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VOL. 5 - No 16

1 WING RCAF MARVILLE

30 SEPTEMBER 1965

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

Contributions to the magazine are welcomed and encouraged.

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or at your Mess.

COVER PHOTO

In view of the 1 Wing Band's recent achievements at Dijon, outlined in our last issue, it is only fitting to give them pride of place on our cover. This issue includes background information on some of the Band's principal members.

editorial

The occasion of a change of Editors is normally marked by such phrases as « Thank you, Well done », « Please contribute more », and « What are we aiming to achieve anyway. » May no one be dismayed. Thank you, well done, Ian, and please contribute more, readers. And what are we aiming to achieve, anyway ?

Ian Hetherington is vacating his post in order to spend six weeks on course in Canada. During his four months as Editor the Arrowhead Tribune has maintained its reputation as the most attractive and interesting magazine in 1 Air Division. Our thanks are thus sincere.

We think ourselves dull and our experiences uninteresting to others. This magazine is by us, and for us, and will therefore reflect these thoughts. Be they empty, so be its pages. Let us then, with deliberation, set thinking cap on head, and pen on paper, and help to insert therein what we wish to extract therefrom.

And what of our purpose ? To be read, of course, and enjoyed ; to be interesting, but avoid any suspicion of highmindedness ; thus to be gossipy, perhaps, but not in our eagerness to contribute to the decline of the English language ; to be in short, all things to all men is our aim. The worst mistake we can make is to lay ourselves open, as the CBC knows so well, to charges of trying to do good, or improve minds, or disturb time-honoured traditions. Should the temptation prove too great, forgive me.

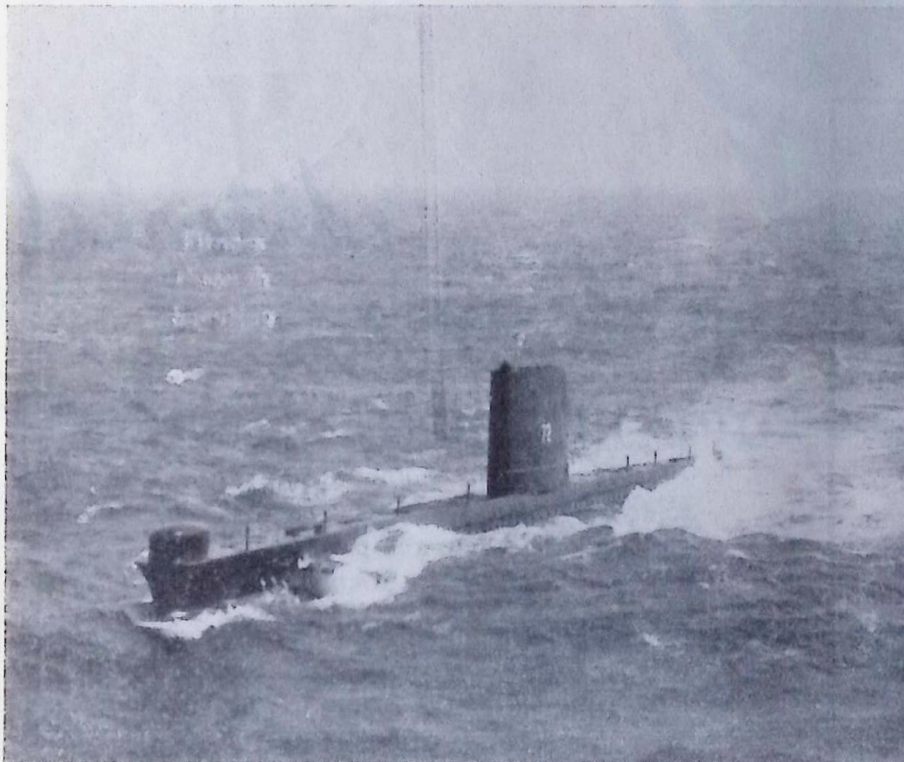
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news of canada

NEW SUB FOR CANADA

The submarine HMCS Ojibwa, shown here during trials, will be commissioned into the Royal Canadian Navy at Chatham, England, Sept. 23. The Ojibwa is the first of three Oberon class submarines on order for the

RCN. The Ojibwa displaces 2,000 tons, is 295 feet long and designed for both arctic and tropical service, and is capable of high under-water speeds. She will be employed on Canada's east coast for the training of surface and air anti-submarine units of Canada's Maritime Command.



METZ FESTIVITIES

Metz, France — Citizens of Metz in eastern France celebrate the ripening of the Mirabelle plum at the end of August with a week's festivities ending with a parade of flowered floats, firework displays and outdoor dancing.

The RCAF headquarters unit at Metz is among about 30 local organizations which enter floats in the annual parade. The theme for all floats is decided months in advance and the thousands of flowers needed for decoration are ordered at the spring planting. Then about a week ahead of time, volunteer help is recruited for the final flurry of work. Flowers arrive by truck on Saturday at noon, about 24 hours before the parade marches off, and willing hands swarm over each float pinning and wiring blooms

into place. The finishing touches are added late Saturday night through early hours of Sunday morning, the float is misted with a fine water spray to revive the blossoms and many silent prayers are said for fine weather. Then the tired work crews head for home.

Theme of this year's parade was « Nations of the World », and fittingly enough the RCAF entry depicted the Canadian flag in red and white dahlias. It took a team of 15 volunteers less than 10 hours to pin more than 8,000 blooms into place to make a 12-foot by 6-foot replica of the flag and to decorate the trailer base.

To identify the RCAF entry, the tractor carried a sign « Le Canada » and the float sides bore the words « Pays Jeune » (Young Country) in red flowers. Guides, Brownies, Scouts and Cubs of the RCAF Metz groups

waved to the crowd and threw streamers as the float passed through the crowd lined streets.

In front of the float marched a three-man flag party and a 44-piece band drawn from the volunteer drum and trumpet bands of RCAF Support Unit, Metz, and 4 Wing, Baden Soellingen, Germany. The entry, as in past years, got an honorable mention from the judges.

But winning a prize was not the object of Canadian participation in the Mirabelle parade. The aim, more so this year than in the past, was to show the flag to the crowd of more than 45,000 who lined the streets in the centre of this ancient French town.

Enthusiastic applause from young and old alike assured all those who helped build this year's float or who took part in the parade that their efforts were well justified and their showmanship well appreciated.

MALAYSIAN AIRCREW TRAINING

Fifteen students from the Royal Malaysian Air Force will come to Canada Sept. 24, to begin 10 months of pilot training with the Royal Canadian Air Force.

They will arrive in RCAF Station Trenton, Ont., by air on Monday, the 20th, and go immediately to RCAF Station Centralia near London, Ont., to begin initial training on Chipmunk aircraft.

After 12 weeks at Centralia they move to RCAF Station Portage La Prairie in Manitoba for training to wings standard in the twin-engine C-45 Expeditor.

Training in piston engine aircraft is emphasized because they will be flying short-take-off-and-landing aircraft such as the Caribou and Otter on return to Malaysia.

Malaysia thus joins more than a dozen nations who have sent students to Canada for pilot training. The RCAF currently trains pilots from Denmark, Tanzania, Norway and Jamaica.

Since the war some 4,300 pilots from friendly nations have trained in Canada.

CYPRUS

Nicosia, Cyprus — As the sweet solemn notes of « retreat » were sounded here on the last evening of August the flags of four nations were lowered simultaneously and the 17-month life of Nicosia zone headquarters of the United Nations Forces in Cyprus came to an end.

With due ceremony the flags of Canada,

Denmark, Finland and Britain were folded and presented to Brigadier B.F. Macdonald, Canadian army commander of the zone.

As announced by United Nations headquarters recently, the improving situation in Cyprus had enabled the zone headquarters to be closed in an economy move. Up until this evening, this headquarters had held operational control over areas policed by troops from Canada, Denmark and Finland with a small British force assisting at the headquarters. From Sep. 1, each of these national contingents will report directly to UN force headquarters in Nicosia.

Most of the headquarters had been supplied by the 1st Canadian Infantry Brigade Group, Calgary and in his address to the parade Brig. MacDonald explained that the four flags would now become a proud possession of the brigade archives.

Brig. MacDonald addressed his remarks particularly towards the young soldiers of his headquarters. He noted that the «retreat» ceremony customarily symbolized the end of a day, a campaign or a life and in this case it marked the end of one phase of a peace-keeping mission. This peace-keeping task was a proud and honorable one, he said, and its continuing success should be a great source of satisfaction to all concerned.

NATIONAL ELECTIONS

Following Prime Minister Pearson's announcement of a national election on November 8, 1965, the standings of the various Canadian federal parties are as follows:

Liberals	127
Progressive Conservatives	92
New Democratic Party	18
Creditistes	13
Social Credit	9
Independents	2
and Vacancies	4

COMMONWEALTH ARTS FESTIVAL

Canada's four major performing groups attending the Commonwealth Arts Festival are as follows: The Royal Winnipeg Ballet at the Piccadilly Theatre, London from September 16 - 18; Les Feux-Follets, Canada's most colourful folk dance ensemble, at the same theatre from September 20 - 25 and 27th to Oct. 2nd. The Theatre du Nouveau Monde at the National Theatre, Sept. 20 to October 2; and the Toronto Symphony Orchestra, starting in Glasgow Sept. 23.

Other Canadian participation in the Festival includes the largest single contribution to the «Treasures from the Commonwealth» exhibition, including oil paintings, water colours, religious sculpturing and Indian

and Eskimo carving, and film produced by Canada's National Film Board.

NEW MOTOR VEHICLE SALES

The total sales of new passenger cars and commercial vehicles in Canada climbed 10.8 per cent in 1964 to a record high of 725,879 units from 1963's preceding high of 654,989 units. The retail value of these sales also reached a new peak in the year, rising 13.4 per cent to \$2,337,802,000 from \$2,062,038,000 in the preceding year. Sales of overseas manufactured vehicles, included in total sales, climbed 25.7 per cent in volume to 68,302 units from 54,355 and 22.8 per cent in retail value to \$145,780,000 from \$118,721,000.

The total sales of new passenger cars increased 9.5 per cent in volume in 1964 to 616,759 units from 557,787 in 1963 and 12.8 per cent in retail value to \$1,936,258,000 from \$1,716,121,000. Sales of overseas manufactured passenger cars climbed in volume 28.1 per cent to 65,936 units from 51,476 and 25.2 per cent in retail value to \$139,564,000 from \$111,446,000.

