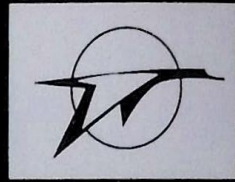




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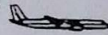
**FLY THE SUNSHINE ROUTE
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AND ENJOY A STOP
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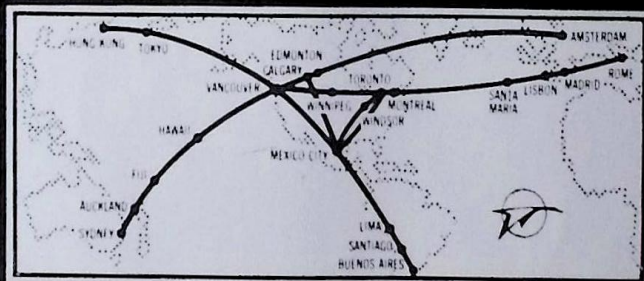
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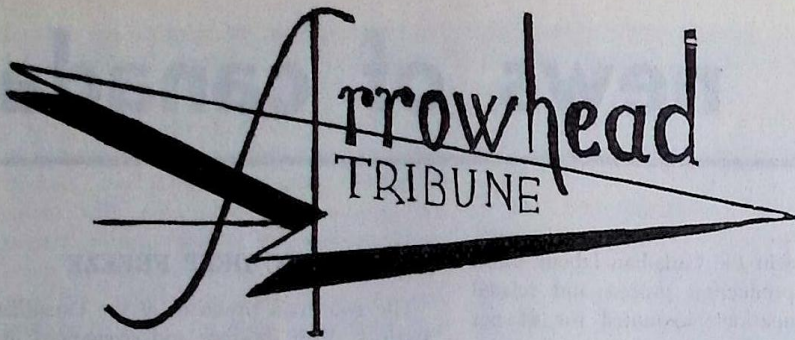
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sept 12



editorial

VOL. 5 - No 15

1 WING RCAF MARVILLE

15 SEPTEMBER 1965

AN ELECTION CALLED

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

Contributions to the magazine are welcomed and encouraged.

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COVER PHOTO

NATO formation representing the seven nations, including Canada, contributing air power to the NATO command of Allied Air Forces Central Europe. Shown (foreground, left to right) are: French Mirage III C; German F 104 G; Canadian CF 104; U.S. F 105; (background right to left) Belgian F 104 G; Netherlands F 104 G and British Javelin.

During a nation wide television appearance on the evening of Sep 7th, Prime Minister Pearson announced that a General Election will be held in Canada on Monday Nov 8th. Once again the campaigning will commence with the customary rallies, speeches, hand shaking and other activities associated with the gaining of votes. National Elections have become a common occurrence for Canadians in recent years, this being the fifth election in less than nine years. The possibility exists that many Canadians could become disinterested in them due to their frequency.

There have been many instances in this century of people who have gained some form of democratic government only to lose it again through the results of their national elections. There is the case of Germany and Hitler in the twenties and thirties when sufficient people voted for an irresponsible spell-binder rather than the real democrats of Germany. In 1949 during the Czechoslovakian national election many disinterested people failed to cast a vote which permitted the hard core, well organized, Communist Party to elect their government. Since 1949, Czechoslovakia has not had a democratic election. The results of most of the elections in the new nations of to-day are rather sad as well. In once case a candidate won an election by promising «freedom» and once elected many of his constituents went to the station since they expected freedom to arrive by train. This was chiefly due to their lack of education in democracy, but also due to their inability to examine the issues for which they were voting. One can readily understand why elections have already gone out of style in many of these countries. In western countries with more advanced democracies the argument is sometimes heard that none of the candidates are worth voting for so «why bother». This could be true but surely one must be better than others? These cases demonstrate how it is possible for democratic government to disappear from a state, through a lack of interest by the voters leading to a failure to examine critically the issues involved.

Canadians have always been blessed with a sound democratic education plus responsible candidates dedicated to democratic ideals. We can now look forward to a lively election campaign hopefully filled with meaningful issues. The remainder of the task for making this a good election for Canada belongs to the voters. The responsibility rests with all Canadians to examine the parties candidates and platforms, to formulate a well reasoned opinion on what serves the country's interests best, and when Nov 8th rolls around to «vote for the candidate of your choice but VOTE».

HISTORICAL CANOE RACE

Testing and training will begin this summer and be extended next summer in preparation for one of the most ambitious and potentially attractive outdoor shows of Canada's centennial year 1967 — a canoe race of 3,500 miles from Edmonton, Alberta, to Montreal, Quebec.

At least 10 seven-man canoes, one from each province, and possibly others from the Territories, will follow the waterways used by the voyageurs, traders and explorers before there were roads. The paddlers, who will wear the colourful garb of the voyageurs, will stop at many points along the famous old water route in their 100-day race to Montreal for a grand finish at Expo '67, the 1967 World Exhibition.

CITIZENSHIP STATISTICS

Certificates of Canadian citizenship were granted to 64,334 persons in 1964, slightly fewer than the 69,468 granted in 1963. In the 10-year period (1955-1964) 1,244,889 persons immigrated to Canada, while 689,778 persons who had formerly owed allegiance to other countries became Canadian citizens, a little better than one naturalization for every two arrivals.

Former citizens of British Commonwealth countries received 11,405 Canadian Citizenship certificates (18 per cent) during 1964. Former citizens of Italy (10,333) accounted for 16 per cent. Following in terms of Canadian citizenship granted were former citizens of Germany (8,566), Netherlands (6,146), Hungary (4,362), and Greece (3,275).

Ontario, which is the province of destination of about 50 per cent of immigrants to Canada, was the province of residence of 54 per cent, or 34,798 persons granted certificates of Canadian citizenship in 1964. Residents of Quebec received 11,587, or 18 per cent, followed by 9,108 residents of the Prairie Provinces (14 per cent), 7,498 residents of British Columbia (12 per cent). Two per cent, or 1,040 recipients, were residents of the Atlantic Provinces, and 170 were residents of Yukon and Northwest Territories.

Only 13 per cent of those naturalized in 1964 lived in rural areas; the 87 per cent urban residents were found mainly (72 per cent) in the largest size of urban communities, those with over 100,000 population.

About 79 per cent of the males (27,965 out of 35,489) granted Canadian Citizenship

in 1964 were in the Canadian labour force. Craftsmen, production process and related workers occupations accounted for 44 per cent, service and recreation occupations accounted for 12 per cent, professional and technical occupations for 11 per cent and managerial occupations for 6 per cent. Among the females naturalized last year, 13,425 were homemakers and about one-third (9,461) were in the labour force.

RUSSIA BUYS WHEAT

Canada has made another wheat and wheat flour sale to Russia involving about 27 million bushels of wheat. The contract provides for the shipment of wheat from Pacific ports beginning in September and continuing through the crop year that started on August 1. Flour is to be shipped through the St. Lawrence ports during the next few weeks.

SOCIAL BENEFITS

Canadians today are healthier than at any period in their history and this is, no doubt, partly the result of a wide variety of provincial and federal social benefits. The nation has the fourth lowest death rate in the world and the sixth highest birth rate of the more-developed countries of the world. In half a century the life expectancy for men has increased from 48 to 68 years and for women from 51 to 73 years.

Government social legislation is supplemented in two ways: by more than 500 privately-supported charitable institutions, and by private industry through pension, hospital, surgical and health plans. The most important federal benefits are the Family Allowances and Old Age pensions. Organized labour has played an important part in bringing about the large body of labour legislation for the benefit of the wage-earner.

Since 1911, the Federal Government has operated a contributory scheme of compulsory unemployment insurance and a nationwide free employment service. Every province has a workmen's compensation law to protect those disabled by industrial accident or disease caused by conditions of work. If a workman is killed as a result of his job, his widow and dependents are paid fixed monthly sums.

ARCTIC DEEP FREEZE

The two main problems of the Canadian Arctic — food shortage and economical independence — are being solved by the federal Department of Northern Affairs with artificial deep freeze. Thanks to the know-how and reliability of Canadian refrigeration designers, contractors and servicemen, the project is meeting with success.

Artificial freezers in the Arctic serve two purposes. The community freezer, which receives its power from the local electricity supply, is used to store the community's annual supply of perishable goods delivered by the yearly « sea lift ». In addition, local perishable foods, meat and fish are obtained in season and stored. Other Government departments and business firms use refrigeration equipment extensively in their establishments in the Arctic.

The other purpose for which the use of freezing equipment is vital is to supply local industry, usually an Arctic fishery. The principal object of this industry is the catch, conservation and delivery of the Arctic char — a gourmet's delight, which is being readily accepted in leading restaurants in Canada and the United States. In the future, the addition of white-whale steaks, seal flippers and other exotic delicacies is possible.

The construction of deep freezers and cold-storage rooms has become necessary because of the particularities of char fishing. The Arctic char is migratory and can be caught only during July and August. In some places, it can be caught only during a single 12-day period.

To help the Eskimo fishermen, the freezing equipment is taken to the site of operations. It may be set up on shore or on a barge. In both cases, the unit must be self-contained, since it is operated away from a fixed source of electric power.

SASKATCHEWAN TARTAN

Four years ago Saskatchewan became the second province in Canada to adopt its own tartan. This year, Saskatchewan's Diamond Jubilee anniversary, has seen the tartan design revived and a very real part of women's and men's wearing apparel for the 60th anniversary celebrations. Saskatchewan's official tartan is registered in Ottawa under the Industrial Designs Act and

in 1961 was recorded by the Court of Lord Lyon, King of Arms of Scotland, as the Saskatchewan District Tartan.

Designed by Mrs. Frank L. Bastedo, wife of a former Lieutenant-Governor of Saskatchewan, the tartan has seven shades of colour with gold blocks representing the prairie wheat, brown for summerfallow, green for the forests, red for the Saskatchewan lily, yellow for rapeseed flower and sunflower, white for snow and black for oil and coal.

DIGGING INTO THE PAST

Students from nine Canadian universities are spending the summer digging into Canada's past. They are attending the summer field course in archaeology conducted by the Natural and Historic Resources Branch at Ile-aux-Noix, a 210-acre island in the Richelieu River, some 40 miles south of Montreal, Quebec.

Here much remains to be done to uncover a rich historical past dating back to 1609 when it is believed to have been visited by Samuel de Champlain, the French explorer. The island was successively occupied by the French, the British and the Americans. Fort Lennox, a stone fortress, was built by the British during and after the War of 1812. It was declared a National Historic Site in 1921.

Fourteen students will learn archaeological field methods. The others will be trained in archaeological laboratory and cataloguing methods. All will observe experiments with the Gheom resistivity meter, an electronic device used to pinpoint underground objects such as stone walls, old wells, and other historical traces.

Since the school first began in the summer of 1963, it has provided Canadian students with facilities for obtaining field training in Canada. Previously, since only a few Universities organized field parties, many students had to go abroad to acquire comparable experience.

