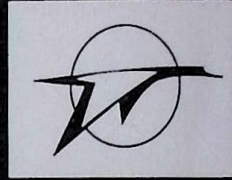


# Arrowhead TRIBUNE



# CANADA



GOING TO  
WESTERN CANADA ?  
... CALGARY - EDMONTON  
VANCOUVER

**FLY**

**THE FAST POLAR ROUTE  
VIA AMSTERDAM**

GOING TO  
EASTERN CANADA ?

... MONTREAL - TORONTO

**FLY THE SUNSHINE ROUTE  
VIA LISBON**

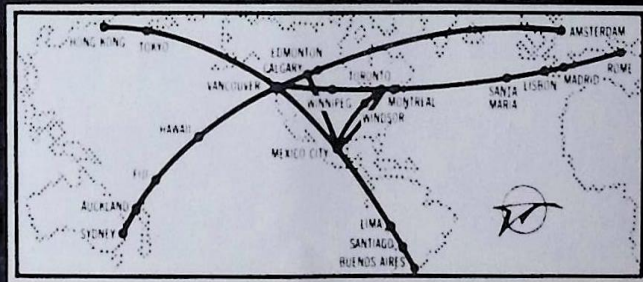
AND ENJOY A STOP  
AT AMSTERDAM OR AT LISBON  
AT NO EXTRA AIR FARE.  
**NATURALLY YOU HAVE  
THE BENEFIT OF MILITARY FARES.**

**CANADIAN PACIFIC  
24, Boul. des Capucines  
PARIS 9<sup>e</sup> - OPÉ. 07-94**

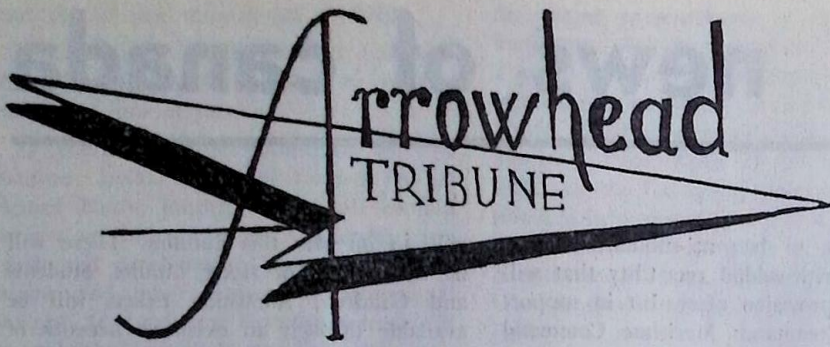
## Canadian Pacific



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sept 12



*editorial*

## The Canadian Confederation

VOL. 5 - No 12

1 WING RCAF MARVILLE

30 JUNE 1965

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

Contributions to the magazine are welcomed and encouraged.

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or your Mess.

The cover photo of this edition was contributed by S/L J.L. Frazer, OC 439 Sqn based at 1 Wing.

Again, the anniversary of Canada's Confederation is upon us, which in turn brings, the parades, speeches and ceremonies from across the nation. Since Canada has nearly completed its first century as a nation, it may be worth reflecting on what has transpired during these ninety-eight years since the Fathers of Confederation sat at Charlottetown and Quebec City.

Canada commenced her rather reluctant existence as four dis-united provinces in the year 1867. Since that time, men of vision gradually built the nation to what it is today, by the slow addition of provinces and terminating when Newfoundland voted to join in 1949. The result is one of the most unique countries the world has ever seen. The climate varies from the frozen Arctic to the oceanic environment of the West Coast, through the severe continental climate of the prairies on to the moderate climate of the Eastern provinces. But more significantly, Canada is composed of two major cultures, one of French, the other of English background, plus many minor cultures varying from the aboriginals to orientals, to the old European influence. The most unique aspect of this is that Canada, unlike the United States, does not act as a great melting pot of people, but rather seems to encourage all of these culture to thrive.

Today, because of advanced communications and transportation, Canadians in one part of the nation are becoming more and more aware of those living in other parts, resulting in a greater awareness of what a huge and diversified nation they possess. Canada is certainly not free of problems or completely unified, however, if one reflects on the beginning of the nation and the great political battles of the past, it becomes apparent that unity is probably closer to realization today than at any previous time.

Today, as we celebrate another birthday, and prepare for the centennial, the Dominion can look back on a humble beginning, and view with pride the accomplishments which have brought Canada to the respected world position which is enjoyed today. The country's future also offers unlimited potential and all Canadians can look forward to a second successful century for the nation.

### NOTICE

There will not be an issue of the Arrowhead Tribune on the 15th of July due to staff holidays. The next issue will appear on the 30th July.

## STATEMENT BY THE HONOURABLE PAUL HELLYER MINISTER of NATIONAL DEFENCE

The command structure of the Canadian armed forces has been re-designed on a functional basis, in keeping with the principles and objectives outlined in the White Paper on Defence of March, 1964.

This is the second major step in the intergration of the forces. The first was the integration of Canadian Forces Headquarters in Ottawa, which began on 1 August 1964.

The command structure has been streamlined to reduce « overhead » and enable the forces to carry out their roles to maximum effect within the resources available.

Where there previously were 11 major commands in Canada there will now be six: Mobile Command, Maritime Command, Air Defence Command, Air Transport Command, Training Command and Material Command.

The 4th Canadian Infantry Brigade Group and No. 1 Air Division, which form Canada's contribution to NATO Europe, will continue to report direct to Canadian Forces Headquarters, because of the nature of their roles.

Administration of the Militia, aid to the civil power, civil survival and provincial representation will be provided by small regional offices reporting direct to Canadian Forces Headquarters. Initially there will be four regional and 12 subordinate district offices but the final number and disposition of these offices is under study.

Largest of the new functional commands will be Mobile Command, composed of the 1st and 3rd Canadian Infantry Brigade Groups, the Special Service Force, and tactical air units.

The role of Mobile Command will be to maintain combat ready land and tactical air forces capable of rapid deployment in circumstances ranging from service in the European theatre to United Nations and other peace-keeping operations. The location of Mobile Command headquarters is under study.

Maritime Command will consist of sea and air maritime forces on the Atlantic and Pacific Coasts. The primary responsibility

will continue to be anti-submarine operations, but with added versatility that will include the provision of sea-lift in support of Mobile Command. Maritime Command Headquarters will be in Halifax, with a Deputy Commander in Esquimalt, B.C. to facilitate local direction and control.

Air Defence Command's role will be to provide, as it has in the past, the combat-ready air defence forces required to meet Canada's NORAD commitments.

Upon Air Transport Command will fall the task of providing the strategic airlift of men and material necessary to give the forces the mobility required by their prescribed roles. The headquarters of the command will remain in Trenton, Ont.

Training Command will be responsible for conducting a personnel selection and classification system, and for providing individual training at the basic, elementary and advanced levels. Headquarters for Training Command will be located in Winnipeg.

Material Command will provide the logistics back-up for the forces. It will be responsible for material procurement, warehousing, distribution, and major repair and overhaul. Headquarters of Material Command will be located in Rockcliffe, Ont.

The three operational commands — Mobile, Maritime and Air Defence — and the Brigade and Air Division in Europe will be responsible, as part of their functions, for operational training of assigned forces and the operation of immediate support services which are attached to them.

The new command structure, which reflects the major commitments assigned to the forces by the government, is the product of careful study by the Defence Staff. Major field commanders of all services have been consulted in detail on the plan which is four months ahead of schedule.

The commanders, whose names will be announced shortly, will be responsible for the detailed planning of the organization and operational procedures of their commands.

### ADVANCE SALE

Advance tickets for EXPO '67, the World Exhibition which will be held in Montreal, Quebec, from April 28 to October 27, 1967,

will go on sale this autumn. There will be three types of ticket, Adults, Students and Children. Admission tickets will be available through an extensive network of agents all over the world. Ten million visitors are expected to attend.

### DIPLOMATIC RELATIONS

Canada's Secretary of State for External Affairs recently announced the establishment of diplomatic relations with Syria, and the concurrent accreditation as first Canadian Ambassador to Syria of Mr. J.R. Maybee, Canadian Ambassador to Lebanon and Jordan.

### POLICE STATISTICS

According to preliminary figures recently issued by the Dominion Bureau of Statistics in Ottawa, Ontario, the total fulltime personnel of Canadian police forces on December 31, 1963, was 33,937. The figure includes 29,011 police, 245 cadets and 4,681 other full-time employees. This represents an increase of 4.5 per cent over 1962.

Canada's estimated population increased from 18,767,000 on January 1, 1963 to 19,093,000 for the same date one year later. This is an estimated increase of 326,000 or 1.7 per cent in the population. Police strength, at the national level, was 1.48 per 1,000 population on December 31, 1962. This rate increased to 1.52 on December 31, 1963.

No police were killed on duty through criminal action in 1963 as against 12 during 1962. Accidental deaths of police on duty claimed 14 lives during 1963 as compared to five in 1962.

### NEW MAGAZINE

Authority has been granted for the publication beginning this fall of a new information and news magazine for Canada's Armed Forces. The English language edition will be called The Sentinel and the French language Edition La Sentinelle.

This new magazine will fill the need for an internal information publication for all ranks and will combine the best features of The Crownsnest, Canadian Army Journal And Roundel. At the same time it will provide a wider view of the functions, objectives, accomplishments and activities of the Armed Forces, Defence Research Board

and the civilian components of DND.

The final issues of *The Crosnest*, *Canadian Army Journal* and *Roundel* will be published in late June or July.

In addition to the publication of *The Sentinel*, plans are being formed for an *Armed Forces Journal* which will contain articles on Strategy, tactics, leadership, research and development, management techniques and other subjects of professional interest. It is expected that the journal will be published quarterly beginning some time in 1966.

### ROAD-RAIL EXPRESS

The Canadian National Railways in introducing a new type of roadrail container, known as Railtainers, to speed the movement of express freight traffic between Montreal, Quebec, and the Canadian Maritime provinces.

The aluminium containers are 20 feet long, are insulated and have built-in heating units. The big advantage of the containers is that they can be transferred easily between train and road vehicle, eliminating unnecessary handling of shipments and speeding up pick-up and delivery. On the train the containers ride on a specially-adapted flatcar and when the train reaches the containers' destination a lorry draws alongside the car. Hydraulic arms on the lorry reach under the containers, and pull them sideways on to its body. Within minutes the lorry is ready to start delivering the contents of the containers. The train, from which no cars have had to be switched, is ready to continue its journey.

The containers can also be taken off the lorries and parked on detachable legs, so that the lorry is not kept out of service while the containers are being loaded and unloaded, or are awaiting transfer. They are the latest development in Canadian National Railway's new express freight service. The service is designed to handle express and less-than-carload shipments with greater speed and efficiency.

### CENTENNIAL TATTOO

The Canadian Armed Forces Tattoo will give 147 performances in 40 Canadian cities from coast to coast during Canada's Centennial year, 1967.

Presenting the development of the armed forces in pageant form, the military spectacle will perform in indoor and outdoor stadiums and will vary in size from 250 to 1,400 officers and men. The Tattoo will tour in two special trains, one beginning in Barrie, Ontario, and the other at Sydney, Nova Scotia. The two groups will unite

for major presentations in Victoria and Vancouver, British Columbia; Ottawa and Toronto, Ontario; and Montreal, Quebec, including appearances at EXPO '67, the World Exhibition which will be held in Montreal from April 28 to October 27, 1967, and the Canadian National Exhibition which is held annually at Toronto, Ontario. Special shows will be given at Fort George, Niagara-on-the-Lake, Ontario, and at The Citadel, Quebec City, between July 10-16, 1967.

### AID TO THAILAND

Canada has earmarked a half a million dollars to finance a study of Thailand's transportation needs with a view to building a highway, one that will bring the country's rich, rice-growing districts closer to major markets in South-East Asia. Officials of Canada's External Aid Office said the proposed highway would supplement Thailand's transportation system, which depends largely on canals and waterways. They also pointed out that the new highway would allow the delta of the Mekong River to be further developed, opening up new areas to the cultivation of rice.

A Canadian engineering firm has been retained to make the study.

### FLYING BOXCARS RETIRE

The C119 Flying Boxcars, affectionately known as the «Workhorse» of the Royal Canadian Air Force, have been retired. In service with the RCAF since 1952, these medium range, twin-boom, twin-engine aircraft were used as freighters and troop carriers. They are being replaced by the versatile Hercules «Air Trucks».