REGULATIONS TO BE REVIEWED

In the wake of instances last summer in which skin and scuba divers frequently made news headlines by recovering parts or cargo from long-sunken ships, Canada's Department of Transport is taking a long look at regulations governing such activities. Under review is the adequacy of present regulations, in view of the ever-widening public interest in skin and scuba (self contained underwater breathing apparatus) diving as a sport. Until recently diving and salvage operations were almost entirely commercial undertakings. Their regulation was quite a different matter to that which has developed with the advent of diving as a private pastime.

In some instances last summer public indignation was aroused by what was alleged to be the removal of objects of historic interest by divers.

Officials of the Department point out that under the Canada Shipping Act, any person who recovers wreck from Canadian waters is required to deliver it to the Department of Transport as soon as possible.

Under some conditions, the Minister of Transport may dispense with the delivery of wreck. Despite this, the person who may be permitted to retain the wreck does not thereby acquire any claim of ownership to it and is faced with the possibility of a claim being made by the original owner or such persons as may now hold legal ownership of the objects.

The department points out that if any person who takes possession of the wreck fails, without reasonable cause, to comply with the requirements of the law, he is liable to a fine not exceeding \$400 and, in addition, a fine of double the value of the wreck. He also forfeits any claim or right to claim salvage with relation to the salvaged material.

NAVAL CONSTRUCTION

Tenders will be called this fall for a unique type of drydock for the naval dockyard in Halifax.

The drydock has been designed particularly for the survey and repair of Canada's three new «O» class submarines, the first of which will be commissioned September 23. It will also be capable of handling the FHE 400, the RCN's experimental hydrofoil anti-submarine craft now under construction.

It will be the first drydocking facility of any appreciable size in the Halifax dockyard, which so far has been capable of handling only yardcraft and smaller vessels.

The new drydock, called a Synchrolift Marine Elevator, will employ a technique new to Canadian shipyards. Instead of pumping an enclosure dry of water, as is done in most drydocks, the system will hoist the vessel out of the water and transfer it to dry land by rail.

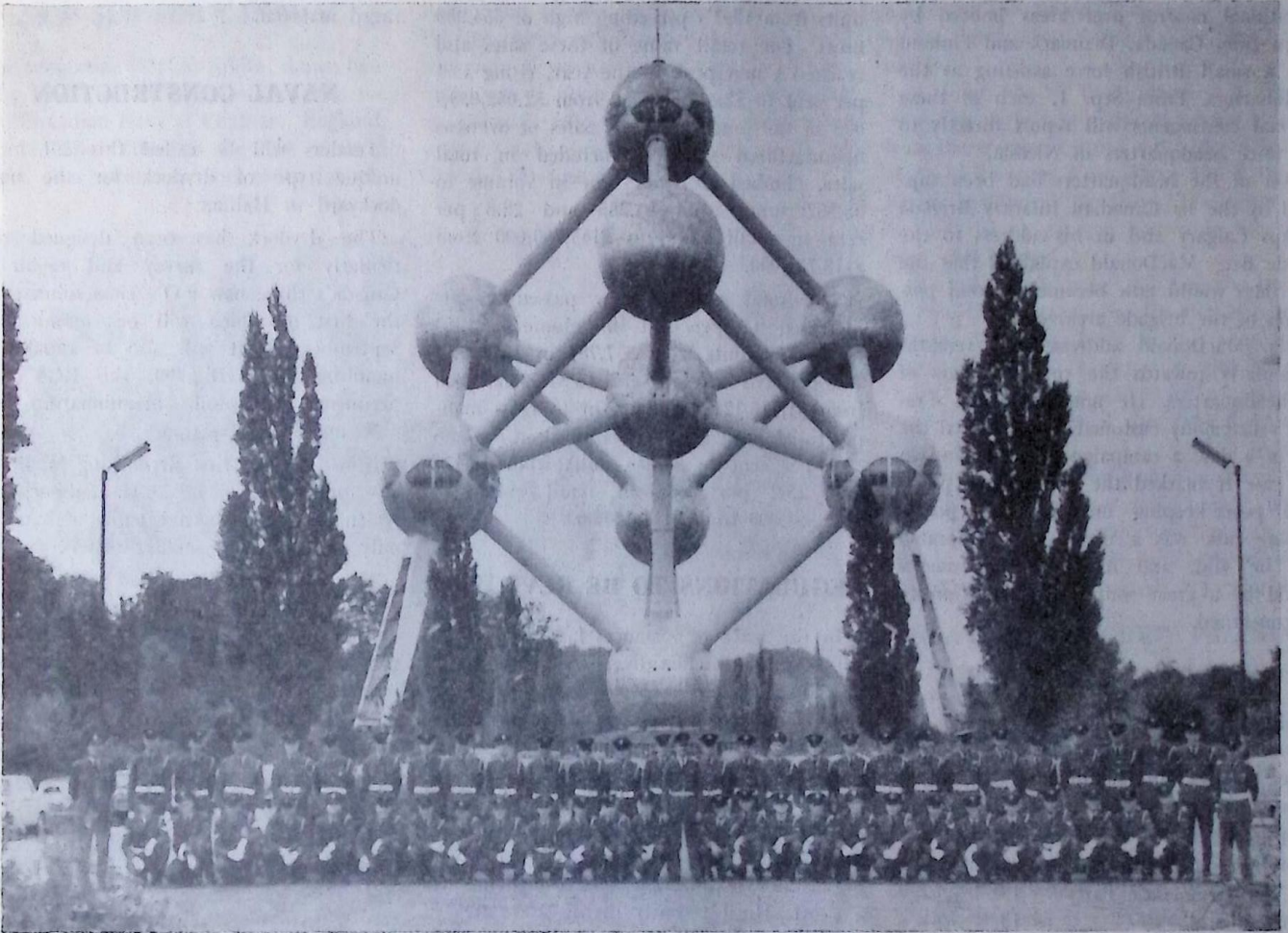
The difference between the new system and the conventional marine railway is that the latter hauls a ship out of the water on inclined rail system. The Synchrolift system will hoist a vessel out of the water vertically, then transfer it to land on horizontal rails. The vessel stays level throughout. Once a ship has been hoisted and transferred to land, the elevator can be used again.

The marine elevator will consist of two 307-foot parallel piers, 100 feet apart. Along each pier will be 18 motors capable of raising a platform, with ship and cradle, 36 feet — that is, six feet above water — in about 10 minutes. One man can control both the raising and transferring of the ship in this «push-button» docking system.

The contract for the electric motors and control equipment has been let to Pearlson Engineering Company, Inc., of Miami, Florida, designers of the Synchrolift system.

The drydock is to be installed in the Halifax naval dockyard because of the peculiar and complex problems associated with the maintenance of the submarines and hydrofoil ship. At present there are eight drydocks of this type in operation around the world.

ON THE CONTINENT



1 Wing Guard of Honour

The 1 Wing Guard of Honour was again this year requested to participate in the annual memorial ceremony in Adegem, Belgium, on Sunday 12 Sep. 65.

All were present and accounted for on the PX parking lot at 0745 hrs and the buses pulled away right on schedule 10 minutes late. Unfortunately the trip was prolonged for the personnel in the second bus as it developed a fuel line snag which necessitated another vehicle from 1 Wing to rescue the waiting troops. This was

carried out in admirable fashion despite the fine weather that prevailed.

A much needed lunch was taken in Dinant under the battlements of the castle to be found perched high above the town and the lovely canal which divides it. Sad to say that time did not permit us the pleasure of a tour of the scenic Ice Caves located just a short piece up the road from the bridge.

Once again on schedule we proceeded through the grandeur of Northern Belgium to the pictures-

que and aquatic town of Brugge. The billeting of the troops was in a suburb of the town proper but within 15 minutes walking distance of the heart of Brugge with its very beautiful Museum of the Holy Blood adjoining the Law Courts on the square. The Guard was greeted by a flock, herd, or small group of Naval officers and NCO's who promptly fulfilled the promise to have us placed in the new naval barracks, which was quite nice until 15 minutes later when we were transferred to the old (read ancient) ones.

Actually the accomodation met the need of a place to lay our weary and after a somewhat restful and occasionally peaceful night we bounded?... from our

beds to a hearty Navy breakfast of cold semi-ham, tepid coffee, and three nice rolls.

The Guard of Honour then embussed for the town of Adegem for a ceremony at the Church which, due to a lack of sunshine and an overdose of humidity, was rained out. FHQ then signalled the troops to proceed to their main rendezvous at the Cemetery.

We were permitted to enter the Cemetery for a short while before the ceremony. It was quite moving to see so many of our fallen comrades who had given their lives for the way of life we love and fight so strongly to defend. There lies a telegraphist of the Signal Corps; there an Unknown Airman of the 1939-1945 War. Jew and Gentile,

Polish, and Canadian side by side for Freedom.

The Canadian and Belgian Royal Guard of Honour presented Arms to the Graves, then faced the ceremony which saw the King of Belgium's representative, a prestigious looking gentleman, along with distinguished representatives from Belgium, Canada, and the European Branch of the Royal Canadian Legion, present floral tribute to the Cenotaph. School children representing the younger generation who owe their very existence to the fallen paid tribute amidst a hail of 20,000 poppies dropped by 109 KU.

It was a moving and Honoured occasion; the purpose of which we should all remember with pride.

Forest, Marsh Cover Finland

Finland, if you exclude Russia, is the second largest — after Sweden — of the countries of Northern Europe, exceeding in size Great Britain, Italy, or Western Germany. Forests and marshlands cover three-quarters of the nation and another 10 per cent is taken up by the 55,000 lakes that dot the land.

Although it lies within a latitude comparable to that of the Yukon, its population exceeds 4,500,000, about a 10th of whom live in Helsinki, the capital. Helsinki itself lies just above the 60th parallel, which places it as far north as the southern tip of Greenland or the centre of Hudson Bay. Yet, because of the Gulf Stream, the temperature in July averages 65 and in February, the coldest month, 21 above. Even in Lapland, in the far north of February, the temperature will rise to 90 degrees, and at the 70th parallel, about the northernmost point, the midnight sun is clearly visible from early June to the end of July.

Helsinki leads the list of places one should visit in Finland, of course. It is gay and friendly, built

on a peninsula surrounded by beautiful islands, and its excellent restaurants and colorful cafes, design centre, smart shops, theatres, symphony orchestras, opera and ballet, as well as its many sports events, can well monopolize your time.

LAKE RESORTS — Beautiful Aulanko, famed resort near historic Hameenlinna, birthplace of Jean Sibelius, the world famous Finnish composer, is less than two hours north by train. In this national park, you can golf, play tennis, ride, or just relax, and if you haven't yet been inducted into the «sauna» ritual, this is the place to try that famed Finnish bath, which means sitting in dry heat of over 212 degrees Fahrenheit, getting a thorough scrubbing from a husky female attendant and following it with a dip in the cool lake.