OPERATION BOXTOP

The RCAF's annual resupply airlift to Alert, Northwest Territories, from Thule, Greenland, ended July 29. Two C-130E Hercules from RCAF Station Namao, Alta., flew 48 trips and carried a total of 1,589,218 pounds of fuel oil and general cargo in the six-day operation. The supplies were delivered to the Canadian Army research wireless station and the joint Arctic weather station at Alert, 520 miles from the geographic north pole. Because of the 24 hours of daylight, the operation was completed a

day earlier than planned. The materiel went to Thule by sea in the short ice-free season.

NEXT UNITS TO CYPRUS

The 2nd Battalion, Canadian Guards Battalion Group, from Camp Petawawa, Ont., and a reconnaissance squadron of the Royal Canadian Dragoons from Campagetown, N.B., will go to Cyprus in September to relieve units which are completing six-month tours. The Guards will succeed the 1st Battalion, Queen's Own Rifles of Canada, and the Dragons will take over from another Dragoon squadron.

FROM SEAWEED TO BEER

An experimental seaweed processing plant will be established at Miminegash, Prince Edward Island. The plant, which will process Irish moss and other types of seaweed, will be operated by the Industrial Development Service of the federal Department of Fisheries.

In its initial stages, the work carried out at the plant will involve harvesting, cleaning and preliminary processing, and experiments with weeds at various stages of their life extraction of alginate and carrageenin, which are used as stabilizers for such things as ice cream jellies, pharmaceutical products, cosmetics, beer and tooth paste.

ADJUSTMENT ASSISTANCE BOARD

Canada's Ministers of Industry and of Labour have announced the establishment of an Adjustment Assistance Board to administer a programme of loans for auto parts manufacturers and transitional assistance benefits for auto workers.

As a direct result of the Automotive Programme, extensive new production opportunities have become available to Canadian automotive parts manufacturers. In many instances they are being asked by their customers to make new products or to manufacture existing components on an expanded scale. To achieve this increased output, many Canadian parts makers will have to undertake substantial re-equipment and expansion programmes which will likely involve a limited number of layoffs. Because the economy as a whole will benefit from the Automotive Programme, the Government will assist those workers affected through Transitional Assistance Benefits.

The Board will authorize loans to existing auto parts producers who have the prospect of profitable operation but who otherwise would be prevented from doing so by an

inability to acquire sufficient financing.

Workers completing training programmes are eligible for benefits of up to a year and a half duration.

U.N. IN NICOSIA

Nicosia zone of the United Nations Force in Cyprus has been divided into three new districts. The force commander, General K.S. Thimayya, made the change for reasons of economy and the more efficient use of resources.

The present Nicosia zone headquarters, which became operational on the formation of the force in March last year, will cease to exist on Sept. 1.

The three new districts, which will report directly to force headquarters in Cyprus, are the Kyrenia district — covering the territory between, and including, the Nicosia-Kyrenia and Nicosia-Peristeronari roads — to be patrolled by the Canadian contingent with district headquarters in the Kyrenia pass; the West Nicosia district, under the Danish contingent with district headquarters in Nicosia; and the East Nicosia district, the responsibility of the Finnish contingent with district headquarters also in Nicosia.

The perimeters of the new districts will coincide with the present boundaries of the 1st Battalion, Queen's Own Rifles of Canada; and the Danish and Finnish contingents.

In July, the Canadian battalion was given an additional 50 square miles of territory around the Morphou area to patrol that had been under control of the Irish contingent which was reduced in strength that month.

SALTY LAKE

An unique fish food industry, catering to the discriminating tastes of tropical fish, has been developed along the shores of Little Manitou Lake by Continental Brine Shrimp Holding Limited at Watrous, Saskatchewan.

The industry is unique in that Little Manitou Lake is more than 1,000 air miles from the ocean yet its waters are more than three times as salty as any sea.

Millions of tiny brine shrimp, not more than a half-inch long, are collected in fine-mesh dip nets, but the shrimp eggs are harvested by hand from the lake shore. The shrimp are sold as tropical fish food, while the eggs are shipped to tropical fish hatcheries where they are consumed by growing fish.

The United States and Japan are the chief markets at present.

ON THE CONTINENT

Only in Amsterdam

Do you know where you can buy a perfect blue-white diamond for only \$5.00? (other than our own PX) Such a remarkable purchase can be made in Amsterdam, Holland's lively capital and a world centre for diamond cutting.

In this canal city, you can visit diamond-cutting factories to select your sparkling souvenirs. At the same time, you can watch some highly skilled craftsmen at their work. If you do not buy a lovely stone, you'll be permitted to borrow a little glamor, for in Amsterdam's diamond establishments, you can try on exotic and rare jewels which range in color from pale canary to blue-white, even if you don't have a nickel in your jeans.

Visitors to Holland find that Amsterdam's diamond workers are remarkable sights as they go about their tasks. As many as 600 tourists a day troop in and out of the large diamond factories. Spectators are shown around by English speaking guides. The tour is free.

CUTTING THE ICE — Diamond cutting has flourished in Holland's capital city for more than four centuries, but few people outside the trade seem to have any knowledge of what goes into the making of a beautiful stone. Many people are amazed that any one of these potential sparklers is so plain and ugly in the beginning that it virtually offers proof of the old statement that beauty is more than skin deep. It is the highly skilled labour involved in the cutting and polishing of these strange mis-shapen lumps which helps to determine the price of the stone more than the stone itself.

A diamond must be studied carefully before it is cut. Some stones are scrutinized for six months before a single incision can be made. The cutter at work has nerves of steel, for it is his judgement that will deter-

mine ultimately the final result... a properly cut stone to refine or a mass of splinters which are useless. One whole day is spent in polishing even the smallest stone so that by the time it leaves one of Holland's unique «finishing schools» all of the facets are of equal size and lustre. This means that a «brilliant cut», or a diamond with 58 facets, or a «single cut», a stone which has only 16 facets, might be placed on a polishing wheel over 100 times before the desired sheen is achieved.

BUYING AND COLLECTORS — There are almost as many facets to diamond buying as there are in the extraordinary stones themselves. In Amsterdam, where diamonds are bought by collectors, investors, and by those who are just shopping for a once-in-a-lifetime keepsake, you'll be advised on your purchase in terms of color, cut and beauty. It is no wonder that Hollanders can hand out such advice, for the history of the famous diamonds which have been cut or polished in Holland's capital city reads almost like a good cloak and dagger story.

The Cullinan, believed to be the world's largest stone, was sent to King Edward VIII as a gift from the government of Transvaal. It arrived as a dull looking lump because it was much less expensive to purchase this stone in the rough than to buy it polished. It took Amsterdammer Josef Asscher to bring out the beauty of this stone and to reveal its over 3,600 carats which were more than fit for a king. The stone was subsequently split into various shapes and sizes and all are part of the British Crown jewels today. The Koh-i-noor, at 106 carats, is supposed to be the third largest diamond in the world. It was refashioned for Queen Victoria by two Amsterdam cutters who were dispatched to London to serve Her Majesty. Still another, the Orloff, was stolen from an Eastern temple by a

French soldier and later plucked from the soldier by a sea captain. This 194½ carat stone finally arrived in Amsterdam for polishing and was ultimately a gift from Prince Orloff of Russia to Empress Catherine II.

LITTLE MUSEUMS SPARKLE — As you tour diamond cutting factories in Amsterdam, you'll see little museums which contain paste copies of the Cullinan and the Koh-i-noor and smaller stones, including those which have to be examined under a microscope to really be appreciated. Any one of them can make you wish that you had an inheritance to fall back upon, but you don't have to buy a thing in a Dutch diamond cutting factory. All you really need to spend is some time and you'll have one of the richest experiences of your life.

...D.P.

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A TASTE OF MILD SPANISH GRIPES

If you have a car with plenty of acceleration to get around overloaded trucks on winding mountain donkey-trails and a hankering for rugged coastlines with sandy coves you might want to risk a couple of weeks leave along the north coast of Spain. We did and we've come back, car and all, not much poorer and rich with memories.

Driving the 500 odd miles from Irun at the border to Corunna on the northwest tip of Spain impressed us with the size of this European castaway much more than had our evening's chat over a road map in the trip planning stages. The country is huge and even along the north coast varies considerably. True, one never loses sight of mountains along the whole stretch of the trip but the mountains themselves change. In the east to as far as Oviedo, about half-way across the top, they are rugged and barren and in places high enough to carry snow-caps throughout the summer. After Oviedo there is a gradual increase in vegetation until the mountains are clothed in forest from top to bottom and in some places even cultivated to surprising heights and on extremely sheer faces. Not once did we see a tractor in the fields, only horse or oxen-drawn plows, which was due not just to the economic backwardness of the country but to the hilliness of the arable land. The people change from east to west too. From the French border to just west of Bilbao is Basque country inhabited by a mysterious and industrious people whose origin is untraceable and whose native tongue belongs to no known language group. West of Bilbao are 'bona fide' Spaniards who, if I remember some odd bits of intelligence caught between dozing in History

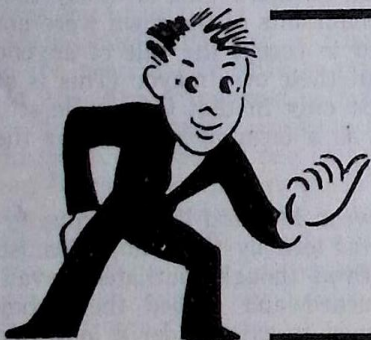
classes, are descended from Ostrogoths and Visigoths who spilled down off the Russian Steppes and across Europe in early times and later mixed with the occasional Roman (who like any occupying soldier was quick to seek opportunities for foreign relations) and still later very heavily intermingled with Arabians and North Africans during the centuries of Moorish occupation. Also coincident with the change in racial background from east to west is the petering out of heavy industry as one heads west from Bilbao. This may be a comment on Basque diligence, upon which several of our Spanish acquaintances remarked, but it may also have to do with the accessibility of raw materials and sources of power in a country so poorly equipped for transportation. In fact, the only thing which did not appear to change across the whole breadth of the nation was the 'highway'. It was lousy, consistently!

Unfortunately or fortunately, our trip both ways was uneventful. We managed not to roll the car in any of the pot-holes or hit any pedestrians who treat the north-coast highway as an extended sidewalk and walk in droves on the right (wrong) side of the road facing away from the traffic. Colliding with another car was the least of our driving worries. If we couldn't see an on-coming or over-taking Spanish car we could certainly hear it. A Spaniard will hit his horn at the least excuse, an annoying national idiosyncrasy which took several violent ducking manoeuvres to learn. For the first hundred miles of Spanish road I thought I was breaking every driving rule in the books until I realized that a Spanish driver thinks no more of beeping than of putting his foot on

the gas-pedal. I suppose when he bought the car he bought the horn too, so why shouldn't he use it. After all the horn honking a visit to what should have been the peaceful sanctity of the Altamira Caves tended to confirm my suspicions that the Spaniards are a nation of inveterate noise lovers. As luck would have it we were appended to a mass of boisterous school-children for a tour of these impressive caverns. The deeper we descended into the gloomy depths the more excited and talkative our little companions became and it was not without a degree of hopeless calculation that we kept ourselves between the exit and the rest of the throng. Little attempt was made to keep the noise below shouting level and we edged our way anxiously from stalagmite to stalagmite expecting the clamour to bring the whole cotton-picking roof down at any moment. I'm sure the children came away fondly remembering those caves for their wonderful noise-magnifying characteristics. I came away from them convinced that their prehistoric forbearers could never have been as noisy as their present day ancestors or they would never have had the ceiling they used to paint their famous animal portraits.

