



12703

703 RCAF



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**

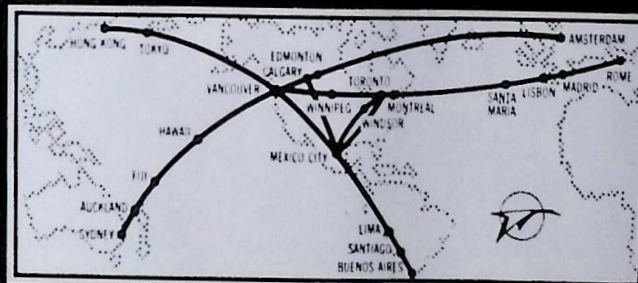
AND ENJOY A STOP  
AT AMSTERDAM OR AT LISBON  
AT NO EXTRA AIR FARE.  
**NATURALLY YOU HAVE  
THE BENEFIT OF MILITARY FARES.**

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

## Canadian Pacific



TRAINS - TRUCKS - SHIPS - PLANES - HOTELS - TELECOMMUNICATIONS  
WORLD'S MOST COMPLETE TRANSPORTATION SYSTEM



sept 12



*editorial*

VOL. 5 - No 14

1 WING RCAF MARVILLE

31 AUGUST 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.

#### EDITORIAL STAFF

Editor F/L R.I. Hetherington  
Motoring Editor F/O G. Weese  
Recreational Editor F/L J.E.B. Knight  
Reporter LAC G. Davis  
Advertising Manager F/L J.H. McLeod  
Co-ordinator Mrs D. Proulx  
Printing Michel frères, Virton

Arrowhead Office :  
Room 17, HQ Building, Tel : 75 - 2

Hours of Operation :  
Mon. Wed. and Fri. from 0900 to 1300.

#### DEADLINE DATES

Photos Noon September 1  
Materials Noon September 8  
Next issue September 15

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

#### COVER STORY

This issue features a story and picture of Montmedy Haut. The cover photo shows the old Castle as it is often seen today with a CF-104 nearby. The Photo was contributed by Capt Mike Nicolas the previous USAF exchange officer at 1 Wing.

A child's education must of necessity develop from the environment in which it is raised. It is no coincidence that children raised in a Christian home and society turn out to be Christians whereas those raised in a Buddhist culture grow up to be Buddhists. Thus the children of the Western World to-day will chiefly formulate their ideas of democracy, government, and the Western way of doing things by what they read in newspapers, see on television, and witness personally. The remaining important influence comes from what they learn at home.

In the recent past, John Fitzgerald Kennedy and Malcolm X have been assassinated. The Sons of Freedom in British Columbia, the FLQ in Quebec, and the « Rightists » in France have taken to expressing their political views with explosives. The fans at a soccer game in Peru expressed their disapproval of a referee's decision by staging a riot which killed over two hundred people. Last but not least we have witnessed the race riots in the United States culminating with the catastrophe in Los Angeles this month. Sensational events like these make headlines and an unfortunate by-product may be that children receiving their educations now could come to recognize these methods as the accepted manner of achieving political or other goals. This trend is already somewhat apparent as one witnesses the lack of respect for law and order plus the destructive acts which make up the « fun » weekends of some teenagers. The tendency is further perpetuated by many of the television shows and movies which are available nightly. A method must be found which will counter these ideas of force and violence yet still permit children to be exposed to the world.

Such notions will not be overcome by ignoring them, sheltering the children, or by laws and public lectures. Only in the home, where all strong fundamental ideas are formed, is the machinery available. The responsibility rests with each and every parent to explain current acts of violence and mob rule in the light of their status in a democratic society. In this way only will it be possible to perpetuate the enlightened life which our forefathers strived so hard to attain for us.

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

# news of canada

## GIANT PROJECT

Prince Edward Island, Canada's smallest province, is to be linked to the mainland by a combined tunnel, bridge and causeway. Construction to join the island with the Province of New Brunswick is expected to start in April 1966 and completed in late 1970. The cost is estimated at approximately \$150 million which will be borne entirely by the Federal Government.

The massive undertaking will include a three-mile bridge, nearly a mile of under-water tunnel and five miles of causeway. No similar project has ever been attempted where tidal, weather and ice conditions are so severe. The highway section of the link is designed to accommodate four lanes of traffic but the present plans call for the use of only two lanes. It will cost an additional \$10 million to convert the highway to four lanes later.

The project will begin at the New Brunswick shore with a 13,000 foot causeway supporting the railway line at an elevation of 26 feet. The highway will be on a structure above the rails at a height of 59 feet. Studies on the project have been going on for over 10 years.

## « HEAVY WATER » PLANT

A \$46 million heavy water plant is to be built at Estevan, Saskatchewan. The world's largest, the plant will have a capacity of 300 tons of heavy water annually.

The heavy water (deuterium oxide) to be produced at the Estevan plant will find its main use in the nuclear reactors for power generation which have been developed by the Atomic Energy of Canada Limited. It will serve a double purpose — as a moderator to control the reaction of natural uranium, and as a coolant.

One of the main sources of heavy water is ordinary water which contains from 140 to 150 parts per million of heavy water. The process requires large amounts of heat and the availability of low-cost lignite coal in the Estevan area was an important factor in deciding to locate the new plant in Saskatchewan.

When the Estevan plant begins production in the fall of 1967, Canada will have two heavy water plants. A 200-ton-a-year plant is under construction at Glace Bay, Nova Scotia.

## NEW SUBMARINES FOR CANADA

The first of three Oberon class submarines being built in Britain for the Royal Canadian Navy will be commissioned HMCS Ojibwa Sept. 23 in HM Dockyard, Chatham, England.

The Hon. Paul Hellyer, Minister of National Defence, will be guest of honour. Two days later, on Sept. 25, the second submarine for Canada will be launched at the Chatham yard with Mrs. Hellyer acting as sponsor. The submarine, to be named Onondaga, is scheduled to be completed in 1967. The third, the Okanagan, will follow in 1968.

## ARMY AID FLOOD VICTIMS

Soest, Germany — About 100 men of the 1st Battalion, The Royal Canadian Regiment, in West Germany went into emergency flood control action last week at Hovestadt, eight kilometers north of that farming community, at the request of German authorities.

Continuous rain this year and sudden

cloud-bursts during the past weeks overflowed streams in the Lippstadt, Neuhaus and Paderborn areas, flooding farms and homes.

Local police called out the German army and also asked for aid from the Canadian army. Canadian troops were immediately despatched. Twelve assault boats were supplied from 4 Field Squadron, Royal Canadian Engineers, to rescue Germans isolated by flood waters.

A call was received by headquarters, 4th Canadian Infantry Brigade Group, from the hospital at Lippstadt asking for water containers, as the town's water supply had become polluted.

Weathermen at the Royal Air Force station, Gutersloh, said that this certainly has been the wettest year since the British first opened the weather station in 1946, and probably the wettest since the German weather records were begun in 1890.

British, Dutch and Belgian troops were also called out to fight the floods, which were receding by the weekend.

## RCAF NATO « TOP GUN »

Flight Lieutenant Ernest E. Frioult of the RCAF's 4 Wing, Baden-Soellingen, Germany, became the « top gun » of the recent NATO Tactical Weapons Strike Pilots Meet with his score of 97 points out of a possible 99. He scored his points for having three bulls-eyes for 90 points and picked up an additional 7 points for navigational accuracy. The Canadian component in the meet was also top national team. F L Frioult is the son of Mr. and Mrs. Eugene Frioult of 41 Fairview St., Sydney.



(Canadian Forces Photo)

## KEJIMKUJIK PARK

A development programme extending over a period of three years will be launched this year in Canada's newest National Park. An area of approximately 140 square miles surrounding picturesque Kejimikujik Lake is being turned over to the Federal Government by the Province of Nova Scotia. It lies approximately 150 miles southwest of Halifax between Digby and Liverpool, Nova Scotia.

No buildings are planned for this year, but work will begin this summer or fall on road construction in the park. The park will include trails, campsites and picnic facilities.

## AWARDED MBE

Company Sergeant-Major (WO 2) Georges Ouellet of Levis and Camp Valcartier, Quebec, has been made a member of the Most Excellent Order of the British Empire by Her Majesty Elizabeth II.

The award is for quickness of thought & complete disregard for his own safety when, on April 10, 1964, as a reconnaissance patrol leader with the 1er Bataillon, Royal 22e Regiment in Cyprus, he personally rescued twelve Greek Cypriot farmers from Turkish gunfire and successfully negotiated a cease-fire in the area of the Kato Dhikomo Pass.

## RECORD WINTER SHIPPING

The Canadian Coast Guard vessels rendered assistance to a record amount of shipping in the Gulf of St. Lawrence during the past winter and spring.

Passages through the Gulf from December 15 to May 15 totalled 1,178, an increase of 54 per cent over the 1963-64 figure. A total of 519 ships received icebreaker assistance and 659 were offered routing assistance through the Gulf to their destinations. In the previous winter, 313 were assisted by icebreakers and 447 were given routings.

The total tonnage of imports and exports that moved through the Gulf during the season amounted to an estimated 7,400,000 tons, of which about half was iron ore concentrates from the Quebec North Shore of the Gulf. The remainder was general cargo. In the winter of 1963-64, the season's tonnage was in the vicinity of 5,000,000 tons. For the second consecutive year ships moved regularly in and out of the Miramichi River area of the Province of New Brunswick, and a total of 15 ships were escorted in and out of the area during the winter.

Forty-seven beset vessels were freed by icebreakers and in addition, a number of fishing boats and sealing vessels were assisted in getting to open water from iced-in areas.

## FIRST OF ITS KIND

Students of Canada's first class of Com-

munity Development Officers — specialities trained to work with Indians to help them develop their own leadership — have recently graduated from the Community Development Course at the University of Ottawa campus.

The 38 graduates of the three-month course will be assigned to Indian communities throughout Canada to help residents develop their potential for leadership and to assist Indian leaders in achieving social and economic advancement.

The course was the first venture of its kind in Canada and was organized by the Indian Affairs Branch of the Department of Citizenship and Immigration when it became evident that no comprehensive programme of this type was available at any Canadian university. Subsequent courses are expected to include an increasing percentage of Indians among the students.

The graduates will work with community leaders in order to help Indians themselves build a sense of identity and to encourage them, through the Band Councils, to become progressively more self-governing and less dependent on government assistance.

## GEOGRAPHICAL COMMITTEE FORMED

The formation of a National Advisory Committee on Geographical Research was announced recently by Canada's Minister of Mines and Technical Surveys. The Committee, composed of top university, government, and private scientists, is to assist in the co-ordination of geographical research at the national level.

The new group will foster contacts among university, government and private geographers and agencies, and promote graduate and postgraduate research in geography.

In Canada geographers are employed by a large variety of institutions and businesses. They do land-use mapping, survey urban developments, analyze the flow of goods through ports, evaluate the resources of specific regions, determine the best locations for service stations and supermarkets and trace the formation and movements of ice.

## NEW TONNAGE RECORD

Shipping operations in the St. Lawrence Seaway and the Welland Canal systems established a new total tonnage record for the first three months of shipping this year, beginning in April. Ship traffic through the longest section from Montreal, Quebec, upstream to Lake Ontario was up 10 per cent in June this year compared to June last year. So far the 1965 tonnage was 14,327,000, up four per cent over the same three months of 1964. In the Welland Canada section, between Lake Ontario and Lake Eric, the total tonnage during the first three months

of 1965 was 17,900,000, a rise of over three per cent. Iron ore and wheat are the two leading commodities handled.

## FREE FIRST-YEAR TUITION

A precedent for higher education in Canada was set by the Government of the Province of Newfoundland recently when plans to provide free tuition to all first-year university students in the province were announced. The province will pay the tuition for all freshmen who do not already have scholarships or other government grants. The offer will apply to all persons who are residents of the province and qualify for entrance to Memorial University in St. John's.

## AN OLD EYEWITNESS

A 103-year-old eyewitness to the last major skirmish between Canadian troops and Indians helped to commemorate the event at a recent ceremony. Solomon Pritchard was prisoner of a band of Cree Indians that battled a mixed force of troops and North-West Mounted Police (now the Royal Canadian Mounted Police) at Frenchman Butte, Saskatchewan, during the rebellion of 1885.

Mr. Pritchard, who lives at Cando, Saskatchewan, unveiled a plaque erected on the battlefield by the Canadian Government. At the same ceremony, the Government announced the opening of Frenchman Butte National Historic Site. The 18-acre site still shows traces of many rifle-pits dug by the Indians on the crest of a low hill.

The skirmish at Frenchman Butte was the last major engagement of the 1885 rebellion, which saw the Crees, incited by Louis Riel take up arms against the reserve system. After killing nine settlers at Frog Lake, the Indians, led by Big Bear, were confronted at Frenchman Butte by some 200 troops and police under Major-General T.B. Strange. General Strange tried unsuccessfully to dislodge the larger Indian force entrenched on the hill. The Indians retreated northward after he withdrew to await reinforcements from Battleford, Saskatchewan. Strange gave up the pursuit 12 days later; Big Bear finally surrendered voluntarily.