Trim watercoaches cruise the lakes north of Hameenlinna and take you past quaint villages and historic landmarks to beautiful Tampere, Finland's second largest city. This is also its chief industrial centre with some 400 factor-

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(F/L Retired)

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ies, but because hydro-electric power keeps the machines going, it's a sootless and remarkably clean city. Tampere also boasts of an open air theatre with the world's first revolving auditorium. Here, stage settings are permanent, to take advantage of natural lake and woodland backdrops. To change scenes, it's the audience that gets revolved.

Also north of Helsinki — just one hour by train — is lively Lahti, fourth largest city and winter sports capital. From here, the hydrofoil «Tehi» cruises the full 80-mile length of scenic Lake Päijänne to Jyväskylä, cultural centre of Central Finland, in two and a half hours. «VISIT FINLAND some time during your OVERSEAS TOUR».

D.P.



in and around marville

by Graham Davis

A SORE POINT

for many a motorist in Marville is the NPF Garage which more or less caters to the well-being of your car. Most of the time your car must be either French or American in order to get any of even the smallest required items — ignition points, shock absorbers, and even light bulbs. One of the latest complaints I've had is that they don't have and won't stock any longer, sealed beam light bulbs for a popular American car. When this is topped by a surly and often indifferent management I for one think that it is time for something to change.

The list of complaints concerning the mechanics (?) employed by this establishment reads like some of the more hideous moments in comic opera. I quote from my own experience only unless otherwise noted. On one occasion I took my car to the garage and bought two white wall tires and asked to have them installed. I came back in two hours and found them installed — with the white walls on the inside. The excuse? «You didn't tell us what side you wanted them on!» Now I ask you...! On one other ill-advised occasion I took my car to this garage to have the brake master-cylinder replaced. Since at the time I was driving an Opel (for which they wouldn't have parts) I gave them a spare cylinder that I had. I was told to return next day. The next day brought a telephone call from the garage with the message that they would be a little longer than they had expected. Would I come the next day? Certainly I would — and did, only to find a bill for approximately \$36.00. They had not only replaced the cylinder, two sets of brake shoes, and installed a carburettor kit, but

they had taken the GAS TANK off and cleaned it. Now once again I ask you...

These instances occurred over a year ago. In case you may be tempted to think that things have improved greatly in the meantime I should like to cite a case which occurred only this summer. An airman, presently working in ARO took his Taunus car to the garage to have the engine gaskets changed. He gave them the authorized kit issued by the Taunus factory. Some employee told him that the cylinder head gasket was of the wrong type and that he would change it with one held in stock (one of the rare times that anyone has been able to get parts there for a German car). The airman left on vacation and returned to find that the car still wasn't ready (he had been away for three weeks). When it finally did make it back on the road the engine temperature kept rising and rising until the point was reached where it was detrimental to the engine to keep it running longer. A complaint fetched the response — «It must be something else in your engine — gaskets couldn't possible cause that!» Subsequently the engine was taken apart again and it was found that the head gasket that had been changed didn't have any little holes in it to let water into the cylinder head. This case is presently being debated with the Wing Services Officer.

Cases of cars being taken in for oil changes and either not having the oil or oil drain plug put in are numerous — and expensive. One fellow, now returned to Canada was forced to replace his engine because of this sloppy workmanship. Now we all make mistakes, and no one can please everyone, but if I were to translate all the complaints that I have received

from the original profanity I still couldn't print them all because we try to assault you each fifteen days with no more than twenty-eight pages. One airman still on the Wing has a large spot on the back of his trousers that has only partly yielded to the drycleaners — a souvenir of a grease job at the NPF Garage.

I tried for over a year to obtain oil filters for my small Opel at the garage. «None in stock and we're not going to stock them» I was told. About two months ago they finally got some. They fit, but they cost only 5¢ less than the dealer charges in Virton. Now we are supposed to be getting these things tax free. I find it hard to believe that the garage in Virton is managing to pay tax on these, and stay in business on the remainder of that 5¢. NPF isn't getting the profit either. The contract doesn't work that way.

Now we come to the crux of the matter. In the past, and to a degree, at the present time, things have been supplied and run by a French national under contract to NPF to administer this service. He had a five year contract. The sense of security that this gave could, I'm afraid, tempt a manager or employee to reply impudently, sarcastically, indifferently, or flippantly to a question posed by a customer. Customer dissatisfaction hasn't helped this situation at all. The situation has escalated. In my almost three years here I have only found one employee who was consistently courteous helpful and pleasant. I am assured by people who should know, that there is at least one mechanic who is worth retaining. The rest of them, in my opinion, should be found other work in the course of which they would come in contact with neither automobiles nor people. For my part until

this occurs I will buy nothing but tires that they won't touch, and oil in cans that they can't.

This situation is obviously ridiculous and must change. F/L Martel (WServO) is doing something about it. After his arrival on the Wing the contract came up for renewal. Renewed it was — but only as a one year contract. Unless my memory fails me, it comes up for renewal again in January or February. However, this new contract was much more favourable for the RCAF than the old one. Among the many provisions is one that Central warehouse will now supply the parts section. Since the AFEX and EES sources have become spotty at best, negotiations are currently under way with the Ford Motor Company and General Motors in Europe, to supply parts for both European and American models of their cars. As soon as these agreements are finalized you will see a big difference in the availability of bits and pieces, and they will be cheaper to boot!

I'm afraid that we are stuck with the mechanics (?) for a while. Under long term contractual agreements with the French it is almost impossible to fire them. However, they can be better supervised. F/L Martel informs me that he has a serviceman for just that purpose. He will be available for this duty in a month or so. I have also been assured that if complaints continue, « a very close look will be taken at the operation under the present contract. » The quote is F/L Martel's, and although it is carefully worded I am certain that if enough legitimate complaints reach him the « very close look » that is taken at the operation will sneak around the contract and find a better solution to the situation than presently exists.

Now we come to something that has been hanging fire for some time. An Auto-Club. This may become a reality. The only thing lacking now is funds. What is proposed is to use the space presently used as storage area for a two bay auto club. To do this all the stock must be moved to a separate building (not yet under construction). Funds must be found to build this storage area to

provide tools and other necessities. I don't expect it much before next spring, but « the plans are in the works. » This is vastly better than having no plans at all.

Finally, if you have a legitimate complaint concerning the NPF Garage, F/L Martel is your man to see. His telephone number is 61 and his office is located in the Central Warehouse building.

AIRMEN'S CLUB

« The Rockin Rebels » will start the Club's entertainment off for the month. Since it is rather difficult to « rock » in formal clothes, dress has been relaxed for the occasion. An aura of mystery surrounds the menu this month, but the proposed supper after the dance looks good from the minutes in front of me here. For only 75¢ why not come on out and enjoy it?

If 75¢ is too expensive for your taste try the next dance on the 9th. It's only 50¢ and you have a chance to dance to « The Echoes. »

If it's not dancing you want — well don't forget the big « Monte Carlo and Meet Your Boss Night. » The last one, held in February was a bowling success. Once again, mugs will be sold, all 400 of them if possible. There will be ten kegs of free beer and a mixed buffet. This should look after most of your internal pleasures, except for the gambling urge. Well don't go away mad — there will be all sorts of games of chance — short of strip poker. Bring your boss or bosses (isn't « stag » but anyone who brings his wife won't be appreciated) and have a good time. It starts at 1700 and ends at 2100 hours — in the Recreation Centre.

This being the « Oktoberfest » season that was the first name that came to the committee when they planned the dance for the 16th. « The Forerunners », a group from 3 Wing, will be along to provide the music and a bit of comedy. They were very well received here for their first engagement so let's see a large crowd out for this one. Admission will be 75¢.

The 1st Games Night will be held on the 1st — just try forget-

ting that one. The usual \$25.00 in prizes will be there — how about you?

Hootenannys continue on each Tuesday evening. One thing that seems to be needed here is a guitarist or two to help the drummer provide an accompaniment for the singers. Any volunteers should contact any member of the committee. LAC Manny Soberal will be pleased to arrange for an accompanying group.



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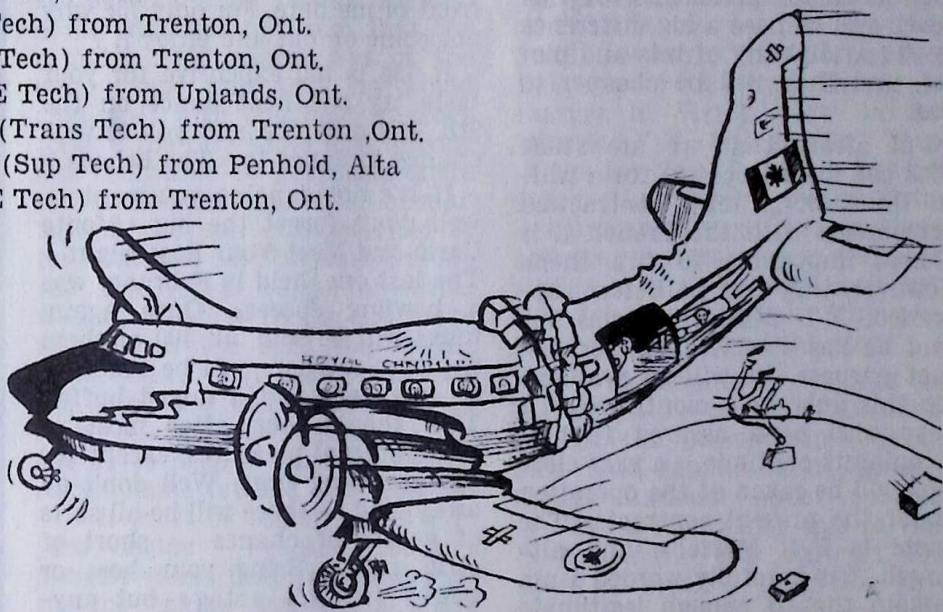
Maple Leaf Trailer Park