Flying Boxcars provided emergency support for the United Nations forces during the Suez crisis of 1956-57. For many years they handled the annual resupply of Arctic weather stations, involving the paratropping of nearly 2,500,000 pounds of freight. Before their recent retirement, the C119s were engaged mainly in routine domestic airlifts and in providing air transport support for the Canadian Army.

### CITIZENSHIP IN CANADA

Out of a total of 2,844,263 foreign-born persons in Canada at the time of the last census in 1961, 1,788,445, or 63 per cent, reported Canadian citizenship. Residents of Canada owing allegiance to other countries numbered 1,055,818 and constituted just over 5 per cent of the total population and 37 per cent of the foreign-born. It is worth

noting that 602,377, or roughly three-fifths, of the non-Canadian citizens of Canada at the last census were persons who had immigrated during the previous five years. Only a few of those would have acquired the necessary period of residence in Canada to have applied for Canadian citizenship by the date of the 1961 census.

Among the non-Canadian citizens, 306,690, or 30 per cent, were citizens of other Commonwealth countries, mostly from British Isles; 173,337, or 16 per cent, were Italian nationals; 126,241, or 12 per cent, citizens of Germany; 88,312, or over 8 per cent, United States citizens, and 80,096, or 8 per cent, from the Netherlands. European countries as a group, excluding the British Isles, accounted for 603,195, or 57 per cent, of all non-Canadian citizens in Canada in June 1961.

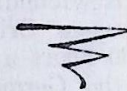
As a little over half the post-war immigrants at the last census were resident in the Province of Ontario, it was not unexpected to learn that 562,994 or 53 per cent of all non-Canadian citizens in Canada on June 1, 1961 were living in that province followed by 17.2 per cent in Quebec and 12.4 per cent in British Columbia. Similarly, as post-war immigrants were largely urban dwellers, 86.4 per cent of non-Canadians were resident in urban areas, and about 70 per cent in metropolitan areas of 100,000 population and over alone.

### CANADIAN FLAG TO OTIGHEIM

BADEN SOELLINGEN, Germany - Royal Canadian Air Force families living in nearby Otigheim rewarded the hospitality of the townfolk Sunday June 13, with the presentation of a Canadian flag.

The 18 families living in the old Rhineland town collected enough money to buy a 12 x 6-foot flag, which was flown from the town square flag pole on June 13, and on other special occasions. The town's mayor has declared June 13 «Canada Day».

Presentation was made by the commanding officer of the RCAF's 4 Fighter Wing based here, Group Captain J.J. Jordan of Drumheller, Alta.



# Canadiana

The cover picture for this issue of the Arrowhead Tribune is of Newfoundland Park, located near the village of Beaumont Hamel in the Arras vicinity. The choice of this photo for a Confederation Day publication may seem strange, but it does have a rather special Canadian significance.

The story behind this park goes back to the Great War of 1914 to 1918. The Newfoundland Regiment began its respectable role in this war by participating in the Gallipoli campaign where the allied forces were eventually driven from Turkey. They were then moved to France after a short sojourn in Suez, and arrived at Marseille in the spring of 1916. The regiment next travelled to the vicinity of the Somme and were billeted in a small town called Louven-court. They spent a relatively happy month here where the complement of the regiment was increased and training for trench warfare was pursued.

The regiment was being readied for one of the great battles of the Somme. Prior to the battle the regiment took part in two raids against the German lines with the intention of taking several prisoners and to probe the German defences. No prisoners were taken, however, much was learned about the formidable German fortifications and about the territory of no man's land. The Newfoundlanders were manning trenches that were scarcely fit for the rats to inhabit. The mud was ankle deep continuously and many anecdotes evolved about the Somme rats. Most stories speak of animals the size of dogs who knew no fear, would steal anything, and also provided a constant source of target practice for the soldiers.

The day of the huge Somme offensive arrived all too soon. It was July 1st, 1916. Those who went over the top that day included men from the Armies of France, Great Britain, Canada and Newfoundland whose status then was a British Crown Colony. At 0730 hours a great mine placed under the German trenches by tunneling was exploded and this signalled the start of a monstrous battle which was to take a devastating toll in human lives. Descriptions of the charge across no man's

land speak of waves of human beings, an inferno of fire, men stopped cold by uncut barbed wire and shot down like match sticks. Although the Newfoundlanders fought valiantly, the attack was a complete failure and those who survived were withdrawn to their trenches. Men continued to return for two days. Some who were badly wounded lay in the carnage all day knowing that any movement would bring German fire. They crawled back to their trenches under the cover of darkness. Still no one could imagine how badly the Newfoundland Regiment was decimated in this battle.

When the rolls had been called and the casualty lists drawn up, there were 324 killed or missing and 386 wounded, leaving a scant 150 men in the Regiment. Mass graves or trench graves were dug and the bodies placed in these side by side. They were eventually to be removed to individual resting places. As can be imagined, the shock of these appalling losses to Newfoundland was tremendous, so much so that even today July 1st is Commemoration Day in Newfoundland.

To-day at the site of this great battle stands Newfoundland Park as

is shown on the cover. The 40 acres of land were purchased by the people of Newfoundland who made it into a lasting memorial by fencing it off, rebuilding German and Newfoundland trenches, and placing a bronze Caribou on the highest point in the park.

To-day as Canada celebrates Confederation day, in Newfoundland Commemoration Day is being observed. On such an occasion the thoughts of Newfoundlanders must coincide with the epitaph at the entrance to Newfoundland Park which reads:

«Tread softly here —  
Go reverently and slow,  
Yea let your soul go down upon its knees,  
And with bowed head and heart abased  
Strive hard to grasp the future gain  
in this sore loss,  
For not one foot of this dark sod  
But drank its surfeit of the blood  
of gallant men  
Who for their Faith, their Hope,  
for Life and Liberty  
Here made their sacrifice.  
Here gave their lives, and gave  
right willingly for you and me.»

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## THE CANADIAN ARMED FORCES A DYNAMIC FORCE FOR PEACE BY THE HONOURABLE PAUL HELLYER

To be effective, a modern military force must be a dynamic organization — dynamic in the sense that it must be constantly changing and improving. It must be able to adapt to the products of today's advanced technology; it must have the best equipment available in sufficient quantity to meet the requirements of national policy. Most important of all, it must be manned with responsible men who are highly trained in the art of modern military techniques.

Canada is dedicated to the concept

of world peace in the belief that negotiation, rather than the battlefield, is the best way of solving international problems. The development of super weapons over the past decade has increased the importance of diplomatic negotiation. However, until peace by negotiation alone can be assured, Canada must maintain Armed Forces as a contribution to the deterrence to all-out war and to participate in peace-keeping operations designed to prevent the escalation of small conflicts into the big war.

For the past fifteen years, this policy has been effective. Notwithstanding the fact that Canada is one of the smaller nations when compared to the major powers, we have made a significant contribution in world affairs. We have accepted the responsibilities associated with collective defence, and at the same time, we have provided military forces in support of the United Nations.

In NATO, the combined strengths of 15 nations have been instrumental in preventing the outbreak of a catastrophic World War Three in Europe. Equally important, since the formation of the Alliance no additional territory of the member nations has been lost to Communist aggression. A Brigade Group and an Air Division in continental Europe, and our Atlantic Fleet, as well as several squadrons of anti-submarine aircraft, are integral elements in the North Atlantic Treaty Organization.

In the area of peace-keeping, Canadian forces have been involved in every United Nations operation since the organization was formed. More than 32,000 Canadian servicemen have served the interests of international peace-keeping in places such as the Suez, Yemen and Cyprus.

Canadian servicement, both in Canada and on foreign assignment, are also training the defence forces of many of the newly independent nations. We have met each of our commitments with dispatch, and we can be proud of the reputation that our servicemen have earned throughout the world.

Canada's military obligations are increasing and the necessity to maintain an efficient, responsible fighting force in the future is as vital now as it has ever been in the uneasy years since the Second World War. We must, however, examine Canada's future armed forces posture in perspective — what are the anticipated operational requirements? What do we need in the way of equipment and manpower to meet these requirements? What will it cost?

Our continued participation in

NATO and support for UN peace-keeping operations and the need to maintain combat-ready elements in Canada dictate that our force must be versatile and flexible. Versatility is the product of organization and training. Flexibility can be achieved through a proper mixture of equipment to permit a suitable response to a wide range of actions — from general war to confined, local disturbances. We must build in enough mobility to permit a reaction time measured in terms of hours. But, above all, we must man our service with responsible, well educated young men.

To meet our operational requirements a major re-equipment and re-organization programme is necessary. Simply stated: we must obtain the best equipment available within our means; we must re-organize our service structure along functional lines to ensure that the maximum number of servicemen are available for combat requirements.

Our major re-equipment programme is under way now. It will mean the purchase of new armoured, infantry and artillery equipment; tactical support and transport aircraft; new ships and ship's equipment.

Modern military weapons and associated systems have reached unprecedented levels of technological complexity and accordingly, unit purchase costs have soared. The cost of our programme will be substantial, in the vicinity of one and one-half billion dollars spread over a five-year acquisition period. It is significant, I think, that one third of this amount will be obtained through savings accruing from the re-organization programme.

Operating costs associated with military preparedness have also increased steadily — training, communications, logistics, equipment repair and overhaul to name a few, are all affected by the intricacy of present-day equipment. Operating, as Canada does, from a fixed military budget; the danger exists that rising operating costs will consume the total budget at the expense of equipment.

Our prudent use of manpower and funds will prevent this situation from occurring, and, to this end, the fashioning of a unified Canadian Armed Force to replace the traditional Navy, Army and Air Force concept, has been undertaken. The first step in our re-organization, in the form of an integrated headquarters establishment, is well under way and has been widely acclaimed. We are in the vanguard in an important new trend in military organization; our success in this process is being closely observed throughout the world.

The Canadian Armed Forces form a dynamic military organization, manned by superbly trained soldiers, sailors and airmen dedicated to serving Canada in her quest for world peace. The organization depends on youth for its vigour; it relies on training for its proficiency.

It is an exciting time to serve Canada. Exciting in terms of world events — exciting in that we are building a new, more efficient, fighting force — exciting too in the ever-broadening opportunities for the men who serve in it. I extend an invitation to Canadian university and high school students to join us in our vital endeavours.

Your career in the Canadian Armed Forces may include personal inconvenience and even danger, but I can assure you that, in addition to the many other benefits unique to military life, you will have a lifetime of adventure, action and achievement. You can look forward to your career in the Canadian Armed Forces with enthusiasm. You will be able to look back on your military service with the satisfaction that comes from having served your country in a very significant way.

# ON THE CONTINENT

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## France

### Franche-Comté

Secluded and serene in the blue-green Jura Mountains, and touching the Swiss frontier, Franche-Comté brings unrestrained joy to the wandering tourist. It is far off the beaten path and may prove rugged in the winter months, but in the full radiance of summer, as we saw it last year, this province is full of fascination for the impressionable traveler. Franche-Comté, also called the Jura, is composed of the Doubs, Jura and Haute-Saone départements plus the small Territory of Belfort. This fertile province produces some of the noblest wines of France and is famous as well for its Gruyère cheese, known locally as Comté. More important, Franche-Comté has produced two of the great Frenchmen of all time, Victor Hugo and Louis Pasteur.

This area is one of the greenest of France, an intermittent pattern of pine-clad hills and green fields dotted with creamy white cattle with large, russet spots, the source of that matchless cheese. The architectural treasures of the Jura are few, an occasional chateau or cathedral here and there. Besançon, the capital of the province, is a Roman city with a second-century triumphal arch to remind you of its ancient origin. It was here that Victor Hugo was born, as well as the Lumiere brothers, inventors of the cinema. Today it is the capital of the French clock industry and well worth a visit. Other towns have their picturesque charm, and some of the riverside villages, Orans and Isle-sur-le-Doubs in particular, are delightful. Best of all is the rolling countryside, which is beribboned by good roads. Furthermore, the gastronomic standards are high. The motorist with an eye for beauty and a penchant for good fare will find felicity on these fertile slopes. The country hotels are

clean and comfortable, and the local specialities are invariably palatable.

The rivers of Franche-Comté are generous with fish, and you have a choice of trout from the Loue, carp from the Doubs, and red mullet from the Ognon. The elusive and delicious *ecrevisse* (crayfish) thrives in mountain streams here, and local restaurateurs do not have to fly them in from Poland, as so many others do. The favored fish stew, called **La Pochouse**, is composed of river fish cut in pieces and cooked with white wine, herbs, spices, small onions, and mushrooms. You may find it in some country hotels if you are fortunate.

