationed in France. The duration varies from three to four years. Why not learn the language? There will never be a better opportunity. I've said before that PRACTISE is of primary importance when learning a language. What better place could there be to obtain the necessary practise?

Were are all citizens of a legally constituted bi-lingual country. If you don't feel that you should at least attempt to speak our second national language, then I personally think that there's something wrong you. Being members of the armed forces we never know where we will be living from one year to the next. It could be Quebec. French would be most helpful there!

I've talked recently to several high school students from the PMQ area.

Sure — they take French in school, conversational French at that! Can they speak it? They haven't a chance to practise — just ask them!

I am directing these words mainly to those in PMQs. Those on the economy find themselves in a different position. In some cases these people are able to send their children to schools in France or Belgium. In a matter of months most of them can see a great difference in their children — and not an unpleasant difference either!

SUMMATION

This is all a fairly long prologue. What it amounts to is the fact that I, personally, was very glad to see the school exchange visit work as well as it did. If it can be arranged, a trip by Canadian students, to Belgium is being arranged. Why not

make this one a French speaking trip — at least for those poor under-privileged students from the PMQ area?

Both schools have a fairly heavy schedule of studies. Visits of this nature can never become a regular part of this schedule. But at the same time, they shouldn't be looked upon merely as a diversion for bored students. These visits will prove their work in many ways.

Mr. Walker, principal of our Senior School, and M. Moreau, Director of the Athenée, are to be congratulated on their willingness to sponsor these interchanges. They deserve support. If you, as a parent, find the idea worthy of support — why not contact Mr. Walker by means of letter, telephone call or whatnot. Thanks is due as well to many section heads on the station who so generously made the resources of their sections available for this visit.

The Royal Chapel at Dreux

(continued)

of tomb sculptures without, however, breaking the general unity of this exceptional entity.

On February 25th, 1848, early in the morning, two old people in tears, walking slowly, came out of this chapel full for them of so many dear and painful remembrances: Louis-Philippe had just learned that the Republic had been proclaimed. For him, for his faithful wife, only one way was henceforth open: that of the exile. Before passing away at Claremont, in England, on August 26th 1850, the King specified in his last Will and Testament «I request, wherever be the place of my death, that my mortal remains be conveyed without pomp to the Saint-Louis Chapel at Dreux, to be buried there in the vault situated in front of the Holy Virgin's altar.»

It was only in 1876 that this last wish could at length be accomplished. Ten years later, the lovely group of the sculptor Mercie came to adorn the sepulture. It represents the royal couple, the King standing, wearing his Court Mantle, laying his hand on the shoulder of the kneeling Queen, in an affectionate and protecting gesture.

The children: Nemours, Aumale, Joinville... came to rest with their parents and the new generations have, bit by bit, taken their place in this ultimate family meeting place.

But the Saint-Louis chapel is not only a necropolis. The joys and the bereavements are intimately inter-

mingled in the history of a family. In having recently celebrated near the tombs of his family the marriage of two of his children, did the present Chief of the «House of France» wish to actually emphasize the indissoluble bond, throughout the years, of the members of a same descent and the constant fidelity of the sons to the noble examples of their forefathers? «Some dead are the light of the quick».

(From the French publication of La Chapelle Royale de Dreux, par Jean Lelièvre.)

The above article has touched only lightly on the work of the Artists concerned. Many items are priceless and all are masterpieces of art. But the «five painted glasses» are treasures that can never be replaced or even seen elsewhere. The art of making painted glass was known to only a few of the Glass Masters in France. At the end of the 18th century when the glass industry fell on hard times, the secret of painted glass died with the masters.

Each window is one large piece of glass. The colours have been melted directly into the glass to depict the scenes of the passion. Each is perfect in detail, beautiful in colour and beyond actual description. The slightest flicker of light brings the scene alive, jewels sparkle and the firelight glows.

Dreux is but 51 kilometers west from Versailles and is located on Route N-12. The Chapel is easy to find, the people are very friendly and courteous and the tour of the building is made at your convenience. Do try to visit the Chapel — you will find that it is well worth while.



feminine fancies

AND INCIDENTALLY...

CALL ME GREEN OWL

by Mary A. Green

Striving to be ultra non-chalant, Sally our nine year-old, handed me this little card when she came home from a Brownie meeting one Thursday evening. The card turned out to be an invitation to a special ceremony which the 1st Maple Leaf «B» Pack Brownies were to be holding on the 11th of February, at the PMQ Rec Centre at 3:45 PM. I had suspected that some such summons was going to arrive one day soon. For the past week or two Sally had mysteriously been flitting out to «discuss and to practice something for Brownies. Please don't ask questions, mom.»

«Well. Well. So Brown Owl Mac-Millan is having a Valentine's Day party for the mothers.» Thus commented I, to no one in particular while visualizing the 5 or 6 mothers who would put in an appearance. And also visualizing the little games and skits Brown Owl would have us perform: perhaps we'd all get to sit on the floor cross-legged while singing «My Ship Sailed From China With A Cargo Of Tea...»

«Of course I'll go to your Valentine party, Sally.» I wrote my affirmative response to the request for RSVP, and then turned my thoughts to other matters.

Going to Brownie and Guide ceremonies and functions is some-

thing that I have been doing out of a sense of duty for about 8 years now. But the fact is, that what seems like a chore at the outset — the dressing up at odd hours and leaving housework undone — has always turned into a pleasurable experience once I reached the function in question.

There was Georgina's enrolment ceremony when she became a Brownie, and then the consecutive presentations of Golden Bars and Golden Hands, the Fly-ups for Georgina and Helen, and all the other things that are routine to Guiders and a mystery to mothers, but a great achievement to little girls. If mother can witness the event, why then it becomes all the more significant. Little girls grow up too soon, and each milestone in their lives is a memory for moms and dads to treasure. So the effort involved in tearing myself away from routine was always rewarded amply once I found myself among the «Little People.»

You would think that, with one identical uniform, all Brownies and Guides would lose their identity, like the Guards at Buckingham Palace or the One Wing Guard of Honour. But you'd be surprised how girls in Guide and Brownie uniforms can retain their individuality just by growing too fast for the hems of their dresses,

or by having a loose elastic in their underwear. There is a human interest story behind every skip and tug.

One day I was given the opportunity to share in Brownie functions on even more occasions than would be called for in my daughters' progress through Guiding. I was made a Pack Mother. In this position my main duty was to organize the refreshments for events like Golden Hand Teas, Hallowe'en parties, and any other function that the Brownies could think up throughout the season. To get a lunch together I usually asked two mothers to provide cookies, I provided the Freshie because we owned a large picnic thermos jug, but Brown Owl or Tawny Owl always baked the cake. You'd be surprised at how many shapes and sizes cakes can come in: Some Owls baked them in the shapes of witches and cats for Hallowe'en, like hearts for Valentine's Day, or in Trefoil shapes for Thinking Day. I never did get to see a cake baked in the shape of Lady B.P., but I'm sure that one day I will.