- Oct. 5 Lac and Mrs G.W. Douglas (Rch Tech) from Greenwood. N.S.
 F/L and Mrs E.R. Parnell (Air/P) from Winnipeg, Man.
 Cpl and Mrs N.R. Aanser (Photo) from Portage, Man.
 F/L and Mrs G.R. Johnston (A/P) from Winnipeg, Man.
- Oct. 8 Lac B.D. Crawford (Rch Tech) from Uplands, Ont.
 Lac and Mrs J.E. Wolfe (S Tech) from Uplands, Ont.
 Cpl and Mrs V.R. Gregson (E Tech A) from Camp Borden, Ont.
 Lac and Mrs H.A. Lockhart (AF Tech) from Winnipeg, Man.
- Oct. 12 Lac and Mrs LaForge (SE Tech) from Cold Lake, Alta
 Cpl J.M. Julien (SE Tech) from Cold Lake, Alta
- Oct. 19 Lac and Mrs J. A. Dugas (SE Tech) from Trenton, Ont.
- Oct. 25 Sgt and Mrs A.G. Maddison (AFP) from 4 Wing, Germany
- NO DATES ARE AVAILABLE ON THE FOLLOWING AT PRESS TIME :

- Lac and Mrs J.W. Robinson (SE Tech) from Moose Jaw, Sak
 F/O M.E. Baldwin (Med/St) from Goose Bay, Lab.
 Lac C.R. Rees (Clk Admin) from AOCHQ, Ottawa, Ont.
 Lac B.M. Payn (Rd Tech) from Camp Borden, Ont.
 Lac and Mrs M.H. Legeas, (SE Tech) from Rivers, Man.
 Lac S. Labbe (FF) from Rivers, Man.
 Lac and Mrs McCall (AF Tech) from Trenton, Ont.
 Cpl and Mrs McAuley (AF Tech) from Trenton, Ont.
 Lac and Mrs A.R. Foro (AE Tech) from Uplands, Ont.
 Cpl and Mrs J.G. Gagnon (Trans Tech) from Trenton, Ont.
 Lac and Mrs G.L. Madden (Sup Tech) from Penhold, Alta
 Lac and Mrs S.L. Snell (AE Tech) from Trenton, Ont.

The above transfers are subject to change at any time

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



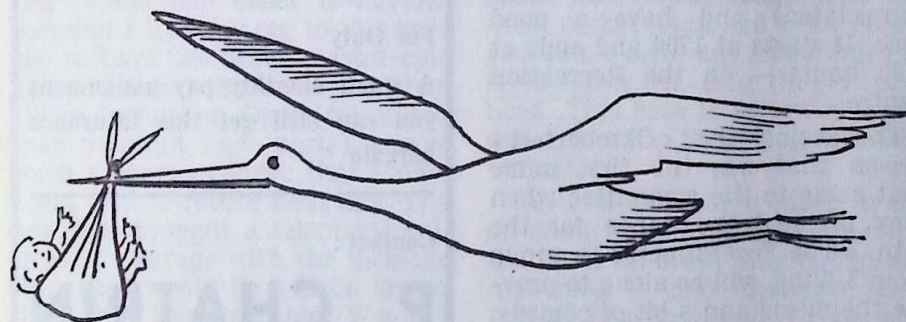
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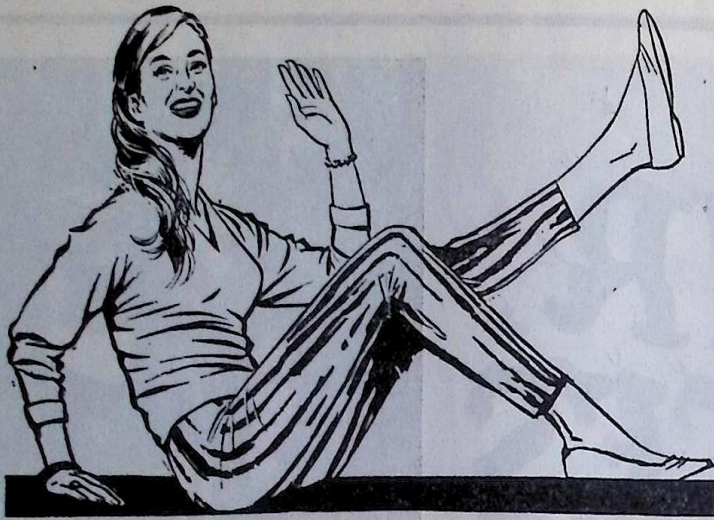
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Wing

New Arrivals:



- September 1 — Lac and Mrs JJNL Bureau, a son Joseph Marc Patrick
 September 5 — Lac and Mrs GR Wilson, a daughter, Catherine Louise
 September 10 — Lac and Mrs FD Smth, a son Daniel Murray
 September 14 — Cpl and Mrs KF Mac Dougall, a son Todd Franklyn



feminine fancies

contributed by
Mrs D. Huddleston

IN OTHER WORDS

Oh! it's a man's world, and for
[men it's rosy :
For men investigate ; women are
[nosy.
Men stand firm ; but women are
[mulish.
The male's indiscreet ; the
[female's foolish.
A man takes credit ; a woman is
[bragging.
A man is critical, a woman is
[nagging.
Men make concessions ; women
[surrender.
But nevertheless, the feminine
[gender
Has one advantage it well
[deserves :
Men have tempers ; but women
[have NERVES.

(Georgie Starbuck Galbraith)

In one small corner of this man's world is a factory belonging to Oudart Frères of Sedan. This firm manufactures and sells woolen goods. Most of their selection is medium to heavy weight and ranges in price from \$5.00 a metre (39 inches) down. All are top quality for their price.

To reach the factory, entering Sedan by the N64 route from Montmedy, bear left on N64 where it joins N77 from Bouillon, take the fourth street on the right (Ave du General Leclerc). At the Place Turenne (600 yards) turn left across the river (Rue Thiers). Take the fourth on the right again (Boulevard Fabert) and the factory is on the left.

One feature to look for is an avenue of trees. The factory itself

looks abandoned, but try the doors until you find and open one and walk right in. There is usually a salesman in the showroom. He will give you lots of time to look at the materials and will tell you what they are made of. This is a good opportunity for those of you who like to choose your own material before making

Recipe of the Hour

In Canada at this time of the year many women are busy canning or making pickles. Here is a 'tried and true' recipe from New Brunswick for :

MUM'S MUSTARD PICKLES

5 large onions
7 large cucumbers
cut into pieces, sprinkle with salt and let stand 2 hours. Drain.
3 cups vinegar
2½ cups sugar
3 tablespoons mustard
1 cup water
½ cup flour
½ teaspoon tumeric
Cook until thickened, add cukes and onions and cook another 10 minutes. Put into sterilized jars, cover with wax paper and cap tightly.



or having it made into a gorgeous fall or winter suit.

Now a little poem dedicated to our hospitable friends who have left Marville this summer or are soon to leave :

IN PRAISE OF ME

When people say, « Well, we must
[go, »
And stand and talk, not doing so,
I never scream — and won't,
[I trust —
« Indeed, you must, you must,
[you MUST.

(Jane Merchant)

Another aspect of the fall season is thanksgiving and its delicious pumpkin pies. If you are interested in branching out from the usual pumpkin pie, try this glorious :

PUMPKIN CHIFFON PIE

3 egg yolks
1¼ cups pumpkin
½ teaspoon salt
½ teaspoon ginger
½ teaspoon nutmeg
½ cup sugar
½ cup milk
½ teaspoon ginger
½ teaspoon cinnamon
¼ cup cold water
1 tablespoon (1 envelope) unflavoured gelatin.
3 stiff-beaten egg whites
½ cup sugar
1 baked 9 inch pastry shell
Beat egg yolks and ½ cup of sugar until thick ; add pumpk in, milk, salt and spices ; cook in double boiler until thick.

Soften gelatin in cold water ; stir into hot mixture. Beat stiff the egg whites and ½ cup sugar ; add to pumpkin mixture. Pour into baked pastry shell and chill. If desired ,spread sweetened whipped cream over the pie.



FS JA Wade

Al is our Drum Major. A smart Drum Major adds a lot to a band when on parade and Al certainly does this job well. With his vast experience as drum major of different service bands in Trenton, MacDonald and Saskatoon. FS Wade was born in Marysville NB and joined the RCAF in 1941.



F/L Glenn MacEwen

F/L MacEwen is the Band Officer and an active playing member. His interest in Piping started in Oct 64 shortly after his arrival in Marville. F/L MacEwen is from Ottawa and joined the RCAF in 1957 in Montreal as a F/C and attended McGill University until 1962 graduating with his degree in Electrical Engineering. From Montreal he was posted to Sydney N.S., Crystal Springs Mississippi, Baldy Hughes B.C. and Centralia Ont., before coming to Marville in June 1964.



SGT N Jackson

Norm's drumming career started with the army in the Highland Battalion of the 27th Brigade in 1951. His army time was spent in the Pipe Band with the 1st Battalion Black Watch of Canada. In 1957 Norm joined the Air Force as an ETechA but later in 1962 he remustered to Bandsman and was transferred to Marville as drum instructor.



FS JT MacKenzie

Pipe Major John T. MacKenzie has had a long and colourful career in piping. He started his piping career at the early age of nine at Queen Victoria Military College in Dunblane Scotland. On graduation he enlisted as a boy piper in the Scots Guards in 1935, serving with this regiment for 16 years, the last nine as Pipe Major. In 1944 he attended the British Army School of Piping at Edinburgh Castle, receiving his Pipe Major's certificate on graduation. Later in the same year, one of the highest honours awarded to pipe majors was presented to Pipe Major JT McKenzie. He received by Royal Command his appointment as Piper to the Royal Household (King George VI). In this capacity he performed with other King's Pipers at Buckingham Palace and Windsor Castle when Their Majesties had occasion to use household pipers for the entertainment of visiting Monarchs, Heads of State and Nobility from other countries. In January 1951 he retired from the Scots Guards and in December he was approached to take over and train the recently formed 1 (F) Wing Pipe Band then stationed in England. In 1954 he went from North Luffingham to Rockliffe as Pipe Major there, until 1962 when he came to Marville again as Pipe Major.



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Gil Brown

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CFN MARVILLE



A Station within the Canadian Forces' Network (95. FM).



