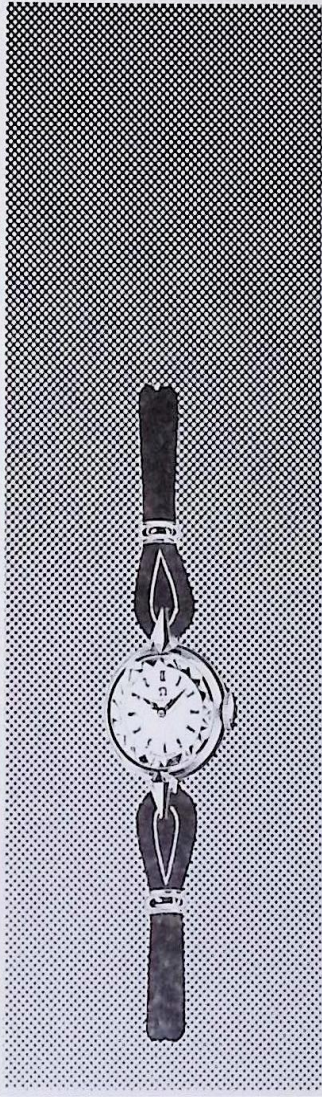
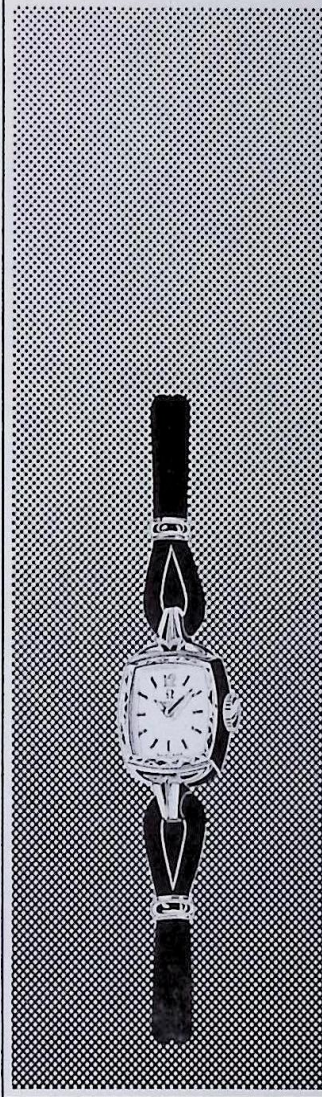


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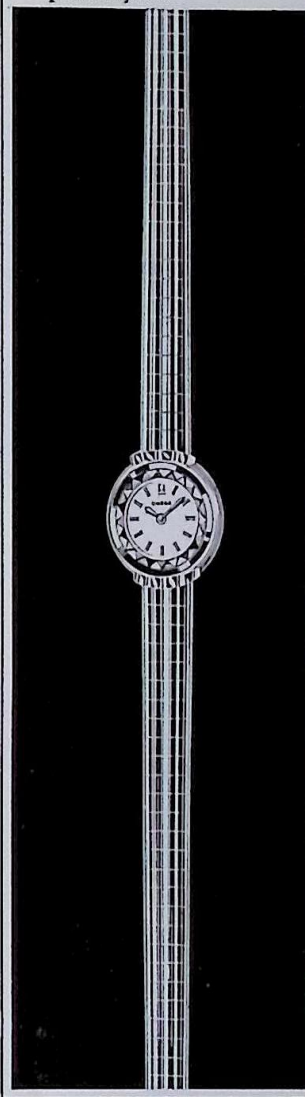
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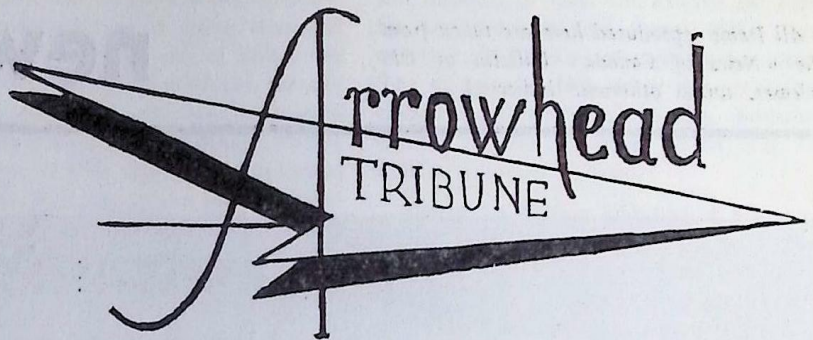
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1 WING RCAF MARVILLE  
16 MARCH 1966