The Indians captured Mr. Pritchard at Frog Lake with his father, other members of his family, two white women and several Métis families — the Métis of Canada are persons of mixed Indian and European blood. Other witnesses, who were children at the time of the skirmish, represented Big Bear's Indians at the ceremony. School children from Frenchman Butte represented a «historama» depicting the encounter, and Indians from the nearby Onion Lake Reserve performed a war dance.

# Captain Nicholas

by F/L B.L. Castledine



«Pardonnez-moi Monsieur, but what is an USAF Captain doing participating in a RCAF CF-104 aircraft display at the Paris International Air Show?» Captain MC «Mike» Nicholas answered this question more often than any other during this years air show at «that no fun town», Paris.

Captain Nicholas has been at Marville for the past year on exchange duty from the 38th Tactical Reconnaissance (Recce) Squadron at Ramstein AFB West Germany assisting the RCAF in our new tactical recce role and although Mike was assigned to 441 R Squadron, both squadrons have equally shared his recce knowledge and experience.

Captain Mike's military flying career has been centered around photo reconnaissance and his credentials showed the accumulation of approximately 200 recce flying hours from tours at Shaw AFB South Carolina, Toul Rosieres AFB France and, of course, Ramstein. During his tours at these bases, Mike flew recce missions in the RF One-O-Wonder and here at Marville an added bonus to the exchange posting was an opportunity to accumulate two hundred hours in the recce CF-104, something he will never be able to do in his air force.

Mike's assignment at Marville was to assist in the Tactical Evaluation (Tac Eval) organization and to help train photo recce pilots. The Tac Eval organization aspect in itself is enough to keep one busy for months but Mike always found time to chase the squadron pilots on their missions and afterwards, offer gems of wisdom or «smarts» as he called them.

The Squadrons were nicely settled into their training program when station Tac Eval struck. I think everyone was a little apprehensive about our first Tac Eval, and for those of you who missed that operation you'll be happy to know that Air Division was very pleased with our first Tac Eval results. The Squadrons results were directly due to the efforts of Captain Nicholas, and all the compliments should be his.

Eight months after Mike arrived, the squadron pilots were starting to give him a run for his money, therefore he spent the majority of his time assisting our Wing Intelligence section, flying squadron Tac Eval missions,

and target hunting. It was on one of the latter missions that Mike encountered an RAF Canberra on a similar mission. Actually it was more than an encounter, it was a mid-air collision. Mike and the Canberra crew were uninjured; however, both aircraft were recovered at 4 Wing «sans» tip tanks and a wing tip each — without being melodramatic, a risk every recce pilot must be prepared to accept flying in a congested low level structure.

Mike's assignment in Marville and Europe terminated 13 August and after he returns to Ramstein to collect his wife and daughter, its back to Shaw AFB to familiarize himself again with the RF-101, and thereafter probably Viet Nam. I'll miss him; the squadrons will miss him; and come next Tac Eval, Marville will miss him. Thanks for all your good work Mike, good luck on all future assignments, and watch out for other Canberras.



On "active" service...

FOR ALL YOUR BANKING NEEDS

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

**BANK OF MONTREAL**  
*Canada's First Bank*

Marville Branch:  
**PAT RIGBY, MANAGER**

31 AUGUST 1965

# Professional Skills Combine to save a Life

From the RCAF's 3 Wing Hospital in Zweibrucken, Germany, comes the story of a dramatic night flight: a night of phone calls and police escorts in the evacuation of a heart patient from the continent to London, England.

The story started while Wing Commander H.R. Knight of Grafton, Ont., chief operations officer of 3 Wing, was on leave with his family in France. His wife Marian suffered a sudden slowing of her pulse. The holiday was shattered and Mrs. Knight was admitted to the nearest United States military hospital in France. On Monday, July 5, she was transferred to the U.S. Army Hospital at Landstuhl, Germany.

At about 9 o'clock the next night her condition became critical. A pacemaker, an electronic device to stimulate the heart muscle, was needed urgently — but none was to be had. The bad news was reported to Surgeon Lieutenant-Commander M. J. Lydon on duty at 3 Wing Hospital who decided to try to have the patient admitted to the National Heart Hospital in London.

While the patient was being readied for her journey, a phone call went out to England to locate the chief consultant of the heart hospital. Another call went out to the RCAF's 109 Communications Flight at Marville, France, where a crew was rapidly assembled to fly a Dakota transport to the airfield nearest the Landstuhl hospital.

By two o'clock Wednesday morning the Dakota was taking off for London with the patient and a medical team

aboard. Surgeon Cdr. R.V. Irwin, of South River, Ont. anaesthetists, and a flight nurse, Flying Officer Eva Gibbon of Aylmer, Ont., assisted Lt.-Cdr Lydon who maintained the patient intravenously on heart stimulating drugs throughout the night flight.

At 5 a.m., the aircraft captain, F/O Mark Terreau of Montreal, landed his plane at Gatwick about 50 miles south of London. Minutes later the patient was transferred to a waiting ambulance which drove away quickly with a police escort.

«No bells, no sirens, just plain efficiency,» was how Surgeon Cdr. Irwin described the race through the quiet morning countryside with the police car clearing every intersection and stop light for the ambulance to speed through.

At Redhill, 40 miles south of London, a second police car joined in the escort job to Croydon on the city's outskirts. There a third car moved in and, as the quick convoy reached the city limits, two more cars were added to ensure safe passage through the thousands of intersections and scores of stop lights that crowd the route to city centre.

At 6 a.m. the convoy of ambulance and five police cars pulled up at the National Heart Hospital. The patient was admitted directly to the cardiac catheterization room. There a plastic tube was inserted into a vein in her arm and an artificial pacemaker was threaded through directly into her heart.

At 8:30 Wednesday morning, less than 12 hours after her condition had

become critical, Mrs. Marian Knight's heart was again beating normally thanks to the fast and effective co-operation of several international, military and civil agencies.

Other RCAF personnel involved in the air evacuation were F/O F.D. Thiessen, first officer, of Kitchener, and Cpl. W.H. Woloschuk, Victoria, crewman.



## Too Big Now...



but someday it will fit. Life Insurance wisely planned today will guarantee your children's education even if you should die in the meantime.

## Gil Brown

7, RUE DES FLONCEAUX,  
FLORENVILLE  
BELGIUM

A FULLY QUALIFIED AND  
LICENSED CANADIAN IN-  
SURANCE UNDERWRITER

**MANUFACTURERS**  
INSURANCE **LIFE** COMPANY

153

# Montmédy

## COVER STORY

by Paul Errard

*Honourary President of the Society of Naturalists  
and Archeologists of the Northern Meuse.*

The aim of these pages is to draw a rapid picture of Montmédy in the past, to tell its story of old grievances and glory, and to give a few important dates and associated facts. To be sure, our little city's history is not exceptional. It has led the same life as the surrounding localities; it has shared the same sorrows, it has seen days of feast and days of famine. Its history is the story of this area.

Attracted by the pleasant valley of the Chiers and drinkable water, the first inhabitants settled on the south side of the forested height whose thick foliage protected them from the icy northern winds. Who were they? To what age did they belong? These questions will doubtless never be precisely answered. Our « Mady » was founded probably many years before Christ. It was certainly an established community before the Romans arrived, which fact has been proven by the discovery of some prehistoric objects. And, when the conquering Romans arrived, they built on the pillaged and burnt remains of the previous inhabitants, an important villa at the foot of what is now Sedan street. One of the Romans gave his name to it, Madiacum, which is mentioned for the first time in the will, made at Verdun in 634, of the Duke Adalgysile, Portionem mean de Madiaci, super Caro, (my share of the estate of Madius, on the Chiers). Such is the exact origin of the name of our locality which, it should be remembered did not extend up to the plateau. What we know as upper Montmédy (Montmédy Haut) was not inhabited until the 13th century.

In the meantime, the Franks repeatedly invaded this area, followed by the Huns in the 5th century who ravaged Mady and other communities some of which never rose again from their ruins.

Historic documents and records of this period and of the middle ages are scarce, and often too inaccurate to give a true picture. But, it was during this period that such men as St. Martin and St. Montan (4th century), St. Bride (5th century), St. Walfroy (6th century), and others, performed deeds of which we know only those associated with the church, their military and social roles being overlooked by the chroniclers.

In 941 Arnould of Grandson founded the country of Chiny, in which our city, not yet a very important locality, was incorporated. This was the beginning of a calm period which saw, in 1070, the founding of Orval. Then, in 1182, the Archbishop of Reims, « William with the white hands », granted to the citizens of Beaumont-en-Argonne, a charter whose particularly liberal provisions for self-government were extended to 500 other communities of the region. In this way Montmédy gained its independence in 1239, under Arnould III of Looz and Chiny. It was at this time also that Montmédy received what was to be an important ex-

ension. Impressed by the dominating situation of « Mont de Mady » Arnould, who had used the site only as a hunting relay (fresh horses, dogs, etc.) built a castle there, beginning construction in 1221. His castle's strong military position did not escape him and he made his normal residence there. Thus, « Mont de Mady » (Montmédy) was born. It became the county's capital to the detriment of Chiny whose existence after that time was in jeopardy.

It was from the castle of Montmédy that Louis V of Chiny rode forth in October 1284, to participate with more than 500 knights in the five-days jousting tournament of Chauvency.

Unfortunately, hard times and the incessant need for money by the poor counts of Chiny forced Arnould V to sell on 13 June 1364, his country to Wenceslas I of Bohemia, Duke of Luxembourg, « for a certain sum of Florins ». This amount was required « through great necessity » he himself wrote on 13 February, 1365, in a letter to his subjects advising them of the sale. Virton, Neufchateau, Etale, Florenville, Yvois (now Carignan) suffered the same fate as Montmédy in being sold. So ended the House of Chiny whose counts enjoyed a popularity with their people that has persisted even to the present.

Thus after a long and happy period, followed by a shorter and more tormented period, our country lost its independence. Placed between France and Austria, between the Low Countries and Lorraine the scene of their struggles and at the same time, the stake of their covetousness and striving, tossed endlessly from one to other, leased, pledged, several times conquered and reconquered this country-side became familiar with the fire and sword which accompanied the struggle of its powerful neighbours; and during three centuries it came under the rule of Germany, France, Burgundy, Austria, Spain, and finally France again in 1659. The fleecers, the scourgers, the great partnerships, the Hundred Years War, and the sieges, had almost totally ruined the city.

The following description of this area is a translation from the chronicles of the Abbot of Floreffe (Now Luxembourg came into the Hands of My Lord, Philip of Burgundy).

« Luxembourg, the Grand Duchy, was in great tribulation. There was so much thieving that merchants dared not do business, nor the farmers would their land. A lady was not respected whether she was a Duchess or a most noble Princess ».

This was an age of numerous vicissitudes when the country constantly changed masters. Wenceslas II the Drunkard, mortgaged it to Louis d'Orleans in 1401. Anthony of Burgundy, married to Elizabeth of Goerlitz, Wenceslas's niece attacked it in 1412, his nephew Philip the Good, followed the Rash, became its master.

After 1550 Charles V had the greater part of Montmédy's fortifications constructed. These were continued under Philip II and III. Charles of Orleans, the son of Francis 1st, with the future Admiral de Coligny, besieged it in 1542 only to give it back to the Burgundians by the treaty of Crespy-en-Laonnais, along with Danvillers, Yvois (Carignan) and Luxembourg. Also, Henry II, King of France, captured it in 1552 only to cede it soon afterwards to Spain along with more than 200 other places by Treaty of Chateau-Cambresis.

Nor did the Thirty Years Religious Wars spare this country of marching armies. It created the greatest devastation.

To Montmedy in 1657 came Louis XIV's armies to lay siege, having taken the fortresses of Damvillers in 1637, Etenay in 1654, and Mussy and Marville in 1655. This episode provided the most glorious page in Montmedy's history. Under the leadership of Jean V, d'Allamont Montmedy surrendered to the young king, Louis XIV, who with Cardinal Mazarin and many others of his court, was present during the last stages of the siege. Luxembourg became French.

Now, formally given to France by the Treaty of Pyrenees, and made the seat of Royal Provostship and Bailiwick, the city of Montmedy began a period of tranquillity that it had not know for a long time. The French Governor, Vauban, rebuilt and altered some what the fortifications, and succeeding governors, such as Chasseloup — Laubat, continued to modify the system of fortifications up until the middle of the 19th century. The lower town of Montmedy in 1681 was hemmed in by a wall with a circumference of 1230 meters. This wall was partially dismantled, in accordance with the law of 10 July, 1877, but most of its parts can still be seen.

The 18th century was the age of great construction in Montmedy, somewhat the fortifications, and succeeding governors, such as Chiers, a military hospital, a church in upper Montmedy, and presbyteries, etc.