The pig is the staff of life in rural areas, and it is treated with unusual solicitude. After careful fattening, it approaches its last day without any suspicion that a banquet will be thrown in honor of its demise. Friends and neighbors are invited to a **repas de cochon**, a feast including pork chops, **boudins**, **andouilles**, headcheese, hams, and stubby sausages, flavored with anise. All this emanating from other pigs, not the one being honored.

In the dark forests of the Jura are found several wild mushrooms including **cepes**, **oranges**, **chanterelles**, and the exquisite **morilles**. Local chefs prepare this dark, warted treasure with a cream sauce rich in white wine, and there is nothing better. The more conventional vegetables also thrive in the Jura, where particular emphasis is laid on the excellence and restorative power of its celery. And encouraging fragment of verse contends that «...le **celeri/Rend la vigueur au vieux mari.**» Another local proverb concerns lettuce and states that «Lettuce is like a woman — the more you shake it, the better it is.»

The most popular regional dish in this province is one that you will find in front of a farmer's hearth but rarely, if ever, in a restaurant. Called **les gaudes**, it is a hearty soup of boiled cornmeal with butter, milk, and cream added at the last moment. It is the farmer's trusted diet during the vigorous winter months.

This land is the home of Gruyère cheese, a staple in the diet of Europe that goes back to the thirteenth century. The hardy dairyman in the Jura keep his herds in open pasture as long as the weather permits,

taking them into a stable under his farmhouse with the first snows. Twice a day after milking time he takes the milk to the chalet where the cheese is made. Donkeys are often used to transport the elongated milk cans, and they add a quaint touch to the landscape.

The cheeses, made in large disks, are stored for long months in caves where they are regularly turned and salted by robust young men. It takes from three to six months to ripen a cheese. The Gruyère of Switzerland, the Emmenthal of Savoy, and the Comté of the Jura all belong to the same family, but there are subtle differences. The disks of the Comté version are flat and relatively small, rarely weighing over a hundred pounds. The crust has a reddish tinge, and the holes inside are round and about the size of a small cherry. The Emmenthal is larger in diameter and bulges somewhat on the sides. A husky disk might weigh two hundred pounds and the holes are likely to be the size of walnuts. Some Gruyère are better than others, and the natives know the difference well. The perfect cheese should be ivory-white and should melt on the tongue. Abnormal coloring, red spots, and holes either too large or too small indicate a less than perfect cheese. Having snoopied around cheese markets at home, I have the impression that the large-hole variety is often exported to us.

Among other cheese of the Jura is the Bleu de Haut-Jura, a round cheese with blue marbling much in the manner of a Bleu d'Auvergne or a Roquefort. Crumbs of bread are added, and the mushroom growth is facilitated by punching air holes in the shell while the cheese is ripening. Processed cheese, known the world over as Creme de Gruère, has conquered all bacteriological and customs barriers. Sold in a small, round cardboard box with a cellophane window, it has had an enormous success in the supermarkets if not in the citadels of high gastronomy. Also known in our markets is the creamy Bonbel cheese, developed by a citizen of the Jura named Monsieur Bel. Produced in a large factory in Lons-le-Saunier, it seems destined to a rare success.

Finally, Franche-Comté is celebrated for its wines. Vineyards that stretch for miles along the Jura hills produce a whole vocabulary of wines — white, red, rose, vin de paille, and vin jaune — some of them unique in France. The wine industry is centered about the town of Arbois, where Louis Pasteur, a proud advocate of wine as a protector of health, lived for many years. The red wines are in the minority, but they are robust and satisfying, while the whites from Poligny are crisp and fragrant. Far better known are the rose wines from Arbois. They travel well and are especially popular in middle priced Parisian restaurants. Light brownish-pink in color, they resemble the tint of a certain onion skin,

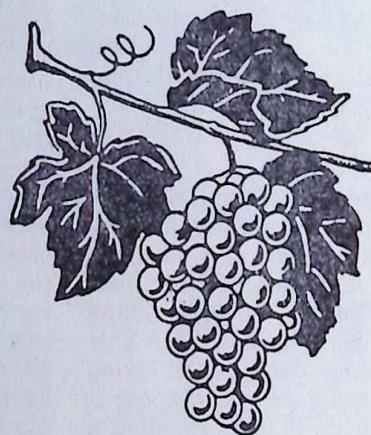
and «pelure d'oignon» is their recognized nickname throughout France. Their taste is innocuous, but they are rather heady. Henry IV had a great fondness for them.

A sweet dessert wine will appear on the carte des vins as vin de paille, so called because the overripe grapes are partially dried on straw before being pressed. It hardly rivals Chateau d'Yquem, but it is palatable.

The bright star, however, is the prestige-laden vin jaune, particularly the one named Chateau-Chalon. This rare wine, which has its own deep yellow color and distinctive stubby bottle, is all but unknown outside its own province. It is pressed from a mysterious grape known as Savagnin, which some critics relate to the Tokay grape of Hungary. Others suspect that it is an offshoot of the Sherry grape of Spain. The wine certainly tastes like a very dry Sherry, and it makes a good aperitif. It is dry and nutty and reveals itself best in the company of walnut meats, foie gras, fish and Gruyère chesse, but it is also used in cream sauces with brilliant results. In several Jura dining places you will have the opportunity of tasting poularde de Bresse au vin jaune et à la crème, one of the top dishes of the province. Chateau-Chalon ages six years or more in casks made of red oak takes much of its bouquet from this early association. It ages amazingly well, and centenarian bottles are by no means rare. A few cases of Chateau-Chalon manage to cross the Atlantic, but we advise tasting it on its own territory, in a gracious country inn.

D. P.

(Continued next issue)





# in and around marville

by Graham Davis

A familiar sight to residents of Florenville is the Basilica in the town of Avioth. In case you don't live in Florenville, and let's face it — everyone can't, from Montmedy you head toward Verneuil-Grand, and just before reaching that village, in the middle of a fairly sharp turn to the right you will see a road leading off to Thonne-le-Long. On your Michelin No. 4 the route is numbered D198 (If you can't find it immediately it's shown in the small insert in the lower left hand corner of the map). In Thonne-le-Long a sharp turn to the left is in order, and you'll find yourself still on D198 and well on the way to Avioth. If you happen to be starting your trip from Virton take the road to Florenville and just past the village of Limes you will find a sharp turn to the left, numbered D110, that will take you through Breux (the sharp turn there goes to the right) to Avioth. Immediately upon approaching the village you'll have no difficulty spotting the Basilica. Its on the highest hill in the village of perhaps 500 people.

It is a monstrous thing, the outside covered with various types of decoration, done in stone, that resembles nothing more than the Victorian style of «gingerbread» on houses in Canada in the late 1880's. Miniature statuary in full relief covers the entrances (all five of them) to the church. It is done, very definitively, in Gothic style.

If it is history that you want — then the corner stone was laid by Jean de Nassau, bishop of Trier, during the reign of Albert of 7th, Count of Chiny. Despite several hours research on this, I haven't been able to come up with a date for the laying of the cornerstone. Let us suppose it to be somewhere in the vicinity of 1080 to 1120. A local saint, St. Bernard of Clairvaux (in Luxembourg) is supposed to have celebrated a mass there around the year 1130. In 1147 Pope Eugene the 3rd, accompanied by

St. Bernard came to Avioth to bless the armour and so on that Albert the 7th was planning to use in the crusades.

All these «notable» members of the congregation were in addition to the numerous minor Princes, Bishops and such like that at one time abounded here in France.

Indeed the Basilica was built with donations from many of these. However — the important thing is, almost without exception these large churches seen in the immediate vicinity were built by volunteer labour. A stonemason might devote six months to one particular phase, only to be followed by a field hand for another six months and so on. The necessary stone was donated (perhaps under the threat of eternal damnation) as were all the other materials. Civic pride could be counted on to ensure that a high standard of workmanship was observed, and generally, that a church much larger than strictly necessary was produced as well. For the little town down the road to have a larger church could, for instance, be a reflection on the piety of your village!

This I think is the reason for such a large edifice in such a small village. There is little evidence that Avioth was ever much more than twice its present size — which would still keep it well within the village category. When I asked the Cure his reason for this he replied that it was because the Roman road had once passed through Avioth on its way to the coast from Trier. This is quite possible, but since the Romans left this region in the vicinity of the year 400 it is difficult to see how this could have had much effect on the importance of the town. At any rate, the architectural style of the church is Gothic. Gothic style originated in the year 1100, 500 years after our friends the Romans had quit the region, allowing the economy of the area as

a whole to lapse.

It really doesn't matter too much, whether you attribute the size of the Basilica to a Roman road or to civic pride — it still has to be seen to be believed. As may be expected it has been decorated by each generation with each generation's idea of what would be appropriate and without too much of an eye to achieving a unity of style. The exterior facade is pretty much the original. The tableau over the main doors portraying the Last Judgement, and the two circular windows (6 meters in diameter), are almost certainly original construction. The gargoyles (used to drain rain water away from the walls) are another interesting touch. The twin towers however were added in the fifteenth century.

Throughout the century the people of Avioth have pooled their efforts to make their Basilica what it is — a place of worship and a mecca for tourists.

## AIRMEN'S CLUB

For those of us not on vacation, the Club has scheduled quite a bit of light entertainment for the month of July. As usual, a Hootenanny will be held each and every Tuesday night. If you have so far remained aloof, come on out and join the fun — who knows — you might want to participate in the next one!

Euchre, darts, suffleboard, football, and other games are the order of the day on the 2nd and the 16th of the month. For each of these nights there will be \$30.00 in prizes to be won by some skillful person — this is a bit of «gravy» if you happen to be good at one of these games. Let's see you out there!

There will be a dance of undetermined nature on Saturday, July 10. As usual, the price will be a very small part of a dollar, namely 50¢. For this you will be treated to the

musical efforts of Mel Atkins' band «The Echoes». There will be a «hip of beef» later on in the evening to replace the energy lost in dancing and socializing. The club will be cleared by 0230, by which time everyone should be ready to go home anyway!

Saturday the 24th will see a «Hard Times Dance.» To make things really hard the price will remain at 50¢ per person, and the food will consist of a cold plate. This really is «hard times.» The Club is beginning to be known for its food as well as the good time a person can have there. At least the «fixings» are in keeping with the spirit of the occasion. Don't forget the 24th — from what I've heard, the committee has one or two other surprises in store for you.

As all of you know — we have a «patio» for the club. Someone has suggested that a barbeque pit be installed there. Approval has almost been granted, and all that remains now is for CE to get the thing built. There will probably be some sort of inaugural party, even if the snow does get in the beer. It will certainly be nice for those members who take their dinner in the Club. Buy a pound of hot dogs and really round out the old lady's bread and butter sandwiches at noon. Keep an eye on this one!

## A WORD OR TWO

In the right place often does a great deal of good. Next term (starting in September) there will be fifteen, give or take three, students of English in the Ecole Normale in St. Mard. French is their mother tongue, and they want to teach English in Belgian schools. You have probably met very few of these students in the years that you may have spent living in Belgium. This is because they have a rather rigorous schedule. Work at school during the day, and study in English — plus two or three other languages at night. However, to become fluent in any language requires more than just study. It requires practice.

In the past year I have seen at first hand the value of such practice for an individual. I have also seen the result of a lot of study and no practice. The latter leaves a lot to be desired.

Now we come to my point. Living in Virton, leave alone St. Mard for the moment, we have more than fifteen Canadian families. Count St. Mard in and the number of families becomes quite large. These families are predominantly English speaking.

It seems a real pity to me that these two factors can't get together. Most of the students, in fact the vast majority, come from towns and regions other than the immediate vicinity. They could — and would be most interested in telling you about their part of the country. While they are doing this they are also obtaining the necessary practice and getting over the nervousness that everyone encounters when they begin to speak a foreign language.

To my way of thinking there are advantages for both sides. An exact professor like sort of English, complete with BBC announcer precision isn't required. If the student makes a mistake like «the man which» then correction is required. The reason for this grammatical rule isn't up to you, but to the student. He probably knows better, but when he speaks the odd error creeps in. It must be

corrected — can you imagine a generation of Belgian students hopefully learning «The man which lives in the next house has red hair?» It could happen. You wouldn't be required to instruct. This is a matter that is better left to professional teachers. All that is needed is someone with whom to PRACTICE.

You, right now have no opportunity to contact these students. The students cannot contact you. If you would be interested enough to devote one or two hours each week to helping a student I will be pleased to arrange the contact. The length of time that you meet, and how often, will be matters to be arranged between the student and the family.