After my first «party» which was a Hallowe'en do, the Brownies all gathered into their «Fairy Ring» to give their farewell salutes. «Now girls,» said Brown Owl, «let's all thank Mrs. Green for arranging this lovely party for us.»

«Thank you, Mrs. Green,» chorussed the Brownies, swaying back and forth from heel to toe.

«And don't leave your coats lying around all over at the next meeting. Good night, Brownies,» saluted Brown Owl.

« Good night, Brown Owl, » saluted the Brownies back in chorus.

« Good night, Brownies, » from Tawny Owl.

« Good night, Tawny Owl, » said the Brownies with their minds already half-way home.

« Good night, Brownies, » said Snowy Owl with her hand up in a salute and her mind on the supper dishes still in the sink.

« Good night, Snowy Owl, » yawned the Brownies.

« Good night Brownies, » I said uncertainly from my humble corner with the stack of dirty cups. Pause.

« Good night, Green Owl, » piped up one lively little sprite.

There have been many such heartwarming moments in my years of association with the « Little People » while as a Green Owl, I tested them for Proficiency badges, their Golden Hand standing, and otherwise visited with them from time to time. Now, with my Pack Mother experiences four years and one posting behind me, I welcomed the opportunity to attend a party where some one else was going to make the Freshie. So, on the afternoon of February 11, I dressed carefully relishing each moment of anticipation. Daddy was home to look after « Little Mary », so the household was in good hands.

When I arrived at the Rec Centre a smiling Brownie greeted me, with one of the « Owls » trailing close behind. « Oh, » I observed, « haven't any of the other mothers arrived ? »

« Not yet, » came the reply as I was ceremoniously led to one of the two chairs which had been set out. I've learned from past experience that far too few mothers ever respond to these invitations ; but only two chairs ? Surely we were being overly pessimistic today.

The Brownies formed their Fairy Ring without waiting any longer. Then Sally stepped up to my chair with a scroll, someone else had a corsage, someone else — I think it was I — had tears in their eyes, and Sally read out this verse that Brown Owl had composed for the occasion :

M-other Special, we're glad
[you're here !
A-nd we hope to give you a
[welcome sincere.
R-eady and willing to help us
[are you -
Y-et, always you've had a smile
[on view.
A-ll of us know the many things
[you've done ;
N-ot all of it could be classed
as fun !
N-or did we hear of a task you
[did shun.
G-reetings come from one and all
R-equest what you'd like —
[on call.
E-veryone hopes this day will be
E-specially full of fond memory.
N-ow accept the thanks of every
[Brownie.

I was then presented with a nice Valentine card and a gift of pretty hankies which Judy Nagel handed to me on behalf all the other Brownies. Then two Brownies brought out the most beautiful two-layer heart-shaped cake that you've ever seen. I could picture the scene at the MacMillan Household when that cake had been iced and decorated ; David and Dennis with mouths a-drool

crowding around mother Brown Owl, « When you gonna bake a cake like that for us ? Eh ? » And father proclaiming from his corner that they would have to join Brownies in order to taste any of mother's baking. Anyway, it was my cake now. But I promptly presented it right back to the Brownies asking them to please share one piece of it with me.

It was a very nice party. There were skits and songs, and the fascinating mumbo-jumbo of Brownie-ing. Two girls had prepared a puppet show, one asked me some riddles, and a group arranged themselves into precise formation to sing me a pretty song. The cake was delicious.

I hope that the Brownies of « B » Pack excuse me if I have omitted anything that happened that afternoon... You see, I don't think that I shall ever recall that party as so many little details ; there will be faces in my recollections, the faces of girls under the Brown hats, the faces of the girls under the Blue hats, and the face of the little Tweenie with no hat on at all. And I will also recall the warm feeling that I had inside when I joined a Brownie Valentine party as a special guest. That's something I'll be recalling quite often.



New Arrivals :

- February 4 — LAC and Mrs S.R. Hay, a son Robert Grady
February 6 — Sgt and Mrs N.G. Jackson, a son Gordon Albert
February 6 — LAC and Mrs R.C. Wheatley, a daughter Sherry Lynn
February 7 — LAC and Mrs B.R. Eliason, a son David William
February 9 — LAC and Mrs M. Kurio, a daughter Roxanne Nicole
February 12 — F/O and Mrs D.W. Danner, a daughter Suzanne Noreen
February 14 — LAC and Mrs A.J. Auger, a daughter Theresa Ann
February 15 — LAC and Mrs D.C.A. Constantineau, a son Paul Douglas
February 16 — Cpl and Mrs F.S. Davis, a son Logan John
February 19 — LAC and Mrs J. Skelly, a daughter Lisa Anne
February 20 — LAC and Mrs J.A.A. Picard, a daughter Suzanne Marie

15 February 1965

IN CANADA

Members of Parliament, representatives of the Armed Forces and the Royal Canadian Mounted Police assembled on Parliament Hill Feb. 15, in the presence of about 5,000 citizens, to raise Canada's new red and white national flag.

Similar ceremonies, on various scales, were conducted throughout many parts of the world where servicemen are stationed or deployed.

In Ottawa, the noon-hour service included a naval detachment, Army guard of honour, fanfare trumpeters and orchestra from the RCAF, gun salutes by the Royal Canadian Artillery and two tri-service flag parties.

A naval detachment from Canadian Forces Headquarters lined two sides of the ceremonial platform at the base of the Peace Tower where His Excellency the Governor-General, the Prime Minister and the Leader of the Opposition headed a group of distinguished participants.

The 2nd Battalion, The Canadian Guards, with its band, mounted a 100-man guard of honour commanded by Capt. J. J. Bray. Three 21-gun salutes were fired in nearby Major's Hill Park by a troop from the 30th Field Regt., RCA (M), commanded by Major Henry Scardina. One salute marked the raising of the new flag, the others the arrival and departure of His Excellency at the Hill.

...AT 1 WING

« Today we are paying tribute and our respects to a flag under which all of us have lived and served during our lifetime. Too, we have lowered the RCAF Ensign which in more recent years has flown over RCAF establishments and has been revered with pride. In their place we have raised our

new Canadian Flag. What are these symbols?

« All of us in our history are familiar with the evolution of our Country — and with the fact that in the early years of our nationhood, the Union Jack served as our flag. Being of a mercantile age, our ships flew the traditional fly of the British Merchant Marine, the red ensign. The Original Canadian version had the coat of arms of the four provinces of Confederation on the flag; as more provinces were formed in our dominion, their coats of arms were added until, the composite shield being so crowded, in 1924, the design with which we are familiar was adopted and has served us since.