We've come back from Spain with a case, not of dysentery, but of various local wines which we plan to taste in the coming year in preparation for our next visit when we intend to stock up with those that we like. And even without this inducement to return I think the charm of the country will lure us back another summer.

By F.S.C.



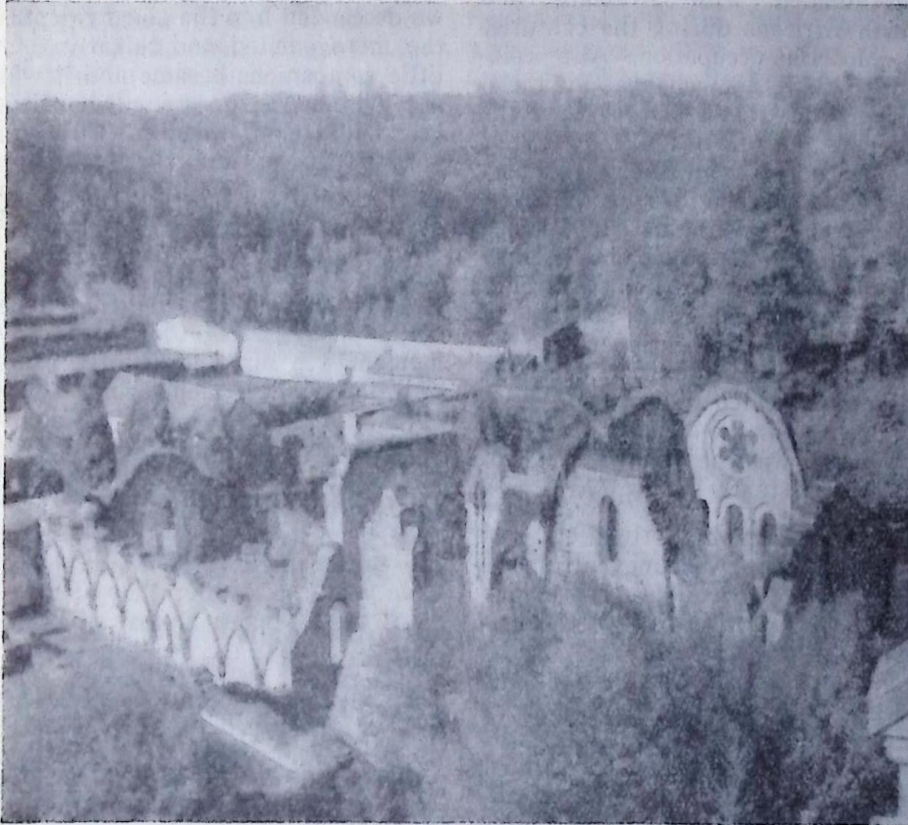
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in and around marville

by Graham Davis



The Cloisters of the Church of the Ancient Abbey.

NINE CENTURIES

Of tumultuous history and varying fortunes have befallen the Abbey at Orval. Just why the region was called «Orval» has been lost in antiquity — however in 1070 a small group of Benedictine monks from Calabria in southern Italy came to this region, at the time under the domination of the Counts of Chiny. A sturdy crew, used to hard work, they started a monastery of wooden construction. Times were hard. The land that had been chosen was far from the best in the vicinity. It was swampy, unhealthy, and possessed of the ability to either swallow up or rot any building placed upon it. The on-

ly excuse for the choice of the land is that it was alongside the old Roman road (still in use at those times) that ran between Reims and Etalle. The location would have been of great help to voyagers in their travels.

After a few years these pioneers were recalled to Italy, and their place was taken by an order of monks from the church center of Trier. These too passed on in later years leaving the area with little spiritual life. Finally, in the year 1132 Count Albert of Chiny requested, in desperation, and was finally sent a delegation of monks from Trois-Fontaines in the Champagne region of France. They belonged to

the Cistercian order. Having found some way to stabilize their buildings, they built a solid monastery and for a couple of hundred years ministered to the religious needs of the local inhabitants.

About this time the story behind the coat-of-arms of Orval took place. The Countess Mathilde, a patroness of the Abbey, was visiting. Near the monastery well her wedding ring slipped from her finger and into the well. Since she was a widow the loss of the ring affected her greatly — even now we can imagine the wails of feminine mourning as she sat by the well. According to the legend, by a miracle, but to my way of thinking more likely to rid himself of the vocal feminine misery, a trout appeared at the surface of the well bearing in its mouth the missing ring which was, of course, restored to its owner, thus eliminating tears of misery, providing a coat-of-arms for the Abbey, and allowing us to go in with our story without undue suspense.

As usual though, in this region, anything that was anything at all never did last any longer than three hundred years at the most. The area was ravaged by war, and the Abbey suffered the fate of anything else that would burn — by the middle of the thirteenth century there was little left but ash. By 1296 construction was once again well advanced. About this time Gerouville was founded as a «free village.» This is to say that the inhabitants of the town were not obliged to accept the rule of anyone except their own mayor (This is of interest only in that Gerouville still exists as a farming village near the Abbey).

Between 1300 and 1550 the countryside was torn by the Franco-Spanish war. Even though mutilated, invaded, burned and robbed the Abbey continued to exist under a long line



of Abbots. Conditions such as these could not last for long. By 1617 the buildings had been restored and an increased spiritual life became possible. It lasted only twenty years. In 1637, under the command of the Marshal of Chatillon, a group of fervent Huguenots completely destroyed the Abbey once again. Religious wars had often taken their spite out on Orval, but the religious fervor of the Huguenots was such that this time all was wiped out except for the hope and determination of the monks. In 1642 a «bigger and better» institution was built on the foundations of the old.

Prosperity now reached the monks, perhaps as a reward for their far renowned charity. The lands subservient to the Abbot stretched for ten miles in any direction, and often further. The goods produced in and on these lands belonged to the Abbey. The farmers and artisans would be allowed to retain enough of their produce to sell in an effort to feed their families. The rest went to the monks. The Abbey grew rich and powerful (reference «A Legend of Orval» in our mid June 65 issue). The legend that I have just mentioned in parentheses was not the only one to originate at this time. It became rumoured, and is rumoured to the present day, that in this period the Abbey amassed a fantastic fortune. As recently as August 30th this year «Le Soir», one of the larger Belgian newspapers made mention in a feature article of «the treasure of Orval». As usual with legends, there is a fly in the ointment somewhere, and in my opinion — so there is with this one.

It was near the end of this prosperous period that the monks decided on a building programme. Although the soil had more or less stabilized by this time the new buildings, erected alongside the old, were founded on vaulted cellars made of stone. It must have been a sight to behold.

Finally, with the French revolution near, the properties in France were confiscated. With «the terror» in Paris no less real for the holy men in Orval, they were forced to leave. At last on the 23rd of June 1793 the Abbey was sacked and burned by French revolutionary forces — for the last time.

The French had been tempted in part by rumours of an immense treasure to be had by the victor. They never did find it — at least what they expected. Like most other revolutionaries, time was of the essence and they would have to march on to other objectives. The treasure was destroyed by their passing. The last monk from Orval died in 1848 in a small parish in France.

You see — the treasure had been burned. Even in those days of almost slave-labour, a building programme such as had just been carried out would have cost the brotherhood a pretty franc. The fortune was the Abbey itself.

★ ★

The land, of course, lived on. It passed from one owner to another until the 14th of February 1913 when the owners of the land decided that the time had come for the re-establishment of a monastery. Madame de Tewange-Wauters put the property at the disposal of the Belgian government for the construction of an Abbey.

Construction began almost immediately and was followed the next year by the first World War. For a change, the Germans didn't sack and burn. They just provided a four year obstacle to construction. Construction was resumed and continued until, after the second World War, the basilica was finally dedicated in 1948. Looking at the history of the Abbey, it leaves one with little choice but

to wonder just how long this one will last!

In 1961 a group of archaeologists under the direction of the Belgian government began an exploratory dig. The finds were rewarding. The graves and remains of the first four Abbots were discovered, as were many other artifacts proving that the story as just related has far more basis in truth than in legend. For instance, wooden flooring and part of a wooden wall have been found and dated to the period when the first settlement of monks came from Italy. Belt buckles, coins, pottery and other articles have been found, along with more mundane things such as drains, walls, foundations and tombs. As recently as two weeks ago the remains of Wenceslas of Luxembourg, one of the more renowned Abbots, were discovered by the archaeologists.

Today the monks are famous mainly for beer, cheese and charity. Through various enterprises they have built a solid financial and spiritual edifice that pleases the eye and warms the heart of anyone interested in history. They are, today as in the past, active in the arts, science, agriculture, and many other aspects of everyday living. They were no less famous in the past for their skills in surgery and pharmacy. At one period they manned a forge for the local production of iron. Some of the fireplace backs made of cast iron at that time are now valued collector's items.

If this short history has interested you sufficiently you may visit the Abbey some Sunday afternoon. There are guided tours through the old Abbey starting at two o'clock in the afternoon and continuing until six. If you don't speak French it would be a good idea to take someone along who understands it as the guide's comments are all in that language. Even if you aren't able to find a translator, just a tour using your own powers of observation is well worth while. One of the many points to be visited is «Mathilde's Well.» If the ground is soggy underfoot at times it will probably be ground just recently disturbed by the archaeologists. They are still at work, and will be for many years in the future. This just might be one of your only chances to see history unfolding.

HI-FI NEWS

Sgt. Barclay of the Wing Post Office has finally declared war. Throughout the summer he has tried to quiet the «breathe, squeeze, and squawk» boys across the hall from his normal place of business. Shouted abuse and a lack of mail for the band members hasn't reduced the sound of their practice sessions by so much as one decible.

Therefore, as the sergeant says «If ya can't lick em, ya gotta join em!» To this end I publish and appeal on behalf of the Postal Corps workers.

To date they have amassed one old bass drum with only one head broken: a rusty tin flute that someone has stepped on: a violin with three strings and no bow: a «slightly second-hand» tuba with two buttons missing: and a New Year's party horn in full working operation! All donations will be gratefully received.

Stay tuned to your Wing Post Office for the «highest in fi!»

SUGGESTION AWARD WINNER



The above photo shows Cpl AF Anthony of CF-104 Aircraft Servicing receiving from Commanding Officer on 16 Aug 65, a certificate and a cheque for \$97.75 which was awarded to him by the Suggestion Award Committee.