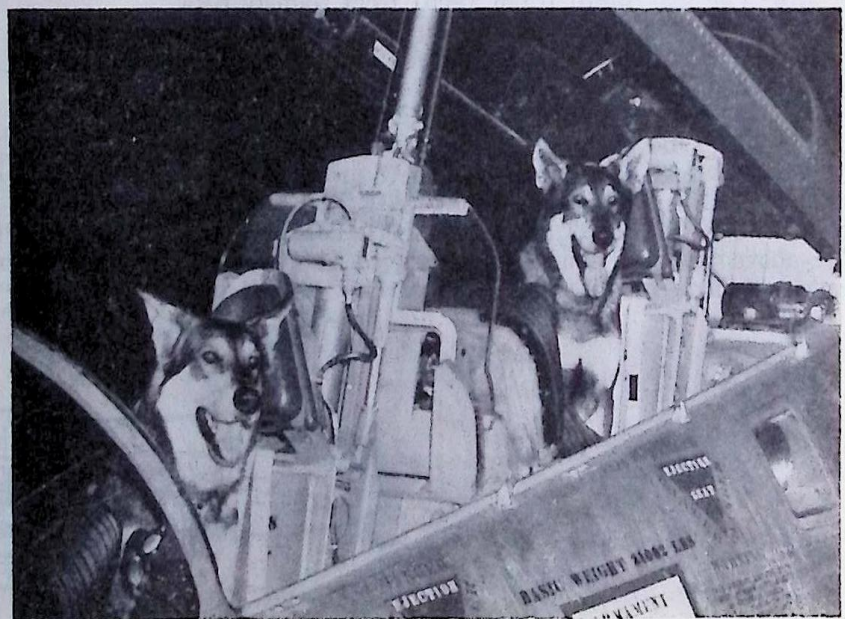
I don't intend this to be an emotional appeal. I wish to point out an opportunity to help, not a country, a charitable institution, or a church, but one individual. It isn't hard, no study is required on your part — just a thing you were born with and has cost you nothing to date — your language.

If you wish more information, contact me at local 87 on the base. I hope you will!

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## ANNOUNCEMENT

*No. 409 All Weather Fighter Squadron will hold a reunion at Comox B.C. from the 30th of July to August 1st.*



*O.K. Nav. A heading for Comox.*

- July 2 — F/L and Mrs G.T. Plouffe (Tel C)
- July 2 — F/O and Mrs R.A.K. Hupp (Tech AC from 4 Wing, Germany)
- July 2 — W/O and Mrs W.A. Smith from CFHQ, Ottawa, Ont.
- July 2 — Lac and Mrs R.J. Powell, (AE Tel) from Trenton, Ont.
- July 6 — Lac R. Rabitaile (MSE Op) from Falconbridge, Ont.
- July 6 — Cpl and Mrs J.H.H. Gauthier (Photo T) from St. Jean, Que.
- July 6 — F/O and Mrs D.J. Swift (HQ) from 4 Wing, Germany
- July 6 — Cpl and Mrs J.U.A.R. Gosselin (W/Sec) from Clinton, Ont.
- July 6 — Lac and Mrs E.G.J. Rodgers (Cook) from Mont Apica, Que.
- July 6 — Lac and Mrs E.R. Butz (AE Tech) from Trenton, Ont.
- July 6 — S/L and Mrs J.H.L. Seguin (SMO) from 3 Wing, Germany
- July 6 — Lac and Mrs G.B. Gross (ComTech) from Alsask, Sask.
- July 9 — W/O and Mrs J.R. Graham (MSE Supt) from Portage, Man.
- July 9 — F/L and Mrs D.W. Ripley (AFP Winnipeg, Man.
- July 9 — Sgt and Mrs S.C. Plant (MSE Op) from Comox, B.C.
- July 9 — Lac and Mrs W.D. Muir (A.E. Tech) from Uplands, Ont.
- July 9 — P/O and Mrs P.S. Enns (Med/MO) from Comox, B.C.
- July 9 — F/L and Mrs L.H. Wilson (Air/P) from Summerside, PEI
- July 9 — Cpl and Mrs J.R. Bouchard (MSE OP) from Gypsumville, Man.
- July 9 — Lac D.R. Gillen (E Tech A) from Uplands, Ont.
- July 13 — F/L and Mrs G.L. Mohan (C1/P-Oft) from 3 Wing, Germany
- July 13 — F/L and Mrs M.A. Connery (Med/MO) from Armstrong, Ont.
- July 13 — F/L and Mrs D.L. Simmermon (Pers/Ed) from CFHQ, Ottawa, Ont.
- July 13 — Lac and Mrs R.N. Adamson (AF Tech) from Trenton, Ont.
- July 13 — F/O J.M. Hannah (Air/P) from Cold Lake, Alta
- July 16 — F/L and Mrs G.A. Sangster (ASATC) from Rivers, Man.
- July 16 — Lac and Mrs L. Chuet (AF Tech) from St. Hubert, Que.
- July 16 — Lac R.J. Dodds (MSE Tech) from Cold Lake, Alta
- July 16 — Sgt and Mrs J.R. McCarron (S Tech) from Goose Bay, Lab.
- July 20 — Lac and Mrs G.W. Kluth (Met Ob) from Moose Jaw, Sask.
- July 20 — F/S and Mrs T.J. Curry (St WD) from Moose Jaw, Sask
- July 23 — Cpl and Mrs J.A.L. Langlois (AE Tech) from Centralia, Ont.
- July 23 — Lac Mrs A.W.L. Piper (AE Tech) from Greenwood, N.S.
- July 23 — Cpl and Mrs H.A. Summerfelt (AFP) from North Bay, Ont.
- July 27 — Cpl and Mrs H.J. Holding (Mech 2) from Chegouquman, Que.
- July 27 — Cpl and Mrs J.M.R. Desjardins (Clk Int) from CFHQ, Ottawa, Ont.
- July 27 — F/O and Mrs J.R. Chandler (Air/RN/Ops) from Trenton, Ont.
- July 27 — Cpl and Mrs R.J. Herman (Clk Int) from Whitehorse, Yukon
- July 27 — Lac and Mrs R.A. Palmer (CoMoP) from CFHQ, Ottawa, Ont.
- July 27 — W/O and Mrs F.S. Finer (Clk Acc) from CFHQ, Ottawa, Ont.
- July 27 — Lac F.J. Smith (Com Tech) from Namao, Alta
- July 27 — Cpl R.Y. Guppy (Sup Tech) from Downsview, Ont.
- July 30 — Cpl and Mrs P. Fehr (I Tech) from Trenton, Ont.
- July 30 — Cpl and R.R. Williams (I Tech) from Summerside, PEI
- July 30 — F/O and Mrs L.A. Larson (AIR/P) from Winnipeg, Man.
- July 30 — F/L and Mrs J.L.M. Hamel (Air P) from Winnipeg, Man.
- July 30 — Lac and Mrs R.E. Campbell (Sup Tech) from Trenton, Ont.
- July 30 — S/L and Mrs R.J. Dooling (AIR/RN) from Toronto, Ont.
- July 30 — F/L and Mrs T.P. Flemming (AIR/RN) from Summerside, PEI

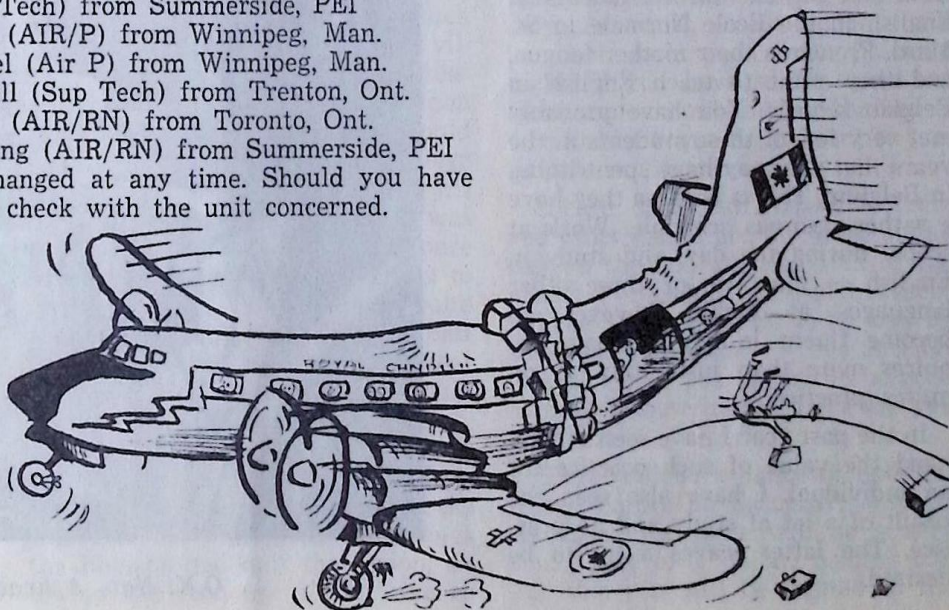
The above transfers may be to changed at any time. Should you have friends arriving — it is advisable to check with the unit concerned.

*Arriving*

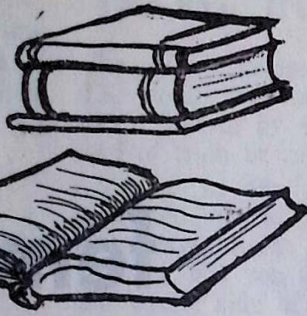
*at*

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# LIBRARY



## New books

### received at the Station Library

#### **DESIREE** by Annemarie Selinko

Desiree is the story of a silk-manufacturer's daughter who became the fiancée of Napoleon, the wife of one of his greatest soldiers, the crowned queen of a great country and the founder of a Royal dynasty.

#### **HOTEL** by Arthur Hailey

The Hotel is St. Gregory's in New Orleans: huge, slightly run-down but still popular. Briefed by the Credit Department, the management ruthlessly discriminates between such gilded guests as the Duke of Croydon, who is running for Ambassador in Washington, and humble Mr. Wells, fighting asthmatically for breath in an overheated room. The Hotel is big enough and discreet enough to accommodate a sex orgy for a rich man's teenage son, and some of the staff are making small fortunes blackmailing the guests and smuggling out rump steaks. Meanwhile an unscrupulous outside investor knows more than the management and would like to take over the concern.

#### **BY ROAD ACROSS THE U.S.A.** by Robert Bell

The author shows how it is possible for a group of people to travel by charter flight at prices varying from £44 to £64 per person return London-New York-London, and explains how to organise such a charter flight and the pitfalls to avoid.

#### **THE GREEN FELT JUNGLE**

by Ed Reid and Ovid Demaris

The Green Felt Jungle is the first book that dares to penetrate the mirage of Las Vegas, the respectable, fun-loving resort where carefree tourists may innocently and legally indulge in gambling. In a carefully documented expose (which includes some astounding, secretly taped confidential conversations), the authors explore the real Las Vegas, a clever and profitable front for organised crime. Everything is legal, of course, everything except mysterious, unreported murders, systematic tax evasion, widespread prostitution, tacit segregation, and the graft that greases the entire system.

#### **THE F.B.I. NOBODY KNOWS** by Fred J. Cook

Mr. Cook is in part making a case against what the F.B.I. has become: he presents Hoover as a man apparently exempt from a small failings but also perhaps lacking in modesty or political balance. But in addition to this Cook has written an extremely diverting account of the whole history of the F.B.I., its most colourful cases, and the training and treatment of agents. The classic stories of American gangsters and spy rings make fascinating reading; an understanding of their significance is essential to any student of American social and political history.

#### **RAMAGE** by Dudley Pope

Lieutenant Nicholas Ramage (really Lord Ramage), does not use his title while serving in HM King George III's Navy, because the Admiralty made a scapegoat of his famous father a decade earlier.

This tough, engaging and romantically inclined young man of 20 is unconscious on the battle-torn maindeck of His Majesty's frigate, Sibella — the only officer left alive, when Dudley Pope's novel opens. When he recovers he saves his crew and carries out a daring rescue on the coast of Italy under the nose of Napoleon. After he has fallen in love with a beautiful Italian Marchesa, he is court-martialled on a trumped-up charge, dines with Nelson and fights a brisk naval battle against an enemy frigate. At the end of this fact-moving novel, Ramage is once again on the high seas heading for further adventure.

#### **THE PILLOW FIGHT** by Nicolas Monsarrat

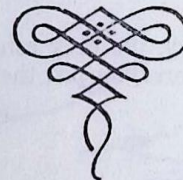
Nicolas Monsarrat's new novel, beautifully written, with a most moving tragic undercurrent, is the story of a man and woman who begin their marriage with strongly-held, utterly opposed beliefs and find that time and circumstance reverse their attitudes so completely that each finally reflects the other's earlier convictions, thus perpetuating a state of unremitting conflict.