Daily Programme Schedule

MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0730 CBC NEWS
- 0745 MAPLE LEAF BREAKFAST CLUB
- 0830 MUSIC FROM METZ
- 0900 CURIO SHOP
- 0915 MORNING VISIT
- 0925 FOR CONSUMERS
- 0930 TWO FOR A QUARTER
- 0945 NEIGHBORLY NEWS
- 1000 MAURICE PEARSON
- 1030 CROSS CANADA PLAYHOUSE
- 1100 MUSIC IN THE ROUND
- 1130 MELODY ON THE MOVE
- 1200 DINNER DATE WITH JOE HAYWARD
- 1300 MUSIC INTERLUDE
- 1310 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 MUSIC FROM METZ
- 1430 AIR DIVISION KIDS SHOW
- 1445 BOY MEETS GIRL
- 1500 TRANS-CANADA MATINEE
- 1600 CFN-MARVILLE TEEN SHOW
- 1700 COUNTDOWN
- 1800 CBC NEWS
MUSIC SERENADE
- 1830 ASSIGNMENT
- 1900 CBC NEWS AND SPORTS

- 1915 SWAP SH
- 1930 BEYOND
- 2000 HOCKEY
- 2030 SPOTLIC
- 2100 RPM AU
- 2130 FLYING D
- 2200 SOUND C
- 2230 CBC NEW
- 2300 GROOVE
- 0001 CBC NEV
- 0010 SIGN OF

TU

- 0900 BBC TALK
- 1000 RAGTIME
- 1100 TIME FOR
- 1730 FRONT P
- 1930 HANCOCK
- 2000 ANYTHIN
- 2100 CHRISTIA
- 2130 MUSIC R
- 2300 THE QUI

WED

- 0900 ARTHUR
- 1000 YOUNG P

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

SUBJECT TO ALTERATIONS TO BE ANNOUNCED



- 1100 MOTTS MUSIC
- 1730 CFN HIT PARADE
- 1930 ARTHUR HANES SHOW
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 SOUNDS OF THE SIXTIES
- 2300 COUNTRY AND WESTERN ROUNDUP

THURSDAY

- 0900 ARTHUR PHELPS STORIES
- 1000 RAGTIME WITH REID
- 1100 TO MARKET WITH MUSIC
- 1730 BANDSTAND
- 1930 COMEDY ENCORES
- 2000 SWING DING
- 2030 NEW SOUNDS
- 2100 NOW I ASK YOU !
- 2130 BBC PLAYHOUSE
- 2200 RESERVED FOR MUSIC
- 2300 THURSDAY NIGHT 11 O'CLOCK SHOW

FRIDAY

- 0900 ARTHUR PHELPS STORIES
- 0945 LA CUISINE CANADIENNE
- 1000 MAURICE PEARSON
- 1100 CHANSON D'ANTAN
- 1730 POPS OF THE PAST
- 1930 CAN YOU TOP THIS ?
- 2000 ED SULLIVAN SHOW
- 2100 WESTERN WAGON
- 2130 LAST OF THE MUSKETEERS
- 2200 CBC JAZZ CLUB
- 2300 THE NIGHT OWL SHOW
(until 0300 Sat.)

SATURDAY

- 0900 MUSIC FROM MARVILLE
- 0930 SATURDAY STAR
- 1000 SMALL FRY FROLICS
- 1100 CBC HOBBY CLUB AND ACCENT ON CAREERS
- 1200 TOPS IN POPS
- 1300 MUSICAL INTERLUDE

- 1310 CBC NEWS AND SPORTS
- 1330 EXOTICA
- 1400 CFL FOOTBALL
- 1700 SATURDAY MATINEE
- 1800 GREAT MOMENTS IN SWING
- 1830 AIR DIV. SQUARE DANCE SHOW
- 1900 CBC NEWS
- 1915 SOUS LE SIGNE DES COPAINS
- 1930 SING ALONG JUBILEE
- 2000 BOBBY HILL SHOW
- 2030 BLYE LINE
- 2100 SATURDAY 60
- 2200 ADVENTURES IN RHYTHM
- 2230 DANCE DATE IN CANADA
- 2300 CBC NEWS
- 2310 SWINGIN' SAFARI

SUNDAY

- 1000 SUNDAY MORNING RECITAL
- 1030 THIRTY MINUTES WITH...
- 1100 SUNDAY SERENADE
- 1130 MORMON TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 MAPLE LEAF HOUR
(CFL FOOTBALL)
- 1400 IN DAYS OF YORE
- 1430 CBC NEWS AND SPORTS
- 1445 THE HOUR OF St. FRANCIS
- 1500 MUSIC FOR A SUNDAY AFTERNOON
- 1600 D'AMOUR ET DE CHANSON
- 1630 TOPS IN POPS
- 1700 IN A LIGHTER MOOD
- 1730 CANADIAN HIT PARADE
- 1800 LONG AGO YESTERDAY
- 1830 NORAD : PARTNERS IN DEFENCE
- 1900 CBC NEWS AND SPORTS
- 1915 TALES OUT OF SCHOOL
- 1930 SPORTS ROUNDUP
- 2000 REMEMBER THIS ?
- 2100 VENTURE
- 2200 CRIME QUIZ
- 2230 CBC NEWS
- 2300 MUSIC TILL MIDNIGHT
- 2400 SIGN OFF

Protestant Chapel Activities

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.



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.

On the Guiding Front

Many changes have taken place this year in the Brownie Packs and Guide Companies. Two major changes may be noted: A new Ranger Flight and a change in all age levels.

The fall program started off this year with registration on September 15. Even with many summer transfers, we have a large waiting list for Brownies. Fly-up and transfers to Guides in October and November should (we hope) clear this present list.

BROWNIES — must have passed their seventh birthday in order to register for Brownies. When your daughter is seven — and if *she* wishes to join, please register with the District Commissioner, Mrs Proulx, PMQ G-24. Brownies may remain with the Pack until their eleventh birthday, or they may transfer to Guides after their tenth birthday on the recommendation of the Brown Owl, or on completion of the Brownie programme.

GUIDES — the age group for Guides is from 10 to 15. Under certain circumstances and with the recommendation of the Guide Captain a Guide may remain longer.

RANGERS — the age group is 14 to 17 years. This does not necessarily mean that as soon as a Guide is 14 that she is eligible to join Rangers. Rangers is considered an adult group and govern themselves accordingly, under the supervision of a chosen leader (over 23 and approved by the Commissioner). Girls leaving Guides to join the Ranger Flight must carry with them the recommendation of the Guide Captain, be accepted by the Court of Honour and state in writing her reason for wishing to join and what she feels she can contribute to the Flight and the Community.

SCHEDULE OF MEETINGS

A **PACK BROWNIES** meet Tuesdays, Sr. High School, 3:30 to 5:30 — Mrs Harrigan, Brown Owl, Mrs Partridge, Tawny Owl

B **PACK BROWNIES** meet Thursdays, PMQ Rec Centre, 3:30 to 5:30 — Mrs McIntosh, Brown Owl, Mrs Bellefleur, Tawny Owl

C **PACK BROWNIES** meet Tuesday, Sr. High School from 3:30 to 5:30 — Mrs Henderson, Brown Owl, Mrs Potts, Tawny Owl. This pack is for the Economy girls and the above arrangements are only temporary.

D **PACK BROWNIES** meet Monday PMQ Rec Centre, 3:30 to 5:30 Mrs White, Brown Owl, Mrs Besse, Tawny Owl. Mrs Hol-

man and Mrs Shaw assisting in the absence of Mrs White.

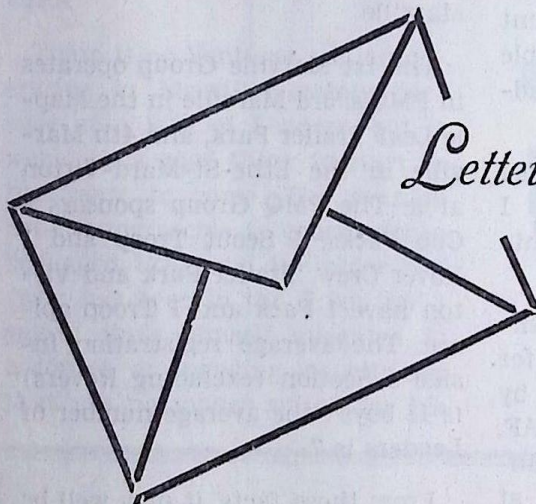
E **PACK BROWNIES** meet Wednesday, PMQ Rec Centre, 3:30 to 5:30 — Mrs Phelps, Brown Owl, Mrs Turkington, Tawny Owl.

A **COMPANY GUIDES** meet Wednesday, PMQ Rec Centre, 6:30 to 8:30 — Mrs Thivierge, Captain, Mrs Colton, Lt.

B **COMPANY GUIDES** to meet on Monday when Company arrangements are completed. Mrs McBride, Mrs Sanderson, Mrs Munsie will be the leaders

C **COMPANY GUIDES** meet Monday, Sr. High School, 6:30 to 8:30 — Mrs Shaw, captain, Mrs McAlpine, Lt. Mrs Ronkey Lt, Miss Jackie Roberson, Lt.

RANGER FLIGHT — to meet Wednesday, 11:30 to 12:10. Arrangements are not complete, at present.



Letter to the Editor

Kingston, Ontario
August 25, 1965.

Editor

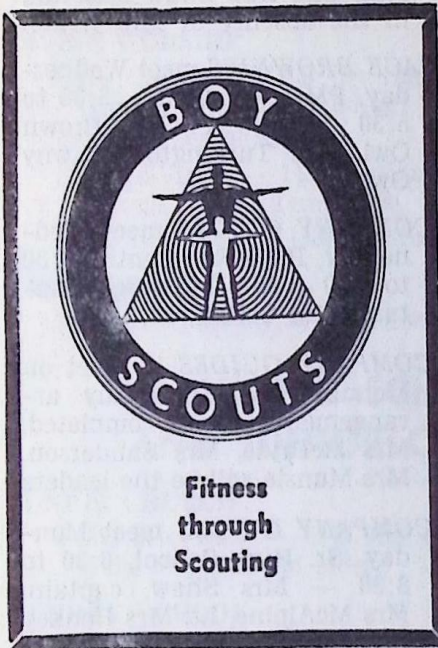
Arrowhead Tribune

Almost nine months ago I left Marville for Canada, a very sick person. Now I feel much better, thanks to a lot of effort and patience on the part of many people. I had, and hope to still have, friends in 1 Air Division. To all of them, I would like to say Good-bye and the best of luck for the future. To those who have helped me towards recovery I say « Thank You ».

Cpl Jean Guy Riendeau

SCOUTING

R. Reeves
Assistant Scoutmaster
3rd Marville 'Blood' Troop



The Scouting season has started again. Every year, as the children re-enter school, parents just normally expect the Scout Movement to start operating again. Suitable meeting places and trained Leaders must be found.

For those of you who have just been transferred to Marville, I would like to give an insight into the Scout Movement overseas.

First and foremost, I must mention that Scouting in Europe, (for the Armed Forces) is sponsored by the Canadian Government (RCAF, Army or RCN), in a similar manner as Cadets are sponsored at home.

The Overseas Region is divided into two regions: Red Patch Region and Maple Leaf Region. The Red Patch Region, whose headquarters are in Soest, is for dependants of Canadian Army Personnel. Similarly, the Maple Leaf Reg-

ion, whose Headquarters are in Metz is for RCAF dependants.