Next came the events of the Revolution. It is necessary to recall that it was to Montmedy and Thonnelle that Louis XVI and family were heading when they were apprehended at Varennes. In 1792 it was the aggressive attitude of the Governor, General Ligniville, which frightened off the invading Prussians and Austrians. It would have been pleasant to be able to praise in the same way General Laurent who commanded the fort in 1815.

The 19th century passed without any particularly noteworthy events. Besieged unsuccessfully once in September 1870, Montmedy, under the command of Captain Reboul, followed by one Tessier, surrendered following a new siege in the following December, having received 3,000 shells, two months after Paris was occupied. From this time on, as result of the laying of a railway line through Montmedy around 1865, upper Montmedy was gradually abandoned in favour on the lower town.

It would be useless to give the local events of the first and second World Wars which are so recent that the unfortunate and unhappy events are not forgotten.

## 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

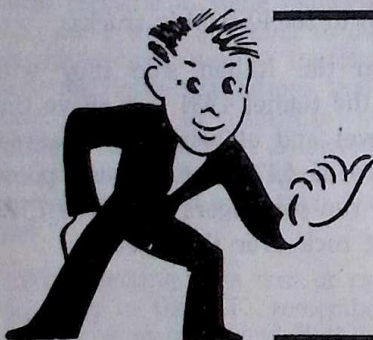
*Schedule of Summer Service  
Effective 27 June till further notice*

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.

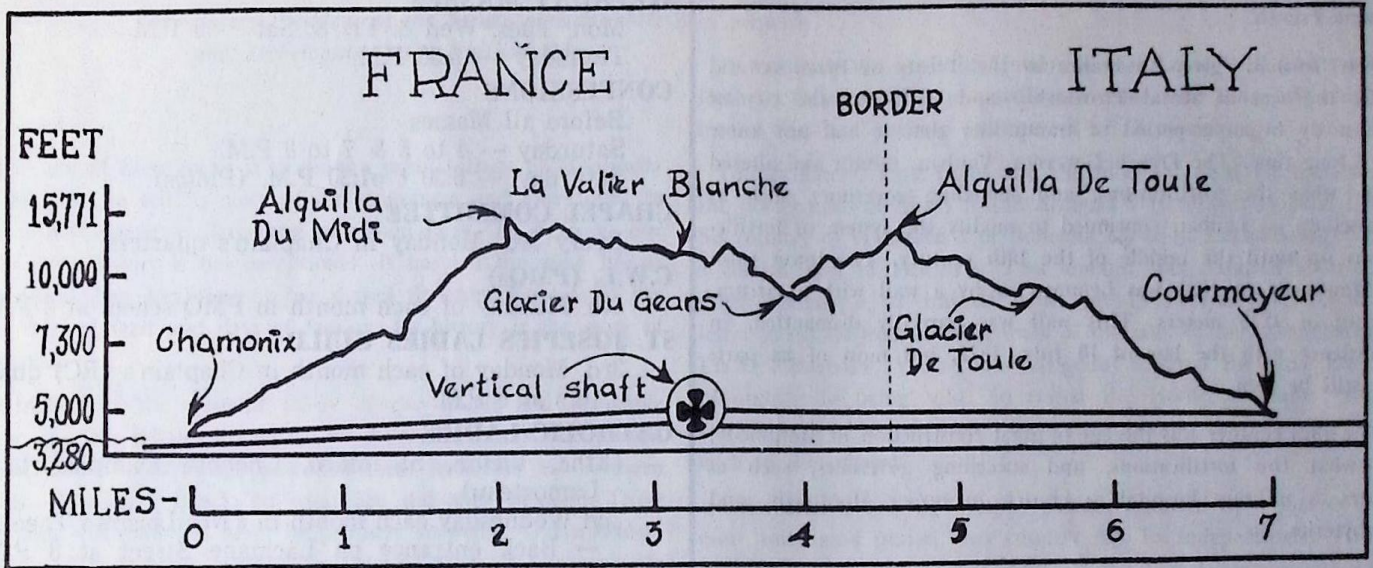
The Chapel is open at all times for prayer and meditation.



*Support our advertisers  
and they will support us*



# ON THE CONTINENT



Dave Smith

## Tunnel Links two Nations

On July 16, 1965, the presidents of France and Italy snipped a ribbon and officially opened the new seven-mile tunnel through the Alps that will change the patterns of trade, tourism and traffic in the area.

The new two-lane highway under Mont Blanc runs between the Italian village of Entraves and the French town of Lepolerins. It will cut up to 20 hours off the driving time between Rome and Paris in the winter when most passes are closed and traffic must make the "end run" around the mountains along the Riviera. This will probably attract both commercial traffic and vacationing motorists away from the traditional Rhone Valley route from Paris to the south and lead them further East through Geneva, the tunnel, Turin and Genoa.

President Giuseppe Saragat of Italy

drove through the tunnel from the Italian side on the Friday morning to meet President De Gaulle of France on the French side near Chamonix. They drove to Courmayeur, the mountain resort near the Italian entrance, for the opening ceremonies. The two countries, with some help from Switzerland which will benefit greatly from the new subalpine route, spent about \$70 million, more than double the original estimate, to complete the tunnel in just under six and a half years. Of a total work force of 995, there were 17 killed and 800 injured, a casualty rate exceeding those in most battles of the Second World War.

The idea of going through instead of over around the Alps has been under discussion almost since Hannibal and his elephants did it the hard way over the Mont Genevre pass 60 miles south of the new tunnel

in 218 B.C. to attack the Romans.

While everyone talked about it, no one did anything until 1946 when a vigorous and optimistic free enterpriser from Turin, Count Lora Totino, borrowed \$4,000 and set miners blasting away at the rock from the Italian side without consulting anyone. His men had penetrated about 60 feet into the mountain before the government moved in and took over the effort.

The tolls for the 600 vehicles an hour that can pass through the tunnel will range from \$1.12 for motorcycles to \$8.00 for the biggest cars and up to \$30.40 for big trucks.

From the Italian side they will enter the tunnel 4,434 feet above the sea level and exit in France at an altitude of 4,179 feet. At one point in the run passengers will have 7,792 feet of rock over their heads.

D. P.

## ENGLAND OH ENGLAND

We had thought we might see Austria this year but a last minute change of plan found us on our way to England with the help of Townsend Ferries who were able to provide reservations with only eight hours notice. Many who contemplate taking their car over to England, where the English drive on the wrong side of the road, may be wondering what its like. Arriving at Dover with our Oldsmobile F85 and a 10 foot caravan we passed through the Customs Hall and were away within 30 minutes — out onto the wrong side of the road. Threading our way gingerly through Dover we soon found ourselves keeping up with the British drivers and with the aid of a rear view mirror on each side of the car, it was no problem at all to drive on the wrong side. We passed smaller cars pulling caravans and I am sure that few of them expected to see a caravan attached to the back of the «Big Yankee Job». The superior acceleration of a V8 is most acceptable on English roads.

Within two hours of our departure from Dover we were safely parked in the only campsite in London situated at Crystal Palace. The facilities there are rather antiquated and small, considering the number of people using them. Campers and caravaners from all over the World were to be found at the Crystal Palace site. It is most surprising that the Greater London Council haven't taken a bit more trouble to establish a really good site for visitors to London. But then there is a rather peculiar attitude amongst some of the British. A few look upon campers and caravaners as nomads, people of doubtful character or undesirable. Local councils in some places in the U.K. don't want anything to do with providing campsites for tourists. The very restrictive regulations that they have applied to campsite owners reflects their lack of knowledge of the number of tourists who use either tent or caravan during their holidays now.

When setting up a tent or caravan at a site in the U.K. remember the weather — usually wet! High ground

is a valuable choice because it is usually the first place to become dry again, after the rain stops. Visitors to the U.K. will also notice the absence of tent extensions on caravans at sites in the U.K. Most sites do not allow tent extensions, usually because they take up valuable space.

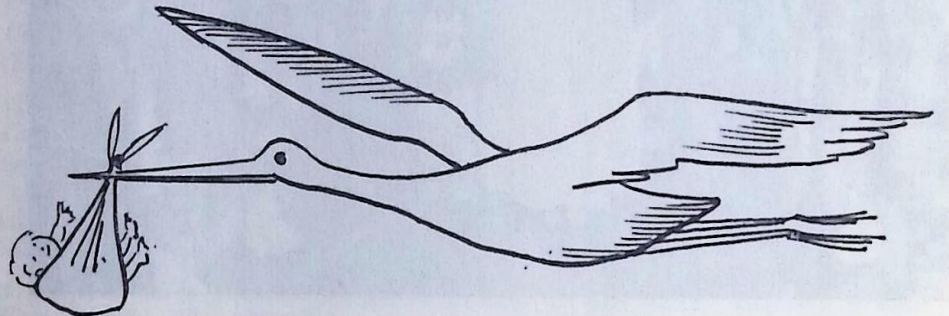
One particular campsite is worthy of mention. We stayed there for three days as a matter of convenience but an extended holiday there would be most pleasant. The Plough Inn camp and caravan site, about two miles west of Dover on the London road is situated right alongside the main road and near enough to Dover to be most convenient for an early departure for the continent or a late

arrival, for that matter. The Plough Inn itself is one of Englands older Inns, constructed in the early Elizabethan style.

The number of British tourists visiting the continent soars each year, it seems. The Managing Director of Townsend Ferries told me that they expected to ship over eleven thousand cars each way across the channel during one week-end alone. The efficiency of Townsend's new Ferry boats is something to be appreciated. You drive on to the rear (stern) of the boat and off at the sharp end. The time saved is considerable.

George Hawkes

## New Arrivals:



July 18 — Cpl and Mrs J.M. Tremblay, Daughter, Lorraine Norah

July 25 — Lac and Mrs E.M. Hofforth, Son, Stephen Edward

July 26 — Lac and Mrs J. Abbott, Daughter, Cheryl Ginette

July 28 — Cpl and Mrs J. Slobodian, Son, Mark Andrew

July 28 — Cpl and Mrs J.C.L. Violette, Daughter Brenda Gayle

Aug. 2 — Lac and Mrs R.S. Harvey, Daughter Laura Elizabeth

Aug. 5 — Lac and Mrs P.E. McElroy, Daughter Patricia Monique

Aug. 8 — Cpl and Mrs R.R. Servos, Daughter

Aug. 10 — Lac and Mrs R.J. Kenopic, Son, Gary James

Aug. 11 — Lac and Mrs J. Fontaine, Son, Joseph Louis Rene

Aug. 15 — Cpl and Mrs H.C. Latter, Daughter, Sandra Glene

# Sour Notes

## FROM YOUR 1 WING PIPE BAND



**Greetings:** Here we are back with a column after a couple of years absence from the Arrowhead.

The pipe band has been quite busy with their numerous successful engagements during this season, in which I am sure most of you have seen us performing at one time or another. Then of course we have our most ardent listeners, the Post Office Staff.

A summary of our past engage-

ments for this season: Rastat, Germany; Ottange, France; Martelange, Belgium; Metz, France; Neuf Brisach, France; Fountainbleau, France; Reims, France; Ettelbruck, Luxembourg; Vielsalm, Belgium.

The parades left before the season finishes are the International Music Festival at Dijon, France and the Battle of Britain ceremonies at Brussels, Belgium, with numerous small parades in between.

Our latest endeavour here on the

base that I am sure a lot of you witnessed, was a Highland Wedding for one our Band Members «LAC Phil Cant and his Bride Julie. The wedding was held on the 7th August at the RC Chapel. The Groom, his best man and his ushers were dressed in kilt order for the Ceremony. The Band formed up from the Chapel door and played the Highland Wedding March as the Wedding Possession left the Chapel, then lead the procession to the Airmens Club where the reception was held. After the presentations, the Bride and Groom opened the dancing with the Tیره Love Lilt by Pipe Sergeant Danis which added a traditional touch.

We have recently lost our Band Officer, F/L Scholes, who has gone home on repat and retiring from the Airforce. Many thanks to F/L Scholes for a job well done.

We would like also to welcome our new band officer, F/L Glenn MacEwan, also an active piper in the band.

We hope you will follow our column in the Arrowhead, and next month we hope to introduce you to our band members by photo.