« As the international responsibilities of our country increased, the need for a distinctive flag became more evident. Too, the world was moving from a mercantile to an air age. The RCAF ensign, adopted with distinctively Canadian additions, from the RAF ensign, emerged into common use.

In 1945 the Red Ensign supplanted the Union Jack, and since, has come more and more into use as our national flag. Indeed, since 1924 it had been flown over Canadian buildings abroad.

« And so as Canada, as a nation in the post World War II decade assumed even greater and widening responsibilities in the affairs of the world, again the need for a truly distinctive Canadian flag became pressing. Committees were formed, the subject was debated in our Parliament, public participation was invited. The result is the new flag which we have dedicated and raised today.

« The lowering of the Red Ensign, with its Canadian shield on the fly marks an end of a period in our history. Coincidental with this, as we know, with the integration of our armed forces, our government has decided that separate service

ensigns shall no longer be flown. Whether a Canadian Armed Services Ensign will be designed and adopted to replace these, remains to be seen.

« It is then with a feeling of some nostalgia that we see the RCAF ensign lowered for the last time. We in the RCAF have flown our ensign with pride, be this at home or abroad. It has served us well.

« An now we have our new flag which is flying above us. This flag

NEW FLAG FLIES OVERSEAS — Canada's decorates a CF-104 aircraft at the RCAF's Zweibrücken. Putting last touches to the design is Leading Aircraftman L.P. Turcotte Bonaventure, P.Q. At lower right is Flight Lieutenant S.A. Schnepf of Kitchener, Ontario.



from a somewhat che-
rd of Canadian flags
s. That is in the past.
our own flag, our only
ag. Embodied in its
the national colours of
red and white ; and the
blem of Canada — the
Let us fly it with pride.

« A flag is the symbol of a nation.
It is the symbol of its people. It
identifies that nation, and its peo-
ples, from other nationalities ; it
is a rallying point for a nation's
people. It is a symbol of the being
of a country ; it is a symbol of the
government of a country. It is the
symbol of all that we cherish, love

and pride as a country. We work
under it, we play under it. Honour
your flag. Respect your flag. Serve
your flag. It's Canada. »

Address delivered by

Group Captain A.F. Avant,
DSO, DFC, CD,
Commanding Officer.



...AND AROUND THE WORLD



1 WING PROVIDED THE GUARD OF HONOUR AT VIMY RIDGE.

The new Canadian flag waved in
many foreign breezes today as
Canadian servicemen the world
over held ceremonies similar to
those on Parliament Hill in Otta-
wa.

Alaska, Puerto Rico and the
remote Southwest Pacific were
three of the more unusual locat-
ions to see the Maple Leaf unfur-
led. Other major ceremonies were
held by contingents on peace-
keeping duties in Cyprus, Germ-
any, France and Egypt.

In Alaska the Royal Canadian

Regiment took time out from the
U.S. Army Exercise Polar Strike. In
ceremonies planned for the West
Indies, the U.S. Navy was to fire a
21-gun salute as RCN aircraft and
helicopters flew past over San
Juan, Puerto Rico. The new Can-
adian flag was hoisted on board
HMCS Bonaventure, the destroyer
escort Chaudiere and ocean escort
Cap de la Madeleine alongside
the U.S. Naval base there.

Elsewhere in the Caribbean
area, other RCN units on winter
exercises held similar observances

with the operational support ship
Provider and destroyer escort St.
Laurent at St. Croix, one of the
U.S. Virgin Islands.

Near the equator, the Navy
repair ship Cape Scott, of Easter
Island medical expedition renown,
had her flagraising at sea enroute
to the Galapagos Islands.

And at the North Pole, a new
Canadian flag, encased in a can-
ister, had been dropped days ear-
lier by an RCAF Argus during a
navigation flight.

109 K. U.

Recently at 109, we had the pleasure of meeting quite a few newcomers to our unit. One of the recent additions has been Flying Officer Fred Carpenter of Ottawa, Ontario, who came to us from 4 OTU at Trenton. Fred is a graduate B.A. in Politics and Economics from Royal Military College at Kingston and is a welcome addition to the flight crew of 109.

Welcome to you and Ann, Fred.

We'd also like to welcome on behalf of the flight, Cpl Irene Marbach who hails from Allan Saskatchewan who has spent the last few months with the rear party at Grostenquin. Irene will be in charge of our Orderly room here, while Cpl Anderson assumes duties across the way at Log Control.

Not many changes in 109 lately, to discuss — Dakota 291, the Queen of the Fleet, proudly wears the new Flag of Canada now, with the rest of our aircraft soon to follow. We have two new Bristol captains, namely F/L's Paul Lemieux and Phil Stevens-Guille. Phil also was promoted to Flight Lieutenant at about the same time. Congratulations!

Congratulations are also in order to F/O Mark Terreau of our Training Flight and to F/O Ron Clark our razzle-dazzle skier, who both received three year extensions. Keep up the good work chaps.

..

Fortune smiles on he who happens to be nearest the dispatcher's desk when a trip to Rome comes up. Although 109 provides many changes to travel on its «work now, sight-see later» plan, trips to Rome are quite scarce. Not only must one be quick to voice his «but I've been to Decci three times this week», but he must also be around to light the dispatcher's pipe or get his coffee, so that he will be thought of kindly in such a circumstance.

So by hook or by crook or admittedly luck, F/L's Dungey and Gerding, F/O Lee and Lac's Ouellet and McNaughton found themselves winging to Gay Roma. The object of this mission was not to bring back sixty gallons of Chianti for the mess or to take down a plane load of Christians to the Forum, but rather to fly the Canadian Ambassador, the Honorable Mr. Crean, to Metz for a conference, and then to bring him back to Rome. The trip was accomplished in two days and our tired crew tottered off to bed. The next morning the crew off on a whirl wind tour of the eternal City with an interesting Guide named Ralph. Ralph was a quaint little Italian with a Brooklyn accent who pointed out such places of interest as Sophia's apartment and Gina's Villa and wisely included in the tour other somewhat interesting places such as St-Peters and the Catacombs. The ancient and wonderful sights of this marvellous city provided the crew with an unforgettable day and certainly proved an education.

But ROME is not a city which can be seen and appreciated in a day, ...so it would take several such trips to cover such a vast and interesting place. Therefore if per chance another such trip comes along, it is hoped that the dispatcher, in his infinite wisdom, remembers this and also all those lighted pipes and coffees and gives crew a chance to return to beautiful Rome.

..

WHERE to go for our winter HOLIDAYS? This the question facing five of the 109 single living in troops last fall. So we obtained pamphlets and information about all the vacation plans

available to us through various military sources. After a few weeks argument, we finally settled on the R.A.F. Winter Sports Association.