Let us leave the Red Patch Region, since it is not within our scope, and look into the Maple Leaf Region.

This Region is divided into five Districts, which correspond to each one of the Wings (excluding 2 Wing). Metz is known as 5th Maple Leaf; Marville is 1st Maple Leaf. Each District is sub-divided into Groups.

Unlike other Wings, where District and Group are in the same location, Marville has 3 Groups, headed by three Group Committees located into various areas. These are known as 1st, 3rd and 4th Marville.

The 1st Marville Group operates in PMQ's, 3rd Marville in the Maple Leaf Trailer Park, and 4th Marville in the Ethe-St-Mard-Virton area. The PMQ Group sponsors 2 Cub Packs, 1 Scout Troop and 1 Rover Crew. Trailer Park and Virton have 1 Pack and 1 Troop apiece. The average registration inside a Section (excluding Rovers) is 18 boys; the average number of Leaders is 2.

From these facts, it may well be seen that meeting places are essential. We have some unsung members in the Movement known as Group Committee men, and their job is mainly to administer Scouting (the business side).

The Virton Group lost their meeting place, last June. The

Group Committee is still hard at work trying to find them some sort of room where the Scouts can have games, etc. That is not very easy on the Economy. I did manage to hear one day that they have found a hall, which will have to be shared with a local association.

If you are interested in serving on the Group Committee, or would like to volunteer as a Leader, contact F/L John Leiper at Local 191. F/L Leiper is the acting District Chairman, and Chairman of the 3rd Marville Group Committee. He will be more than pleased to brief you on a job, suited to your area. No experience is necessary.

For a meeting place, the Trailer Park Group is a little more fortunate, in the fact that a small hut is being built for them in the centre of the Trailer Park. This building is to be used for many things, one of which is a bus shelter, but the Scouts will have a building they will be able to call their own.

The mezzanine floor of the Wing Rec centre had been used for meetings, previously, but the PX has an urgent need for space, while the main portion is being renovated. The Rec Centre is another place that had been considered for meetings, but it is not available, except on Friday nights, and most boys cannot attend meetings on that night.

While the building in the Trailer Park is being erected, the Scouts meet where ever they can, mostly outside, while the Cubs are waiting for completion of the building before getting re-organized. This should be about the beginning of October, judging by the present level of work.

Programme-wise, we try to offer the Cubs and Scouts something they will enjoy. Cubs learn the 'Play-way', so that the job is made quite easy, through games. They

feel very proud, even when they have learned to tell time. Scouts, on the other hand, need special programming to keep them interested. The old standby about camping is not to be taken too literally here, since permission to use private land is not always given. The District does not own or rent any land.

We noticed that some of the boys in the 3rd Marville are interested in building controlled line model aircraft, and may use this as a nucleus in our programming. This should be a good project to keep the boys interested, at least during the winter months.

You may note that this does not take the boys outside very much. Actually, the boys will get games suitable for personal fitness, but they should also acquire manual dexterity. Intermixed with all this, there will be lectures on mapping, compass, woodcraft and other Scouting skills. This model-building might also lead to lectures on flight controls and meteorology, or similarly oriented lectures.

This seems to be in line with the National Council's programme, which recommends Bicycle Rodeos, Judo, visits to industrial plants, star-gazing and rocketry.

1st Marville (PMQ) have had an experimental Troop for some time, under the direction of the National Council, and this is where some of these ideas come from. There are a few experimental Troops scattered across Canada, and National Headquarters are trying out programmes suitable for today's youth.

You will probably note that is pretty far-fetched from the Founder's to put the OUT into Scouting, but we have to use modern methods to train modern citizens.

In line with this, National Head-

quarters have introduced the VENTURERS.

Venturers fill the gap between Boy Scouting and Rovering. You might call it 'Teen Age Scouting'. Their members are from 14 to 17 years, and their main purpose is to provide «adventurous activities for older boys, most of whom attend high school». Venturers have a choice of uniform items; they may wear the conventional Scout uniform, or wear a special uniform, designed for them, which is tan, with a loden green beret.

Venturers Scout Leaders are known as 'Advisers', because they do not play such an active part within that section. Rather than lead, they advise boys, who, at that age, have a few problems; the main one, being whether or not they should remain in school.

The boys select their own programme, the majority of which deals with rescue. There are suggestions made that they should develop their body by exercises, and their minds by industrial visits.

There is no Venturer section operating in Marville, mainly because of a lack of Leaders, but it would be a good thing to start in the years to come. The average Scout programme is geared for a boy aged 12½, and the older boy (who has been in the Troop for 3 years) finds himself relegated to a corner, or engaging in activities that are no longer suited for his

age. To my knowledge, there are approximately 10 boys who could qualify between PMQs and the Trailer Park. I am excluding the Virton Group, since I am not aware of their strength in regards to older boys.

Clothing-wise, the National Council has approved for wear, a new 'forest-green' beret; an *alternative* for the broad-brimmed hat. This item may be worn on hikes, where the wearing of the 'big hat' is not practical. The price is \$3.95 from 3 Wing Scout Stores (when received), or from Boy Scout Supply Services, in Ottawa. Sizes are 6½ to 7 3/8.

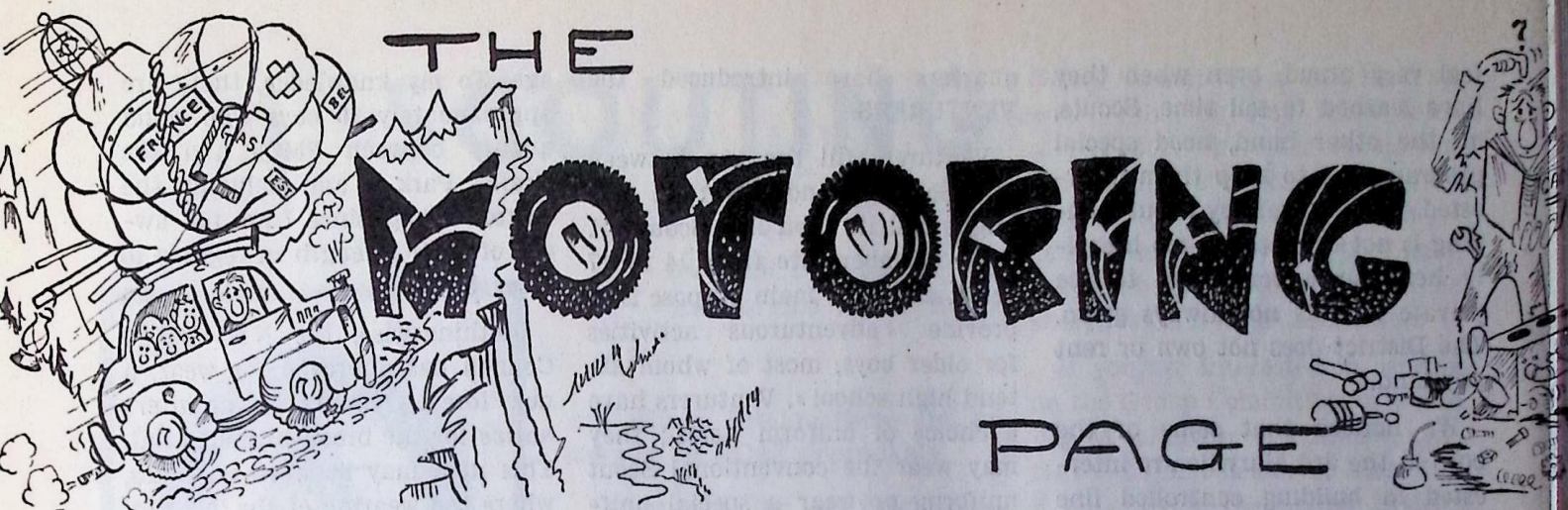
Fifty years has brought a great change into Scouting. The Movement is being modernized, to cope with a modern world. Let's face it; you have to be modern, to train modern citizens.

SUPPORT SCOUTING!



16-65

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Editor : Gary WEESE

Contributions : George HAWKES

MOTOR SHOWS

Those lucky people who went to the Frankfurt Motor Show were able to feast their eyes on some of the very latest cars at the show.

Although I was unable to go there myself, I have been told that this was one of the best shows ever. One aspect of the Frankfurt show is its complete coverage of the automotive industry. Trucks, buses and industrial applications of the automobile engines were on show.

The International Motor show at Earls Court, London, England is, of course, the top Motor show in the western world and commences in late October. Earls Court is devoted entirely to private cars, garage equipment and accessories. Commercial vehicles are exhibited at a special show and are not mixed in with cars. Earls Court is truly International and every manufacturer is represented there although not every model is on show. For those with a few days leave and no definite plans I suggest a visit to London in late October to cover Earls Court.

FOG AND LIGHTS

It is that time of year again when our journeys to work in the morning are made slightly more hazardous by banks of Fog all over the place. It is often much thicker in one area than another and Marville seems to have lots of Fog every year during the fall and winter months. On this page in the past I have made mention of the need for «Headlights» on low beam during fog and that this is a requirement of French law. With a number of new arrivals from Canada, driving here for perhaps the first time and even those who are on their second tour, I would remind all again that headlights are to be switched on in fog. Many still persist in using their parking lights. Take a look at a car approaching you in fog with just his parking lights on. You will find that you can see the car just as soon as you can see those small parking lights.

NON-ACCIDENT REPORT

In Houston, Texas ; an excited man on the teleph-

one told Police to «send an ambulance, quick» because a small foreign car had veered out of control and overturned. But then the man called back a few moments later and said «you might as well forget the ambulance». Two men climbed out of that little car, put it back on its wheels and kept on going down the highway».

HOIST WITH HIS OWN PETARD

Sir Robert Watson-Watt, the man who invented radar and developed it for aircraft detection, was caught speeding by police radar and had to pay a fine of \$12.50. He commemorated the event with a poem which is reproduced here in part :

*Pity Sir Robert Watson-Watt
Strange target of this radar plot,
and thus with others I can mention,
The victim of his own invention.
His magic all-seeing eye
enable cloud-bound planes to fly.
but now by some ironic twist
It spots the speeding motorist,
and bites no doubt with legal wit,
The hand that once created it.*

VISION – KEY TO SAFE DRIVING

When you are hitting it up in your car at 60 mile per hour, how well can you see? Perfectly, you say. Well, you're wrong. Your eyesight could be 20/20, but all you can see at 60 MPH is the narrow strip of road ahead of you. High speed cuts down peripheral sight. That's a fancy way of saying that the faster your car is moving, the less you see at the sides even though your vision straight ahead may remain exactly the same.