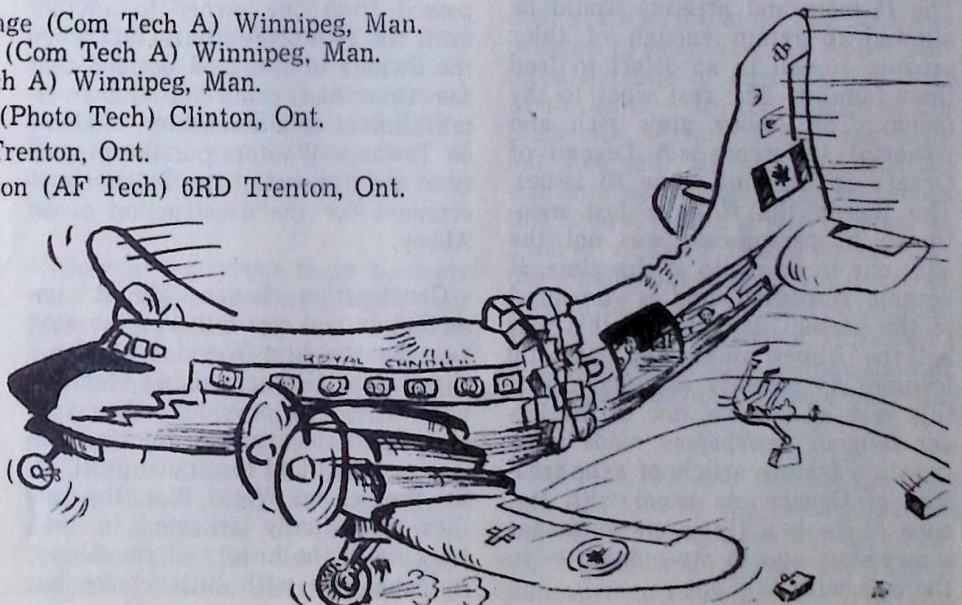
His suggestion concerned the repositioning of the oxygen converter relief valve in CF-104 aircraft which, it is estimated, will effect an annual saving of \$1,125.60 in labour and material.

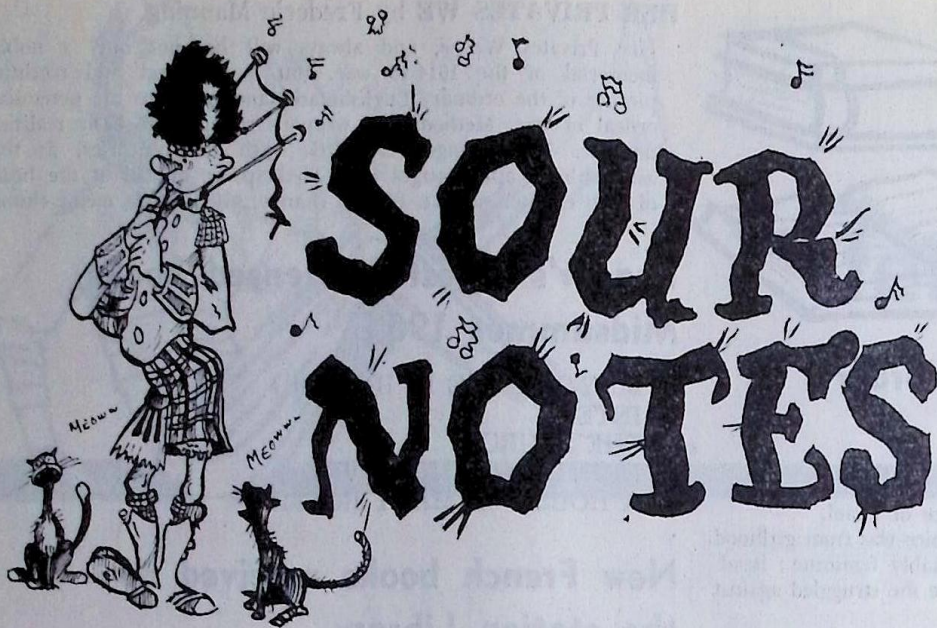
- Sept. 18 — Lac and Mrs J.A.P. Lacelle (Com Tech A) from Cold Lake, Alta.
- Sept. 18 — Lac and Mrs J.F. Charron (SE Tech) Namao, Alta.
- Sept. 18 — F/O P.C. Angstad (Air/P) Cold Lake, Alta.
- Sept. 18 — F/O R.G. Garry (Air/P) Cold Lake, Alta.
- Sept. 18 — F/L and Mrs W.G. Graves (Air/P) Cold Lake, Alta.
- 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 Tech A) Winnipeg, Man.
- Sept. 22 — Lac and Mrs M.J. Miller (Com Tech A) Winnipeg, Man.
- Sept. 22 — Lac L.C. Nazer (Com Tech A) Winnipeg, Man.
- Sept. 24 — Lac and Mrs A.D. Olson (Photo Tech) Clinton, Ont.
- Sept. 27 — Lac J.F. Nadeau (FSA) Trenton, Ont.
- Sept. 30 — Lac and Mrs J.W. Robinson (AF Tech) 6RD Trenton, Ont.

The above transfers 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 1937 the 110 «City of Toronto» Auxiliary Squadron formed the first RCAF Pipe Band. The Squadron was then under the command of Squadron Leader W.A. Curtis (now Air Marshal W.A. Curtis, CB, CBE, DSC and Bar, ED, retired). The first Pipe Major was Warrant Officer H.P. Weir, retired.

Interest in Pipe Bands increased in the RCAF and in 1942, through the efforts of Group Captain Fullerton, an RCAF tartan was designed. It was officially approved by His Majesty, King George VI and registered in Edinburgh as the RCAF Tartan. This was one of the very few Tartans approved by a sovereign in 100 years.

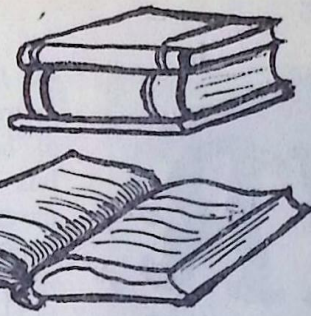
During World War II three pipe bands were formed in the RCAF and located at Centralia, Ontario ; Sidney, Nova Scotia and an Airwomen's Pipe Band at Jarvis, Ont. These bands proved extremely popular when they appeared in public in War Bond and other parades.

To-day there are six pipe bands in the RCAF, three in the auxiliary and three in the regular force. The Auxiliary bands are made of 400 Squadron, Toronto, 401 Squadron, Montreal, and 402 Squadron in Winnipeg. The Regular Force Pipe Bands operate from No. 1 Fighter Wing, Marville, France, RCAF Station Rockliffe, Ottawa, and RCAF Station Trenton, Ont.

By Earl Hewison
1 Wing Pipe Band

History of RCAF Pipe Bands

LIBRARY



New books

received at the Station Library

AGRIPPA'S DAUGHTER by Howard Fast

A huge, violent novel about Queen Berenice of Israel. Grand-Daughter of Herod the Great, Berenice was from girlhood an extraordinary person cold, yet unmistakably feminine: headstrong, but self-disciplined. And almost alone she struggled against Roman overlords to gain rule over Israel.

At that time the nation of Israel was split into a dozen petty kingdoms, each one dominated by a self-styled king. As the Romans schemed to keep the nation divided, Berenice armed only with her great wit and her breathtaking beauty, cleverly played one king against another, and blazed a daring path that was to lead her to Imperial Rome and the arms of the Emperor Titus.

THE LONG-SHADOWED by Helen Hoover

The Long-Shadowed Forest is not a book of hardships nor a chronicle of man against nature. Mrs. Hoover likes nature just as it is. Yet she is never sentimental. However funny and endearing a chickadee may be, however pathetic a half-starved deer, they are described by Mrs. Hoover's realistic pen as carefully animals, not as cute stereotypes. She is keenly aware of their roles in the forest economy, and argues compellingly against the wanton irresponsibility with which men disturb the balance of nature.

LOST EMPIRES by J.B. Priestley

The core of the book is the story of the young man's awakening to love, to sex, to his passion to be a painter. But, in the background, always fascinating, are the descriptions of those vast gilt and marble palaces which began to disappear after the First World War, defeated by the cinema; and many more, portraits, as only Mr. Priestley can draw them, of the eccentric flamboyant people he travelled the Halls with Richard Herncastle and his uncle, the master-illusionist. This is a novel which can be read on many levels, as pure entertainment (of which it is a superb example) or, more profoundly, as a sensitive and deeply felt evocation of a time in which people had yet to experience the world-wide desolation of war and the consequent debasement of many standards.

THE MEANING OF TREASON by Rebecca West

The Meaning of Treason, her account of the most notorious treason and security cases which have followed the Second World War is a contemporary classic.

BENITO MUSSOLINI by Christopher Hibbert

Benito Mussolini, the son of a peasant, held absolute rule over the Italian nation for the best part of a generation, and played a leading role in high world drama. What happened to Italy was therefore in the fullest sense his personal responsibility, and by this History, whose ultimate verdict was his constant self-conscious preoccupation, must judge him. The clue to his character as revealed in this remarkably detailed biography is to be found in a web of almost pathological contradictions.

HER PRIVATES WE by Frederic Manning

Her Privates We is, and always will be, not only a noble memorial of the 1914-18 war, but a profound and truthful picture of the ordinary Englishman standing up to the perennial ordeal of war. Methods and weapons change, the basic realities do not. Men change very little with the centuries, as the astonishingly apt passages from Shakespeare quoted at the head of each chapter suggest. Plus ça change, plus c'est la même chose.

Reader's digest condensed books, Midsummer 1965

- MAY YOU DIE IN IRELAND
- INTERN
- THE SOURCE
- NIGHT OF CAMP DAVID
- A HOUSE OF MANY ROOMS

New French books received at the station Library

THERESA par Pierre Mariel
L'HISTOIRE DE FRANCE vue par San Antonio
SCORPUS LE NUMIDE par Leslie Turner White
LE CENTAURE DE DIEU par Jean de La Varende
LE TROYEN par Noël B. Gerson
LE SANG DU DRAGON par F.G. Slaughter
LES GRANDES CHALEURS par Jean Laborde
SOPHIE, MON CŒUR (Grand Prix du Maine)
par François Linares
QUI A CASSE LE VASE DE SOISSONS ?
par Gaston Bonheur
(L'album de famille de tous les Français).

New classic books received at the station Library

ESSAYS OF ELIA, LAST ESSAYS OF ELIA
by Charles Lamb
THE SKETCH BOOK OF GEOFFREY CRAYON, GENT
by Irving
THE SPECTATOR
by Joseph Addison, Richard Steele, and Others
(Four volumes).