When the appointed time came we travelled to Zermatt, Switzerland, via car, rail and cog railway. Upon arrival we were slightly surprised — there before us were about 50 horse drawn sleighs. Motorized vehicles are not allowed in this picturesque village.

That evening we ventured out of our excellent hotel to sample the hospitality of the natives. After several hours of quaffing a local drink called «ein Bier Bitte» we bid goodnight to a group of Britons with whom we had been gently crooning old favorite songs and attempted to find our way back to the hotel.

Early the next morning, we took all our gear and assembled at the beginner's slope. Our instructor arrived, took one look and began to shake his head. When he started to mutter in German, complete with looks of askance, my mind clicked back to a similar scene in St. Jeans, Quebec with a Sgt. Drill instructor.

So the lessons began and the local population started to arrive. It seems that some of our manoeuvres tickled the natives sense of humour. Some shouts of encouragement were heard — we found out later that they were actually for our instructor.

One word of caution to those like ourselves, who have not skied before. When buying ski-pants, ensure that they are strongly sewn together. It can be quite embarrassing!

We continued to draw a bigger audience than the local hockey team for three days, before our instructor, Toni the Terrible, boldly took us up into the mountains. Luckily we had been forewarned and so had packed a few bottles of «Nerve Tonic» in our lunches. A good time was had by all, including Toni.

The days quickly passed and our skiing ability improved. We were attempting difficult skiing manoeuvres by this time, like turning and stopping. Our presence on the slopes had not gone unnoticed by other Ski School instructors, and we became affectionately known as the «Whiskey Class» or «Crazy Canadians». It warmed your heart to hear them yell instructions to their various classes as we came down the slopes. — «here they come again», «look to your weapons» and various other un-translatable idiomatic expressions.

We had fully expected to break a leg or two among the group and had previously picked out an airfield that would do for the Airevacs. However, apparently Lady Luck smiles on children and Canadian Skiers. The damage in 14 days of skiing among five of us included 4 pairs of skis, 5 sets of poles and two pairs of pants, all of which was insured, except our pride.

The rental agency, from whom we rented these skis was quite good about it; however, after the first week strongly hinted that their competition next door had superior equipment. We assured them that we were satisfied with their service and they were luckily going to keep our business. We ruined the owners day, when upon leaving we informed him that we would be returning next year.

The end of our holiday came much too quickly. We enjoyed ourselves immensely and were surprised to find the holiday very cheap. Hotel (full pension), 36 hours of ski lessons plus all tow passes came to \$143.00 for 14 days. This included a 20 % reduction in renting equipment. It cost approximately \$15.00 for skis, poles and boots. One could spend two weeks skiing in the shadow of the Matterhorn for \$158.00 plus the cost of transportation Zermatt.

A few pointers for those considering this holiday. Learn to yell — «watch out» in German. — It cost \$1.25 to have your pants sewn up. — The snow is softer on the edges of the ski run. — The Swiss Police have no sense of humour.

L'aviation et son histoire

795
FRANCS
BELGES

L'édition originale de cet
ouvrage a été publiée sous
le titre

The American Heritage History of Flight

EN VENTE :

MICHEL *Frères*

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LIBRARY

New books

received at the Station Library

PARIS IN THE TERROR, JUNE 1793 - JULY 1794

by Stanley Loomis

In re-creating this past world Mr. Loomis traces the destinies of three of the Revolution's chief protagonists and victims, and reveals the paralysis of will that overtook them: The monster Marat, who died ignominiously by the hand of Charlotte Corday; Danton, the ebullient, attractive man of the people; and perhaps the most mysterious demagogue of all, the « seargreen incorruptible » Robespierre. They emerge surrounded by the lesser figures Desmoulins, the sly Fouche, the minor villains and ill-starred aristos — and always in the background is the blood-intoxicated revolutionary mob. The author's style is fluent, effortless, well adapted to the task of gathering scattered facts into a rich and exciting narrative.

THE ROCKS REMAIN by Gavin Maxwell

The otters figures largely in the tale, but the author is not trying to repeat his success. He is a connoisseur of solitude. He is only really happy, if this is the word, minding his own business in the heart of Morocco or in the loneliness of his cottage on the West Highland seaboard. So that the events of the book (and there are many interesting and unusual ones: training his otters, nearly drowning at sea, a chapter of spectacular accidents in Majorca, high comedy in North Africa) are but incidental to the portrait of a personality. Necessarily an oblique portrait for this strange and fascinating man remains a puzzle to the end. A publicity hater who indulges autobiography, a poet who needs the stimulus of physical danger, Maxwell's is a complex character. His book has tension, pace and a curious, nervous vigour; like the northern landscape it describes, it is both bleak and bracing.

LAND OF THE MAYAS by Joan Lloyd

This little-known land of Central American, set amidst the twisted mountain ranges and tropical jungle, has been beautifully captured in all its exotic past and present by Joan Lloyd. Guatemala is a country of flowers and fire called by the natives the « Land of Eternal Spring ». There, mighty volcanoes thrust their great heads towards the sky and high upland valleys are profusion of emerald pastures watered by sparkling rivers, among which grow plantations of coffee trees adorned with starry flowers and scarlet berries.

THE FIGHTING NEWFOUNDLANDER

by Colonel G.W.L. Nicholson

This book takes its title from Gotto's well-known statue of the Fighting Newfoundlander, which stands in Bowring Park, St. John's as a tribute to the Royal Newfoundland Regiment which achieved so distinguished a name in the First World War. The opening chapters describe regiments raised in earlier days by the ancient Colony. Twice did Newfoundland soldiers bear arms in defence of Canada. The record of the hardly Royal Newfoundland Regiment that during the War of 1812 fought both on land and aboard British warships on the Great Lakes in one that the the Regiment of today is proud to number among its traditions. The reader will find here much not previously published. The concluding chapter carries the story to the militia regiment of the present day.

THE RUSSIAN CONVOYS by B.B. Schofield

Vice-Admiral Schofield, who worked on the organisation of the Russian convoys, traces their fortunes from 1941 to the last sailings of 1945.

Report of Guide and Brownie

Activities

NEWS FROM THE BROWNIES...

The formation of a new Brownie Pack at the base was a highlight of last September. The leaders are Mrs. Jennie Harrigan, Brown Owl; Mrs. K. Smith, Tawny Owl; and Mrs. Parry, Snowy Owl. The new pack, composed mainly of girls living in the Trailer Parks, has been very busy during the past few months. They have collected used clothing for poor families; sung carols around the Trailer Parks and at the hospital; and they had a joint tea with the Guides for their mothers and the Commissioers.