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

*Contributions to the magazine are welcomed and encouraged.*

## editorial

### EDITORIAL STAFF

Editor F/L J. Chandler  
Motoring Editor F/L A.C. Gullon  
Recreational Editor Sgt. D. Miller  
Reporter LAC G. Davis  
Advertising Manager F/L J.H. McLeod  
Co-ordinator Mrs. D. Proulx  
Printing Michel frères, Virton

Arrowhead Office :

Room 17, HQ Building, Tel : 75-2

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### DEADLINE DATES

In order to have the Arrowhead available for distribution on the dates published — the following dates have been arranged with the printers :

Photos :	Material :	Next issue :
Mar. 18	Mar. 21	Mar. 30
Apr. 1	Apr. 4	Apr. 13
Apr. 22	Apr. 25	May 4

COVER STORY see page 4

The writer's tenure of this office has come to an end, as must all good things. Joking aside, it is a pleasure to work with those whose regular contributions ensure the continuing success of the « Arrowhead ». As has frequently been mentioned on this page, their number could be considerably increased without imposing undue stress on the system. Your new Editor, F/L John Chandler, will, of course enjoy their regular support, but if a few of those who « *always meant to* » but didn't quite « *have the time* » should « *get around to it* » in the next six months it would make his job much more satisfying, and ensure for the magazine a voice more representative of the activities of the Marville community.

Particular mention must be made of the work of Mrs Dorothy Proulx, whose title of « Co-ordinator » gives no indication of the long hours she works in producing the draft of each issue. Furthermore, when, as sometimes happens, contributors fall short of expectations, she has the uncanny knack of producing something from thin air to fill the gap. Invaluable assests are hard to imagine, and still harder to find, but we have in Mrs Proulx an excellent example.



## SKIDOO

*Corporal A.R. Hopper of the Canadian Army demonstrates the merits of the Canadian «skidoo» snow scooter to a Norwegian passenger. Both Corporal Hopper and the skidoo arrived in Norway aboard a RCAF C-130 «Hercules» of 435 (Transport) Squadron which brought token troop elements and equipment for NATO winter manoeuvres.*

## COLD AND WET

Sailors of the destroyer escort Qu'Appelle made an interesting «catch» off the Victoria waterfront Feb. 15. While exercising off Albert Head about six miles away from Victoria, the port lookout in the DDE spotted the bobbing head of a skin diver about a mile and half offshore.

The warship slowed, a boat was lowered and a ship's diver hastily donned gear. They rescued Fred Holmes, an engineer in the Department of Transport's supply ship Camsell based at Victoria. He had been skin diving by his ship when a strong tide took him out to sea where he spent nearly nine hours until rescued by the RCN. The ship continued its day long exercises, meanwhile giving him medical treatment for exposure. He was landed safe and sound on arrival of the ship in Esquimalt harbour

late that afternoon.

An RCAF Albatross search aircraft found a Kenora flying club's Piper aircraft crash in mid-February by flashlight light signals made by the instructor. The aircraft was overdue on a Feb. 15 training flight to Dryden from Fort Frances. The Albatross, which came upon the crash shortly after midnight on a small lake 30 miles southeast of Dryden, dropped a radio and learned that both instructor and student were in good enough shape to await airlift in the morning from another flying club light aircraft.