VACATION IN ROME
ETERNAL CITY

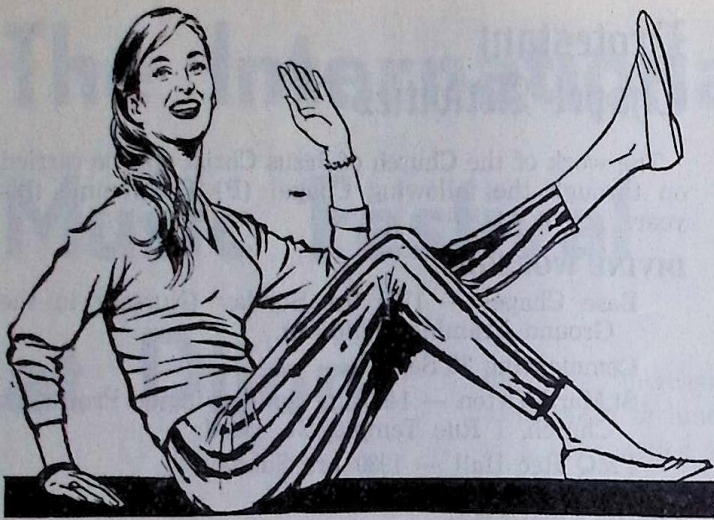
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feminine fancies

SPECIAL NOTICE

Are you a woman who follows the trends in feminine fashions? Do you read the fashion page of Newspapers? of Magazines? Do you enjoy news of Kitchen and Home? New recipes?

Did you enjoy Feminine Fancies in the Arrowhead?



Well Ladies! without an Editor, without contributors, without material to co-ordinate – we cannot have a feminine fancies PAGE. Please – anytime you find an interesting article that you think would appeal to others – send it in. Send in any news of fashion trends and your interpretation of these, or just any information that you find interesting. Writing ability, although helpful, is certainly not necessary.

Roman Catholic Chapel Protestant Announcements Chapel Activities

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.



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AMSTERDAM (Holland)

The work of the Church of Jesus Christ will be carried on through the following Chapel (P) Programme this year.

DIVINE WORSHIP

Base Chapel — 1100 hrs Sunday (Nursery in the Ground Training Building).

Commencing 26 Sept.

St. Mard-Virton — 1400 hrs Sunday in the Protestant Church, 1 Rue Temple, St. Mard.

PMQ Rec Hall — 1930 hrs Sunday.

CHOIR PRACTICE

2000 hrs Thursday in the Base Chapel.

SUNDAY SCHOOL AND JUNIOR CHURCH

JUNIOR CHURCH

PMQ Rec Hall — 0945 hrs Sunday for boys and girls, 10 years and older.

SUNDAY SCHOOL

PMQs — 1050 hrs Sunday in PMQ Rec Hall for children aged 5 to 9 (incl).

Base — 0945 hrs Sunday in the Chapel (P) for children aged 6 and older; in the Base School for those younger.

St. Mard-Virton — 1100 hrs Sunday in the Protestant Church, 1 Rue Temple, St. Mard for children aged 3 years and older.

YOUNG PEOPLES

2030 hrs Sunday in the PMQ Rec Centre (commencing 26 September).

LADIES GUILD

PMQs — 2000 hrs — The first Monday of each month in the PMQ School.

Base — The last Tuesday of each month in the Base School, 2000 hrs.

St. Mard-Virton — 2000 hrs the first Wednesday of each month in the Protestant Church, 1 Rue Temple (except the 8 September).

HOLY COMMUNION — To be announced.

HOLY BAPTISM — By appointment.

To carry out this programme will require very considerable assistance from you. We shall need a Superintendent for the PMQ Sunday School, a Secretary — Treasurer for the Base Sunday School, forty School Teachers, six adult Supervisors for Junior Church, Choir Members, and Guild Workers.

If you wish to participate actively in this work of the Church of Jesus Christ please contact the Chaplains at Local 15 or PMQ A24, or in the case of people living in Belgium, LAC Dave Sladen at 28 Rue de la Halle.

The International Music Festival at Dijon

No doubt most of you have heard by now of the Pipe Band's latest trip to Dijon, to attend the International Music Festival. We left Marville the morning of September 2nd and after an un eventfull bus trip, arrived at Dijon at 18:00 hours. There we were met at the reception centre by two French University students who were assigned to act as our guides and mediators throughout our stay.

We were first taken to dinner and introduced to the president of the Festival, then taken to our billets in one of the Girls school dormitories, where the unaccompanied personnel stayed. The accompanied personnel with our five girl highland dancers were taken to a hotel.

Friday morning after breakfast at 0800 hours we started the day with a parade in Dijon and then lunch with the officials of the Festival and other dignitaries from Paris and other centers of France.

Then a parade through the town to the Place de la Liberation where the participants in the parade put on an exhibition of music and Folklore dancing. After which we were taken to dinner and then to the Palais de la Foire for another concert at 2000 hrs. Saturday morning after breakfast at 0700 hrs we went by bus to Volmay, a village forty km. from Dijon for a parade and as guests of

the wine merchants of that area were taken to lunch in a wine cave in a town called Beaune. After the meal, each of the twenty countries represented took their turn in singing, dancing and playing their traditional music, which was very much enjoyed by all.

Then we paraded through the town of Beaune and presented another concert, before boarding the buses for our return to Dijon. Here we were on the « grande parade » through the town and then back to the Palais de la Foire where all participating entries competed again and so ended a long day.

Sunday morning all the groups paraded to the Notre Dame church where church service was held. After the church service we paraded back to the Place de la Liberation for the Fete de La Vigne Banquet. After the banquet we returned to Palais de La Loire for the final parade and competition on stage and for the presentations to the winners chosen from the forty seven entries participating.

We are proud to say that we placed second in the music competition and street parading judged throughout the three days of the festival. For this we received the bronze medallion and I am sure an interesting few days — that will not be soon forgotten by all the members of our group.

The twenty countries represented in the festival were: Germany —

this years gold medal winner, Russia, Hungary, Bulgaria, Yukoslavia, Czechoslovakia, Poland, Greece, Finland, Sweden, Denmark, France, Ireland, Paraguay, United States, Austria, Spain, Italy, Switzerland, and Canada the bronze medal winners.

Yugoslavia is the gold medal winners of dancing and Greece the Bronze.

Earl Hewison
1 Wing Pipe Band

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109 K. U.

At 109, aircraft are still maintained, serviced, dispatched, flown on scheduled and unscheduled trips and then back again through the unending cycle. People are also still coming and going, taking leave, working on weekends or taking days-off; i.e. — all are doing their part in the cycle and in spite of everything, things are running very smoothly. In other words everything is normal at 109 KU.

Small changes do occur from time to time. Our first Bristol returned from England with brand new radio equipment. The Bristol boys are well pleased.

Another change is the addition of two crewmen, Cpl. Randle and LAC Hasper, who recently qualified on Dakotas.

And finally we need to congratulate two 109ers for their recent promotions. F/L Chalmers and Cpl Oullette.

This month nine new people arrived at the maintenance section where they will work for two or three months while getting checked out on our aircraft before they will be assigned any specific task.

In order to report on the aircrew training of the newly arrived aircrew, some of the training officers were interviewed. This was no easy task since training officers at 109 are, and always have been, the busiest pilots around. But one day this month, after persistently having pestered these guardians of our pilots' professional status, they finally found time to issue a statement to the press. When asked how they proposed to handle the great influx of inexperienced pilots in 109, they

had the following to say. «The high standard of achievement in the support role attained by 109 in Europe — as assured us by the Air Standardization Unit, will be maintained regardless. Although these new aircrew in question are not highly experienced, they are highly qualified since they are direct products of the RCAF aircrew training program. Our 109 training program has been gradually extended as more of these aircrew arrived so that they will all be thoroughly indoctrinated in the idiosyncrasies of flying aircraft under the large variety of European controllers. This will be accomplished by constant, intense practice.»

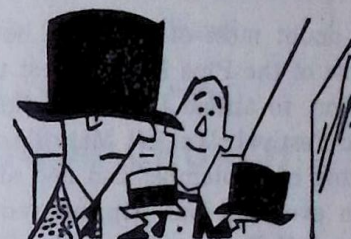
These dedicated men are not telling idle tales because they take every opportunity to pass on gems of wisdom from their vast storehouse of experience to these young eager pilots. Their next step toward an even better and more complete training program is to seek approval for an increase in the number of long range training trips.

Now for something on the lighter side — the single men. The brave young chaps who ventured out to the apartment in Virton have had enough! Their heats, filled with an aching void for the hi-fi row of the barracks, got the better of them, so they moved back. They probably also wanted to help reconsolidate the stronghold of the single men's existence by filling the gapping hole left by F/O Ron Clark who was married this summer and to a «schooly» of all things. A great morale booster however, soon appeared F/L Tompkins, who is a confirmed old bachelor, demonstrated how things are done by moving into the empty apartment in

Virton. So all is normal again — except that we married chaps have gained one soul.

At 109 we always encourage our people to write material for the Arrowhead — this time the following article was submitted by F/O Carpenter.

A GOOD "FIT"



is necessary in Life Insurance too, because you want the best value for your premium dollars. You can rely on the MAN FROM MANUFACTURERS for competent and friendly counsel.

Gil Brown

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157

Battle of Britain Anniversary



A quarter century ago Britain survived her darkest hours by hurling back the German Luftwaffe in the Battle of Britain, fighting in the skies of England from June through immortal words :

« Never in the field of human conflict was so much owed by so many to so few ».

Numbered among the « few » were Canadians who served as aircrew and groundcrew in Fighter, Bomber and Coastal Commands. Most of these Canadians had crossed the Atlantic in pre-war days to enrol in the RAF. There were, however, two fighter squadrons identified as Canadian. One was No. 242 (Canadian) Squadron, composed of Canadian fighter pilots of the RCAF; the other was No. 1 (Fighter) Squadron of the RCAF (later changed to No. 401) which had arrived in Britain on the eve of battle.

Among them, Canadians scored some 120 victories in aerial combat, with about 100 more enemy aircraft counted as probably destroyed or damaged. These victories were not without cost: 47 Canadian airmen gave their lives in the Battle of Britain.

The Battle was not fought solely in the air: the groundcrews were engaged in it as well as the pilots. After each sortie the aircraft had to be immediately re-armed, refueled, the equipment checked and tested, and the machines generally made ready to take off on the next « scramble ». Damage to engine, airframe and equipment had to be repaired in desperate haste to keep the maximum number of aircraft (mostly Spitfires and Hurricanes) in the air to meet the German onslaught.

The mechanics kept them flying only by round-the-clock maintenance, snatching sleep in flight shacks and bunkers beside the aircraft. The finest tribute to the efficiency of these « erks », performing under extremely trying conditions, was found in the daily reports of aircraft serviceability.

For the RCAF, the Battle of Britain had special significance. It was the force's baptism of fire. It was then that Canadian airmen flew into action as a force for the first time against an enemy, won their first victories, and suffered their first casualties.

Of the several hundred Canadians

who fought in the Battle of Britain in the air and on the ground, only five are known to be still serving in the RCAF, such has been the passage of time. Two served then in RCAF formations, the other three with the RAF.