PMQ Brownie Packs have carolled around PMQ's, and in Longuyon with the Cubs. All the Brownies helped to make the Guide and Brownie Bazaar in December a success. They collected used toys, games, books, and comics for sale, as well as contributing a few handicrafts. Each Brownie Pack celebrated Valentine's Day with a party, and then the following week observed Lord Baden Powell's birthday with special Thinking Day ceremonies.

Awards and badges are earned when required work is completed. Every Brownie hopes to be able to complete all tests and to earn her Golden Hand, a badge that is a necessary qualification for gaining the Brownie «Wings» and a «Fly-up» to Guides.

Golden Hand badges have been presented to the following girls: Doris Davis, Barbara Glover, and Janet Vaughan. These three Brownies and Judy Nagel have now «Flown-up» to Guides. Melody Gummer and Leslie Shindell walked up to Guides.

New Brownies recently enrolled in special enrollment ceremonies are: Janice Potts, Linda Sheedy, Debbie Nowell, Elizabeth Watson, Susan Lundy, Joanne Heilkema, Anne Parkhouse, Belinda Lowther, Tracey Drynan, Susan Johnston, Kim Harbidge, Patsy Cummings, Lynne Guay, Carol Hughes, Jill Doddsley, Cathy Peters, Anne Ross, Michelle Crook, Bonnie Smolley, Susan Cairns, Cindy Buchannan, Patricia Syme, Debbie Woodhouse, Cheryl Todd, Lee Atfield, Connie Michener, Carol Coleman, Debbie Rodgers, Denise Prior, Gisele Taillon, Janet Orton, Susan Stanford, Sharon White.

Golden Ladders have been given to Dianne Ross, Elizabeth Gilliland, Kim Francis, Gwenda Burnley, and Marriane Dagenais.

Golden Bars have been earned by Dianne Ness, Lynn Kennedy, Dianne Terris, Cathie Olson, Gail Pilon, Sharon Leak, Pamela Hanna, Maria McWilliams, Karen Jackson, Susan Holmes, Coleen Fitzpatrick, Sharon Allen, Sharon Hill, Patricia Boucher, Karen Ziegler, Janice Dessario, Leslie Shindell, Shawna McDonald, Donna Lindbeck, Jeannie Vance, Lorrie Ball, Patricia Robertson, Venetia LaJeunesse, Patricia McCwish, Roxanne Smith, Jennifer Besse, and Susan Hilton.

First Year Service Stars went to Wendy Luxton, Dianne Terris, Donna Wheaton, Dianne Ness, Patricia Boucher, Carol Baker, Jill McLeod, Lynne Kennedy, Heather McDiarmid, Donna Lindbeck, Susan Hilton, Mary McLellan, Jeannie Vance, Jennifer Bess, and Shawna MacDonald; Second Year Service Stars were given to Kathy Dixon, Kathie Vance, and Beverly Welgan; and Judy Nagel, Doris Davis, Debbie Pounder, and Melody Gummer received their Third Year Service Stars.

Dorothy Rickett and Carol Baker have earned proficiency badges as Collectors; Doris Davis, Leslie Shindell, and Karen Ziegler received Writer's badges; while Judy Nagel earned both a Needlewoman's and a Writer's badge.

NEWS FROM THE GUIDES...

«B» Company Guides report that they have given out 33 Proficiency badges, 9 Service Stars, and have held 3 enrollment ceremonies since October. There was one Religion and Life Emblem awarded. Heather Bell earned her First Class badge during the year, and received her All-Round Cord on February 15. Commissioner D. Proulx made the presentation and also enrolled Sharon Koenen.

«A» Company reports that 6 Service Stars have been awarded since October, that there have been 12 Fly-ups and Walk-ups, and 8 enrollments. Cathy Drynan earned a Camper's badge, Diane Bell a Laundry and a Knitter's badge, and Gloria Senft earned a Child Care badge. Bonnie Bingham received her First Class badge just before leaving for Canada.

The birthday of the Founder Lord B.P., was observed with special Thinking Day programmes.

Our Girl Guides' public service project this year is the ushering duty they do twice a month at the Chapel.

FUTURE PLANS...

Looking ahead, both Girl Guides and Brownies can see a church Parade, a Mother and Daughter and Daughter Banquet (May 7), and a visit to the Porcelain Museum at Longwy. The Guides have also been invited to visit the American Girl Scouts at Etain. Pennies collected all year long are now turned in and counted. The total amount will then go to the Canadian Headquarters, where it is allocated wherever

most needed in World Guiding affairs.

Later in the season there will be further news of the forthcoming Rally, but usually reliable sources inform us that it is to be an exciting outdoor sports day with plenty of room for parental participation.

PMQ MOTHERS, BEWARE!...

At each monthly LA meeting a count is taken of the number of mothers representing each Company and Pack. The ones with the largest representation win a pennant to display at their next meeting. To the best of this writer's knowledge, «A» Co. Guides and «B»

Pack Brownies have held their respective pennants for the past 2 years, winning it after each consecutive meeting of the L.A.

There has now been a change! The Trailer Park Company and Pack mothers have organized a Group Committee which works directly under the One Wing L.A. At the last meeting their Committee Delegates represented sufficient mothers to carry off both pennants to «C» Company and «A» Pack at the base. Do YOU want to bring the pennants back to PMQ'S? You can do this by coming out to the next meeting, on March 15, and by being among those who raise their hands when the pennant count is taken.

M. G.

Roman Catholic Chapel

Announcements

SUNDAY MASSES

PMQ Area — 9 & 11.30

Wing Chapel — 9 & 11

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.



by George Hawkes

WHAT CAUSES TIRE WEAR?

What follows is not for the very experienced motorist but the man, or woman, who know a little about their car and particularly, the repair bills that they are faced with from time to time. To help them understand what causes some of the repair or replacement bills, here is a little bit of information on what can cause tires to wear rapidly.

HEEL AND TOE WEAR

This is a saw-toothed effect which occurs where one end of each tread block is worn more than the other. The end that wears is the one that first grips the road when the brakes are applied. Heel and Toe wear is less noticeable on rear tires than on front tires, because the propelling action of the rear wheels creates a force which tends to wear the opposite end of the tread blocks. The forces, propelling and braking, make for more even wear of the rear tires, whereas only the braking forces act on the front wheels, and the saw tooth effect is more noticeable.

A certain amount of heel and toe wear is normal. Excessive wear is usually due to high speed driving and excessive use of brakes. The best remedy, in addition to cautioning the driver about his driving habits, is to interchange the tires regularly.