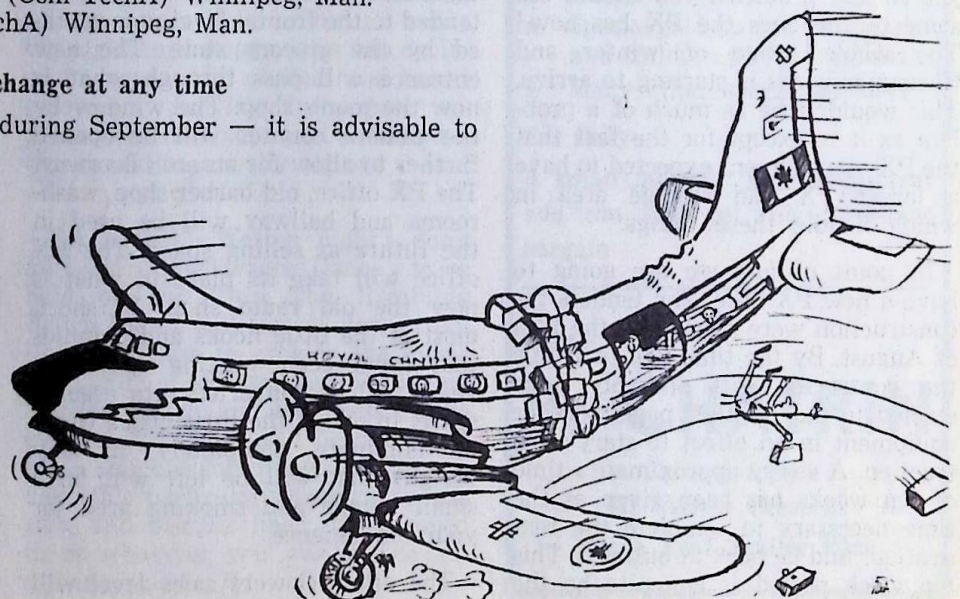
by Earl Hewison  
1 Wing Pipe Band

- Sept. 3 — Lac and Mrs O. Campbell (AFTech) from Trenton, Ont.  
 Sept. 3 — Lac and Mrs G.J. Forsyth (AFTech) from Trenton, Ont.  
 Sept. 3 — Lac and Mrs J.G. Howson (Met Ob) from Greenwood, N.S.  
 Sept. 3 — Cpl and Mrs J.F. Quellette (ITechA) from Trenton, Ont.  
 Sept. 3 — Lac and Mrs J.M. Poirier (AETech) from Moosonee, Ont.  
 Sept. 3 — Lac and Mrs Spenceley (AFTech) from Trenton, Ont.  
 Sept. 5 — Lac and Mrs A. Johnson (AFTech) from Winnipeg, Man.  
 Sept. 5 — Cpl and Mrs D.S. Orr (AETech) from Winnipeg, Man.  
 Sept. 5 — Lac and Mrs J.A. Rankin (AETech) Winnipeg, Man.  
 Sept. 5 — Lac and Mrs C. McDonald (AETech) Winnipeg, Man.  
 Sept. 5 — Lac L.H. Pillar (Photo) Gimli, Man.  
 Sept. 5 — Lac and Mrs N.B. Woolgar (AETech) Moose Jaw, Sask.  
 Sept. 5 — F/O and Mrs J.E.R. Oliver (Air/P) Trenton, Ont.  
 Sept. 7 — Cpl and Mrs K.S. Wyatt (ITech) Downsview, Ont.  
 Sept. 7 — Lac and Mrs R.J. Fulton (AETech) from Gimli, Man.  
 Sept. 8 — Lac and Mrs J.W. Campbell (ETechA) from Portage, Man.  
 Sept. 8 — Cpl and Mrs G.W. Cruickshank (MSETech) from Namao, Alta.  
 Sept. 8 — Sgt D.C. Laing (AETech) Portage, Man.  
 Sept. 8 — Lac and Mrs J.Y. Watters (ITech) from Winnipeg, Man.  
 Sept. 9 — Lac and Mrs P.P. Maher, (Ft.Cop.) from Foymount, Ont.  
 Sept. 10 — Sgt and Mrs S.R. Cook (Clk Intel) 1 Air Div, Metz  
 Sept. 11 — F/L and Mrs J.O. Callahan (Air/P) Cold Lake, Alta.  
 Sept. 11 — F/O and Mrs G.E. Jensen (Air/P) Cold Lake, Alta.  
 Sept. 11 — F/O and Mrs G.R. Learmaio (Air/P) Cold Lake, Alta.  
 Sept. 11 — Cpl and Mrs S.J. Robinson (ETechA) CJS London, England  
 Sept. 12 — Lac and Mrs S.A. Hickey (Photo Tech) Chatham, N.B.  
 Sept. 12 — Cpl and Mrs B.E. McKay (AETech) Uplands, Ont.  
 Sept. 12 — Lac and Mrs A.R. Bray (AFTech) Namao, Alta.  
 Sept. 12 — Lac and Mrs H.T. Hullin (AETech) Uplands, Ont.  
 Sept. 13 — Lac and Mrs G.W. Gustafson (Com TechG) Edmonton, Ata.  
 Sept. 14 — Sgt and Mrs J.C.U.Y. Roy (ETechA) Cold Lake, Alta.  
 Sept. 14 — Cpl and Mrs K.B. Enman (ETechA) Cold Lake, Alta.  
 Sept. 18 — Lac and Mrs J.F. Charron (SETech) Namao, Alta.  
 Sept. 18 — F/O P.C. Engstad (Air/P) Cold Lake, Alta.  
 Sept. 18 — F/O R.G. Garry (Air/P) Cold Lake, Alta.  
 Sept. 18 — F/L and Mrs W.G. Graves (Air/P) Cold Lake, Alta.  
 Sept. 18 — F/O G.R. King (Air/P) Cold Lake, Alta.  
 Sept. 18 — F/O T.B. Sellers (Air/P) Cold Lake, Alta.  
 Sept. 22 — Lac and Mrs G.K. Armitage (Com TechA) Winnipeg, Man.  
 Sept. 22 — Lac and Mrs M.J. Miller (Com TechA) Winnipeg, Man.  
 Sept. 22 — Lac L.C. Nazer (Com TechA) Winnipeg, Man.

**The above transferts are subject to change at any time**

Should you have friends arriving during September — it is advisable to check with the Unit concerned.

Arriving  
at  
one  
Wing





# in and around marville

by Graham Davis

## THE LONELY SEVEN

It has recently been brought to my attention that, due to an Arrowhead article in our May 31st edition written by Martin Kern, attention has at last come to the graves of the Canadian airmen buried at Boulton-aux-Bois France. The ladies of the Trailer Park division of the Protestant Ladies Chapel Guild have recently cleaned the areas surrounding the graves and made the addition of lovely plastic flowers to preserve both the memory of our wartime fliers and the beauty of the area in which they now lie in peace. I should like to thank these ladies on behalf of the community of which we are a part.

## STOCKING UP

Has always been a bit of a problem here. Complaints have flooded in for years about the PX, the uncertain supply of goods and so on. Some of these complaints have been recorded here, and some of them have just had to be ignored. However, if you think you've had problems you should see some of the ones the PX has now! The whole range of winter and Christmas goods is starting to arrive. This wouldn't be as much of a problem as it is except for the fact that the PX management expected to have a larger PX and storage area in which handle these things.

In point of fact we are going to have a new PX here. The tenders for construction were opened on the 18th of August. By the time you read this the contractor will probably have started to move either paperwork or equipment in an effort to start construction. A «very approximate» time of ten weeks has been given as the time necessary to complete the renovations and be back in business. This ten week period is going to be the

bind for it will fall precisely into the period that you and I should be doing our Christmas shopping.

There has been a strong demand for «a better PX» ever since I arrived on the Wing. I fully sympathize with the demand. It is no discredit to the PX management that the demands placed upon them haven't been met. One of the problems encountered was a lack of warehousing and display space. I first received «more or less confirmed» news of plans for a new PX in January of this year. Since then plans have shot ahead under the constant pressure applied by the Chief Administration Officer, W/C St. Jean. A longer time was taken by Ottawa to approve the plans than had been anticipated. This is the reason for the inconveniences that you and I will experience for the next month or so.

Mr. Smith, the PX manager, and I went over the plans a few days ago. They look good. The Snack Bar will be extended to the other side of the hallway that now leads to the PX. In the future the Snack Bar will be a separate unit, giving no access to the PX. The radio shop will be extended to the frontal level now reached by the grocery store. The new entrance will pass through what is now the men's shop. The window by the camera counter will be opened further to allow for an arch doorway. The PX office, old barber shop, washrooms and hallway will be used in the future as selling space. The PX office will take its place in what is now the old radio shop. In short, most of the little nooks and crannies that have been wasting space for years will be converted into useable space. In one of the little nooks (hard to eliminate completely in any design) that will be left will be a small lounge and smoking area for your convenience.

The other (lower) sales level will

be mainly for clothes and shoes but will sport as well a stationary counter, camera counter, special order counter and washrooms. There will be an increase in the quantity and variety of clothes and shoes made possible by the increase in space.

Luxury items will see a heavier emphasis in the cosmetics department. This same spirit will also affect the gift department. Some of these new items will be available for the Christmas buying spree.

You may have noticed that there was no notice paid to the cigarette and liquor counter. It will be moved to a separate building soon to be built across the road from the grocery store. It will sell liquor, all tobaccos and beer. It will have room for its own warehousing, and will relieve a great deal of congestion in both the PX and the grocery store.

Now we come to the inconveniences that we must expect. Some counters will have to be shut down for perhaps a week. This will invariably be the week that you need something from that counter. The knowledge that the staff have packed what ever you want off to the back room won't help you a bit. They probably couldn't find it anyway. Some departments will move to different areas on the station. The radio shop will be located in the little room in the theater building. The toys will probably be going onto the mezzanine floor of the Recreation Center. It can be readily appreciated that such delicate things as cameras would be badly affected by the cement dust and so on that will be flying about. The clothing sections may be similarly moved or closed for a short period.

There are only two ways around this:

(1) Take stock of what you may need in the conceivable future and stock up NOW. If you are going to

knit little Algernon a sweater, don't wait until they take the yarn to the back room. Buy it now.

(2) Do your Christmas shopping early and steadily. There will be limited sales and display space and so, in order to move the large variety of goods that will be in demand, these goods will be sold in blocks. That is to say, certain luxury items and toys in particular will be displayed and sold as soon as they arrive. If you see one of those shiny wooden clocks and know that it would make just the present for Aunt Aloise — buy it as soon as you see it. There will be no room to maintain a stock of these things. Therefore it will probably not be there three days later. Its place will be taken by a set of crystal whisky glasses that would offend Aunt Aloise's sense of what is right and wrong. Don't risk offending Aunt Aloise — buy what you want for her when you see it. It is realized that this runs counter to everyone's habit of waiting for the last moment in the hope that you might find something better. It also interferes with the time honoured right of the female to change her mind. If you keep looking and looking you are apt to wind up sending that rich uncle, who is going to leave you thousands later on, one of those little porcupines studded all over with tooth-picks that he neither needs, wants, admires, nor uses. All I am doing here is repeating the warning that the Post Office sends out each year — Do Your Christmas Shopping Early.

Just to give you some advance idea of what you may be able to pick up :

There will be large quantities of skates. The toy selection will be greatly increased. Ladies and Children's clothing is already on the way in at, in most cases, a very favourable price. The new shoe varieties and sizes will be arriving soon. An increased range of goods will be found on all the different counters.

What it amounts to is — you have asked for a better PX. You're going to get it, but not without a bit of trouble. This is regretted by the Wing Services people but they are as helpless as you are. They will do their best though, to give you what you want if you are able to cooperate with them for a short period. Best of Luck!

## AIRMEN'S CLUB

We seem to be getting back into the fall, winter, and spring entertainment schedule. There are four big dances, four Hootenanny's, two games nights, and a special attraction coming up for the month.

The games nights will be held on the 3rd and the 17th. Of course there will be the usual \$25.00 in prizes for some lucky or skillful winner.

The Hootenannys will be held on each Tuesday evening as has been the case for some time now. These things really are fine entertainment. Only some of the talent performing at one of these that I attended recently was made up of Sid Stevens, Stan McIntyre, Larry Robarts and John Bowerman. The Hootenanny Three, a guitar and drum trio were on hand to provide background for the singers. Don't miss them — they're a lot of fun.

The 4th of September will see a dance to a new band to 1 Wing. «The Teachers» have just recently been formed in Arlon Belgium and have consented to provide the music for our first dance of the month. Sandwiches will be served later in the evening — all for a cost of only 50¢.

Frank Dyke will be making the music for the dance on the 11th. Meat pies and chips will be served up for this one.

The 18th will see a special «Rockin Night» featuring the music of «Les Rangers,» the very popular rock and roll band from Virton. This is a really big night so the committee has decided to serve «Hip of Beef and baked potatoes.» Judging from past appearances made here by Les Rangers, this should be a really big one — and all for a price of 50¢.

For a real «Westen night» don't miss the «Chuckwagon Dance» to be held on the 25th. The Rambling Ranch Hands will ramble down from Laon Air Base to provide the music that will, of course, be in keeping with the spirit and the dress of the evening. Costumes will be appreciated. A chuckwagon dinner will be served (this particular chuckwagon has stew and biscuits lined up or roped in or whatever you want). The admission will be 75¢.

And now for the innovation. An Airwomen's Stag night will be held on the 9 th. Wives of airmen members are invited, but NOT the airmen themselves. This is your night girls, the «mixed» side of the Club is all for you, the only male allowed will be the bartender!