Ninety-four search and rescue incidents, involving 346 hours of search time, were recorded in Canadian Forces Headquarters for January.

Included were 12 air distress missions, 26 marine, 18 mercy and 27 communications

incidents. Eleven other missions involved aid to civilians and checking on reports of unusual sightings.

Basicst of the four areas of Canada was the Pacific coast where search and rescue units put in over 119 hours of search time.

But, as usual, the incidents were spread from coast to coast. For instance, the RCAF and Okanagan Helicopters Ltd., lifted 179 passengers from a CNR train trapped by snow and mud slides in the Fraser Canyon of the Rockies early in January.

An RCAF search plane found four persons missing in a light plane «alive and well» after they force-landed in mid-January in a Cessni-180 on an iced-over lake 90 miles northwest of RCAF Station Bagotville, Que. A helicopter was sent in to bring them out.

A Halifax flying club student made a deadstick landing on a frozen stream 10 miles southwest of Windsor, N.S., early in February, was found by an RCAF Albatross, which dropped him food later he was evacuated by a naval helicopter.

The air force early in February flew 10-month old Lisa Parker from Charlottetown to Toronto's hospital for sick children for the second time in several weeks so her lagging pacemaker heart machine could be adjusted.

## DRAMATIC TUNNEL CONSTRUCTION AT MONTREAL

From an engineering viewpoint, the \$75,000,000 Lafontaine bridge-tunnel complex being built to connect east-end Montreal with the south shore of the St. Lawrence River is one the most significant projects of its kind in Canada.

It is the most complicated and most expensive stretch of the 5,000-mile Trans-Canada Highway which, when finally completed, is to be the longest paved highway in the world.

The entire crossing is only 19,000 feet long. But it includes a 4,024-foot pre-stressed concrete tunnel which leads from Montreal Island, passes under the north shipping channel of the St. Lawrence River to an island in the middle of the river. From there, a 1,500-foot bridge will span the

south channel to Ville Jacques-Cartier.

Some of the most advanced pre-stressed concepts are being utilized in the construction of the « sunken » tunnel, an idea described as unique in Canada. The tunnel will enclose two three-lane arteries, each 38 feet wide, and a central ventilation and service channel, 22 feet wide.

Work was started about a year ago with the dredging of approximately one million cubic yards of mud and rock from the river bed to build a dry-dock for prefabricating the seven concrete elements.

Casting of the box-sections, each measuring 120 feet by 25 feet by 360 feet for a combined length of 2,520 feet, was started in 1965 and is now about 70 per cent completed. After completion, the man-made « peninsula » will be flooded and the tunnel sections — sealed at the ends so they float — will be towed out into the river and sunk into place.

The materials being used for the tunnel include 200,000 cubic yards of concrete, being supplied by Desourdy Construction Ltée., 6,000 tons of pre-stressing cable and anchorages and 7,500 tons of reinforcing steel. All of the reinforcing steel is being supplied by Steel Co. of Canada.

### NEW AIR CANADA WEEKLY FLIGHT

Halifax, Nova Scotia, is soon to become a starting point and western terminus of a new Air Canada weekly to and from London, England. The new return flights are scheduled to begin on April 28.

### NEWFOUNDLAND'S FISHERMEN OF THE FUTURE

With a discerning eye to the future, the Province of Newfoundland has taken a big step towards keeping her valuable fishing industry up-to-date in a technological world. Aiming at the point of most effect — the productive capability and efficiency of the province's new generation of sea-going fishermen — a new college of education has set itself the target of turning out hundreds of highly-skilled and modern-thinking professional seamen. The new *College of Fisheries, Navigation, Marine Engineering and Electronics*, in St. John's, now full away after a brief shakedown period, has a varied curriculum for 400 students drawn from across the province, plus a few from elsewhere. Here, tomorrow's skippers of the sleek, efficient, sea-going fishing vessels now building in the Atlantic region are

busy with problems in spherical trigonometry, the propagation waves of *Decca* electronic positioners, the correct use of radar sets and ultrasonic fish-finding machines, theories of stability and the many other fascinating facets of nautical science. For student marine engineers, faced with operating complicated engine-rooms that have grown just as sophisticated as jet-age navigation bridges, there are hours of theoretical learning and practical work. Other classes investigate the biological aspects of the fish caught, refrigeration of the catch, the serving of crew's meals, ship design, the operation of fishing gear and the adoption of brand new techniques, chart work, the economics of the industry and a variety of other related subjects.