SIDE WEAR

This may be caused by incorrect wheel camber, underinflation, high cambered roads such as we experience here in Europe, or by taking corners at too high rate of speed. The first two causes are the most common forms of wear. Camber wear can be readily identified because it occurs only on one side of the treads, whereas underinflation causes wear on both sides. Camber wear

requires correcting of the camber first and then interchange of the tires. Correcting the camber doesn't mean getting an alignment job done, it means more than that. Camber of the wheel is vertical or number of degrees from vertical that a wheel is inclined which is predetermined by the car manufacturer when the car is designed. This must not be confused with alignment which is the setting in parallel, or thousandths of an inch from parallel, of the front wheels again predetermined by the manufacturer when the car is designed. Don't let someone fob you off with an alignment job when your car may need a more thorough front end check than that. There is no correction, of course, for high cambered roads. Cornering wear is discussed further on.

MISALIGNMENT WEAR

This is wear caused by excessive toe-in or toe-out of the front wheels. In either case, tires will revolve and at the same time travel very slightly sideways and scrape rubber off. If misalignment is severe, rubber will be scraped of both tires at once; if slight, only one tire will be affected. The scraping action against the face (that part of the tire in contact with the road) causes a small feather edge to appear on one edge of the tread and this feather edge is a certain indication of misalignment. The remedy is an alignment job and perhaps even a complete front end check (camber, castor and alignment as well as shock absorbers). If you place the palm of your hand on that part of the tire in contact with the road and brush your palm across the tread you may find that one edge (the inner one) of the tread pattern is higher than the other. If this is the case, your car may need checking.

UNEVEN WEAR

Uneven or spotty wear is due to such irregularities as unequal caster or camber, bent front suspension parts, out of balance wheels, brake drum out of round, brakes

out of adjustment or other mechanical condition. The remedy in each case is, I am afraid, an expert's job but recognising that something is wrong early can save you money.

CORNERING WEAR

When a car makes an extremely fast turn, the weight is shifted from an even loading of all four wheels to an abnormal load on the tires on the outside of the curve and a very light load on the inside ones, due to the centritugal force produced in cornering. This unequal load may produce two very unfavourable results.

First, the rear tire on the inside of the curve may be relieved of so much load that it no longer is gripping the road. As it slips, tread is ground off the inner half of the rear tire at an excessive rate.

Secondly, the transfer of weight may also overload the outside tires so much that they are laterally distorted resulting in excessive wear on the outside half of the tires, producing wear similar to that caused by excessive positive camber. Positive camber is the setting of the front wheels in such a manner that the tops of the tires lean outwards from the car while negative camber is the reverse of this.

Cornering wear can be most easily distinguished from abnormal camber wear by the rounding of the outside shoulder or edge of the tire and by the roughing of the tread surface which denotes abrasion. Cornering wear often produces a fin or raised portion along the inside edge of each row of the tread pattern. In some cases this fin is almost as pronounced as toe-in fin, and in others, it tapers into a row of tread blocks to such an extent that the tire has a definite «step» wear appearance. The only cure for this type of wear is to drive more slowly around corners. The driver who drives his car in a graceful manner, that is accelerates moderately, brakes moderately and take corners at a really safe speed, has the lowest repair bills. I don't mean that one has to drive slowly all the time but that speed is utilized when the road is clear and sharp turns or even moderate curves or hard braking are not to be encountered.

TIRE PRESSURES

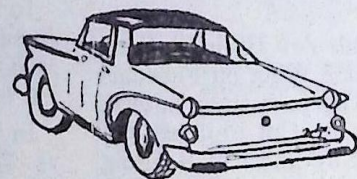
Far too little attention is paid to tire pressures and accurate tire pressures can save money and lives. For example, I recently came across a vehicle on which the tire pressures were painted on the tops of the fenders so that a driver knew exactly what to put in the tire when he checked it. Whoever painted the figures on the fender, reversed the figures. The steering on this particular vehicle was chronic and extremely dangerous to the inexperienced. I hope the man who did that bit of painting takes as much trouble to ensure that his pay check is correct. If he does he may not notice that he only got \$25.00 instead of \$52.00. In another case, an inexplicable accident with a brand new Volkswagen was eventually tracked down to the tire pressures of the tubeless tires on the rear wheels to be half what it should have been. The owner suffered severe injuries and his car was a write-off. The tubeless tire released

its air when the owner took a turn at a fast speed and the lateral force caused the sidewall of the tire to ease away from the rim just long enough to let all the air out. His car rolled over immediately.

Letting the air out of the tires to get better grip in ice or snow is considered a fallacy. Letting out the air causes the tire to touch the road at the edges and the centre of the tread forms a small hollow, the result being the centre tread pattern of the tire is doing little to help grip the road. Certainly, overpressure on ice and snow is equally bad for the opposite reason, in this case, only the centre of the tire may be in complete contact with the surface. Follow what the car makers say is right for your car and buy yourself a pressure gauge. Your own pressure gauge can be kept clean and protected from knocks and abuse, therefore helping to ensure it's continued accuracy. A dial type pressure gauge is the best to buy. Perhaps the NPF garage can get you one. I am sure they would sell quite a few if they got a few in stock.

WHEEL BALANCING

At the risk of seeming monotonous to some readers who have seen this before in the Arrowhead on this page, I will again endorse the value of good wheel balancing. There are two types of balancing «tricks» that can turn a rough riding heap into quiet and smooth magic carpet. One is «static» wheel balancing. This is the balancing of the rim and tire separately, off the car. If you jack up a wheel on your car and notice that the wheel turns around when free of the road and then stops in a particular spot, that wheel may be out of balance. Have it balanced statically and then if you want perfection, have it balanced dynamically. Dynamic balancing is the process of balancing the whole wheel assembly on the car. To have dynamic done by itself means that any future rotation of the wheels means another balancing job as well. Static balancing by itself is usually sufficient for most cars. Go to a reliable Garage for this work. I recently visited one to have this job done and discovered by observation that they had only one size wheel weight in the garage and their wheel balancing equipment was both worn and dirty. I took my work somewhere else. Check your tires regularly for stones jammed in the tread pattern. Often, they make their presence known by that click, click, click sound that speeds up or slows down as you drive faster or slower. Do try radial cord tires on your car, particularly an American type car. The transformation may astound you. I fitted some to my Olds F85 a couple of weeks ago and both the ride and directional stability have been transformed. Cornering is now accurate instead of wooly and the ride is much improved.



Ed's Note : Whether it is «tire» or «tyre» you should never tire of checking your tyres!



Recreation Section

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

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See Article : A Curler's Dream.

CORPORAL'S CLUB

The Cpl's Club Air Division Bonspiel was held at 3 Wing on February 20th and 21st. The four rinks entered from 1 Wing were, Cpl Philbert, Cpl Lynch, Cpl McKay and Cpl Redding. After the first round of play, Cpl Philbert's rink was the only 1 Wing rink left in the 1st event. In the

second round Philbert went down to defeat to the Jesse rink from 3 Wing.