## The Maritime Life Assurance Company

Head Office : Halifax, Canada

The Company with  
a Unique Record of Service  
to Armed Services personnel.

### DID YOU KNOW ?

That TS-70 provides

- ★ \$10,000 insurance on service personnel
- ★ \$1,000 on each other member of family
- ★ Disability protection
- ★ Special conversion privileges
- ★ Continued protection after retirement to age 70
- ★ Special paid-up policies on wife and children in event of death
- ★ Many other special features

For Only

A small monthly pay assignment  
you can still get this insurance  
bargain

Contact :

## P. CHATRIN

General Agent  
418, Arrow Crescent  
Maple Leaf Trailer Park



# feminine fancies

by Sandra Castledine

Here it is September, the summer is gone, and what have we got to show for it? Well I, for one, (and I suspect I'm not alone) have about five extra pounds to show — and they do show, that's just the trouble. This may not have been an ideal summer for doing many things, but eating is one activity not noticeably affected by rain and cloudy skies. Even ardent barbe-quers have found ways to practise their hobby amidst down-pours and unseasonal temperatures. (Bar-be-qued meals, incidentally, look simple and easy on the calories, but think first of all the garlic bread, bar-be-qued sauces, baked potatoes, and rich salad dressings before going over-board the next time you are sitting around the grill). Except for the hardy types, the inclement weather has forced us indoors most of the time, which has cut down on the amount of daily exercise one can usually count on getting outdoors in the summer. Walking in the rain may sound romantic but very few people I know make a habit of it.

All of this brings me to the subject uppermost in my mind these days — diet!

The type of diet I am interested in this time, is one designed to take off my five pounds, and keep it off, as painlessly as possible. The best one to do the job that I have found so far, is the one, commonly called the Low Carbohydrate Diet. Instead of counting calories, you count carbohydrate grams, and the idea is to limit your carbohydrate intake to 60 grams per day. As meat, poultry, fish, and some sea-foods are high in

protein but low in carbohydrates, you may eat unlimited quantities of these. Eggs, cheese, and most vegetables may be eaten moderately, and of course, sugars and starches, not at all. (If you plan to stay on the diet for more than a week, take the usual precautions; supplement your daily diet with a multi-vitamin and check with a doctor). If you have an irresistably sweet tooth, then no diet I know of is for you. Just resign yourself to buying the next largest dress size.

The following is your carbohydrate Gram Counter — a list of measured amounts of foods showing the carbohydrate content of each by grams:

FOOD	GRAMS
Evaporated milk, 1 cup	24
Buttermilk, 1 cup	13
Heavy cream, 1 cup	7
Ice cream, 1 cup	29
Ice milk, 1 cup	42
Light cream, 1 cup	10
Sherbet, 1 cup	58
Skim milk, 1 cup	13
Sour cream, 1 cup	7.7
Whole milk, 1 cup	12
Yoghurt, 1 cup	13
Cheese	
Blue, 1 oz	trace
Cheddar, 1 oz	trace
Cottage, 1 cup	6
Cream, 1 oz	1
Parmesan, 1 oz	0.8
Swiss, 1 oz	1
Eggs	
1 egg	0.5
Meat and Poultry	
Bacon, 2 slices	1
Beef	0
Chicken Liver, 1 medium	1
Frankfurters, 1	1

FOOD	GRAMS
Hash, canned, 3 oz	6
Lamb	0
Liver, 2 oz	6
Luncheon meat, 2 oz	1
Pork	0
Poultry	0
Sausage, 1 link	0
Smoked ham, 3 oz	1
Tongue, 3 oz	trace
Veal	0
Fats	
Butter, 1 tbsp	trace
French Dressing, 1 tbsp	2
Margarine, 1 tbsp	trace
Mayonnaise	0
Salad dressing, 1 tbsp	2
Salad Oil	0
Dried Fruits	
Apricots, uncooked, 5 halves	12.5
cooked, unsweetened ¼ cup	15.5
Dates, 3-4 pitted	22.6
Figs, 1	15
Prunes uncooked, 4 whole	19
cooked, unsweetened, ¼ cup	20
Raisins, ¼ cup	31
Fresh Fruit	
Apples, 1 medium (3 per lb)	18
Apricots, 3, (12 per lb)	14
Avocado, ½ medium	6
Banana, 1 small	23
Blueberries ½ cup	10.5
Cantaloupe, ½ melon	9
Cherries, ½ cup	7.5
Grapefruit, ½ small	14
Grapes, 1 cup	21
Lemons, 1 tbsp juice	1
Nectarines, 1 medium	8
Oranges, 1 small	16
Peaches, 1 medium	10
Pears, 1 medium	25
Plums, 3 medium	21
Raspberries, ½ cup	8.5
Strawberries ½ cup	6.5
Tangerines, 1 medium	10

FOOD	GRAMS	FOOD	GRAMS	FOOD	GRAMS
Watermelon, 1 slice 4" x 8"	29	Tomatoes, 1 medium (3 per pound)	6	Mince, 4" wedge	62
Canned fruit		Tomato juice, 1/2 cup	5	Pumpkin, 4" wedge	34
Applesauce unsweetened 1/2 cup	13	Turnips, cooked, diced, 1/2 cup	4.5	<b>SOUPS</b>	
sweetened 1/2 cup	25	<b>CANNED VEGETABLES</b>		Bean, 1 cup	30
Apricots, syrup packed, 4 halves	27	Corn, 1/2 cup	20.5	Beef, 1 cup	11
Cherries (red, sour) 1/2 cup	13	Green beans, 1/2 cup	5	Bouillon, consommé, 1 cup	0
Cranberry sauce, 1 tbsp -	8.8	Peas, 1/2 cup	16	Chicken, 1 cup	10
Fruit cocktail, 1/2 cup	25	Tomatoes, 1/2 cup	4.5	Clam chowder, 1 cup	12
Grapefruit, water-packed, 1/2 cup	0.9	<b>FRUIT JUICES</b>		Cream soups, 1 cup	18
Peaches syrup packed, 2 halves	24	Apple or cider, 1/2 cup	17	Noodle, rice, barley, 1 cup	13
water packed, 2 halves	10	Apricot nectar, 1/2 cup	18	Pea, 1 cup	25
Pears syrup packed, 2 halves	10	Cranberry, 1/2 cup	18	Tomato, 1 cup	18
water packed, 2 halves	10	Grapefruit, fresh, frozen or un-		Vegetable, 1 cup	14
Pineapple, syrup packed 1 slice	26	sweetened canned, 1/2 cup	12	<b>SUGARS</b>	
Plums, syrup packed 3 plums	25	Grape, 1/2 cup	21	Chocolate syrup, 1 tablespoon	13
<b>FISH AND SHELLFISH</b>		Lemonade, frozen, 1/2 cup	14	Fudge, 1 ounce	23
Clams, 3 ounces	3	Orange, fresh, frozen or un-		Honey, 1 tablespoon	17
Crabmeat, 3 ounces	1	weetened canned, 1/2 cup	13.5	Jam, 1 tablespoon	14
Fish, broiled or fried without		Peach nectar, 1/2 cup	15.5	Jelly, 1 tablespoon	13
breading	0	Pear nectar, 1/2 cup	16.5	Marshmallow, 1 ounce	23
Lobster, boiler or boiled	0	Pineapple, 1/2 cup	16	Maple syrup, 1 tablespoon	15
Oysters, 4 oysters	2	Prune, 1/2 cup	22.5	Molasses, light, 1 tablespoon	13
Salmon, 3 ounces	0	Tangerine, unsweetened canned,		Sugar	
Sardines, 3 ounces	1	1/2 cup	12.5	brown, 1 tablespoon	13
Scallops, 2 or 3 raw	3.4	<b>BREADS</b>		granulated, 1 tablespoon	12
Shrimp	0	Bread — raisin, rye, white,		Table syrup, 1 tablespoon	15
Tuna, 3 ounces	0	whole wheat, 1 slice	12	<b>NUTS</b>	
<b>FRESH VEGETABLES</b>		Crisp rye cracker, 1 cracker	4.8	Almonds, 1/2 cup	14
Artichokes, 1 artichoke	5.9	English muffin	15	Brazil nuts, 1/2 cup	7.5
Asparagus, 6 stalks	3	Graham cracker, 1 cracker	5	Cashews, 1/2 cup	17.5
Bean sprouts, 1/2 cup	2	Pancake, buckwheat, 4" diameter	6	Peanuts, 1/2 cup	14
Beets, 1/2 cup	8	Saltines, 1 cracker	3	Peanut butter, 1 tablespoon	3
Broccoli, 1/2 cup	4	Soda cracker, 1 cracker	4	Pecans, 1/2 cup	8
Brussels sprouts, 1/2 cup	6	Waffle, 4 1/2" x 5 1/2"	30	Walnuts, 1/2 cup	8
Cabbage, cooked, 2/3 cup	6	<b>CEREALS</b>		<b>BEVERAGES—ALCOHOLIC</b>	
Carrots, 1 large	5	Bran flakes, 1 ounce	22	Beer, 12 ounces	16.6
Cauliflower, 1/2 cup	3	Corn flakes, 1 ounce	24	Gin	0
Celery, 2 stalks	2	Macaroni, cooked, 1/2 cup	16	Red wine, 1 wine glass	4.2
Cole slaw, 1/2 cup	4.5	Noodles, cooked, 1/2 cup	18.5	Rum	0
Corn, 1 ear	16	Oatmeal, cooked, 1/2 cup	13	Whisky	0
Cucumbers, 1/2 large	3	Puffed rice, 3/4 cup	9	<b>BEVERAGES—CARBONATED</b>	
Dandelion greens, 1/2 cup	8	Shredded wheat, 1 biscuit	23	Cola type, 6 ounces	21
Eggplant, 1/2 cup	4.1	Spaghetti, cooked, 1/2 cup	16	Ginger ale, 6	15.6
Green beans, 1/2 cup	3	White rice, cooked, 1/2 cup	22	Noncaloric	0
Green pepper, 1 medium	3	<b>CAKES</b>		<b>MISCELLANEOUS</b>	
Kale, 1/2 cup	4	Angel food, 1/12 of 8" cake	23	Bouillon cube	0
Lentils, 1/2 cup	17.9	Cookie, 3" diameter	19	Chili sauce, 1 tablespoon	4
Lettuce, 4 small leaves	1	Cupcake (no icing),		Chocolate	
Lima beans, 1/2 cup	14.5	2 3/4" diameter	23	bitter, 1 ounce	8
Mushrooms, cooked, 1/2 cup	4.5	Doughnut, plain	17	sweetened, 1 ounce	18
Okra, 6 pods	4.5	Pound cake, 2 3/4" x 3" 5/8 slice	15	Flour, 1 tablespoon	5.2
Onions, cooked, 1/2 cup	9	Sponge, 1/12 of 8" cake	22	French fries, 10 pieces	20
Parsnips, 1/2 cup	11	<b>PIES</b>		Gelatine	
Peas, 1/2 cup	9.5	Apple, 4" wedge	53	plain	0
Potatoes, 1 small	23	Custard, 4" wedge	34	dessert, 1 cup	36
Radishes, 4 radishes	2	Lemon meringue, 4" wedge	45	Olives, 10 medium	0.8
Sauerkraut, 1/2 cup	3.5			Pickles	
Spinach, 1/2 cup	3			dill, 4" long	3
Squash, summer, 1/2 cup	4				
Squash, winter, 1/2 cup	11.5				
Sweet potatoes, 1 small	39				

FOOD	GRAMS
sweet, 2 $\frac{3}{4}$ " long	5
Pizza pie, 5 $\frac{1}{2}$ " wedge of	
14"-diameter pie	23
Popcorn, $\frac{1}{2}$ cup	5.5
Potato chips, 10 chips	10
Pretzels, 5 sticks	4
Tomato catsup, 1 tablespoon	4
White sauce, medium, 1 cup	23

Now that you are religiously counting your carbohydrate intake each day, you might be interested to know how many calories you use up per minute at your various projects around the house. Calories are something different again from carbohydrate units by the way, so don't confuse the two. I only mention caloric output here to show that every little bit helps when you really went to lose weight.

Activity	Calorie cost per minute
Sitting	1.11
Sitting and reading	1.11
Sitting and eating (not counting what you eat)	1.28
Sitting and playing cards	1.32
Resting in bed	0.93
Standing and staring	1.30
Standing and dusting	2.25
Personal toilet	1.73
Dressing	2.83
Taking a shower	2.93
Making a bed	4.20
Cleaning shoes	3.36
Mopping floors	4.15
Walking outdoors	4.89
Walking downstairs	6.06
Walking upstairs	15.92
Kneeling	1.00
Washing clothes	2.33

## DIET RECIPES

### TUNA SALAD

- 1 7-ounce can tuna, drained and flaked
- $\frac{1}{4}$  cup chopped celery
- $\frac{1}{4}$  cup sliced stuffed olives
- 1 tablespoon freeze-dried chopped chives
- $\frac{1}{4}$  cup mayonnaise
- 2 medium-sized tomatoes, sliced
- Salad greens
- 2 hard-cooked eggs, sliced

Combine tuna, celery, olives, chives and mayonnaise. Chill. Mound salad on lettuce leaves and garnish with tomato and egg slices. Serves 4.  
4.6 carbohydrate grams per serving.