From men of deep learning and wide experience the students at the college will learn their profession from the bottom up, go to sea armed with an overall knowledge to meet the exacting conditions and operating procedure of a modern and vital industry. In the world of growing technology and automation Canada's fishing fleets will require all the college graduates they can muster — Newfoundland is on course to meet the demand.

### CANADIAN FLEET AT RIO

A formal visit to Rio de Janeiro, Brazil, last week was one of the highlights for 13 Canadian warships taking part in the Maritime Command's exercise « Maple Spring ».

The Rio visit, which began February 7, involved the aircraft carrier *Bonaventure*, six escorts, a mobile repair ship and a submarine from Halifax, Nova Scotia and three escorts and a submarine from Esquimalt, British Columbia. The formal visit concluded February 12.

The Canadian warships in smaller groups will be visiting other South American ports, including Salvador, Santos and Recife, Brazil, and a number of Caribbean islands. The latter include Aruba, off Venezuela, Trinidad, Barbados, St. Vincent and Martinique.

### ELECTRIC POWER IN CANADA

National Resources Minister Arthur Laing announced recently that electric generating capacity in Canada has increased in 1965 by a total of 2,243,000 kilowatts, of which 1,434,000 was produced by water power and 809,000 thermally.

This figure is almost triple the 754,000

kw. installed in 1964, and exceeds the total for any previous year except 1959, when nearly 2,500,000 kw. of capacity was used. The capacity in 1965 raised the generating capacity to 29.4 million kilowatts, consisting of 21.8 million kilowatts hydro and 7.6 million kilowatts thermal.

Almost 1.8 million kilowatts of new generating capacity during 1966 will be operating, 883,000 kw. in hydro plants and 875,000 kw. in thermal plants. Under construction or planned are 16.4 million kilowatts of new generating capacity, consisting of 9.6 million kilowatts hydro and 6.8 million kilowatts thermal. The total scheduled for the future, however, does not include any of the vast water power potential that may be developed eventually on the Churchill River, Labrador, the Nelson River, Manitoba or the Columbia River, British Columbia.

### TERRITORIAL PARLIAMENT PROROGUES

The Parliament of Canada's North was prorogued at the beginning of February in Ottawa, with all councillors agreeing that they will continue to work to make the North-West Territory Canada's 11th province. The question of where the capital will be located in the vast Canadian north country was left unanswered. The councillors decided that they will await recommendations by a commission set up for this purpose. The Council of the Northwest Territories had been meeting in Ottawa since the 24th of January. Before going home, the councillors agreed that they would meet again in July, probably at Baker Lake in the eastern Arctic, if facilities are available. Otherwise they will choose another site in that part of the Arctic. Baker Lake is an Eskimo community with a population of 400.

### BONUSES

Approval has been given for the payment of re-engagement bonuses to non-commissioned officers and men in the Armed Forces. For a five-year re-engagement this will mean a bonus of \$1,000.

Effective February 1, 1966, all serving men and women of the Canadian Forces (Regular) will receive a re-engagement bonus of \$200 a year for each year for which they re-engage.

The re-engagement bonus applies whenever men re-engage. Thus, when a man now in his first engagement elects to sign for a second, he receives a bonus of \$200 for each year for which he re-engages. If the

re-engagement period is five years, he will receive \$1,000 and this will be payable at the time of re-engagement.