In the finals of the 1st event it was Jesse vs McKim both of 3 Wing with McKim taking the game to win the 1st event.

In the second event it was Tracey vs Tatreille, both of 4 Wing, with Tracy beating out Tatreille. The third event had two 1 Wing rinks playing for top honours, as Cpl Philbert

edged out McKay to win the final game.

OFFICERS MESS

On February 20th, the Officers Mess held a mixed bonspiel with 18 rinks competing. Although the weather was cold and snowing, this failed to dampen the spirits of the curlers and a very good turn out was on hand.



Mr Thiessen, fourth - F/L McGrath, fifth - F/L Joy, sixth - F/L Gummer.

The consolation prize went to F/L Leiper's rink, who, although they finished with the least number of points, had as much enjoyment as the top placed teams.

A CURLER'S DREAM

A curlers dream came true on February for four curlers in the Ladies afternoon league, when Mrs Gaudet's rink laid a perfect eight ender. Assisting her were Mrs Letvin, Mrs McEwan, and Mrs Adams.

This is the first time in the history of this Club that this feat has been accomplished.

In the sports world, an eight ender is considered to be equivalent to a hole-in-one in golf or a perfect game in bowling. Although an eight ender is rated is rated with a hole-in-one or a perfect game in bowling, it has always been the feeling among curlers that the eight ender is by far



Each team played two games with the scoring being done by the point system. Seven sets of prizes were given out to the winners, six for the top six and the seventh to the rink having the least number of points and the most hard luck.

The rink collecting the most points and the first prize was Mr. Fleming's foursome with a total of 32 points. The remaining rinks collecting prizes were: second - Mrs Avant, third -

the most difficult to accomplish. For one reason, in the other two sports, there is only person involved, whereas in curling there are eight participants and this greatly increases the odds against a perfect end.

There are few teams in the ranks of amateur curlers that can put all the rocks in the house, without any opposition, let alone doing so when four other people are trying to knock them out.

Ask for "The Best In The House"



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by HIRAM WALKER

The *lightest* whisky
in the world



BY APPOINTMENT
TO HER MAJESTY QUEEN ELIZABETH II
SUPPLIERS OF "CANADIAN CLUB" WHISKY
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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.

PARIS TRIP 1965

The Christian Dior House of Fashion has graciously extended forty invitations to the ladies of 1 Wing RCAF, Marville.

A chartered bus will leave the PX parking lot on Sunday, April 25th at eight o'clock a.m., leaving Paris, homeward-bound at seven o'clock p.m. on Tuesday April 27th 1965. Return fare \$5.00.

Hotel reservations will be each persons responsibility. A list of recommended, reasonably priced hotels will be issued on receipt of name and \$5.00 bus fare.

Only 40 peoples can go, so please enter your name and \$5.00 as soon as possible to:

Mrs B.H. Pout, PMQ A25.

wanted items

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.

Reasonably priced camping trailer — to sleep four. Contact: Cpl McBride, Local 156 or PMQ B-118.

Play pen and Baby's high chair. Contact: Lac E. Poudrier, Local 155 ASO or 1 Piessevaux, St. Mard, Belgium.

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

Turntable or record player, Radio with FM T.V. (not working or reasonable). Contact: LAC Gray, Local 104-2 or COM (ed).

baby-sitter available

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

One pair of Brown plastic and metal rimmed glasses (not in case). Contact: Mrs Moore, Local 56-2 or Principal's office, Sr. School.

for rent

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

apartments to let

Apartment To Let - 15 March - 12, rue de la Station, St. Mard. Living room, kitchen, 1 or 2 bedrooms, private bathroom, central heating, telephone, and garden. Preferably without children, or one only, over 5 years old. (127)

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.

1961 Peugeot 404, 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.

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.

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.

1963 Volkswagen 1200 export model, custom radio, roof rack, luggage shelf, For further information contact : LAC ONeil, 109 KU, phone 186 or PMQ D-74.

1961 Simca Aronde in very good condition. Portable type radio. Price \$550.00. Contact : LAW Lockyer, Local 50.

1961 Austin Healey 3000 MK II. Exterior — Metallic grey, Interior — Red. Overdrive, tonneau cover, Michelin X's 2-plus-2, Take-over payments \$700.00. Contact : Lac Masse, BB 16, Rm 14 or Local 28. Guardhouse.

1954 Chev. Belair. Needs valve job. \$100.00 or best offer. Contact : Lac Blake, Local 224.

1961 Black Volkswagen, 1200 (Export Model) Good condition. Less than 45,000 miles. Price \$675.00. Contact : Lac Crouse, Trailer 2 Cafe du Parc, Montmedy, or Guardhouse, Local 28.

1954 Ford V-8 four door Sedan, Automatic transmission, good condition. also spare parts. Contact : Lac Parrott, Local 98.

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.

Willerby trailer 30 x 7½ ft. with large extension. 2 Bedrooms plus bunk. Has all essentials. Can be seen any time. Maple Leaf Trailer Park No. A-6.

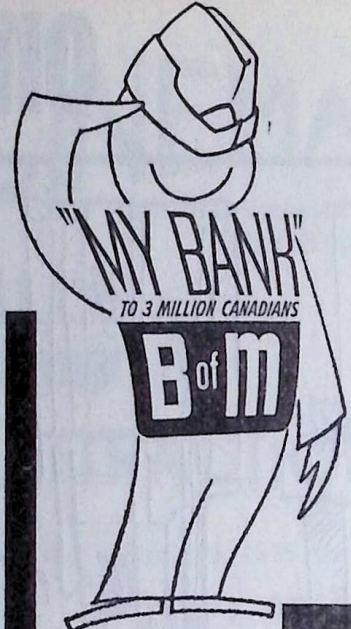
8 x 32 ft — 1958 Willerby house trailer with 10 x 20ft extension. Contains large master bedroom, child's bedroom, kitchen, bathroom, living room, dining room, concrete patio, and is partially fenced. Entire unit rests on 6" concrete slabs. Contact : F/L Campbell, C.E. Section. Local 148 — or Eagle Trailer No. 70.

Willerby House trailer with 32 x 10 ft extension. For further information. Contact : F/L J.C. Lelievre, Local 172 or No. 65 Eagle Trailer Park.

misc. items for sale

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.



On "active" service...

FOR ALL YOUR BANKING NEEDS

use the « on-station » facilities of Canada's First Bank.

BANK OF MONTREAL
Canada's First Bank

Marville Branch:
PAT RIGBY, MANAGER

Kelvinator apartment size fridge. 220 v. New in October. Price \$80.00. Contact : Lac Studds, Local 197-2 or 10, rue Château Cunion, Ethe, Belgium.

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.

Junior Bed with mattress, size 5' x 3'. Price \$8.00. Contact : F/L Marcotte Accounts section, Local 22.