They are :

Air Vice-Marshal Edwin Michael Reyno, 48, of Halifax, now deputy chief of personnel, Canadian Forces Headquarters, who flew with the RCAF in the Battle :

Group Captain Beverly Evans Christmas, 45, of St. Hilaire, Que., taking command of RCAF Station Winnipeg on Sept. 2, who also flew with the RCAF ;

Group Captain John Randall Daniel Braham, 45, now of Ottawa, director of the air forces transport and rescue at Canadian Forces Headquarters, who flew with the RAF ;

Flight Lieutenant Alexander George Williamson Miller, 44, of Carunna, Ont., on exchange duties at Hanscom Field, Bedford, Mass.; ex-RAF, and

Flt-Lt. Alan Lawrence Martin, 45, of Winnipeg, serving at RCAF Station Greenwood, ex-RAF.



Editor: Gary WEESE
Contributions: George HAWKES

THE SAFETY LANE

The 1 Air Division Safety Lane equipment commenced checks of cars at Metz in mid-August and will visit other units of Air Division later in the year.

Checks have revealed some defects in many cars and very few have passed through without requiring either some adjustment, usually lights or brakes, or replacement of a part.

Suprisingly, General Motors products which includes Opel, Chevrolet, Buick, Pontiac, Vauxhall have few defects other than front end. Most common of all defects amongst this group were loose or worn idler arm assemblies. The pitman arm bushing on some cars required replacement. Few owners are aware that there could be anything wrong with these, probably because they are out of sight and thus, out of mind. It is worth while having these two items checked by a mechanic before you take your car on to the safety lane. If you intend having some work done beforehand, get the idler arm and pitman arm checked while you're at it.

A number of cars require headlamp adjustments. Few cars have been found with their headlamps set too high but quite a lot were found with the low beams set much too close to the front of the car. Low beams set too near cause dangerous situations because you cannot see far enough ahead to spot that silly person who will insist on walking on the edge of the road in the same direction that vehicles are going. Equally, this applies to cyclists who have no rear light. Adjustment of lights, properly done, cannot be over emphasised and far too few people bother to have their lights adjusted correctly.

A few car owners seemed to expect that they could pass the safety lane check with almost bald tires. The criteria on tires requires visible tread pattern (not recuts) across the face of the tire and that there are no wall fractures or cuts.

Front end alignment on a few cars was incorrect and

the most common problem seemed to be too much «toe in». The acceptable readings are 30 feet per mile, toe in or toe out. What this means is that your tire may travel as much as thirty feet sideways mile and thus cause undue wear if the 30 foot margin is exceeded either way. Anyone really interested in the proper operation of his car will ensure that the adjustment is absolutely correct because improper alignment costs him money. An improperly aligned front wheel can wear out a band new tire in less than 3,000 miles.

It seems that very few owners bother to rotate their tires from one wheel to another. On some newer cars with less than twenty thousand miles on them it was not unusual to find the original spare had never been used.

A recent accident was attributed to «mixed» tires on the car. The owner had put two Michelin «X» on the car and left the original tires on the two front wheels. Michelin «X» may be used in pairs but one should not put the «X» on one wheel only and drive with another type of tire on the opposite side. Few people seem to realise that the real value of Michelin X tires is not experienced at low speeds, that is, the speeds we normally drive to and from work or on family pleasure outings. Michelin X are a wonderful tire but rather a waste of money if you don't drive very fast.

THE NEW FORD «BRONCO»

Information is now completely available locally on the new Ford «Bronco». Belonging to the same family as the famous «Jeep», the Bronco is ideal for the sportsman and the man who wants a tough little all purpose vehicle which can stand up to hard, tough work. The price is just over \$2,000.00 and all the information is available at Verdun from Mr Ed Golden of EES Auto Sales in the Verdun PX lobby. He has prices, delivery dates and other information on the Bronco for you.

« DEUX CHEVAUX »

From time to time, unfounded rumours circulate about cars. One rumour which circulates from time to time concerns that famous French «peoples» car, the Deux Chevaux. Rumour has it that RCAF personnel are not allowed to own 2 CVs. This is not so. No car is prohibited. The mix-up in thinking is probably founded amongst the new arrivals from Canada who see the 2 CV for the first time in their lives and are inclined to sneer at it. They couldn't be more wrong. This car has allround independent suspension, hydraulic brakes, the best small car ride available at such a low price (approx. \$700.00) price and a very efficient engine. Because of its shape and seeming frailty, it is often maligned by those who have never even driven one.

Only cars which cannot pass a safety check are prohibited from operation by RCAF personnel in Europe. A similar story exists about the older Volkswagens which were equipped with mechanically operated brakes. Someone got the idea that, because the brakes were not hydraulically operated, they were not safe. Seems to me that someone forgot how brakes were operated years ago, before the hydraulic brake was invented. Volkswagen used mechanical brakes (cable operated) as late as 1957 and these same VWs had no synchromesh on the lower gears either. They were perfectly safe and, provided the brakes were properly adjusted, could stop just as well as those with hydraulic brakes.

It seems that lack of knowledge and the apparent willingness of some people to accept a rumour without checking it can do so much harm.

NEW STUDEBAKERS

Studebaker cars for 1966 will have a new air circulation system, new grilles, repositioned side mouldings and new interiors. The '66 models also will contain an increased number of safety equipment items.

The new air-circulation system, called «Refreshaire», draws air from the passenger compartment through ports on the parcel shelf, into the trunk space and to the outside through louvers in the rear deck assembly.

Grilles have been designed to reduce repair costs, as well as provide a more sweeping appearance. The new grille has been designed in five parts, instead of the former one-piece unit.

Side trim mouldings have been lowered so that they can serve as rub rails to help eliminate parking lot scratches and dents.

Production started last week at a start-up rate of six cars per hour on a two shift basis. This is the second model year of the Studebaker plant at Hamilton, Ontario since they moved from South Bend, Indiana.

BMC SAFETY VILLAGE

The British Motor Corporation of Canada Ltd has opened a safety school for youngsters in Mount Royal, Quebec where children can learn both pedestrian and

driving safety by pedaling miniature Austin cars through a scaled down village, complete with traffic lights, street crossings, intersections and small buildings.

Located at the Rockland Shopping Centre, the school is similar to BMC safety villages in Toronto and Hamilton, Ont. The Mount Royal village is manned by members of the Quebec Provincial Police, who instruct supervised groups from different playgrounds, ranging from kindergarten age to six year olds.

TACHOMETER WANTED

Has anyone got a 12 volt negative ground tachometer in good working order that they don't want? If you have one to sell, give me a call at Air Division HQs, local 98 R2, or drop me a line via the Arrowhead Office at Marville.

FOOD FOR THOUGHT

JUST LIKE HIS DAD

*« Well, what are you going to be, my boy,
When you have reached manhood's years :
A doctor, a lawyer, or actor great,
Throngs moving to laughter and tears ? »
But he shook his head, as he gave reply
In a serious way that he had ;
« I don't think I'd care to be any of them
I want to be like my Dad ! »*

*Would you have him go every where you go ?
Have him do just the things you do ?
And see everything that your eyes behold,
And woo all the Gods you woo ?
When you see the worship that shines in the eyes
Of your loveable little lad,
Could you rest content if he gets his wish
And grows up to be like his Dad ?*

*He wants to be like his Dad ! You men
Did you ever think, as you pause,
That the boy who watches your every move
Is building a set of laws ?
He's molding a life you're the model for,
And whether its good or bad
Depends on the kind of example set
To the boy who'd be like his Dad.*

*It's a job that none but yourself can fill ;
It's a charge you must answer for ;
It's a duty to show him the road to tread
Ere he reaches his manhood's door ;
It's a debt you owe for the greatest joy
On this old earth to be had ;
The pleasure of having a boy to raise
Who wants to be like his Dad.*

WHAT'S IN A NAME ?



The Province of Newfoundland has, perhaps, the most unusual collection of place names of any country in the world.

The hackneyed manner by which other New World settlers identified their communities and natural landmarks did not appeal to the rugged types who settled there. Early day Newfoundlanders were, obviously, men of imagination and wit who were at their best when leaving place names to posterity.

Consider their humorous side. There must have been a twinkle in many an eye when such gems as these were bestowed:

- Nick's Nose Cove
- Come-by-Chance
- Blow-me-down
- Fumble Bee Bight
- Snake's Bight
- Ha Ha Bay
- Run -by-guess
- Right-in-the- Run Island
- Calves Nose — and, of course,
- Joe Batt's Arm.

On the other hand, it is not at all difficult to appreciate the depths of despair of those who experienced hardship or disaster on the rugged coastline. They gave Newfoundland such names as:

- Misery Point
- Bareneed
- Famine Point
- Breakheart Point
- Famish Gut
- Empty Basket.

Then there were the happy contented settlers, whose satisfaction is reflected in such classics as:

- Heart's Desire
- Heart's Content
- Heart's Delight
- Little Heart's Ease
- Comfort Cove
- Sweet Bay

- Too Good Arm
- Angel's Cove
- Cupids.

Although there are no Londons, Parises or Birminghams in Newfoundland, there are place names which reflect the varied origins of the adventurers, colonists, soldiers and traders who played a part in the Island's development:

- Ireland's Eye
- English Harbour
- Portugal Cove
- Turk's Island.

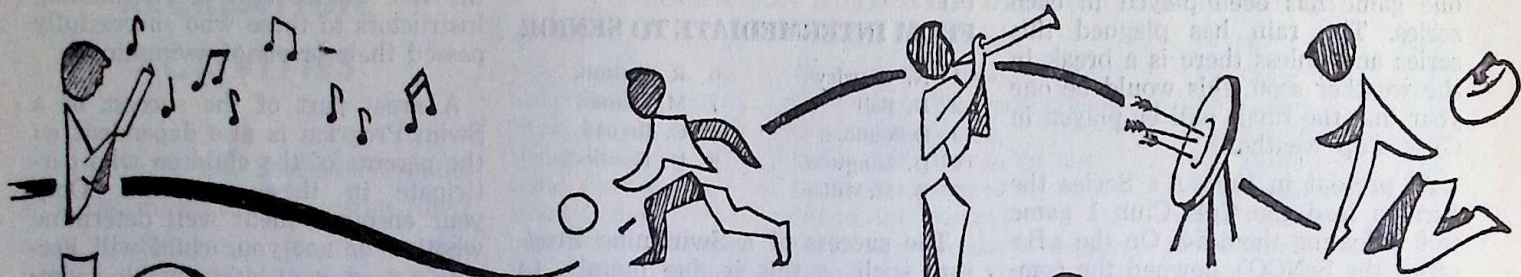
Were the early settlers good housekeepers? They may have been, if the following place names have significance:

- Plate Cove
- Spout Cove
- Spoon Cove
- Cheese Island
- Sugar Loaf
- Mutton Bay
- Baker's Cove
- Grate's Cove
- Chimey Cove
- Rooms
- Tea Cove
- Cape Onion
- Broom Point
- Cook's Harbour
- Ladle Cove
- Table Cove
- Bread Island
- Butter Island
- Turnip
- Bacon Cove
- Traytown.

When all emotions and all imaginations failed, even then early Newfoundlanders rose to the occasion. What better terms could be found than:

- Nameless Cove and
- Harbour Harbour.