The Better Vision Institute has conducted extensive tests in this matter of visual acuity at increasing speeds. They have determined that with normal vision at 70 MPH the driver can only see the road in front of him, nothing at the sides.

The Better Vision Institute also estimates that 8% of drivers are colour blind; 10% suffer from night-blindness; 15% have tunnel vision that prohibits side vision even at low speeds; almost all of us have

poor glare resistance and a majority have less than 20/20 vision.

BAD DRIVING DUE TO DULL WIT

It is self evident that many traffic accidents are the result of stupidity. Newspaper reports of tragedies often reveal evidence of utter folly: teenage drivers who switch cars while driving downhill, side by side; men so befuddled by drink that they speed for miles down the wrong side of a divided highway; young lives lost as the result of playing « chicken ».

The best drivers are usually clever people, according to a study conducted by the Psychological Department of London University. Reckless driving is not only stupid in itself — it is often the sign of a person of below-average intelligence.

Tests proved, the report said, that people with intelligence quotient of 80 (the average is between 100 and 110) had many more accidents than people with a higher IQ. Professor Hans Eysenck, who conducted the study, said that he felt considerable caution should be shown before granting licenses to the dullest 20 per cent of the population.

Dull-witted people prefer to conceal their deficiency, as a rule. But when driving, they often advertise it, blatantly.

Perhaps the standard of driving on the roads today would rise if society as a whole treated bad driving as a manifestation of sub-normal intelligence. Too many people glorify reckless aggressive behaviour behind the wheel. To some minds, to drive dangerously and selfishly is to show courage and strength of character.

This sort of « courage » never impresses those who have to deal with the aftermath of a traffic crash — police, ambulance attendants, distraught relatives. Whether or not brains and good driving go together, says the Ontario Safety League, there is no doubt that recklessness is always a mark of stupidity.

FACTS ABOUT SKIDDING

Suddenly science — and race drivers — are zeroing in on your most frightening peril; the skid.

Recent discoveries now point the way to sudden emergency stops without the senseless « panic » skid or spin out.

Recent experiments have revealed some traps no one had suspected. Did you know, for example, that in heavy rain or slush your front wheels leave the road? They actually climb up on a tough film of rain, and your car hydroplanes.

NASA, National Aeronautic and Space Agency, have been doing some research on skids and have discovered that you may drive for miles and be on the verge of a skid without knowing it. A puff of wind, or a gust from a truck, may send you spinning. This may explain some of those mystery crashes which happen « for no reason » on rainy days.

On wet roads, your car is a boat. In full scale experiments, NASA engineers found that at less than 30 MPH (if you carry 24 lbs pressure) your front tires begin to lose contact with the road. At around 50 MPH they are lifted up on to a tough film of water and only the outer ribs are touching. Yet that tire

footprint on the road is what your life depends upon.

At about 55 MPH your front tires lose all contact. (Think of that next time you're rushing in fast traffic in a downpour). Hydroplaning may begin when you can hear your wheels splashing in one fifth of an inch of water or more. Warning clues: You see clear reflections of other cars and poles, or you notice raindrops appearing on the road.

The spin-down is an even more dramatic phenomenon. The same thing NASA men saw happen in a laboratory can happen to your front wheels. At 60 MPH they happen in a laboratory to a stop. What can you do? Best thing in heavy rain is to slow down. Also, stop and put more air in your tires. Most new tires have deep grooves in the tread through which water can escape. Otherwise they might go completely out of control on water. Most new treads are about 11/16th deep. Measure yours. If the mid treads are worn 80% — or to about 1/8th — either buy new tires or get off the road until the rain stops. NASA scientists say there is no other choice. You have almost zero traction.

Never add weight in the belief it will give you more traction, on water. NASA made another discovery, it isn't weight that holds a truck to wet roads, as most of us believe. It's high tire pressure. Reason: Tests showed that high-pressure tires cut better into the rain film.

Protect yourself by driving in the « tire wipes » left by cars and trucks ahead. On busy roads at 50-55 MPH these usually leave a fairly wide track where little water remains. Don't tailgate. Even in heavy rain, such wipes remain for several hundred feet.

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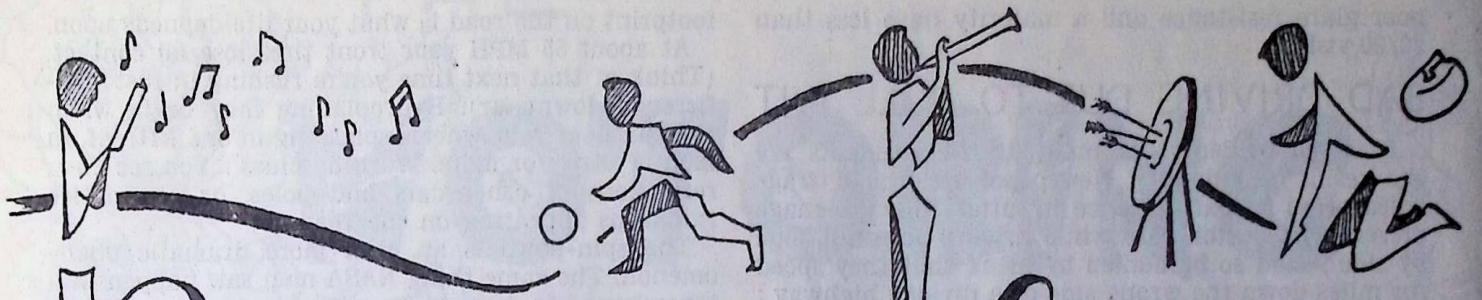
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SOCCKER

The RCAF Marville Football Club, now a member of the French Football Federation and the League of Lorraine has started off the 1965-66 season with mixed fortunes. On August 22 we tackled Stenay's 1st team at Stenay and were outclassed to the extent of 10-2. Two late goals by Huddleston did little to alter the course of a rather one sided game.

On September 5, we took our revenge on Colmey at Marville. Two well-taken goals by Paul set us on the right track early in the game. Other goals from Rice (1) and Starr (2), a valuable addition to our team this season, completed a well earned 5-1 Victory.

Tellancourt visited us on Sept 12 and took an early 3-0 lead, which was reduced by half-time to 3-1. Despite our marked superiority in the second half, the Tellancourt goalkeeper displayed an uncanny knack of blocking our shots, several times hurting himself in the process, and even stopped a penalty shoot. The final score was 3-2. Our scorers were Starr and Rice.

A return match on Sept 19 should have turned the tables for us. The Tellancourt field (!) however, does not lend itself to skilful play, and we had to content ourselves with a 1-1 tie. Our scorer was Jones, another newcomer to Marville.

Future games include a return match at Colmey (Sept 26) and against Pierrepont at Marville on October 17. October 3rd and 10th are tentatively reserved for home-and-away matches with the Army from Soest. Next season the team will be fully occupied in the local league and cup competition.

Officials this season are as follows :

Manager : F/L Huddleston, loc 268

Captain : Lac Bitten

Secretary : Cpl Grandle, local 203

Treasurer : Cpl Paul, local 187

Anyone interested in supporting the team in any way should contact one of the above. Practices are held on the soccer field each Wednesday from 1700 to 1800 hrs.

SOFTBALL

On Saturday Sept 11 1 Wing Marville hosted the Air Division Softball Play Offs featuring a sudden death game between 1 Wing and ADSU Metz. Despite cold weather, overcast skies and intermittent rain, spectators who braved the elements were treated to an exciting and entertaining game of ball.

1Wing spotted Metz an early run in the second inning on a home run blast by ADSU's first baseman, Kilner and then blanked the Metz team for the remain-

der of the game and went on to win 8-1.

Don McLean, throwing a baffling arrangement of pitches, recorded the victory giving up only four hits while striking eight. His mates chipped in with a total of fourteen hits with Murray Goulden going 4 for 5 and Bill Marley 3 for 4.

The highlight of the game was the fantastic fielding of Murray Goulden, Bill Marley and Frank MacDougall who robbed many many potential hits.

The final game of the Air Division Play-Offs was played between the French winner, 1 Wing, and the German winner, 3 Wing at 1 Wing on Sunday 19 September.

This game was by far the most exciting and well attended game of the year.

Don Kibblewhite, the rifle arm pitcher of 3 Wing completely dominated the game as he gave up only two hits both to Frank MacDougall and finished in great style striking out ten batters.

3 Wing scored both their runs in the first inning when Sullivan led off with a single and Beck followed up with a tremendous home run down the right field line.

1 Wing picked up their only run when relief pitcher Mike Ratushniak walked, then moved to 2nd on an error and came home on two more throwing errors.

The highlights of the game for

1 Wing were two fabulous infield plays by Murray Goulden and the relief pitching of Mike Ratusniak.

« A LEAGUE PLAY-OFFS

After defeating ARO in the semi-finals two games to one, the Cpls faced the league winners, the Airmens' Club No 1 team for the « A » League Championship.

In the first game with J. Comtois spreading five hits, and M. Goulden with 3 for 3 the Airmen defeated the Cpls 5-3. This gave the Airmen the lead in the best of five series. Bechtolt of the Cpls, gave up ten hits in absorbing the loss.

Game number two saw the Cpls even up the series with a 4 to 1 victory at T. Stenson's expense. Ratusniak of the Cpls won his first game of the finals.

Game number 3 provided the spectators with the most thrilling battle two teams have had this year. For six innings the only runners to reach third were put out there. Then in the top of the seventh Bechtolt aided his own cause when he hit an off field triple and scored on Umpherville's fly to right field. In the bottom of the seventh Dave Romkey got a double, went to third on a pass ball and with two out and two strikes on the batter made a fabulous steal home to tie the game and force it into extra innings.

The top of the eighth, saw Comtois weaken and load the bases. Red Houghton came in but the Cpls were not to be denied and pushed three runs across before ending their half of the inning. Bechtolt retired the first three batters to face him and square up his Series games at 1 win and 1 loss. He gave up five hits while J. Comtois gave up 5 hits in 7 2/3 innings. Red Houghton gave up the last two hits.

Now the series stood at two to 1 for the Cpls.

Game number four was opposite to game 3. Lots of runs, a few errors and an abrupt ending. Both teams used two pitchers. Houghton started and after giving up four runs was relieved by Hal Harder. Hal Harder gave up four

runs in his portion of the game. Ratusniak started for the Cpls and was relieved by Bechtolt in the sixth inning with Ratusniak getting the win. With the score 7-5 in favour on the Cpls at the bottom of the sixth and the Airmen batting and scoring two runs at the top of the seventh it was called on account of darkness. Thus the game reverts to the last completed inning giving the victory and the Series Championship to the Cpls.