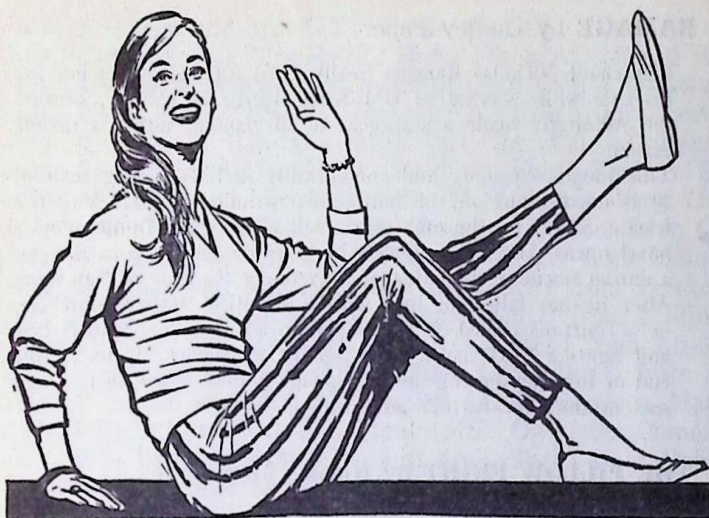
#### **THE BOMBING OFFENSIVE AGAINST GERMANY**

by Noble Frankland

This is a study of the main decisions and circumstances which governed the strategic air offensive against Germany in the Second World War and also of the salient events which comprised it, in order to provide a basis for the understanding of the controversies which surround it. Indeed, strategic bombing in the Second World War still divides opinions and feelings in an age which is not now destruction, but which has achieved access to nuclear power and the means of making it catastrophic.

Mme Therese Beideler  
Librarian





# feminine fancies

As warm days approach, the thought of outdoor barbecuing is especially appealing. Whether yours is a large yard barbecue or a portable model on the patio, the basic principles are exactly the same.

The terms broiling and grilling mean the same thing. They refer to cooking by direct heat. Broiling or grilling can be done over charcoal or wood, in the broiler-rotisserie or right in your own gas broiler. Remember to choose your menu to fit the grill space. The first grilling should feed all the guests so if your barbecue is small, you might concentrate on cooking the meat on the grill and accompanying it with a casserole or two from the oven.

Here are a few beginner's tips for preparing to barbecue:

- (1) Start your fire about one hour ahead of when you want to start cooking. There should be a glowing bed of coals covered with grey ash when you start cooking.
- (2) Use tongs to knock the grey ash off the coals before you put the food on the grill.

- (3) To start the fire, put a mound of briquets about 10 inches in diameter and 5 inches high in the form of a pyramid on the bottom of the barbecue. If the bottom is curved, fill with loose gravel to make a flat surface.
- (4) Follow instructions on the can of lighter fluid to start the fire.
- (5) Once coals are hot enough for broiling, place them half an inch apart under grill area that is to be used.
- (6) The grill is usually placed four to five inches above the coals.
- (7) Warm extra coals around the edge of the fire after it is ready for cooking. Add these to the glowing coals when they get low.
- (8) Have meat at room temperature. Take meat from the refrigerator at least one hour before cooking.
- (9) Salt and pepper meat after you turn it. Season other side as you take meat from the grill.
- (10) When you have finished cooking, save the charcoal. If the barbecue has a lid, lower it and close dampers to snuff out fire. If it is an open grill, transfer hot coals from fire-box to bucket. Cover bucket to smother fire.

add a squeeze of lemon or a rub of garlic. To grill — place on well-greased grill or in folding wire or under oven broiler — cook medium slow to desired doneness. Baste frequently with the following sauce.

## Smokey Lemon Barbecue Sauce

- Juice and peel of two lemons
- ½ cup salad oil
- 1 cup vinegar
- ½ cup liquid hickory smoke
- 1 tbsp. brown sugar (or molasses)
- 2 bay leaves

Bring to boil and pour over meat, basting frequently.

## Barbecued Chicken

Use broiler-fryers, whole (2 lbs. each). Rub chicken cavities with salt. Place spit through cavities of the birds, with the drumsticks at both ends. Truss birds on spit by wrapping cord around them, as in a rolled roast. This holds wings against breasts and makes easy turning. Baste birds and cords with fat or oil. Insert spit into rotisserie unit and start spit rotating.

For oven rotisserie: set oven control at 325 degrees F. and allow 30 to 35 minutes per pound.

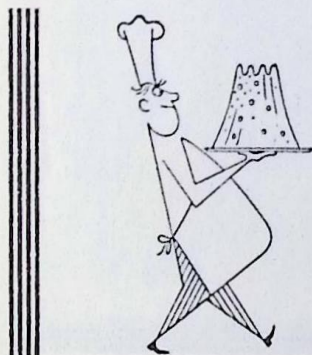
For broiler rotisserie: set oven control at 350 degrees F. Allow 25 to 30 minutes per pound.

For rotisserie over coals: allow 25 to 30 minutes per pound.

After chickens are browned in

## Barbecue Or Charcoal Grilled Steaks Or Chops

Buy top grade steak or chops at least one inch thick. Allow ¾ to 1 pound per serving. Brush steaks or chops with liquid hickory smoke. Let stand at room temperature for one half hour before cooking. If desired,



about 45 minutes, baste with barbecue sauce, if desired, about every 15 minutes until done. Broiler pan should be placed below the chicken to catch any sauce or drippings while the bird is cooking.

## Barbecue Sauce For Chicken

Combine and cook over simmer flame for 5 minutes.

- 1½ cups tomato juice
- ¼ tsp. pepper
- ¼ tsp. dry mustard
- 1 tsp. salt
- 2 tbs. Worcestershire sauce
- 3 tbs. vinegar
- ¼ cup shortening or oil
- 2 green onions, finely sliced

Use to brush chicken during the last half hour of cooking.

## Baked Potatoes

Scrub the skins of as many potatoes as you'll need and pierce the skins all round with fork tines. Place on a large piece of double folded foil wrap. add a large teaspoon of butter or margarine, salt and pepper. Wrap well with the foil, being certain that the foil is folded well in order to retain the butter. Bake in the hot coals of the barbecue for approximately one hour or until soft.

### BARBECUE BREAD

- ½ cup soft butter or margarine
- 1 tbs. prepared mustard
- ½ cup parmesan cheese (shredded)
- ¼ cup snipped parsley
- 1 loaf French bread (about 18 inch long)

Combine first four ingredients. Slash bread on bias in 1 inch slices, cutting to, but, not through bottom crust. Spread with butter mixture generously on one side of each slice. Wrap loaf in foil. Place on barbecue, turning often for 25 minutes, or place in a moderate oven (350°) for 25 - 30 minutes.

## TRAVEL IN THE U.K.

Anyone considering visiting the U.K. would be wise to look into the cost of travel by express coach instead of train or car.

Traffic in the summer is very congested on all but the newest motorways, roads are narrow and winding, and you will be driving on the wrong side of the road. Gas is expensive. Train fares have recently gone up and although a service man (not his dependants) can get a reduction on production of his leave pass it still is not nearly as cheap as coach travel.

Coaches leave London (Victoria) at 7.30 p.m. nightly and arrive in Edinburgh at 9.10 a.m. the following morning. There is also a daytime journey which would give an interesting view of the more easterly counties (another point is that a bus is higher than a private car and allows you to see over more of those frustrating hedges). The single fare is £2.10.0 which comes to less than \$7. Children from 3 to 14 years travel half price. There is a free luggage allowance of 60 lbs. Express services run from London to Glasgow, Liverpool, Manchester etc. and there are connections to most parts of the kingdom.

There are also a variety of tours ranging from nine days through

Scotland, starting every Saturday from London and costing an inclusive £40; to five days in Edinburgh at £14.3.0 with bed and breakfast at a good hotel and two day coach trips to the Trossachs and Loch Lomond, travelling from and returning to London during the night.

Write to Scottish Omnibuses Ltd., at 298 Regent Street, London, W.1., for more details and time tables. It is advisable to book in advance for all these services.

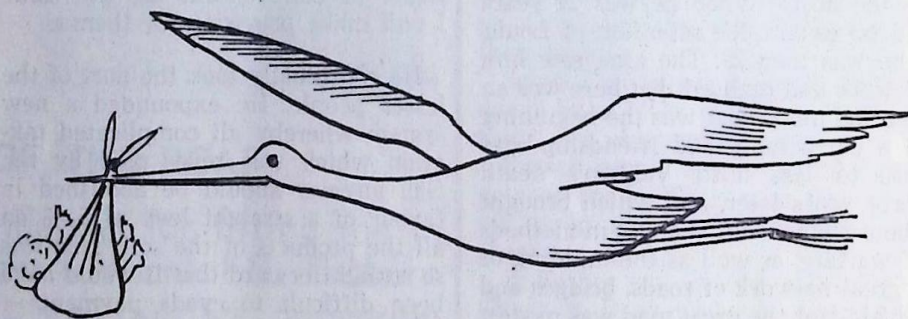
Incidentally it costs \$16 dollars single to get from here to London by train.

Prices are often a little lower in the north than in the south. Scotland is the place for good woollens and tweeds, tax free to overseas visitors. For good ordinary clothing in a very wide range of fittings shop at Marks and Spencers who have branches in all towns of any size. They have introduced a handy 'shoppers card' service by which you buy in any department, have your card entered up, and end up at the office where you can pay by travellers check for all your purchases which will be waiting there for you.

For campers — the Edinburgh Municipal Council runs an excellent campsite. Other camp sites in Britain are variable.

Mrs Phillips

## New Arrivals :



- June 11 — Lac and Mrs A.A. Vercholuk, a son John Edward
- June 16 — Lac and Mrs J.R.R. Raymond, a daughter, Marie Jeanine Lucille
- June 17 — Lac and Mrs R. Skamers, a son Sheldon Benjamin
- June 19 — Lac and Mrs R.K. Hiuser, a son J. Samuel Dean

## THE SAPPER AND THE SERGEANT

Writers of science fiction might make interesting speculations as to what cataclysm or mere invention of the future would do away with the huge bulks of concrete and vast bastions of stone we see everywhere. Or will it be left to the slow spoilage of time? That would certainly be very slow and the works of Vauban and Maginot would outlast most other things of our age.

Vauban and Maginot — we hear and use their names and think of vast defences but little else. But they were men, with lives and ideals and loves and disappointments like us all. They were service men, too, and both took part in bitter fighting and saw lives thrown away by the thousand. Maginot fought at Verdun and no place has ever claimed more blood than those scarred hills. Alike they sought means of defending their country without the loss of so many of their countrymen. Vauban told Louis the fourteenth: «I would rather save 100 of Your Majesty's soldiers than kill 300 of the enemy.» They were brilliant engineers and they were careful planners who over looked no details. But there was to be one tremendous difference between their works.

Vauban was born in 1633 in Burgundy and, more loyal to his province than to France, fought under Condé against Louis XIV. He was taken prisoner and forced to work as a sapper, then the most dangerous job in the army. When he was 24 years old he caught the attention of Louis, who was then 29. The king saw him at work and realised that here was an unusual man. That was the beginning of a partnership and friendship that was to last until Vauban's death forty years later, and which brought about tremendous changes in methods of warfare, as well as the building of a great network of roads, bridges and canals. But the great man was modest to the end. «After forty years» he said «I find myself only half an engineer.»

Six years after the fateful meeting Vauban proposed an entirely new method of attack against Maastricht, which Louis was then trying to wrest

from William of Orange. Instead of digging a narrow ditch straight towards the fortress they would dig wider trenches further away and in a kind of zig-zag that made a more gradual approach but would give more protection to more troops. It also gave more work to those who dug — it took them 13 days. John Churchill, later Duke of Marlborough saw this attack which was not immediately successful, but eventually Maastricht fell and marked the success of this new type of siege warfare.

Eventual peace, instead of bringing retirement to Vauban, brought more work in the design and building of fortresses to protect France. He had married a girl back home in Burgundy and was continually begging for leave to go and see her, but of course he rarely got it. «Blessed liberty» he grumbled «which I plainly perceive exists only for the Americans».

He was a big man with gentle blue eyes and, surprisingly, a gentle nature. He longed to be a farmer but fate willed otherwise. He was kind and humane and each of the 56 times he laid siege to a town he hoped he might be skillful enough to make the enemy yield without loss of life. He persuaded Louis to make the engineers into a separate army corps with a proper scale of payment, instead of an expendable rabble who might last five or six sieges at most. He also seems to have been kind in other ways and in his will named four women who each claimed to have borne him a child (one was an Irish girl). «I find their claims difficult to believe, but all the same I will make provision for them».