Recreation Section

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

CURLING NEWS

With the curling season drawing near all curlers are requested to get their rinks entered. Individual curlers may enter and the committee will place them on a rink. Entries close on Oct. 1 or when the limits

their International Bonsel to be held Oct. 8-10. Applications forms are available from Cpl Tamblyn at ESO Electrical.

Anyone desiring any information pertaining to curling is invited to phone Cpl Tamblyn at Loc. 92.

will show the different leagues, winners and playoffs.

The first month had all eight teams playing in one league to determine the strongest and weakest teams. The top four teams were put into «A» League and the bottom four into «B» League. The «A» League consisted of AIRMEN No. 1, CPLS, ARO and OFFICERS. The «B» League started out with three teams but added a fourth shortly after. The teams in «B» League were: SrNCO's, AIRMEN No. 2, and ASO. The fourth team called the COMBINES came into the fold later.

CURLING NOTICE

The RCAF Curling Club at 4 Wing are holding their 3rd International Bonsel on 8-9-10 October 1965. The Arrowhead Curling Club is invited to send a number of Rinks.

A Brochure outlining full details of this Bonsel will be available soon.

Plan to attend, your participation will make this Annual Event a success.

The standings at the end of the regular season in «A» League had the Airmen No. 1 in the first place with 18 points, followed by the CPLS with 12 points and ARO in 3rd place with 10 points. In «B» League the Combines finished on top with 17 points, followed closely by the Sr NCO's with 16 points, and Airmen No. 2 team in third place with 11 points.

SOFTBALL

The past Softball season will be one that will go down in Marville history as one with most rained out games. The Weatherman did not cooperate too well and at the time of this article going to press, there still are the finals to be played, but WHEN!

To give you readers a general break down on what has happened in Softball since last June the following

The Semi-Play-offs in «A» Series had the CPLS and ARO play a best of three series with the AIRMEN No. 1 team getting a bye into the finals. The CPLS team won the Semi finals after a hotly disputed third game, which took two nights to play. In the «B» series, the SrNCO's won out in a very exciting series with no one sure who was going to win until the last inning in each game was played. The Combines had a bye into the finals.

The finals are underway, but only



are reached in each league. Entry forms are available at the Rec Center or Post Office.

It is hoped to have the regular draws start on Oct. 18. This will be preceded by a curlers clinic and a club bonsel to start on Oct. 11. More information on these will be available later.

R.C.A.F. Station 4 Wing Baden Soellingen is accepting entries to

one game has been played in each series. The rain has plagued this series and unless there is a break in the weather soon, this would be one year that the finals will be played in Grey Cup weather.

At present in the «A» Series the Airmen lead the Cpls Club 1 game to 0 defeating them 5-3. On the «B» series the SrNCO's downed the combines 7-2 to take a one game lead in their series.

SWIMMING

RCAF MARVILLE SWIMMING REPORT

1 JULY 65 — 4 SEPT. 65

The Summer Swim Program having now been completed, can show a very active program by the following results:

- (1) An approx. TOTAL of 150 to 200 children have advanced to «safe Swimmer» stage and are ready for further instruction to the Junior Level.
- (2) From Safe Swimmer to Junior the following have been successful:

1 R. McMillan	21 E. Archibald
2 J. Dodsley	22 H. MacDiarmid
3 M. Plouffe	23 C. MacDiarmid
4 C. MacDiarmid	24 M. Dagenais
5 S. Harvel	25 S. Dodsley
6 D. Terrace	26 S. Allan
7 L. Newport	27 S. Wright
8 M. Gagnon	28 S. Leck
9 B. Grunys	29 Stan Leck
10 L. Ball	30 T. Peary
11 B. Valpy	31 S. Halmes
12 J. Wilson	32 S. MacDonald
13 D. Avant	33 M. Dooling
14 C. Pounder	34 G. Piton
15 T. Laface	35 R. Wood
16 T. Onno	36 N. Langton
17 B. Laface	37 B. Begler
18 R. MacDonald	38A. Clement
19 L. Crebo	39 J. Martin
20 G. Crebo	

(3)

FROM JUNIOR TO INTERMEDIATE

1 A. Colemar	6 Dale Pounder
2 G. Wright	7 M. Rudyk
3 C. Hardlicka	8 S. Gerding
4 J. Kerr	9 D. Nowell
5 D. Pounder	10 B. Kerr

(4)

FROM INTERMEDIATE TO SENIOR

1 N. Crawley	6 R. Rostuik
2 D. Bell	7 M. Platten
3 D. Pounder	8 C. Brynan
4 D. Langston	9 D. Havelock
5 D. McMillan	

The success of a Swimming Program such as this is due mainly, to the calibre of the instructors concerned. In this case, the credit must go to LAC J. Webber and Lac G. Bowman. Without their excellent instruction and co-operation the past season would not have been nearly as successful as it was.

Congratulations are extended from

the Rec Centre and the Swimming Instructors to those who successfully passed their levels of swimming.

A great part of the success of a Swim Program is also dependent on the parents of the children who participate in these programs. Only your encouragement will determine whether or not your child will become a good or at least capable swimmer. **There is no reason why any child cannot learn to swim!** The fear of water can only be overcome if you the parent can give your child the help and encouragement he or she needs. So why not bring your child out to the Station Pool and start him on his way!

ANNUAL JIM CASS TOURNAMENT



CPL'S CLUB

Back Row — Right to Left: Mel Pounder, Ted Peach, Red Gevekoth, Paul Deschaeres, Mike Ratushniak, Al Crooks, Bob Enockson.
Front Row — Right to Left: Earnie Umperville, Vic Gheriasm, Frank McDougall, Ozzie Beckett.

The Jim Cass Softball Tournament as it is commonly called was played for this year at PMQ's on the 20-21 Aug. All eight teams of the 1 Wing Intersection League took part with play commencing in the double elimination tournament early Saturday morning. The final games of the tournament were called because of rain after completion of 4½ innings

and had to be replayed from that point the following Sunday. All in all the tournament put forth some fine entertainment for the PMQ residents as well as many people from the economy. Cpl Bob Enockson deserves special mention as he put in many hours of hard and frustrating labour to make the tournament a success.

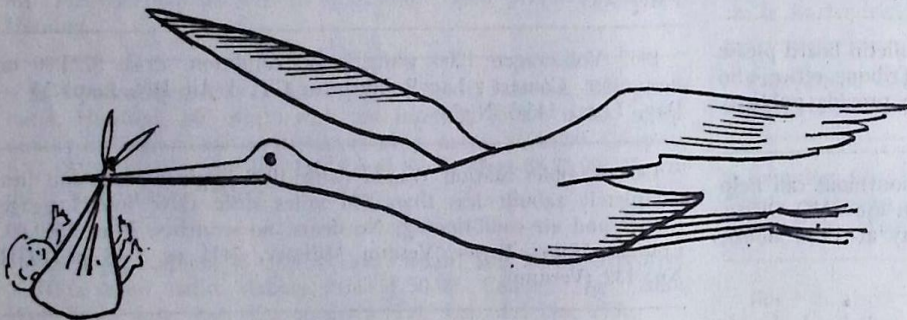
RECREATION ACTIVITIES

In order to aide Station Personnel and Dependents in choosing their mode of Recreation for the coming Winter Season, the list that is presented here is only of a temporary nature as many of the teams and leagues have not as yet, held their organization meetings. Personnel can generally accept the days listed however, due to the fact that the Mezzanine will be the Toy Shop this year the location of some of the activities may change.

Any further information that may be needed in order to help you plan your Winter Recreation can be obtained by phoning your Station Recreation Centre at Local 52.

RECREATION ACTIVITIES INFORMATION SCHEDULE

Activity	Season	Schedule	Contact	Local
Mens Bowling	Oct to Apr	Monday Tuesday	Rec Centre	52
Ladies Bowling	Oct to Apr	Wednesday Thurs.	Rec Centre	52
Mixed League Bowling	Oct to Apr	Sunday	Cpl Armstrong	96
Mens Curling	Oct to Apr	Mon to Fri Incl.	Cpl Tamblyn	92
Ladies Curling	Oct to Apr	Mon to Fri Aft.	Mrs Tomblinson	165
Mixed Curling	Oct to Apr	Sunday	Cpl Tamblyn	92
Inter-Section Basketball	Oct to Apr	Monday Wednesday	Rec Centre	52
Inter-Section Volleyball	Oct to Apr	Mon Fri (Lunch Hr.)	Rec Centre	52
Stn Basketball	Oct to Apr	Sat Eve Sun Aft.	Cpl Donnelly	113
Stn Volleyball	Oct to Apr	TBA	Rec Centre	52
Gun Club	Oct to May	Tues	Sgt Hinds	159
Skeet Club	Yearly	Yearly	Lac Nelson	86-2
Camera Club	Yearly	Mon Tues Wed Fri	Lac Young	242
Judo Club	All Year	Tues Wed Thur	Cpl Milton	200
Bridge Club	Oct to May	Wednesday	Lac Trudel	194
Weight Training Club	All Year	No Set Hours	Lac Hunt	159
Square Dance Club	Sept-May	Sunday Monday	Cpl Bundus	186
Badminton Club	Sept to May	Tues Thur Sun	Cpl Pond	
Wookworking Shop	Yearly	Tues Thurs	Cpl Pringle	104-2
Inter-Section Hockey	Oct to Apr	Monday Wednesday	Rec Centre	52
Inter-Mess Hockey	Oct to Apr	Tues Thurs	Rec Centre	52
Inter-Section Broomball	Oct to Apr	Mon to Fri (1200-1300)	Rec Centre	52
Arrows Hockey	Oct to Mar	Week-Ends	F O Dick	147
Stn Soccer	May to Nov	Week-ends	F L Huddleston	224
Car Club	Yearly		Lac Thompson	196
Flag Football	Oct to Nov	TBA	Rec Centre	52
Scuba Club	Yearly	Thursday	Lac Stock	96
Swimming Club	Yearly	See Rec	Rec Centre	52
Red Cross		Calendar	Rec Centre	52
Bronze				
Travel Information	Yearly	Mon to Fri 0830-1300 1400-1700	Rec Centre Miss Shaw	52 76



New Arrivals:

- Aug. 18 — Lac and Mrs G.W. McCormick, a son Daren Wagne
- Aug. 22 — Cpl and Mrs W. Sansome, a daughter Virginia Marie
- Aug. 23 — Lac and Mrs M.J. Hurtubise, a daughter Tracy Lynne
- Aug. 24 — F/L and Mrs J.E.B. Knight, a son David William Lewis
- Aug. 24 — Cpl and Mrs G.S. Hawkins, a daughter Debbie Jane
- Aug. 27 — F/L and Mrs R.J. Rousham, a son Delroy Andrew Lorne
- Aug. 27 — Lac and Mrs H.H. Richter, a son Paul Edward
- Aug. 29 — Lac and Mrs L.S. Clarke, a son Tate Andrew
- Aug. 29 — Lac and Mrs J.H.C.J. Vaillancourt, a son Rene Michel
- Aug. 30 — F/L and Mrs D.W. Ripley a daughter, Heather Joyce

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.

babysitter

DRESSMAKING, repairs and Alterations. Contact: Mrs A.N. MacDiarmid, PMQ B-122.

wanted items

Anyone picking up a car from LaHavre on 1st Oct weekend? I will be taking mine up to ship home and would like a ride back. Approximate date 29th Sept. Leaving 1 Wing. Contact: Lac J.C. McKee BB 19 Rm33 or Phone 212.