So ended another ball season. Now we can hang up the cleats and gloves for another year and vow never to play ball again... until NEXT YEAR!

Congratulations to the Ladies Station Team the 1965-66 AIR DIVISION CHAMPIONS, Cpls Club JIM CASS WINNER and A LEAGUE CHAMPIONS, Sgts Mess B LEAGUE CHAMPIONS and to the Mens Station Team finalists.

Special congratulations are extended to F/O Vic Lee for the splendid job he did this year in the capacity of Commissioner of Softball and to all the Officials and all other personnel connected with the ball leagues without their support this past season would not have been possible.

« B » LEAGUE SOFTBALL FINALS

After going the distance to defeat the Airmen No 2 team the Sr NCO's met the Combines in the finals.

Game number one saw the Sr NCO's with Dusty Miller pitching tight ball, jump into a one game lead in the series with a 7-2 win. Watt of Combines went good till the sixth inning when the Sr NCO's poured five runs across before the onslaught was halted. The SrNCO's then coasted to a victory.

Game number two saw Combines just walking around the bases and with a couple of timely hits and errors were leading 12 to 15 at the end of the sixth. The Sr NCO's came to life in the seventh and were threatening when darkness abruptly ended the game. The score reverted back to the sixth and Combines tied the series at 1 game each.

Game 3 was a little tighter. It

was only in the bottom of the seventh that the game was decided. Going to bat in the last half of the seventh trailing 6-5 were Combines. A single, a double, a single, a walk and a sacrifice fly gave them a 7-6 victory. Now the Combines led the series two games to one.

The SrNCO's not to be out done bounced back to tie the series with an 11-8 victory. Strickland led the offense of the SrNCO's with two walks and two singles and scored each time followed by Dusty Miller with one walk and a single and two doubles.

Now the series was all tied up two a piece so the fifth game winner gets all the « hardware ».

The final game of the finals of the final league to finish is finished.

The SrNCO's won a heart stopper 6-4. The game progressed very smoothly and for five innings the SrNCO's built up a 4-1 lead. In the top of the sixth they picked a singleton and sent Combines in order for a 5-1 lead.

Problems arose after the SrNCO's upped their lead 6-1 in the top of the 7th. The first two batters got on with bunts, then a walk and low and behold bases loaded. The next batter up hit clearly into the hole between centre and right field clearing the bases only to be put out trying to stretch it to a home run. The next batter doubled and two ground outs ended the game with the final score 6-4 Sr NCO's.

The only startling event this observer noticed was: After Combines had cleared the bases and the double SrNCO's decided to bring in a relief hurler. Good move I thought. After three warm-up pitches oh-oh, all three went sailing right over the back stop. It still proved to be a good move as the next two batters grounded right back to him for easy outs.

NOTICE NO NAMES!

Congratulations to the SrNCO's on the win and the CHAMPIONSHIP and thanks to both Combines and SrNCO's for a good series. SEE YOU ALL NEXT YEAR!

the mart



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wanted items

Folding ironing board, vacuum cleaner, table lamps, medicine cabinet, set of shelves. Contact: G. Conrad, local 210 or 84 rue de Dampicourt, St. Marc.

HOUSE TRAILER — suitable for couple. Contact: Lac D.H. Lane, Local 225.

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1955 Ford — good condition, new tires, some spare parts. Best offer over \$150.00. Contact: SP Olivardia during working hours at Verdun Mil 8213 or see it at Verdun Hobby Shop.

1959 Peugeot 403, in good condition. Contact: Cpl Fretts, local 194 or PMQ E-48.

1955 Lincoln convertible. 5 new tires, new battery and starter. Excellent condition. Price \$100.00. Contact: Lac Landry, local 263-2 or BB19 — Rm 21.

1961 Simca Elysee with log book. Saf-t-lex, reclining seats, seat covers, Michelin X tires installed in August, roof rack, Rush Engine. Insurance to May 66. Immediate possession. Price \$400. Contact: Lac Mew, local 273 - 2 or Bldg 12 - Cal Control.

1962 White Anglia. Contact F/O Goodings, local 42 r 2 or Bar-racks 218.

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.

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.

misc. items for sale

Sunshine baby carriage, \$10.00. Contact : PMQ B-75.
Parts for 1959 Peugeot 403 including recently overhauled engine.
Contact Lac Ellis, local 110 or PMQ D-67.

125 CC Motor scooter, cheap. Apple 7 Canada Ave, Maple Leaf
Trailer Park. or Sgt Jackson, local 199.

Peerless camping trailer, Blue Bird model. Sleeps four. Complete
with tent extension and floor matting for extension. Ice chest.
Contact : Cpl Robbs, local 166.

Boy's skates sizes 1, 3, and 4. Men's skates size 8. Contact :
PMQ B-98.

Chrome Baby high chair, coleman 2 burner stove, Buick car
radio. Contact : Cpl Anderson, local 277 or PMQ B-123.

Complete Scout uniform - size 10 - 12. Contact : Cpl Proulx
local 168 or PMQ G-24.

Girls clothes, size 6, includes 5 wool jumpers, 2 pc. wool suit.
Contact : Mrs Cyr, C-6 Maple Leaf Trailer Park or Cpl Cyr,
local 211.

Baby carriage — \$8.00, Car bed — \$5.00, G.E. Vacuum cleaner
c w attachments \$10.00. Contact : Cpl Redding, local 159 or B-112.

2 Goodyear tires, 640 x 13, very little wear. Contact : Lac Gaud-
reau, local 200 or 1, Avenue Wauters, St. Mard.

1956 Puck Motor cycle, 175 CC. Red in colour. New headlight,
ignition assembly, battery, coils, points, condenser and voltage
regulator. May be seen at MSE Refueling Section. Price \$60.00.
Contact : Lac Scoot, local 169 or Rm 26, BB 19.

Large size baby crib complete with posture board and spring
mattress. Excellent condition. Contact : Lac Noise, local 197 or
35, Rue d'Orval, Florenville, Belgium.

Baby play pen and training chair. Contact A-17 Maple Leaf
Trailer Court.

Baby carriage European, Navy blue plaid, converts to car bed.
In excellent condition. Contact : Cpl Kightly, Loc 87, or 86, rue de
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1 Box Spring for a double bed for \$8.00, 1 Childs Swimming
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Shaub Lorenz radio \$30.00, Single bed with foam mattress \$25.00,
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de la Burlandrie, Florenville, Belgium.

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

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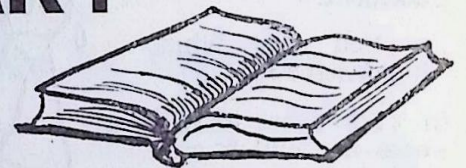
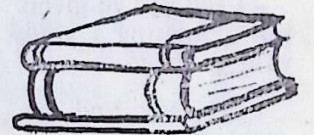
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Lucy is not an opulent costume figure, but a tense, ambitious, changeable girl with the fascination of a vixen. Her apparent caprices in love and in her career make sense to the reader who appreciates a deep understanding of human nature as well as a true and authoritative picture of the glittering surface and dark underside of the World of the theatre in the age of Charles II.

Mme Beideler Therese
Librarian

on the lighter side

The mother of one teen-ager caught on fast to jive talk. Her daughter asked,

«Mama, may I hit the flick?»

«I'm afraid I don't read you.»

«Oh, Mother,» said the youngster, «you mean you don't know? 'Hit the flick' is teen talk for «go to the movie.'»

«In that case, ask me again after you rub the tub, scour the shower, spread the bed and swish the dish.»

★

«I see you've given up teaching your wife to drive.»

«Yes, we had an accident.»

«You did! What happened?»

«I told her to release her clutch and she took her hands off the wheel.»

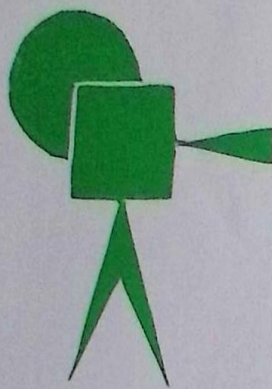
★

«Have you ever driven a car? the lady applicant for a license was asked,

«One hundred and twenty thousand miles,» put in her husband, «and never had a hand on the wheel.»



«Well Miss Jones at least none should have to leave to go to the toilet»

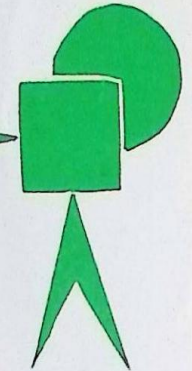


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BRAVADOS

« A » Gregory Peck, Joan Collins

Monday 4 Oct., 1900 hrs

Tuesday 5 Oct., 1800 and 2030 hrs

THE LONG AND THE SHORT AND THE TALL

« X » Richard Todd, Laurence Harvey, Richard Harris

Wednesday 6 Oct., 1800 and 2030 hrs

SPENCER'S MOUNTAIN

« A » Henry Fonda, Maureen O'Hara, James McArthur

Thursday 7 Oct., 1900 hrs

THE SWORD IN THE STONE

« U » A full length Walt Disney colour cartoon !

Friday 8 Oct., 1800 and 2030 hrs

Saturday 9 Oct., 1900 hrs

THE INTELLIGENCE MEN

« U » Eric Morecambe, Ernie Wise

Plus ! Episode 2 of the Western Serial « Midnight Rider of the Plains » on Saturday and Sunday.

Saturday 9 Oct., 1345 hrs CHILDREN'S MATINEE

SOAPBOX DERBY

Sunday 10 Oct., 1800 and 2045 hrs

ZULU

« U » Stanley Baker, Jack Hawkins, James Booth

Monday 11 Oct., 1900 hrs

Tuesday 12 Oct., 1800 and 2030 hrs

WAGES OF FEAR

« A » Yves Montand, Charles Vanel, Peter Van Eyck

Wednesday 13 Oct., 1800 and 2030 hrs

THE UNSINKABLE MOLLY BROWN

« U » Debbie Reynolds, Harve Presnell

Thursday 14 Oct., 1900 hrs

SOLDIER OF FORTUNE

« A » Clark Gable, Susan Hayward

Friday 15 Oct., 1800 and 2030 hrs

WOMAN OF STRAW

« A » Sean Connery, Gina Lollobrigida, R. Richardson

Saturday 16 Oct., 1900 hrs

TARZAN'S THREE CHALLENGES

« U » Jack Mahoney, Woody Strode

Plus episode 3 of Serial !

Saturday 16 Oct., 1345 hrs CHILDREN'S MATINEE

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* **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.

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