He continually took the part of the lesser people. He expounded a new system whereby all complicated taxation which was reves paid by the rich anyway should be abolished in favour of a straight levy of 5 % on all the products of the soil. This was so straightforward that it would have been difficult to evade payment — perhaps this was one of the main reasons that it was not adopted, but maybe there were others. He had many clever ideas for improving France and jotted them down in his notebooks as he rode about to supervise the building of his forts. These became classical works of art, design-

ed with careful mathematics to determine the sighting of each and every part. «It is not the quantity of outerworks that counts,» he said, «but the arrangement.» He built 33 forts and 300 more he repaired and reorganised. It was said that «whatever he invested fell; whatever he defended, held.»

He was careful of detail. For buildings having to withstand water he perfected a special cement two thirds tile, one third lime and the whole diluted with linseed oil. Moles caused him trouble and his mole catchers recieved careful orders. And the moles and the water, and the invaders too, failed to breach the strong walls of such places as Montmedy, Verdun and Longwy. Vauban was clever but he was also lucky in having wholehearted support from the king.

To Maginot came the bitter realisation that his Line would probably be useless after all. It was only built as far as Montmedy, leaving open the Belgian border of France and the rest that had been built was gradually skimped because there was never enough money for its proper equipment. If politics and parsimony had not been allowed to interfere with his work the history of the last generation might have been written differently.

An article on the life of Maginot appeared in the Arrowhead earlier this year.

Mrs Phillips



## 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 GUILD

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 operation: Meetings held in homes of members every 2nd week.

## CHAPEL (P) NOTICE

*Schedule of Summer Service*  
*Effective 27 June till further notice*

1100 hours Sunday - Divine Worship  
1000 hours — 1st & 3rd Sunday -  
Holy Communion, Anglican  
1200 hours — 4th Sunday -  
Holy Communion, Anglican or United.  
1050 hours, Nursery in the Ground Training Building.  
Chaplains: W.J. Lord and S.M. Parkhouse.  
All are invited to these Services.  
The Chapel is open at all times for prayer and meditation.

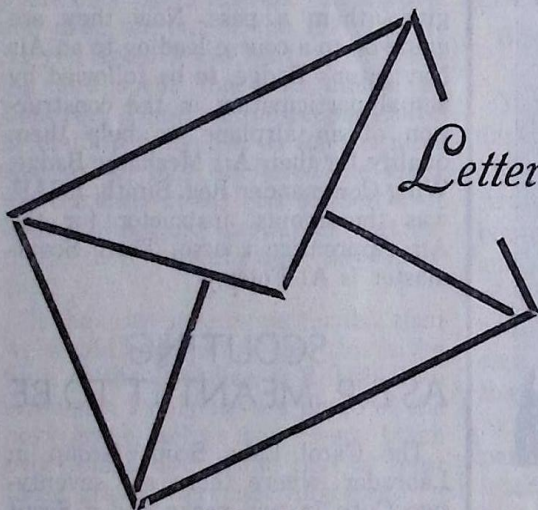
### GIFT FOR SEDAN ORPHANAGE — APPRECIATION

Manager,  
Arrows Hockey Team

The gift to the children at the Sedan Orphanage has been turned over to the undersigned by your coach, Padre H. Thomas.

On behalf of the children, the directing staff and the management of the home, as well as myself, let me say how much we appreciate this thoughtful and kindly act. Certainly the children will benefit beyond measure because of this concern.

Would you be good enough to circulate this to the team members?



## Letter to the Editor

(See story in last issue entitled Etain.)

May 25, 1965.

### TO THE MEN OF THE RCAF

I want to thank F/L Henderson for lifting me in and out of the jet. I also want to thank F/L Thoburn for doing his act. And F/L Sawchuk for answering my questions. And all the men that helped with the refreshments Miss Brown looked funny with the sea light hat on.

Sincerely,  
Kathy Trevits  
Miss Brown's class

## LIFE IN FRANCE

(Grade 2 version)

The French farmers usually live in small towns and villages. Many French men are farmers. Their barns are attached to their houses.

A long time ago important French people lived in castles and now you see the remains of them.

The French children go to school when they are three years old. They go on Saturdays and Thursday is their holiday.

Some French people wash clothes down by a river or stream because there is a shortage of water.

French people like to gather escargots or snails. They take the shells off them and cook them and eat them.

In France you see cars called Deux Chevaux. Deux Chevaux means two horses. They call it that because the car has the power of two horses. It is a small French car.

In France there are many fêtes in small towns. Fêtes are small fairs.

In France you can go places and see remains of guns, cannons, tanks and other things of war.

CANADA'S REPRESENTATIVES TO THE  
NETHERLANDS INTERNATIONAL GUIDE  
AND SCOUT CAMP



*L. to R.: Mrs Evelyn Bese, Pennie Crawley, Rowen Phillips, Carmen Thivierge. The above Guider and Guides — all from 1 Wing, have been selected by the « Girl Guides of Canada Headquarters, Toronto » to be Canada's ambassadors to this all important Netherlands Comp being held in Briançon, Hautes-Alpes, France — July 11 to 31. The above were chosen from applications submitted by all the other RCAF and Army Units in Europe.*



16-65

### AIR-MINDED SCOUTS

Trans Canada Airlines — Air Canada President Gordon McGregor, in his 39th floor Place Ville Marie offices in Montreal, recently presented Air Apprentice proficiency badges to six Ile Perrot Boy Scouts. Aged 15 to 17 years, the Scouts won their badges after a stiff course in which the lowest mark obtained in the final examination was 86. A 70 would have given them a pass. Now they are going on to a course leading to an Air Navigator's Badge, to be followed by actual participation in the construction of an airplane, to help them qualify for their Air Mechanic Badge. Wing Commander Reg. Smith, RCAF, was the Scouts' instructor for the Air Apprentice course. Their Scoutmaster is Al Foley.

### SCOUTING AS B.P. MEANT IT TO BE

The Carol Lake Scout Group in Labrador, where there are seventy-two Cubs in two packs and a Scout troop of thirty-six, is sponsored by the Roman Catholic Church, is interdenominational and bicultural. There are five French-Canadian Scouts, two of whom speak no English. Comments Scoutmaster Bob LeMessurier: « There is certainly no room for religious prejudice here and there is complete harmony between the various denominations ». A former Scout leader there remarks that « Such a mixed membership can do more than a bicultural commission ». — St. John's Telegram, Nfld.

# The Lonely Seven

**Editors Note:** The following letter was received from Dany Rycroft concerning the stories on the Lonely Seven.

Sexsmith, Alberta, Canada  
June 21, 1965.

Dear F/L Hetherington:

I would like to thank you for sending the two copies of the Arrowhead. I must say that I was surprised. You see, the location of the crash made it almost impossible for any of us to return to the graves of our friends and comrades.

I will start with the night of the crash. We were returning from a bombing raid, at 12000 feet, a new high. We soon found that this was the height that the German ground batteries liked best. Our plane was hit and soon on fire from nose to tail. The command to leave the ship was given in part by F/L Porter, but was never completed so swiftly did the fire spread. The interphone was dead before Captain Porter could finish his order. The plane went into a dive and I was able to get clear of the plane only by letting the chute open and drag me out of the rear turret. As you know I was hurt while landing and spent the next month at Boucquet. These are the people I have to thank for my life, as for the next five weeks they sheltered me from the Germans at the risk of their own lives without any hesitation. But for them there might well be lonely eight.

If the graves were unattended, then we would have to feel that this is the fault of the Canadian & British Governments. I only have a photo of the boys grave, before they were taken over and I now know that at least those graves were not forgotten.

Some five or six days after the crash there was a service held for the Lonely Seven. Some 150 French and one Canadian took part in the two hour service with about 500 Germans looking on, from a distance of some one hundred yards. I was dressed as a French lad and surrounded by a dozen six foot men and any time the Germans got too close, the group around me got a little thicker and I was not only safe but almost invisible. The boy received one of the most beautiful services that I have

ever attended. This large grave was completely covered with flowers and many many people risked their lives that day just by being there.

I am enclosing a copy of an article taken from the Port Arthur News that relates the experience of the ninth member of this crew that you have so well named the Lonely Seven.

There is one small error in your story of the 15th of May. W.G. Nisbett was the wireless operator and R.J. Hill was the special wireless

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Article from the «PORT ARTHUR NEWS» — printed shortly after World War II.

## COULDN'T SEE IN THE DARK! RAN SMACK INTO GERMANS!

Ten minutes of good vision in the dark would have saved F/L Cecil McLeod of 369 Dufferin St., Port Arthur from capture near Luxembourg, one black night last August and internment in a German prisoner of War Camp for nine months. The young airman who reached the city on a troop train last week, little more than two months after his liberation by the Russians, described his experiences as a prisoner of war in an interview today. «He ran smack into a German cavalry camp the night after the big Lancaster plane on which he was a bomb-aimer crashed after it was riddled by Nazi fighter planes. Thinking it was another small village, he started to walk through when a shape loomed through the darkness and a voice shouted at him in German. I shouted back and kept going on, but the shape belonged to a husky German soldier who shoved a bayonet at my back and yelled something more that I did not under-

operator. His job was to jam the German radios.

My wife, Violet and our two youngsters, Jack and Jean are leaving for Victoria in about ten days and plan to look up F/L Porters parents and F/O Jones' sister.

I am not a large farmer, although we do have a half section here at Sexsmith. My main job is Grain Buyer for the Alberta Wheat Pool at Sexsmith.

It is very difficult to try and put down on paper my feelings of some thing that happened so long ago, and yet it seems so short a time that we knelt by the graves of the boy.

If there is anything that I can do to help, please let me know and I will be only too happy to do so.

Yours truly

D.F. (Danny Rycroft.)

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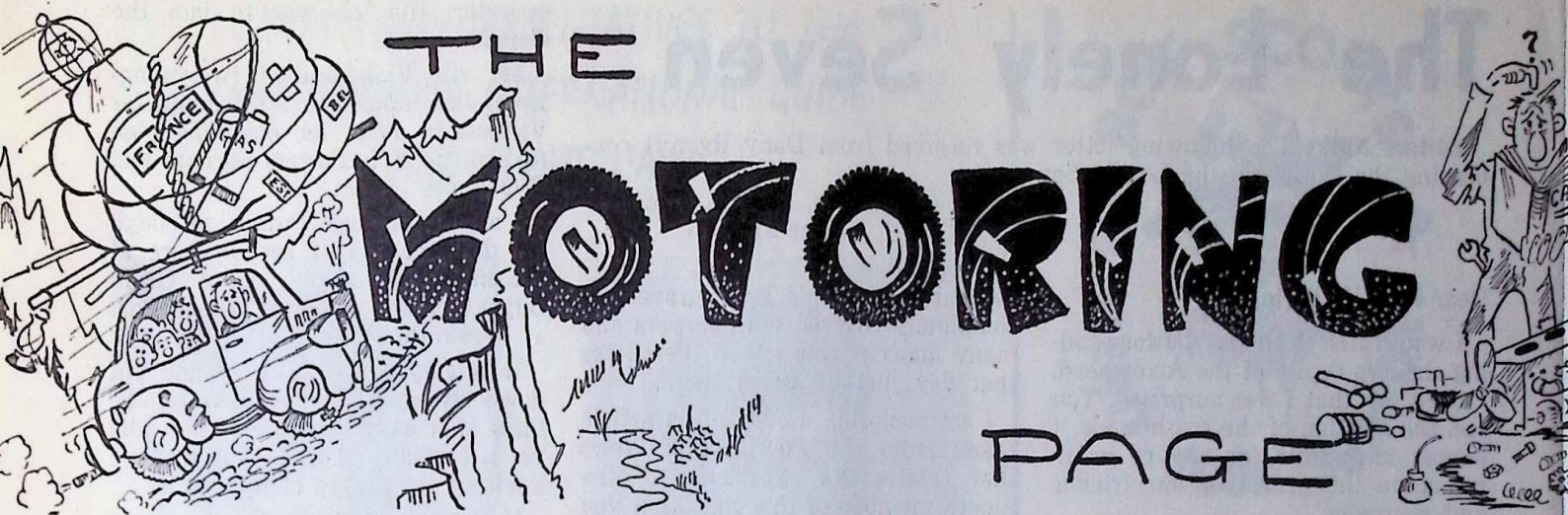
stand, but I knew enough to stop.»