### LAM CHOPS WITH HERB BUTTER

- 8 rib lamb chops, cut 1 inch thick
- $\frac{1}{4}$  cup butter or margarine
- 1 tablespoon lemon juice
- $\frac{1}{8}$  teaspoon ground majoram

Place chops on a broiler rack in a preheated broiler 3 inches from heat. butter, lemon juice and marjoram until butter is melted. Serve butter sauce over chops. Serves 4.

0.25 carbohydrate gram per serving.

### CHEESE-STUFFED BAKED POTATO

- 4 small baking potatoes, about 3 $\frac{1}{2}$  inches long
- 2 tablespoons butter or margarine
- 2 tablespoons heavy cream
- $\frac{1}{2}$  teaspoon salt
- 6 tablespoons shredded American cheese

Heat oven to 425° F. (hot). Bake potatoes 40 to 45 minutes, or until fork-tender. Cut a thin slice off one side of potatoes and scoop out potato, being careful not to break shell. Place potato in a bowl and mash; add butter, cream, salt and 2 tablespoons of the cheese. Beat until fluffy. Spoon potato mixture into shells. Sprinkle tops with the remaining 4 tablespoons cheese. Place in preheated broiler about 3 inches from heat and broil 3 to 4 minutes, or until cheese is lightly browned. Serves 4.  
23 carbohydrate grams per serving.

### CHEESE SOUFFLE

- 3 tablespoons butter or margarine
- 3 tablespoons flour
- 1 cup milk
- 3 eggs, separated
- 1 cup coarsely shredded Cheddar cheese
- $\frac{1}{2}$  teaspoon salt
- Few grains cayenne pepper
- Few drops Worcestershire sauce

Heat oven to 325° F. (moderately low). Melt butter in saucepan; add flour and blend well. Gradually add milk and cook over low heat, stirring constantly, until thickened. Beat egg yolks well. Gradually stir cream sauce into yolks. Pour back into pan; add cheese and cook and stir over low heat until cheese is melted. Add salt, cayenne and Worcestershire. Beat egg whites until stiff but not dry and fold into cheese mixture.

Pour into a buttered 5-cup soufflé dish. Bake 50 to 55 minutes, or until set and golden brown. Serve immediately. Serves 4.  
7.27 carbohydrate grams per serving.

### CUCUMBERS IN SOUR CREAM

- $\frac{3}{4}$  cup commercial sour cream
- 2 tablespoons finely chopped onions
- 2 tablespoons cider vinegar
- $\frac{1}{2}$  teaspoon salt
- $\frac{1}{2}$  teaspoon ground dill seed
- Few grains pepper
- 2 medium-sized cucumbers, peeled and thinly sliced
- Paprika

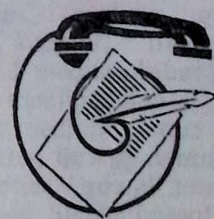
Mix sour cream, onions, vinegar, salt, dill and pepper; fold into cucumbers. Sprinkle with paprika. Chill. Serves 4.  
5.48 carbohydrate grams per serving.

### BEEF BURGUNDY

- 2 tablespoons olive oil
- 2 pounds boneless beef chuck, cut into 2-inch cubes
- 1 medium-sized onion, thinly sliced
- 1 bay leaf
- $\frac{1}{2}$  teaspoon dried thyme leaves
- 1 cup Burgundy
- $\frac{1}{4}$  cup water
- $\frac{1}{2}$  teaspoon salt
- Few grains pepper

Heat oven to 350° F. (moderate). Heat oil in a large skillet. Add meat and cook over moderate heat until lightly browned. Remove meat to a 2-quart casserole. Add onions to skillet; cook about 5 minutes, until tender. Add bay leaf, thyme, Burgundy, water, salt and pepper to skillet. Bring to a boil and stir to loosen any meat particles; pour over meat. Cover and bake about 3 hours, until meat is very tender. If necessary, add a little more water during baking to keep meat from sticking. Serves 4.

4.3 carbohydrate grams per serving.



# LIBRARY



New books

received at the Station Library

## CRUMB BORNE by Clive Barry

« Throughout the bunk, Adam's apples could be heard making liquid sounds. Little by little a resentful muttering subsided and the hut returned to mesmeric contemplation of dead silence, total darkness, exhausted fumes, and the corrugated abrasions of too few bunk-boards ». In a barbed-wire compound in a remote mountain district stands a wooden hut containing a hundred under-nourished prisoners of war. The war and the opposing forces are nameless ; for these men the real world is contained within the surrounding wire, and life is a perpetual struggle to adapt to their surroundings and to each other. Mr. Barry describes this world and the quality of life there with the incredulous particularity of a visitor from another planet, and his description has a hallucinatory vividness.

## THE MAN WHO DISCOVERED PENICILLIN

by W.A.C. Bullock

This book describes Fleming's scientific work in easily comprehensible terms, and provides a convincing picture of an unusually straight-forward and admirable character.

## WHAT CAN YOU DO? by James Leigh

What Can You Do? is the story of a new-model « wunderkind », a jetpropelled product of the jet-age, precocious, shocking, pitiable, and very funny as he pursues his sexual plans, plots, problems and conquests towards a future dimly seen that is potentially full of traps. In the course of his adventures he has occasion to take wild and telling swings at the shams and pretensions of American middle class mores and some glancing shots at the American female.

James Leigh is a new author and a very exciting one.

## ZORBA THE GREEK by Nikos Karantzakis

« Zorba the Greek is a novel sweet and elate with sunlight, friendship and happiness, with a life full of both sensations and thoughts ; it is, in every sense, a minor classic and Zorba, one feels, is among the significant and permanent characters in modern fiction ».

## THE BATTLE OF DIENBIENPHU by Jules Roy

This is a fascinating and extremely important book. Fascinating, because it is written with feeling and in a vivid style by an accomplished author and journalist ; important, because it brings together a mass of material on this historic battle and is likely to remain its most authoritative account for years to come, possibly until the official archives are open to inspection at the end of the century.

## THE WIND OFF THE SEA by David Beaty

« He came up into the High from Oriel Street, head down, hair in his eyes, scuffing at a pebble on the pavement with the crepe-rubber soles of his sandals. » His name was Gavin Gallagher. The place was Oxford. The date was 1940. He was off to a blind date on the river.

Some twenty years later, his future was this : after a spectacular career as an airman, he was the Group Captain commanding the most powerful nuclear rocket station in the world. Then one night, he vanished. He left the Zeus launching pads to return home to his wife, and never arrived. From the Provost Marshal's office, Wing Commander Henderson came to investigate the mystery that might well become a national emergency. Had Gallagher been kidnapped, or had he « gone over »? Had he left his wife for another woman? Was he lying ill, perhaps dead, in a ditch? Was it murder? Or suicide? Had he had an accident, or had he deserted?

## THE HOME BOOK OF SPANISH COOKERY

by Marina Pereira De Aznar and Nina Froud

« ...vivid and distinctive recipes ...which, as the title proclaims, can easily be encompassed in the home... For those who enjoy exciting dishes, this is a find indeed. »

## THE GREAT ESCAPE by Paul Brickhill

« The story of each one of those who were there is an epic in itself, and Brickhill's account is unbelievably exciting as it reaches its climax. The book is a fitting tribute to those fifty men who never knew defeat ; who tried to escape a score of times ; and whose sense of duty and courage stayed them ».

## ELIZABETHAN EMBROIDERY

by George Wingfield Digby

This book, the first to be devoted to the subject, is planned as an illustrated study of the embroidery, domestic and professional, of the reign of Elizabeth I. The general reader will find the scope of the subject set out in Part I. Embroidery in the Elizabethan age was not an inessential pastime, nor was it a mere schoolroom exercise ; it was an important craft, practised by men as well as women and by all ranks of society as well as by the professional. It was in fact, an integral part of the prosperous, luxury-loving life of the period with whose interests and tastes it was linked through a thousand ramifications.

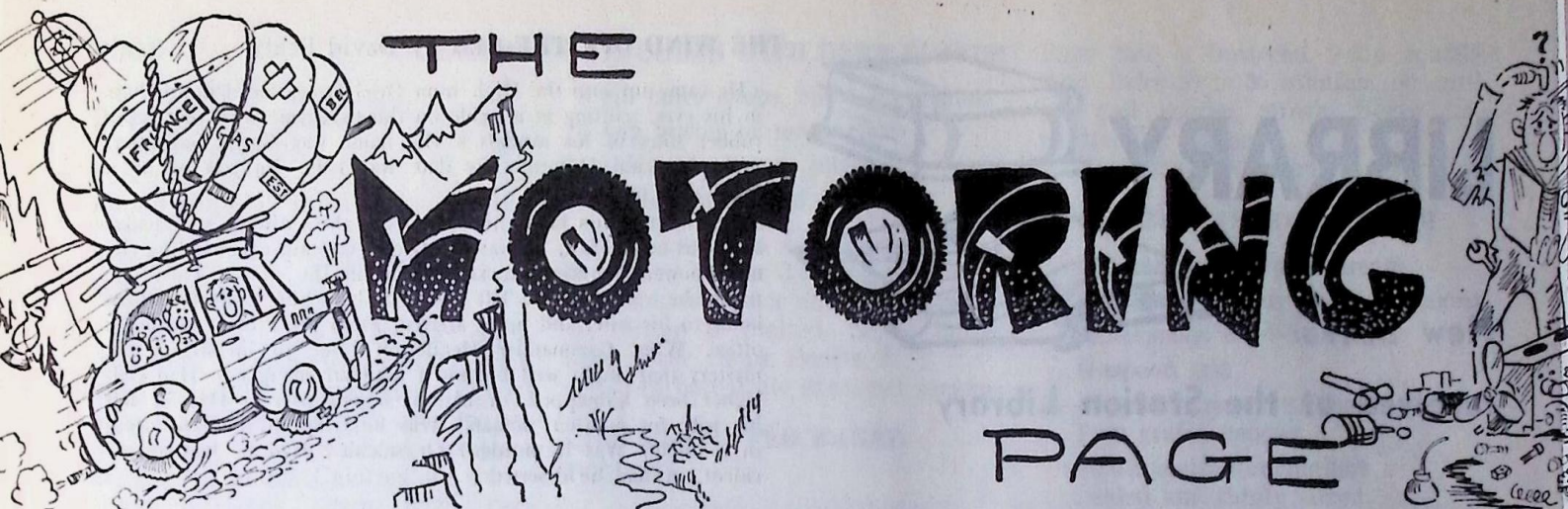
Part II is somewhat more technical and is subdivided into embroidery for costume and embroidery for furnishing ; an attempt has been made to review the finest and best-documented pieces which have come down to us and to illustrate them and other representative pieces as fully as possible.

## THE BEDFORD INCIDENT by Mark Rascovich

This is a novel of the sea, and it is told with a skill that merits comparison with the best. It consists of three parts :

- The War is the cold war of the 1960's.
- The Chase is by a modern American destroyer-leader on the track of a Soviet submarine whose mission is to probe NATO defenses based on Greenland.
- The Battle is finally joined above the algaed hulk of a melancholy victim of one the last traditional battleship engagements in the North Atlantic.

Mme Beideler Therese  
Librarian



Editor: Gary WEESE  
Contributions: George HAWKES

## TINTED WINDOWS

Tinted car windows reduce a driver's ability to see, according to the American Academy of Optometry. A survey conducted at Indian University by a Professor of Optometry and a United States Army optometry specialist found that tinted windows do reduce glare but they also cut down vision, especially at night, they found.

The two specialists said that the loss of visibility is sufficient to warrant legislation to outlaw tinting windshields and other windows in cars. Tinting vision areas causes sufficient loss of light to bring the amount transmitted through the glass to below the 70 per cent minimum currently specified by the Society of American Automobile Engineers' safety code, the study said.

Clear glass lets through 90 per cent of the sun's visible rays, tint applied to clear glass only allows from 38 to 45 per cent. Sunglasses are another answer to the glare problem since they can be removed at night. However, sunglasses also inhibit vision. The doctors said that the glare problem would best be solved by treating the cause rather than the result. Manufacturers should remove or tone down the glare producing surfaces such as chrome wiper arms, steering wheel chrome and glossy dashboard tops, the researchers said.

## NEW VOLKSWAGENS

Volkswagen have unveiled two new cars, an improved version of the beetle and an all new 1600 TL «Fastback» and a 1600 version in Stn Wagon form. Both cars are additions to the existing 1200 and 1500 range. Although the entirely new 1600 TL, with it's sleek fastback styling will probably capture most attention initially, it is the improved «Super Beetle» which will cause most «sales» problems for other car makers.