In the interest of equity, all men and women of the Regular Forces now serving re-engagements will be paid the re-engagement bonus pro-rated according to the balance of their engagement. For example, a man who re-engaged Feb. 1, 1965, and still has four years to serve in his engagement will receive an \$800 bonus. For part-years the bonus will be pro-rated at one-twelfth of \$200 for each month of eligible service.

It is estimated that the cost of the re-engagement bonus will be largely offset by savings in training costs accruing from a reduction in the turnover in service manpower.

A further important benefit to the forces and to the nation will be the increase in efficiency and effectiveness resulting from the retention in the services of a higher proportion of skilled, experienced men.

It is estimated that the re-engagement bonus will cost approximately \$27,600,000 in the present fiscal year and will cost approximately \$19,400,000 in 1966-67.

The normal cyclical pay review for all members of the Forces will take place October 1, 1966, and in accordance with the recently adopted policy in the public service, interim increases will be granted on that date pending a decision on the final increases.

Re-engagement incentives have been introduced in the armed forces in Britain and the United States in recent years and have met with considerable success.



## COVER STORY

*The crew of an RCAF C-130 « Hercules » disembarks at Royal Norwegian Air Force base Bardufoss, some 140 miles north of the Arctic Circle, on the first day of NATO's Mobile Force Exercise « Winter Trail ». Less consistently cold in the winter months than the Canadian far north, the Norwegian Arctic poses special flying problems because of its very changeable weather conditions and its mountainous terrain.*

*Distance covered by the « Hercules » on its trip from Namao to Bardufoss was about 5,400 miles as aircraft stopped to pick up troops and equipment at points east and did not take shorter northern route from Canada to Norway. Time across the Atlantic was approximately 14 hours.*

## DESERT FAREWELL

*It was « good-bye » to the sands of Egypt this month for the men of « A » Squadron, 8th Canadian Hussars (Princess Louise's) after serving for 368 days as part of the Canadian Contingent in the United Nations Emergency Force. During their year abroad they made daily patrols along 25 miles of the Israel-Egypt border stopping wandering Bedouins and their camels from crossing the frontier or straying into lethal mine fields. Here one of the last patrols casts a farewell glance at another « ship of the desert ».*

## CANADIANS ON COPACABANA

*Canadian sailors sightseeing in Rio de Janeiro take in world famous Copacabana Beach during the formal visit early in February of a 12-ship, 3,500-man Canadian task group to the sun-drenched Brazilian metropolis. Standing, left to right, are Able Seamen Robert F. Berbeck, of Victoria, and Eric E. Patterson of Saint John, N.B., and Leading Seaman Glen a Lord, of Tracy, N.B. Kneeling is Ldg. Sea. Thomas W. Mahomey, of St. John's Nfld., and Shannon Park, N.S.*

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# Minister Lauds Forces

*The following is a recent statement made by the Hon. Paul T Hellyer, Minister of National Defence, in presenting the 1965-66 Estimates in the House of Commons.*

It is almost two year since the White Paper on Defence was tabled in this House. During those two years, the Department of National Defence has been busily engaged in implementing the policies set out in the White Paper, including sweeping changes in its organization forecast at that time.

In introducing the 1964-65 Estimates, I summarized my remarks by stating «that notwithstanding the reduction in expenditures, we will have achieved, within two years, a significant qualitative improvement and operational capability of our armed forces». That improvement is being achieved as I shall outline for you in the course of my remarks today.

First, I would like to take this opportunity, on behalf of my Associate and myself, to pay tribute to all those in the department whose diligent work has contributed so much to the success of this immense project. As Honourable Members are aware, each new step has to be carefully studied and evaluated in relation to the whole and in relation to the final objective. The fact that our progress toward a completely unified functional force is well in advance of what we might reasonably have hoped for reflects the spirit and enthusiasm with which the task has been undertaken.

I would also like to publicly thank my Associate Minister for his wonderful co-operation. He carries the bulk of the administrative load in the department and performs his many tasks in a most efficient manner. Without his help it would be impossible to cope with the extraordinarily heavy workload in the department particularly during this period of intense activity.