The war was over for F/L McLeod just as he was beginning to hope that he could make his way back to allied lines. Less than twenty-four hours before the big lancaster bomber with a crew of nine had lifted its nose from England, sailed over France and dropped a big load of bombs on Rusesheim, Germany. It wheeled and started for home when it was attacked by German night fighters. «It was about two o'clock on the morning of August 26th» he said, «the fighters, protected by darkness raked us with bullets and in a moment or two we were on fire from nose to tail. Flying at nine thousand feet the Lancaster went out of control. Luckily I was sitting on my parachute, something unusual for me. I made my escape through the plane's escape hatch and landed in a forest in France. I didn't know it at the time, but I had suffered three broken ribs and severe burns to my face and hands as well as a deep cut to my head. Later I learned that there were only two survivors.»

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This to my knowledge is the story of F/L McLeod. I believe he is still residing in Port Arthur.

D.F.R.



Editor : Gary WEESE

Contributions : George HAWKES

## SEAT BELTS

Are compulsory equipment in your car. Why ?

If in an accident you are thrown from your vehicle your chances of survival are very thin. One to five in fact. Seat belts prevent this and so increase your odds of survival. Another source of serious injury is when you become a human projectile. In other words your car stops when you hit that oak tree but you don't. Seat belts help in preventing this.

How about injury to you by the seat belt? Not too likely — the pelvic region (which takes the impact) is the strongest in the human body.

How about a fire — and the belt jamming? Consumers report did a series of tests on a large variety of belts — and not one belt system jammed. These were new belts however and so can only suggest that a minimum amount of maintenance is required.

But what about the kids? I know — they have to be able to move around yet you don't want little Percy's head to go thru your new windshied. Why not buy as many as required of the childrens safety harnesses. They allow the children complete freedom yet achieve the same purpose as your seat belts. You may as well go back to Canada with at least as many in your family as when you arrived in Europe.

Still not convinced? Ask any high performance car driver — your driving improves when you wear seat belts. This is much more easily noticed if you have the opportunity to try out a sports car with seat belts on and then off.

Convinced? Oh — you always wear your seat belts? Well of all the accidents that occurred in One Wing in 1964 only 46 % of the passengers had their seat belts done up. Surely we can do better than that.

Remember, when that Citroen comes over the hill on

the wrong side of the road, its too late. What Grandma said about an ounce of prevention couldn't be truer.

## INDIANAPOLIS

We all know the answers now. Ferrari made the race a procession, not a race, after the Fords fell by the wayside with gearbox troubles. What a great pity that Fords should be plagued with this fault for the second year running. Up to the point where they quit running, Ford GT cars were leading handsomely. Watching them on television, one could see the fantastic speed with which these cars tore down the Mulsanne straight and their road-holding seemed to be equal to their speed — phenomenal !

The really interesting car in the race was the Rover Gas Turbine, of course, which was fitted with a new heat exchanger made by Corning Glass in the U.S.A. In 1963, the Rover completed the Le Mans race averaging 6.97 miles per gallon. This time, the gas turbine engine delivered 13.52 m.p.g., a remarkable improvement. Who says motor racing doesn't help improve the quality of the car your buy in the showroom? The general sale of the gas-turbine car is now nearer than ever, of course, and I believe that Rover will be the first makers to offer such a car to the general public without restriction.

Watching Motor races on television seems much more profitable because the TV Camera takes one around the course and Radio and Television Diffusion Français are experts at the job. Their coverage of Le Mans was excellent and the only thing one misses is the smell of hot oil and fumes.

## DEALERS FINED IN BRITAIN

Two firms of sccondhand car dealers in Britain were fined last week for selling faulty cars. In the first case,

the dealer admitted selling an Austin Mini with defective brakes and steering. The firm was fined \$150.00 and \$13.00 costs. In the second case, the driver of an Austin Healey lost control of the car while travelling at more than 70 m.p.h. There was hardly any tread on the rear tires, the prosecuting counsel said. The dealers were fined \$75.00 with \$42.00 costs.

«Caveat Emptor» means «Let the buyer beware» and this is the attitude of many dealers all over the world. It is about time that those who indulge in selling cars without ensuring that they are free from defects which make them unsafe on the road were prosecuted. When you stop and think about it, perhaps it might be your son who spends, or borrows, dollars for a car that looks good but may kill him. How often this has happened goes uncounted. Equally stupid is granting an operator's license to a boy who reaches sixteen years of age. All prospective applicants for a driver's license should be required to undergo an intensive driving course first. One remarkable fact is the very much lower accident rate encountered by young drivers who have taken the complete High School driver training course. Having instructed students taking part in this course, it was very interesting to see what results occurred when they took their driving examination in Canada. Most of them passed with honours and none failed. Statistics have shown that students who have taken these courses are far safer drivers.

## QUEBEC AND THE AUTO INDUSTRY

The automobile industry is helping considerably in the expansion of Quebec's industrial development. Since the start on construction of two automobile assembly plants, the repercussions on Quebec's economic development is already evident. Rubber companies are readying plants there for production of passenger car tires early in 1966.

The momentum began with General Motors announcement that they would build a plant at St Therese, 20 miles northwest of Montreal, costing some 75 million dollars to produce 100,000 cars each year. This was followed by an arrangement with Renault and Peugeot to assemble their cars in a 3.5 million dollar factory at St Bruno, 15 miles southwest of Montreal. The two plants will eventually provide some 3,000 jobs.

Three tire companies, Goodyear, Firestone and Dominion Rubber are building factories at Vallyfield, Joliette and St Jean respectively and will employ about 900 persons.

## VOLKSWAGEN TO BUILD IN MONCTON, N.B.

Plans have been announced for an administrative and distribution centre to be built in Rideout Street, Moncton for Volkswagen Canada Ltd. The centre will be the

administrative and parts centre for the Maritimes. Completion is scheduled for this fall.

## MUSTANG NEWS

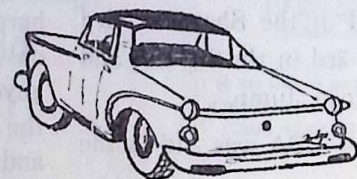
Now that the Mustang has carved a certain segment of the market for itself, Ford have announced other plans for it. The car is going to be bigger in 1967. Next market target — the whole family!

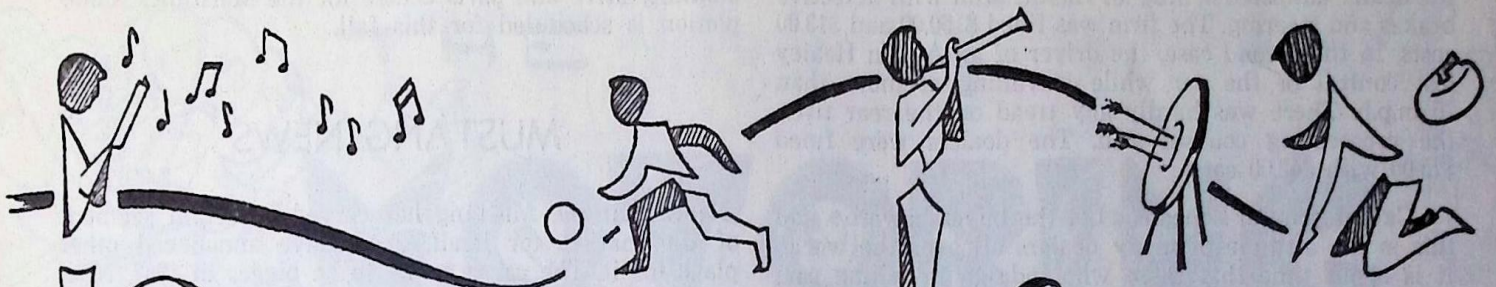
The car will be increased two inches in wheelbase, 14 inch wheels will replace the present 13 inch wheels and the six-cylinder engine will be discontinued. The change will be rather an expensive one though not necessarily an extensive one since all areas back of the B Post will be revised to give more back seat room. Styling will suffer because such a move will alter the profile of the car and it will lose some of its Gran Turismo look. Ford have discovered that a lot of people are buying Mustang as the only car in the family. And one shortcoming of the car in this respect has been the back seat space when you compare it with Chrysler's Barracuda or Rambler's Marlin. So the little pony grows up to be a stallion in 1967.

## VEHICLE SAFETY CHECKS

The British Columbia mobile vehicle safety check team, operating at New Westminster earlier this year, discovered that faulty headlights caused the greatest number of rejects and faulty wheel alignment was the second most frequent cause of rejection in cars tested there.

Judging by my own observation here in Europe, faulty headlights also heads the list of defects in cars. One of the most frequent faults noted is the setting of the lights on «low beam» too close to the car. The number of people who «overdrive» the distance illuminated by the headlights on low beam is very high. Another major fault and one which causes a number of accidents, is the directional signal lamp that can hardly be seen «winking» in the bright sunlight. Readers who own Camping Trailers should check the turn signals on their trailers now and ensure that the lamp is visible in daylight!





# Recreation Section

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

## TRACK & FIELD

On Sat 19 Jun, 1 Wing journeyed to 4 Wing to compete in the Air Div Track & Field meet. Despite the fact that there were only eight entrants from 1 Wing in this competition they put up a very creditable show amassing a total of 40 points. Top man for 1 Wing was LAC Storie, AFP who ran an excellent 8080 coming from behind on a brilliant kick to place first. LAC Storie placed 2nd in the 220 yd and 3rd in the 100 yd sprint. Cpl Crandal, T33 flt, won the 440 yd race and placed 2nd in the mile. O/C Williams won the mile for 1 Wing with a very good clocking of 4:52 despite quite high and often gusty winds, he also was 3rd in the Hop, Step and Jump. Cpl Davenport, ASO placed second in the Pole Vault and 3rd in the 440. LAC Wolfe, 437 Sqdn was 2nd in the Shot Put, 3rd in the Discus, 3rd in the Javelin and 3rd in the Broad Jump.

SP 4 Tomzak, USA was 2nd in the Discus.

Congratulations to all competitors for their very excellent show:

## 1 AIR DIVISION ART CONTEST



*Judges of the Air Div. Art Contest*

*L. to R.: Mr. Becdonnez, Mr. Pierret, F/L Knight, Mr. Drapier, Mayor of Longuyon, and Madame Wagner.*

The Air Division Art Contest held here at 1 Wing came to a conclusion on 15 June when Judges from Longuyon and surrounding area began the task of deciding the first, second and third top artistic works in two categories. The categories were oils and also other media which included pencil, crayon, chalk, water colours

etc. 1 Wing which comprised the majority of winners deserve congratulations and a special note of congratulations to F/L McAffer who won the Best of Show Award.

The following is a list of winners. Best of the Show:

F/L McAffer — 1 Wing

Adult Amateur (oils)

- First — F/L McAffer — 1 Wing
- Second — Mrs Blais — 4 Wing
- Third — Cpl Donner — Metz

Adult Amateur (other Media)

- First — S/L Tousignant — 3 Wing
- Second — Mrs Tate — 4 Wing
- Third — F/L McGrath — 1 Wing

Dependant Professional (Oils)

- First — Mrs Johnson — 1 Wing
- Second — Mrs Burke — 3 Wing
- Third — Mrs Johnson — 1 Wing

Dependent Professional - other media

- First — Mrs Burke — 3 Wing
- Second & Third — no entry

Juvenile Amateur Oils

- First — Mr Guile — 1 Wing
- Second — Miss Hinson — 1 Wing
- Third — Miss Proulx — 1 Wing

Juvenile (other media)

- First — Miss Hinson — 1 Wing
- Second — Miss Hinson — 1 Wing
- Third — Miss Harmer — 1 Wing



*The Central Command Band of the RCAF — seen here in the PMQ Area where they gave a well attended concert for the residents on June 15th.*

Ask for "The Best In The House"



*Canadian Club*

by HIRAM WALKER

The *lightest* whisky  
in the world



BY APPOINTMENT  
TO HER MAJESTY QUEEN ELIZABETH II  
SUPPLIERS OF "CANADIAN CLUB" WHISKY  
HIRAM WALKER & SONS LIMITED

HIRAM WALKER & SONS LIMITED, Walkerville, Canada • Distillers of fine whiskies for over 100 years

# 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 an 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 old Barber shop. This box is emptied daily during the 3 days prior to deadline. **THE NEXT DEADLINE:** July 12 — 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.

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

### babysitter

**BABYSITTER** — age 15, available any night and during the day. 66, rue de Dampicourt, St. Mard (4th bungalow on left).

### dressmaking

**DRESSMAKING** and alterations. Contact: Mrs A.N. MacDiarmid, PMQ B-122.

### lost

Girls Ariston watch with gold band. Lost Friday, June 11 during first show. Reward offered. Contact: Renee Shimla, PMQ B-37.