The 1300 is unchanged in outward appearance, but has a larger engine giving it better acceleration and performance. It will also give a higher cruising speed than before.

The bigger 1600 TL is a five seater coach with an 85 hp engine and a claimed top speed of 85mph plus. Disc brakes are fitted in front and the car has a higher standard of trim. The compression ratio has been lowered to 7.7 to 1 which gives the car a better torque range and tractibility. Dealers are hoping that prices won't be changed too much although this seems inevitable owing to a rising world price for some metals.

## THE NOISE PROBLEM

Precise legal requirements for the maximum amount of noise which cars may generate are now being enforced in European cities with sound meters. The problem now arises in that these noise levels which a car may emit have not yet been agreed to internationally. One noise level may be quite acceptable in France and completely unacceptable in Germany. In some cases, the noise level set for cars at the moment is almost impossible to meet.

One British Engineer tried coasting a fast car downhill in neutral at various speeds with the engine switched off. He found that, at 100 mph the wind and tire noise alone exceeded the proposed legal maximum, with no contribution whatsoever from the power unit.

And this brings us headlong into the subject of aerodynamics and the car stylist. Why, with all the money spent on car styling by manufacturers all over the world, hasn't more thought and consideration been given to designing a car with a low drag coefficient? Typical drag coefficients for modern car designs are interesting. An «E» type Jaguar, for example, has a drag factor of 0.367 while a Rolls-Royce, with it's big stately radiator grill in front, has a drag factor of 0.464. The Rolls-Royce

has lot's of power to spare but it does a nice comfortable ten miles to the gallon too. The radiator grill may look very impressive but it takes a lot of power to push it through the air. Things like outside mirrors, foglamps, roof racks etc, all take power to move them along through the air. Streamlining has a lot to offer in making a car economical. How many remember the « Airflow » Chrysler of 1934 which was one of the first attempts in quantity car production, to give the public a car that « slid » through the air instead of bulldozing it's way along. Many american cars of the present day leave a lot of room for improvement when it comes to aerodynamics and I think we can expect to see a big change towards more streamlining in the next two years.

## TIRES – AGAIN !

Big arguments continue in the USA between manufacturers and safety people about the inadequate size of tires fitted as original equipment on new cars. A new slant on car tires has come up now. The radial-ply tires wear so well that when the tread has worn away the tire carcass is usually in such good shape that it is quite capable of being retreaded without any danger. But the car and tire makers are coming up with all kinds of excuses about fitting bigger, longer lasting tires on their cars and are also trying to tell people that the radial ply tires are inclined to give a rougher ride at lower speeds.

Having fitted radial ply Goodyear G8s to my Olds, I can say without doubt that the ride is smoother and the car holds the road almost twice as well. I expect to get at least twenty thousand miles out of each tire. Present wear rate indicates that this is most certainly possible without much difficulty.

Once again we have rolled around to the 'new year' in car styles. The automotive industry is obviously not going to make any sweeping changes in styling — after all they have sold 500,000 more units than at this time last year. You can expect the usual chrome changes plus the annual horse-power increase.

Ford is reputed to be lengthening the Mustang by 2". It has been capturing too much of the Fairlane's consumer crowd — so why not make it into a Fairlane? Sounds like it is going the way of the 55-57 Thunderbird. Another lesson in trying to please all the people all the time.

Oldsmobile's front-wheel drive car will probably not be released until post Christmas. Rumours have it that the engineering problems haven't all been worked out — and GM is still involved in countless lawsuits over the rear-engined Corvair. Remember the first Edsels? — and that was a standard American power train.

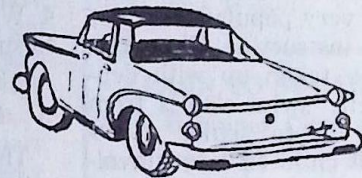
The American government's interest in safety features should benefit the Canadian consumer. The greatest contribution will be better brakes — and perhaps even disc brakes on more models. The split brake system is almost a sure thing if not on 1966 models then on the 1967 ones. These have been used on Ramblers since 1962. The principle is dual master cylinder with separate pis-

tons and brake fluid reservoir. In the American cars this is split between front and back brakes — ie with a broken front brake hose the rear brakes are still fully operative. The Saab car splits the lines diagonally — ie if the right front brake fails the left front and right rear brakes still operate. Both systems work quite adequately.

Chevrolet is supposed to be putting out a 427 cu in engine producing 450 bhp. Should be sufficient to run Grandma down to the Cafe Central on a Saturday night.

1966 will undoubtedly be known as the year of the fastbacks. All major companies are jumping on the Mustang bandwagon. From January to mid April of 1965 162,000 Mustangs, 20,000 Barracudas and 700 Marlins have been sold. Chevrolet is reputed to have one ready — built on the Chevy II chassis.

One distressing fact that goes along with the automotive boom — the lack of quality. Its a sellers market and this hurts you, the consumer, through the lack of competition.



**Amsterdam World Famous Diamonds**

**now available at our Counter**

*Superb Quality at Wholesale Prices*

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

Full description and guarantee with every diamond.

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

Full particulars from your PX or write :

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



# Recreation Section

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

## SWIMMING

In the month of July the pool proved to be a very popular media of recreation and instruction. The week days have been taken up with dependent Childrens' swim classes from non-swimmers up to senior swimmers. Over 200 children were involved in these classes and in almost every class there was a distinct improvement in the calibre of swimming skills. The instructors put in a great deal of time and are to be congratulated for their great work and the results prove this. Also our thanks to LAC Skelly for examining the candidates.

Casual swimming also proved to be very popular as we had approximately 1050 adults and 1900 children during casual swim periods. Personnel are reminded that during casual swim periods all children under 8 years of age; or, any children not possessing a Safe Swimmers Badge, must be accompanied in the water by an adult.

The pool is here for the enjoyment of everyone, and the safety regulations are enforced for your safety.

There is a Water Safety Instructors Course organized to take place in the 1 Wing pool in September. All interested personnel are asked to contact the Rec Centre.

### AIR DIVISION CPLS CLUB TOURNEY

The Annual Air Division Cpls Club Softball Tournament was held this year at 3 Wing on the 14-15 of August

and saw all Wings and Metz competing.

The first games had 3 Wing playing 4 Wing and Metz playing 1 Wing. Results of this round:

3 Wing	5	1 Wing	8
4 Wing	6	Metz	4

The second round paired off the winners and losers with the following results:

3 Wing	6	4 Wing	5
Metz	2	1 Wing	25

The first day's play had now been completed and all players, coaches and wives adjourned to the Cpls Club for an evening of fun, dancing and — arguments as to who would win come Sunday, August 15.

Sunday did eventually arrive (much to the distress of numerous players) and the tournament resumed. At 11 o'clock 3 Wing vs 1 Wing and 4 Wing vs Metz. Third round results:

3 Wing	8	4 Wing	9
1 Wing	5	Metz	3

A pause and a look at the statistics will now show a three-way tie for top spot with Metz being eliminated. In a Round Robin Tournament whereby all teams meet once a three-way tie is unique and something must be decided. The most efficient procedure is to count the runs scored for each team and the team with the highest number of runs scored is declared the winner. However, 3 and 4 Wings decided to have a tournament within a tournament of sudden death knockout. All this means is if you lose one game you may go home or watch the

next game.

1 Wing was allowed to enter this tournament. A draw was held with 4 Wing getting a «bye» to let 3 Wing and 1 Wing fight it out. Final Score:

3 Wing	4	3 Wing	7
1 Wing	3	1 Wing	4

The Air Division Cpls Champions for 1965

3 WING

## Square Dancing News

by Barb Hrdlicka  
S/C One Wing Squares

Hi Square Dancers. There's been big doings this summer in the Square Dance field. On Friday the 17th of July, some of our high flying members, along with our good friends from Toul and Chambley, took off for Briey, where they earned their «SKYSCRAPER BADGES» for dancing on the roof of an 18 story apartment building. Ken Wilson and Pete Howard shared the calling honors and for once, no one could complain about being too warm. Believe me, it's mighty breezy away up there.

On Saturday, July 31, Loan Air Force Base hosted a one day jamboree. Jim Wolfe of Loan, was M.C. for the day and John Essex of Four Wing, was guest caller. There were workshops during the afternoon on square dancing and round dancing and of course THE BIG DANCE in the evening. A real good time was had by all.

There was a real swinging dance

in Toul Friday, August the 13 when the Toul Square Cats hosted a «BLACK CAT DANCE». We were royally entertained with our own Ken Wilson as M.C. and guest callers Tom Bush from Toul, Ken Reid from Chaumont and Jim Wolfe of Loan. Also we were very pleased to hear from two beginner callers, Larry Lemis and Johnny Neighbors. Things were really swinging, especially when there were FOUR callers on the stage at the same time.

By the time this article is out we will have attended the REALLY BIG DANCE in Paris on August the 21. Bob Page of SETS IN ORDER and some of his fine dancers from the States will be the main guests of this dance and all of us are looking forward to this one. Also don't forget the Fall Jamboree in Frankfurt on Labor Day Weekend. There will be callers from all over Europe for this one, so come along and enjoy yourselves.

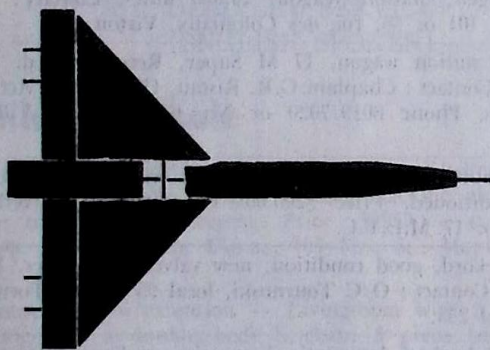
Our own One wing Squares will start the fall season off with a bang on Monday, the 13th of September, when our regular club dances will begin. Ken Wilson will start the season off with a few workshops to help those of us who have grown a little rusty, so get your dancing shoes out, all you old Square Dancers and come out. That is Monday, the 13th

of September at 8:00 in the mezzanine at the Station Rec Centre.

And now men, you can go on to the sports page, for this next little «GEM OF WISDOM» is strictly for girls. On the 28th of September girls, we start our next Beginners class, under our old «Pro» Ken Wilson, and here's little hint, from one who's been through it all, on how to get your sweet husband out of that slump he's been in for years. Used to be, when I wanted my DEAR ONE to take me to a dance, I would plan my strategy well. After a nice relaxing dinner, while he was contentedly reading his paper, with my most pleasing voice and my best smile, I would say «Dear, there is a dance at the club tomorrow night, don't you think it would be nice to go?» Then the dear thing would say «It's 25 miles round trip to the base, gas coupons dont grow on trees, you know.» or «YOU are going to have that car worn out before I even get it paid for» or something equally sweet and endearing. But last fall after weeks of gentle persuasion, I finally got him out to take square dancing lessons! After a few weeks, under the excellent tutorage of Ken Wilson, he discovered that he had a right foot as well as a left one and now life is different in our old homestead. Without the benefit of

pleasing dinners and relaxing newspapers, I greet him at the door with «Guess what, there's a big dange in Paris tomorrow night» and the reply, which is music to my ears is «What time do you want to leave»? So girls, get busy, wear your prettiest dresses, fix his favorite dinners and keep the kids quiet while he reads his paper. Then when he is at his weakest moment, make him promise to take square dancing lessons and drag him out on Sunday, September the 12th at 8:00 in the mezzanine at the Base. There will be lots of people to help you and we are very fortunate to have one of the best instructors in the area as our club instructor. I know you will be rewarded some night when you are coming home from a dance, as I was, when your clever husband turns to you and says «I don't know why I didn't think of this years ago, this SQUARE DANCING is fun.

**LEARN TO SQUARE DANCE**  
 New Beginner Class starting Sunday September the 12th at 8 p.m. in the Mezzanine at the Station Rec Center.  
 Caller - Instructor  
**KEN WILSON**



# L'AVIATION ET SON HISTOIRE

L'édition originale de cet ouvrage a été publiée sous le titre  
 The first Edition to be published under this title

## The American heritage history of flight

795 FB

## MICHEL FRÈRES VIRTON

# 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:** September 8 — 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.

### wanted items

**WANTED:** Someone to Baby-sit in my home for 7-8 days per month. Two children, one school age, one 3½ yrs. Starting Sept. Contact: Mrs McBride, PMQ B118 after or Cpl McBride, Firehall local 155.

3-4 Bedroom house, separate, in or near Virton. Furnished. Contact: S L B.V. Genge, local 221 or AMU.

Baby Stroller. Contact: Mrs. D. Moore, Local 56 R 2, Trailer No. 3, Canada Avenue, Maple Leaf Trailer Park.

### babysitter

16 year old boy available for odd jobs, moving, babysitting etc. Contact: Chris Dunham, PMQ C-46.