1961 62 Volkswagen 1500, Peugeot or Chevrolet. Contact: Sgt Lasnier, 109 K.U., local 277.

Braun Hobby Automatic Electronic Flash Unit. Contact: Sgt Husband, Local 242.

Washing Machine and refrigerator in very good condition. Contact: F/L Marcotte, Local 22 or Dr. Holland, Local 42.

1 Floor Polisher, 1 Box Spring Mattress for double bed. Contact: F/L Plouffe, Phone 146.

cars for sale

1961 DS 19 Citroen. Excellent condition with relined clutch and disc brakes. Contact: W/C HE Bodien, Local 171 Marville or PMQ A35.

1962 Volkswagen 1200 white, good condition. Price \$725.00 or best offer. Contact: Lac Robincheau GT, 1 Air Div, Local 55 — Day, Local 115-3 Night.

1960 Rambler Station Wagon (with 1962 Engine) Front end just completely rebuilt less than 200 miles since valve job. Luggage carrier and air conditioning. No dents, no scratches. Price \$550.00. Contact Major Tawes, Verdun Military, 7411 or 7148 or RGH No. 139 (Verdun).

1957 Plymouth Plaza, V-8, 4 Door Sedan, Engine and front end just overhauled. No insurance on this car. Price: \$225.00. — 1952 DeSoto, V-8, 2 Door hardtop Sedan, power Steering, semi-automatic transmission. Price: \$75.00. Contact: Sgt Elston, Verdun Mil. 7246 during duty hours or 27 Bevaux Trailer Court, Verdun, France.

1961 Volkswagen 1200, good condition. Pirelli tires, new ignition system. Price: \$565.00 or nearest offer. Contact: Lac Crouse, Guardhouse Local 28 or Trailer 2, Cafe du Parc, Montmedy, France.

1959 Renault Dauphine, motor recently overhauled, good mechanical condition. Ideal for second car. Available Sept 24. Price \$180.00, Contact: Lac Hoffman, Maple Leaf Trailer 420 or phone local 117.

1962 Rambler Classic Sedan, 6 cyl. with spare fuel pump assembly fan belt, etc. Equipped with reclining seats, workshop manual included. Contact : Sgt Tanner, 1 Air Div. local 144 or call at 38, rue de Sarrebruck, Metz.

1961 Volkswagen Deluxe, color turquoise. Good condition. Radio, backup lights. Fog lamps. Contact : Cpl Slobodian, local 273 — 109 K.U.

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.

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.

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.

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. MAGNOT CASERNE., Tel. Verdun Military 7458/8128 during duty hours.

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)

misc. items for sale

Baby carriage European, Navy blue plaid, converts to car bed. In excellent condition. Contact : Cpl Kightly, Loc 87, or 86, rue de Dampicourt, St. Mard, Belgium.

1 Box Spring for a double bed for \$8.00, 1 Childs Swimming pool for \$3.00. Contact : Sqn/Ldr Hogg, Local 271 or PMQ A33

Shaub Lorenz radio \$30.00, Single bed with foam mattress \$25.00, Twin baby carriage \$20.00, Size 12 party dress with matching crenoline \$15.00. Contact : Cpl J.J. Lemieux, Loc 161 or 12, rue de la Burlandrie, Florenville, Belgium.

Pure Breed Collie with papers, good house dog. Contact : Cpl Marciel, Local 118.

Camping Gas Bottle (72 Hrs.) (Full), Camping Light and Gas Bottle, Camping Heater. All Three Price \$10.00. Contact Trailer 211 2nd St, Maple Leaf Park.

Boy's 2 wheel bike. (CCM) \$5.00. Contact Trailer 211 2nd St, Maple Leaf Park.

for rent

2 Bedrooms, furnished, electric heating, presently under construction, Ave Bouvier, Virton, Belgium. Contact : F/L GH MacEwen, Local 102.

To Rent in Virton — 2 furnished rooms, heated and with running water. Apply at 49, Avenue Bouvier, Virton, Telephone (063) 582.45.

on the lighter side



If you can't beat them sir' join them.

A friend who usually takes a bus to work overslept one morning and decided to drive. As he opened the garage door he saw that the rear wall — the one his wife smashed when she stepped on the gas pedal instead of the brake — had not been repaired. My friend, a man of his word who expects the same virtue in others, strode back into the house and telephoned the carpenter. «You

said that you would have it fixed by noon yesterday,» he stormed.

«Let me ask you one question,» said the carpenter quietly. «Did your wife drive the car in the afternoon?»

★

A couple who recently moved to New York are just beginning to learn how wary city people are. The other

day, for example, when the wife found that she needed some boxes to store winter clothes in, the husband went to the corner supermarket to get them. «May I have a few empty cartons?» he asked the manager.

The manager of the store started at him suspiciously. «Empty cartons of what?» he demanded.



ASTRA CINEMA

Theatre Manager :
Sgt. M. King

Assistant Manager :
Lac J. LeBlanc

MARVILLE

FORTHCOMING ATTRACTIONS

Sunday 19 Sept., 1800 and 2030 hrs
Monday 20 Sept., 1900 hrs

GOLDFINGER

« A » Sean Connery, Gert Frobe, Honor Blackman

Tuesday 21 Sept., 1800 and 2030 hrs
Wednesday 22 Sept., 1800 and 2030 hrs

THIS SHOCKING WORLD

« X » Documentary — the secrets and sights of life in various corners of the earth.

Thursday 23 Sept., 1900 hrs

SPARTACUS

« A » Kirk Douglas, L. Olivier, J. Simmons, P. Ustinov

Friday 24 Sept., 1800 and 2030 hrs

Saturday 25 Sept., 1900 hrs

GOODBYE CHARLIE

« A » Tony Curtis, Debbie Reynolds, Pat Boone

Saturday 25 Sept., 1345 hrs CHILDREN'S MATINEE

TORPEDO ZONE

Ask for "The Best In The House"



Canadian Club

by HIRAM WALKER

The *lightest* whisky
in the world

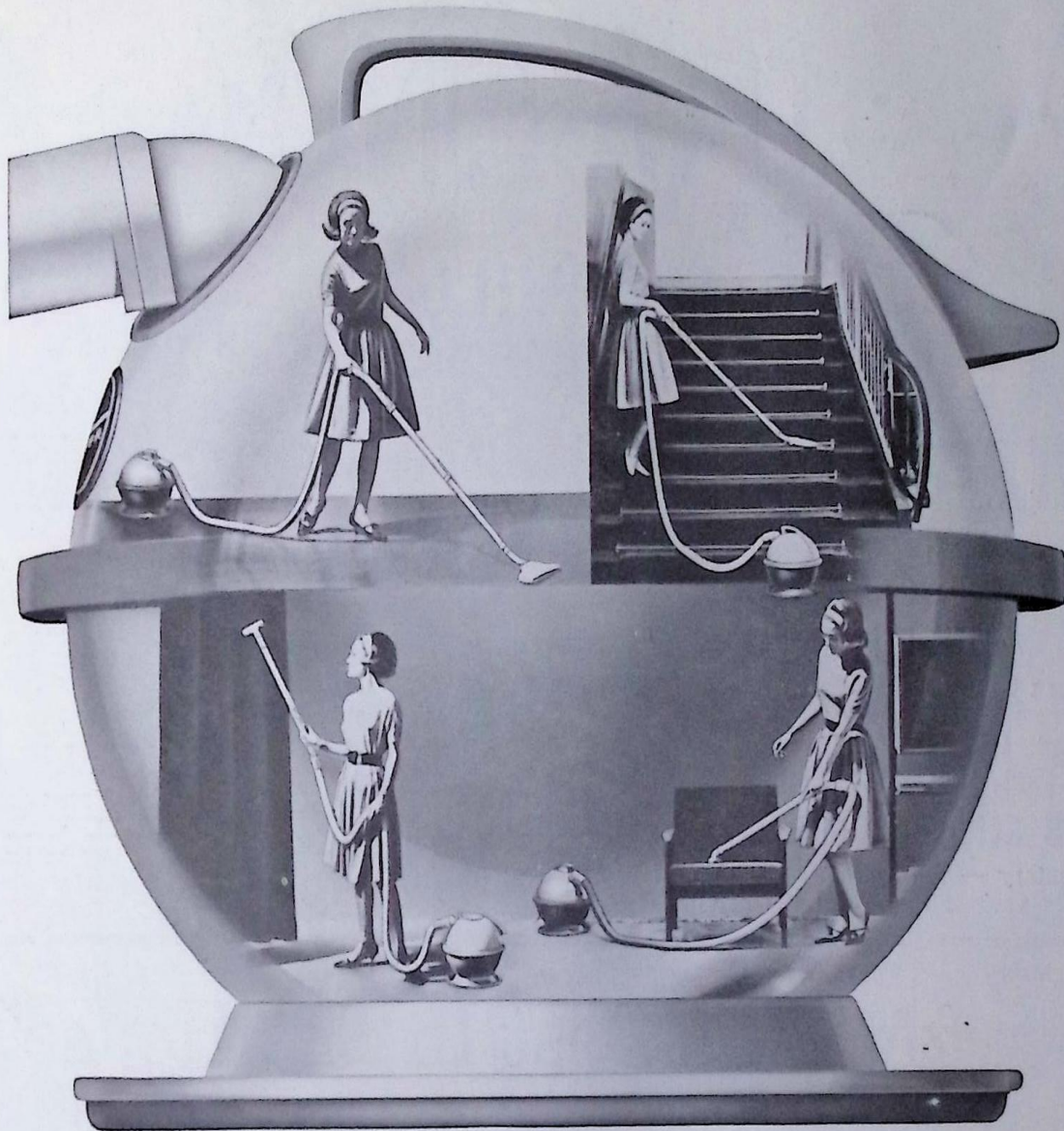


BY APPOINTMENT
TO HER MAJESTY QUEEN ELIZABETH II
SUPPLIERS OF "CANADIAN CLUB" WHISKY
HIRAM WALKER & SONS LIMITED

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

15 SEPTEMBER 1965

For all round-the-house cleaning . . .



THE HOOVER CONSTELLATION

The world's most powerful suction cleaner

So great is the suction power of the Hoover Constellation that the thrust actually lifts it off the ground and it floats on a cushion of air. No more tiresome tugging round the furniture: the Constellation glides gently behind you where you guide it, powerfully swallowing up every trace of dust and dirt in its path. There's a full range of cleaning tools for floors, carpets, walls, curtains, furniture; and the double-stretch hose reaches right up the stairs. *See the Hoover Constellation at your P.X.*

THERE'S ALWAYS GOOD REASON FOR CHOOSING HOOVER



15 SEPTEMBER 1965