### wanted items

Bureau or chest of drawers and an aluminum or metal utility table. Contact: Lac Harvey — local 203.

Stroller — Contact: Lac R.R. Desjardins, Local 35-2.

5 cu ft. (or larger) fridge, in good condition. Contact: Lac Raymond, Local 123.

### cars for sale

1961 Volkswagen sedan 1200, 48,000 miles. Black with red interior. Motor completely overhauled, new clutch & 4 new shock absorbers. Body & Paint in new condition. Contact: Lac MacLean, local 157.

1960 Pontiac Laurentian 4 door sedan. Power brakes & steering. Good condition. Price \$1,000.00. Contact: W/C McVeigh, local 12 Metz or 23 (residence) or Rue de Forte, Queuleu, Metz.

1961 Ford Consul, 4 door sedan, Michelin X tires, very clean, roof rack. Price \$800.00. Contact: Lac Don Ball, local 186 or PMQ G-24.

1957 Ford Zodiac — good condition — Available July 1, car top carrier included. Price \$225.00. Contact: Sgt D. Turner, local 300-2 or PMQ B-75.

1961 Volkswagen (export model) good condition, recent major job, new muffler, and ignition system. Price \$625.00. Contact: Lac Crouse, local 28 or Trailer No. 2 Café du Parc.

1955 Ford V-8, standard transmission. Gray in colour, 4 door sedan, good condition. Radio included. Price \$300.00. Contact: Lac R.W. Zander, Fire Hall, local 155.

1961 Taunus, green, original owner, 4 new tires, seat covers with foam back, Insurance valid, Sept. 30. Price \$650.00. Contact: Lac N. Krish, 196 or 195. or may be seen at 60, rue de Virton, Ethe, Belgium.

1962 Anglia Deluxe, excellent condition, new tires, one owner. Reason for selling transferred to Canada. Contact: Lac Bryson, local 243 or 123 Maple Leaf Park.

1963 Triumph TR 4, 23,000 miles. Has Pirelli tires, low cost. Contact: Lac Hunter ASO 197-2 or E-17 Maple Leaf Trailer Park.

1959 Opel Caravan, light blue in color, 2 band radio, insurance valid 2 Feb. 1965. Contact: Lac Christopher, BB 19 RM or Local 203.

## misc. items for sale

Graetz 4 band mantle radio for \$55.00, Atlantic 21" Television, purchased last Nov. Good reception of Paris, Lux, Bruxelles. Complete with antenna for \$300.00. Repat Sept 65. Contact: Lac L'Ecuyer, local 116 or No. 125 Maple Leaf Trailer Park.

One wheeled luggage trailer, 45 x 32 x 16" with mounting brackets for English Ford. Brackets for other small cars available. Contact: Lac W.R. Thomson 199 ASO or Trailer No. 12, Iré-le-Prés.

Portable Sewing machine — Pax with accessories. Nearly new. Contact: Cpl Marcil, local 118.

Sunbeam electric frying pan - \$7.00. Contact: S/L D.C. Williams, local 81.

Small apartment washer. Good condition. Price \$10.00. Apply PMQ G-37.

Small two burner gas stove with oven. good condition. Contact: Cpl Dreyer, local 248 or 48, rue Ribonnet, Virton, Belgium.

Full volume of Groliers Encyclopedia, consisting of 20 books of knowledge, 20 books encyclopedia, 7 books of lands and people, 10 books of science. Includes bookcase, all in perfect condition. Contact: Cpl S. Dreyer, local 248 or 48, rue Ribonnet, Virton, Belgium.

49 cc Flandria — 4 speed, 125 cc Peugeot — 4 speed. In very good condition. Contact: Cpl Proulx, PMQ G-24 or local 168.

6 cu. ft. Frimatic fridge with reasonable size frozen food compartment. 1 yr. old. \$85.00. Contact: F/L Funge, local 172.

Baggage rack suitable for Peugeot car or station wagon — \$5.00. Transformer 200 watts — \$7.00. Calor heater — 110 or 220 volts — \$8.00. 2 jerry cans with spout — \$2.00. Contact: Sgt Kenneson, local 28 or PMQ F-23.

## trailers for sale

Housetrailer w/extension — Livingroom with 3 chesterfields (1 making into a double bed) Kitchen, 3 piece bathroom, Utility Room, Master bedroom and children's bedroom w/bunk beds. Also Hoovermatic washer & spin dryer, stereo set & 2 speakers, floor polisher, vacuum cleaner, etc. all in excellent condition. Ample cupboard & storage space. Available in September. Contact: Mrs P.D. Hoffman, travel Bureau, local 76 or after 1800 hrs at 420 Arrow Cres. Maple Leaf Trailer park.

2 Bedroom house trailer — 32 x 9 ft. Fully equipped, also Hoovermatic washer. Contact: Cpl R.F. Pierce, local 91 or 310 Third St., Maple Leaf Trailer Park.

Willerby President house trailer with 12 foot extension. May be seen anytime. Contact: F/L Stamnes, local 274 or 16, Artic Avenue, Maple Leaf Trailer Park.

Normadic two bedroom caravan with large living room, kitchen and complete bathroom. Available mid-August. Contact: Lac O'Neill, D-7 Maple Leaf Trailer Park or local 104-2.

Atlantic Homestead trailer, 34 x 9. Fully furnished, available in September. Contact: Lac MacNeil, 313 - Third St. Maple Leaf Trailer Park or local 186.

1961 Willerby Trailer with 32 x 11 ft extension. 3 bedrooms, living room, Bath, Kitchen and many extras such as portable stereo 4 band mantle radio, new 21 in. television. Corrugated plastic covered patio. Available in September. Contact: Lac L'Ecuyer, local 116 or No. 125 Maple Leaf Trailer Park.

Willerby trailer with wide full length extension. Contains Master-bedroom, full bathroom, kitchen with large new RCAF Fridge, dining area. Extension includes hall w/wardrobe closet, living room, chesterfield and chairs, end tables, wall to wall carpeting, large childrens bedroom w/bunk beds, large closets. Close to playground. Fully grassed yard, driveway and small patio. Reasonably prices. Owner repatriated August 13. Contact: F/L D.T. Thorburn at 439 Sqn or 334 - Third St. Maple Leaf Park.

1958 Berkley house trailer, with full extension, 2 bedrooms, verandah, storage room, Hoovermatic washer & dryer, lawnmower, garden hose, etc. Large fenced in yard, completely re-decorated. Available in August. Contact: Mrs C. Allcroft, local 65 or C-4 Maple Trailer Park after 5.00 p.m.

American Trailer 48' with extension. Consists of 2 bedrooms, bathroom with full sized tub and shower, kitchen with fridge, gas range, electric hot water heater, vacuum cleaner, Hoovermatic washer. Extension could be used as 3rd bedroom. Situated on large fully fenced lot. Part owner in Power mower. May be seen any time: Maple trailer E-14.

43' Marston with a 10 x 20' extension. Consists of 3 bedrooms, a storage room, a full bathroom, a kitchen and a living room. The large landscaped yard is all fenced in. See at any time at E 16 in the Maple Leaf lot or call Sgt Billingham at local 28.

Willerby President house trailer, completely furnished, including large modern stove, fridge, two bedrooms, two bathrooms, large lot, patio, storage space. Contact: Lac Hunter, ASO 197-2 or No. E-17 Maple Leaf Trailer Park.

## camping equipment for sale

Anyone returning to Canada who owns a Camping Gaz stove and would like to trade for Coleman, Contact: Lac Timson, local 279.

Blue Raclet Castel tent. Like new, used only 2 weeks. 2 bedrooms with sleeping area for 5 people. Also car top carrier, adjustable and has large capacity. Contact: Cpl Colton, local 32 or PMQ G-47.

1963 Digue 14' camping trailer, may be seen at Bank Parking Lot. Contact: Mrs McKay, Golf Course, or Local 157.

## for sale or rent

35 x 8' Willerby President Trailer w/21 x 7 ft extension, large double bed, 2 bunk, Hoovermatic washer & dryer, 1 GE fridge & stove. All the necessary items to start, (dishes, linen, garden tools, etc) Available mid-August. Suitable for family of 4. Reasonably priced. Contact: Lac Lee, 233 Second St. Maple Leaf Trailer Park or local 141.

## for rent

6 room newly decorated unfurnished apartment. \$45.00 per month. Contact: Mr. Jacques Martin, 31, Grand-Rue, Lamorteau, Belgium.

# On the Lighter Side



At the age of 83, my mother is still so youthful and energetic that she is the envy of her contemporaries. One day as she was showing a friend around her garden, she pointed out a ladybug on one of the flowers. Her friend peered closely. «What kind of a bug did you say that was?» she asked.

«A ladybug,» my mother repeated.

Her friend shook her head in amazement. «Land sakes, Lizzie!» she said. «Your surely have got good eyesight!»

★

A doctor in a clinic was interviewing a new patient. «If I find an

operation necessary,» he asked, «would you have the money to pay for it?»

«Listen, Doc,» replied the man, «if I didn't have the money, would you find the operation necessary?»

★

A plump gentleman ate a fine meal at the Waldorf with obvious relish, topped it off with some rare Napoleon brandy, then summoned the headwaiter. «Do you recall,» he asked pleasantly, «how a year ago I ate just such a repast in your excellent hotel and then, because I couldn't pay for it, you had me thrown into the

gutter like a veritable bum?»

«I'm very sorry,» began the contrite headwaiter.

«It's quite all right,» said the guest soothingly, «but I'm afraid I'll have to trouble you again.»

★

«Joe,» a friend asked a young businessman, «how do you expect to accomplish anything at your office with three good-looking stenographers around?»

«Easy,» was the confident answer. «I'll give two of them the same day off.»



# ASTRA CINEMA

Theatre Manager :  
FS E Shepherd

Assistant Manager :  
Sgt M. King

## MARVILLE

### FORTHCOMING ATTRACTIONS

Sunday July 4, 1800 and 2030 hrs  
**HOT ENOUGH FOR JUNE**  
 « A » Dirk Bogarde, Sylvia Koscina, Robert Morley


Monday July 5, 1900 hrs  
 Tuesday July 6, 1800 and 2030 hrs  
**INTERPOL**  
 « Q » Victor Mature, Anita Ekberg, Trevor Howard

Wednesday July 7, 1745 and 2030 hrs  
**IRMA LA DOUCE**  
 « X » Jack Lemmon, Shirley MacLaine

Thursday June 8, 1900 hrs  
**CHARADE**  
 « A » Cary Grant, Audrey Hepburn

Friday July 9, 1800 and 2030 hrs  
 Saturday July 10, 1900 hrs  
**IN THE NICK**  
 « U » Anthony Nüewley, Ann Aubrey, Bernie Winters

Saturday July 10, 1345 hrs **CHILDREN'S MATINEE**  
**FROGMAN SPY**  
 and  
**DINGLEY DELL ZOO**



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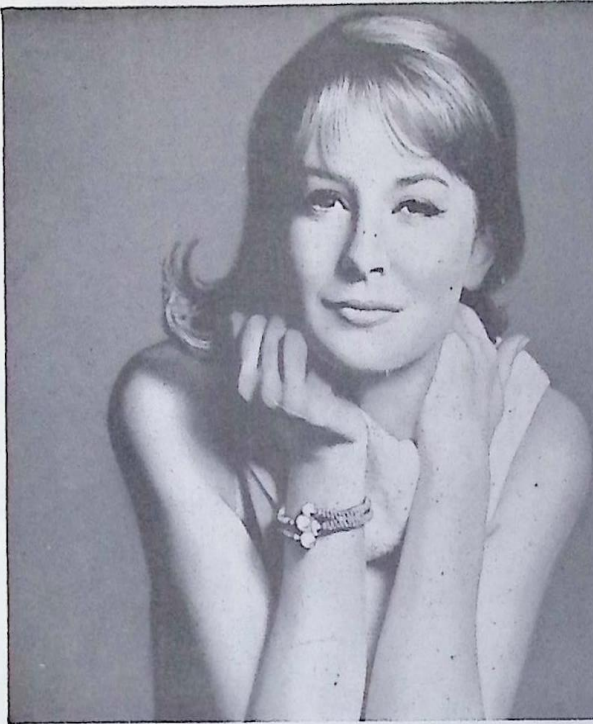
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*“My new Hoovermatic  
is so automatic...  
yet I’m in  
complete control  
of washday”*



**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**