### cars for sale

1958 Renault Dauphine, 1962 engine. Good condition. Contact: Lac Gordon Bement, local 105.

1956 Chev. Belair, Black and White, V-8 Engine, fair condition. Best offer over \$100.00. Contact: Cpl Warne, local 186 or PMQ G-61.

Volkswagen — priced for quick sale. Contact: Lac Red Houghton at local 136.

1957 Chevrolet hardtop, in good condition. 4 nearly new tires. passed safety check in March. Insurance valid Sept 30. Available Aug 6. \$200.00 or best offer. Contact: S/L Arnold, local 22.

1960 Opel Station Wagon. Contact: Cpl Legere, local 197-2 or PMQ D-48.

1957 Ford station wagon, two tone, white and brown. V-8, A.T., W.W., Radio, good tires. Motor overhauled. Contact: Lac Bob McKean, local 157.

1961 Taunus 17M Station Wagon, newly painted. First Class condition. Has trailer Hitch. Contact: W02 Burnett, local 91 or PMQ F-25.

1955 Simca, Contact: Lac Kerr, 103 First St. Maple Leaf Park or local 155.

1965 Volkswagen, Station Wagon. 20,000 miles. Contact: F L MacEwen, local 101 or 36, rue des Coloniaux, Virton.

1963 Taunus station wagon, 17 M Super, Reconditioned. Mist green in color. Contact: Chaplain G.R. Ristau, USA Depot, Activity Trois Fontaines, Phone 8019/7020 or No. 63 Yorktown Village, Bar-le-Duc.

1955 Opel Kapitän 4 door, Black in color with travellers beds. Recently reconditioned. Price \$200.00. Contact: WO 2 Willert, local 150 or No. 17 M.L.T.C.

1957 Opel Rekord, good condition, new valves, good tires. Must sell by Sept 8. Contact: O/C Tournuski, local 95 or Cpl Torunski at 3 Wing, local 253.

1956 Dodge Suburban Automatic Transmission, Engine 1½ years old, Tow Hitch, Insurance to 1 Sept. Price \$60.00. Contact: LAC Goulet, MSE Maint Local 168 or 112, rue Mathon, Dampicourt, Belgium.

1961 Falcon Four Door Station Wagon Standard Shift. Red & White. Contact: Lac Holland ARO Photo Local 200 or 6, Faubourg d'Arival, Virton, Belgium.

1956 Ford, 2 New Tires, Rebuilt Engine Radiator, Generator & Starter, New Battery. Good Running Condition. Contact: Sgt. R. Morrison, Local 194 (ASO).

1961 Ford Falcon (Red) 4 Door, Automatic Transmission, white wall tires. Price 700.00. Contact: S Sgt E.R. Wendling at Verdun Mil 7433 or may be seen at qtrs. 1567 Etain Surplus Comodity Housing.

1964 Volkswagen 1200 De Luxe Export Model sun-roof, Blaupunkt radio, Headrest, off-white with red interior, 55,000 miles, scrupulously maintained and in perfect running order. \$1025.00. Contact: S L DWS Ward, 1 Air Div HQ Local 88 or Metz 68.23.09, 15, rue de la Gendarmerie, Metz.

1960 Opel Kapitän (6 cyl). 4 Door Sedan, Sun Roof, Overdrive, 3 Wave band radio. Asking Price \$750.00. Contact: Sgt. Adolf Wolf Etain A.B. Ext. 476 or Etain Trl. Crt. Trl No. 273.

1963 64 Consul Cortina 4 Door Sedan. Blue in colour. 65 HP Engine. 5 New Tires. New Brake shoes all around. Good gas mileage. Owner is selling as he has taken delivery of a new Cortina for repatriation. Price \$950.00. Contact: Cpl Fred Lawson, 3 Wing Armament Section, Local 226 or 133 Flurstrasse Stambach, Germany.

1960 Citroen ID 19 Sedan, Owner returning to Canada 03 Sep 65, Best offer Takes. Contact: Cpl PE Macgregor at Local 177 or Trailer No. 1 « Avenue, Maple Leaf Trailer Park.

1964 Volkswagen 1200, has four new tires, roof rack, radio antenna, 34,000 Miles in very good condition. Full insurance coverage valid till Oct 65. Price: \$975.00 or best offer. Contact: Cpl Bussieres, Local 27, Guard House.

1963 Corvaire 700 Series with automatic transmission, radio, heater, white wall tires. Actual mileage 27,000. Financing available. Contact: Lt. McKenzie, Company «C», USA & MAS. MAGINOT CASERNE., Tel. Verdun Military 7458/8128 during duty hours.

1959 Opel Rekord. Contact: LAC Stillwell, Local 152 R2. or 80, rue de Harnoncourt, St. Mard, Belgium.

1961 Simca Ariane, Colour White, De-Lux Model. Rush Engine 4 Cylinders, 30 to 32 miles per gallon. Price \$450.00. Contact: Sgt Baker, Local 163 or PMQ F-13.

1965 Opel Rekord, 4 door beige sedan. Seat Belts, Fog Lights, 8,000 Km. Price \$1,800.00 or nearest offer. Contact: Cpl. Relf, PMQ F-22. Must be sold.

## FLOWERS — GIFTS

### MIREILLE

10, Rue du Bon Dieu Gilles, VIRTON — Tél. (063) 571.50

MEMBER OF THE HELIOS SOCIETY  
DELIVERY SERVICE  
(ENGLISH SPOKEN)

## trailers for sale

Willoughby trailer with large extension. Kitchen, dining area, bathroom etc., large fridge, washing machine and all necessary items to begin housekeeping. Price: \$1950 — available early in October. Contact: Lac Dunne, 105 First St., Maple Leaf Trailer Park.

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.

22ft. house trailer with extension. May be seen any time. Contact: Lac Dubois, local 117 or 412 Arrow Crescent, Maple Leaf Trailer Park.

## camping equipment for sale

Castell 302 Tent, Sleeps 5, 2 yrs old, in good condition. Contact: Lac Wyles, local 87.

Happy Trailer, easily towed, sleeps 5. Contact Sgt Durdin, PMQ B-35 after 6 pm.

10 Ft. WaWa Trailer complete with side tent, sink and water tank, stove & gas bottle, spare tire and wheel. Ideal for family of four. Price \$550.00. Reason for sale owner buying larger trailer. Contact: Sgt. R. Lewis 4 Wing Local 23.

1964 Sprite 400 trailer sleeps 4, very compact and clean. Hardly used. Contact: PMQ G-32.

## misc. items for sale

1 kitchen table, 4 chairs, 2 bedroom chairs, electric iron (220 v) kitchen ware — for \$25.00. 4 jerry cans (5 gal) \$6.00. Contact F/L Hanlon, local 222 or 101, rue de Mathon, Dampicourt, Belgium.

1962 Red and Blue 175 cc Lambretta scooter, with helmet, carrier, saddle bags, windscreen, spare tire and parts. Contact: F/S D. Guile — 326 Third St. Maple Leaf Trailer Court.

1956 Puck Motor Cycle, 175 cc. Red in colour. May be seen at MSE Section. Contact: Lac Scott, local 169 or Rm 26, BB 19.

Monclerc tent, (sleeps 5), Baggage trailer and other camping equipment, Singer Sewing machine, transformer for racing car. Contact: F/L R.S. Cummings, PMQ B-12 or 5 AMU.

Girls bicycle (7-10 yrs) needs repairs, good tires — \$5.00, girls bicycle (9-12) needs new tire and tube — \$2.00. Boys suit, good condition, size 10. Contact: PMQ B-13.

Adjustable ironing board, \$3.00, Steam iron 220 v - \$5.00, Paraffin heater \$15.00, Wardrobe cabin trunk - \$5.00, girls white skates size 2 - \$4.00, Ladies white skates size 7 - \$4.00, Roller skates, adjustable - \$2.00, Doll stroller - \$2.00, Scooter air tires - \$2.00, Toboggan - \$3.00, Boys tent - \$5.00, Clothes rack - \$2.00, Tea trolley - \$5.00, Electric heater 220 or 110 v - \$6.00, Electric firs 220 v - \$4.00. Contact: Bodien PMQ A-35, weekdays from 5.30 to 6.30.

Wawa travel trailer - insulated roof, wired for car or hydro lighting, gas stove, fridge w/bottle. Large extension. Contact: W02 Burnett, local 91 or PMQ F-25.

Baby carriage (Canadian) in very good condition. Contact Arrowhead Trailer No. 224.

Camping gas light - 4 cartridges included - \$3.00, Babystroller folds - \$7.00, Jerry can with spout - \$3.00. Contact: Lac Plant, local 159 or PMQ G-94.

5 goodyear super deluxe whitewall tubeless tires - Size 670 x 15, \$7.00 ea or 5 for \$30.00. 1 Goodyear tubeless size 750 x 14 for \$5.00. Contact: F/L Leiper, local 191 or 10 Artic Ave. Maple Leaf Trailer Park.

Harmony Electric Guitar and amplifier. Contact: Lac Holgate, BB 16 - Rm 28 or local 42.

COLLECTORS ITEM - set of rare encyclopedia of 1769. Published by Pallet of Geneva. Volumes like new. Contact: Mr. J.P. Bertrand, Pouru, Remy.

1 - 1600 Watt 2 Outlet Transformer for \$9.00. 1 Radio Transformer \$2.00. 1 Pair. Girls Figure Skates Size 2. Contact: LAC Ball, Local 186 or PMQ G-42.

Hoovermatic Washer \$60.00, 1500 Watt Transformer \$3.00. Contact: LAC Willett, 8, rue Sauveur, Lamorteau, Belgium.

1 Large Piece Luggage, Plaid Colour Used Once. Contact B-43 PMQ.

Baby Playpen, Round, with nylon mesh, folds. Very Good Condition. Price \$10.00. Contact: Cpl. J.M. Vaillancourt, local 194.

1 50 Watt transformer \$3.00, 1 100 Watt Transformer \$4.00, 1 Heater 220 V \$5.00. Contact: Cpl. Relf, PMQ E-22.

G.E. Vacuum Cleaner \$10.00, Golf Cart \$5.00. May be seen at PMQ B-66. Contact: Sgt R.V. Chapman CE Section (150).

1 - 500 Watt transformer for 220 current, 1 tricycle suitable for 2-4 years old, 1 - 70 hour camping gas bomb, 1 Baby play-n-feed table with arborite top, folding legs. Contact: LAC A.E. Heinrichs, Local 186 or 5, rue de Virton, Lamorteau, Belgium.

# on the lighter side



One evening shortly after our fifth wedding anniversary, my husband and I were reminiscing about our courtship. «Do you know why you appealed so much to me?» I asked him fondly.

«No,» he said, «why did I?»

«You didn't have any line,» I said. «In spite of the fact that you'd been in the Navy, you were really very shy. Why I can still remember how you used to blush. You...» I stopped short. My husband's face was taking on a deep rosy hue. «For goodness sake,» I gasped, «you're blushing now!»

«Sure I am,» he grinned. «I'm holding my breath. That's what us sailors call the bashful boy routine.»

★

Don McNeill was interviewing a guest on his «Breakfast Club» radio program and, rather obviously, fishing for a time to get hint, even after McNeill introduced washing machines and washboards into the patter. Finally, in desperation, he came right out and asked, «You know what Sta-Puf is, don't you?» and repeated the name, slowly and distinctly: «Sta-Puf.»

The guest hesitated, then asked hopefully, «Are they falsies?»

★

A local busybody, unable to contain her curiosity any longer, asked an expectant mother point-blank whether she was going to have a baby. «Oh, goodness, no,» the young woman said pleasantly. «I'm just carrying this for a friend.»

★

The young lady smiled sweetly at the waiting line as she stepped into the phone booth.

«Don't fret» she said, «I won't be long. I just want to hang up on him.»

# ASTRA CINEMA

Theatre Manager :  
FS E Shepherd

Assistant Manager :  
Sgt M. King

## MARVILLE

Tuesday 31 August, 1800 and 2030 hrs

### BECKET

PanaVision-TechniColor

« A » Richard Burton, Peter O'Toole

Wednesday 1 Sep., 1800 and 2030 hrs

### THE VICTORS

PanaVision

« X » George Hamilton, George Peppard, Michael Callan

Thursday 2 Sep., 1900 hrs

### THE PRIZE

CinemaScope-MetroColor

« A » Paul Newman, Elke Sommer, Edward G. Robinson

Friday 3 Sep., 1800 and 2030 hrs

Saturday 4 Sep., 1900 hrs

### MASQUERADE

EastmanColor

« U » Cliff Robertson, Jack Hawkins, Marisa Mell

# TRANSCAR

YOUR TRAVEL AGENCY

VERDUN Bus Station

Phone 1177

For

AIR, RAIL, STEAMSHIP Tickets  
at official rates.

Hotel Reservations.

Tours with our « de luxe » Motor Coaches

TRANSCAR AGENT :

## Miss Françoise TESTU

at Travel Bureau, Rec Centre

Mon & Thur 1000 to 1200 local 76

## 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



*“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**