Telefunken Radio. — 4 bands, arial, base & treble controls. Price \$50.00. Contact : LAC Reynolds, Local 28 or room 10, BB 16.

1 — 220 volt — 1600 watt transformer, \$10.00, one 4 BBI Ford Halley carburettor, \$15.00. One 4 BBI intake manifold for Ford 292 engine, \$20.00. Contact : Lac J.C. McKee, Local 210 or BB 19 - Rm 33.

1 pr. girls figures skates (higgins) size 3 - \$6.00, one pr. boys hockey skates, size 3 for \$3.00, one pr. boys hockey skates, size 8 (like new) \$5.00, one pr. boys speed skates (CCM) size 9, \$5.00. Child's scooter - \$2.00. Contact : PMQ A-21.

Canadian Tent — 10 x 12 x 7½ ft. with 5½ foot side walls. Has 4 nylon screen windows and nylon screen door. Sleeps six comfortably. Aluminum poles and pegs. Contact : Sgt. Gibson, Local 203 or PMQ B48.

Tenters — the answer to your luggage problems — Castored one wheel luggage trailer. Metal construction, tail lights, used one camping trip. For further information. Contact : F/S G.B. McKay, Local 194.

Camping trailer, sleeps four, complete with large waterproof canopy. New Michelin X Tires, 2 mattresses, 4 sleeping Bags, 3 air mattresses, 2 burner gas stove, c/w gas bomb, folding table & chairs. Can be easily towed by small car. Contact : Sgt Roberts, Local 195, or PMQ F-47. Price \$400.00.

on the lighter side



«That's the fourth one I have cleaned off to-day, before I found my own.»

A shrewd businessman was on a trip through the Southwest and was looking for presents to bring home to his friends. He spotted an Indian with a pile of blankets for sale and asked how much he wanted for the lot.

«A hundred dollars,» the Indian said.

«Nothing doing,» replied the businessman. «I'll give you \$24.»

The Indian picked up his blankets and started to walk away. «Listen, mister,» he said, «bar-

gains like Manhattan Island you're not going to get anymore.»

★

When a Detroit baseball scout once signed up a teen-age pitcher, the front office wired the lad to report immediately to the Tigers' farm club at Montgomery, Ala. The following day the secretary received a collect call from the rookie. «Gee, Mr. Snyder, do you mind if I don't report for another couple of days?» he pleaded.

Surprised, the Tiger official ask-

ed why. «I haven't had time to make the collections on my paper route yet,» the boy explained.

★

Shortly after his defeat for reelection to Congress in 1946, New York City Court Justice Peter A. Quinn says he was introduced as follows by a Washington toastmaster: «The next speaker bears a slight resemblance to the earth. You know the earth is not a perfect spheroid, because it is flattened at the poles. So was your next speaker.»



Theatre Manager :
FS E Shepherd

Assistant Manager :
Sgt M. King

MARVILLE

FORTHCOMING ATTRACTIONS

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)

Sunday, March 7, 1800 and 2030 hours

Kisses for my President

(U) Fred MacMurray, Polly Bergen

Monday, March 8, 1900 hours
Tuesday, March 9, 1800 and 2030 hours

The 7th Dawn

(A) Suzannah York, William Holden, Capucine

Wednesday, March 10, 1900 hours

The Small World of Sammy Lee

(X) Anthony Newley, Julia Foster, Robert Stephens

Thursday, March 11, 1900 hours

The Pigeon That Took Rome

PANAVISION

(A) Charlton Heston, Elsa Martinelli, Harry Guardino

Friday, March 12, 1800 and 2030 hours
Saturday, March 13, 1900 hours

I'd Rather Be Rich

TECHNICOLOR

(U) Robert Goulet, Sandra Dee, Andie Williams

Saturday, March 13, 1345 hrs CHILDREN'S MATINEE

Mystery on Bird Island

Serial : Raiders of the River.

Episode 4 : The Thing in the Basement

Sunday, March 14, 1800 and 2030 hours

Who's minding the Store

TECHNICOLOR

(U) Jerry Lewis, Jill St. John

Monday, March 15, 1900 hours

Tuesday, March 16, 1800 and 2030 hours

A House Is Not A Home

(X) Shelly Winters, Robert Taylor

Wednesday, March 17, 1800 and 2030 hours

The Birds

TECHNICOLOR

(X) Rod Taylor, Jessica Tandy, Suzanne Pleschette

Thursday, March 18, 1900 hours

A Prize of Arms

(A) Stanley Baker, Helmut Schmid, Tom Bell

Friday, March 19, 1800 and 2030 hours

Saturday, March 20, 1900 hours

The World Of Henry Orient

PANAVISION

(U) Paula Prentiss, Peter Sellers, Angela Lansbury

Saturday, March 20, 1345 hrs. CHILDREN'S MATINEE

Adventure in the Hopsields

Raiders of the River

Episode 5 : Caught by the Gang.



“My new Hoovermatic is so automatic... yet I’m in complete control of washday”



**DE LUXE
TOP CONTROL
HOOVERMATIC**

(See it at your P.X.)

Control of washday. Why should a washing machine decide how to do your family wash when you’re perfectly capable of deciding for yourself? With the Top Control Hoovermatic you use your own judgement.

- * **So Automatic.** But there’s no point in standing over a machine all morning—and when you’ve set the controls you can leave the Hoovermatic to work automatically.
- * **TOP CONTROL** You control your washday by just three switches—perfectly positioned flush with the top of the machine where you can see and reach them without stooping. One controls the emptying pump, one sets the temperature of the heater (40°C) to boiling, the third controls the washing action time.
- * **NEW AUTOMATIC CONTROLS** The De Luxe Hoovermatic takes the guesswork out of washday. All you do is set the controls, and the rest is completely automatic. And a new thermostat ensures that the clothes are always washed at the temperature set by you.
- * **FASTEST CLEANEST WASH** The Hoovermatic gives today’s fastest cleanest wash. After extensive testing Hoover found that only a side pulsator produced the complex water movement necessary for a really thorough wash—every article is constantly moving and nothing can get trapped at the bottom of the stainless steel tub.
- * **NEW SUPER-EFFICIENT SPIN-DRYER** The new spin-dryer has been redesigned to extract more water than ever—and you can control the length of time it spins. It’s extra safe, too. When you lift the lid, the motor immediately switches off and an efficient braking system stops the spin-dryer.
- * **PRECISION-BUILT** The clean lines of the Top Control Hoovermatic give you an idea of the quality engineering which has gone into it. Everything about the machine works quietly, and vibration has been skilfully reduced in the wash-tub, motor and spin-dryer.

The most automatic of twin-tubs gives you complete control of washday
THERE’S ALWAYS GOOD REASON FOR CHOOSING HOOVER