## IMPORTANCE OF NATO

As Honourable Members are well aware, the probability of a

major war arising directly between the NATO powers on the one hand and the Soviet Union and the Warsaw Pact on the other is remote and would be disastrous for East and West alike. Nevertheless we must recognize that the political problems of central Europe are not yet resolved and the Soviet military capability is not only being maintained but steadily enhanced. We continue to regard our membership in the North Atlantic Treaty Organization and our military support to it as being important to our security. It is clear that instability in other parts of the world has and will continue to result in conflicts which can endanger our security. Canada has been able to contribute military forces in some of these potentially dangerous situations to provide the stability for the political actions necessary for a peaceful solution to proceed unfettered by the bitterness and passions of active hostilities. No one, I believe, can be certain that circumstance will not arise in the future where active participation of Canadian Forces would be in the interests of our national security. The military forces of today must have the capability of responding quickly and the flexibility to meet a variety of demands that may be placed upon them to protect the security of this country. This, among other things, means first class personnel, appropriate equipment to provide the required flexibility, means of rapid transport and an organizational structure from the headquarters down which can provide clear and decisive direction. There

is still much to be done to achieve the military posture that we have set out to achieve but I am satisfied that we are well along the road and I propose to give you some of the facts that substantiate this conclusion.

In order that Canada's armed forces might make the maximum contribution in terms of effectiveness to the deterrence of war and the maintenance of peace, it was announced in the White Paper in March, 1964 that the headquarters of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force would be integrated on a functional basis as a first step toward a single unified defence force for Canada. This functional integration began on August 1, 1964 and has been going forward continuously from that date. Integration of the staffs at Canadian Forces Headquarters is now largely complete. Already the total number of persons employed at Headquarters has been reduced by more than 1,000 and the work is continuing as efficiently and, in the opinion of the most senior departmental officers, more effectively than ever before. When the one-time workload due to the changes related to the integration process itself has been performed, a total reduction in staff of approximately 30% will have been achieved.

## 2nd STEP NEARS COMPLETION

The second step in the integration process was the development of a new command structure for the Canadian armed forces. This structure had to be efficient in design, consistent in pattern, require a minimum of overhead, and responsive and effective from a military point of view. On June 7, 1965, fully three months ahead of schedule, a new functional command structure, in which the former 11 commands were reduced to 6, was announced. These were: Mobile Command, Maritime Command, Air Defence Command, Air Transport Command, Material Command and Training Command. The No. 1 Air Division in Europe and No. 4 Canadian Infantry Brigade Group in Europe were left to continue to report directly to the Chief of the Defence Staff in order to maintain maximum operational effectiveness

during the transitional period. Now, six months later, all the command headquarters have been created and either have assumed or are in the process of assuming their new responsibilities.

### MOBILE COMMAND

The formation of Mobile Command is basic to the philosophy of Canada's new defence policy. The largest of the new functional commands, its task is to operationally train and maintain the land elements of the Canadian force and its tactical air support, and to keep this force in a state of combat readiness which enable it to be deployed in units of the required size to meet Canadian commitments and undertakings anywhere in the world. These commitments range from reinforcing the European sector as a contribution to the deterrence of general war, to United Nations peace-keeping operations. The prime ingredients in the force are quick reaction-time, the ability to go where required with despatch, and to perform its tasks with maximum effectiveness. The decision to introduce into this command, which was formed officially October 19, 1965, tactical air squadrons equipped with the new CF-5 will increase to a marked extent both the capability and flexibility of the mobile force. Tactics and doctrines will be developed as the squadrons are formed and are able to exercise with the land elements they are required to support.

The acquisition of the Voyageur helicopter and the De Havilland Buffalo STOL (Short take-off and landing) military transport will give the Mobile Command a greatly enhanced tactical capability.

Strategic transport for Mobile Command will be provided by Air Transport Command, and the sea element by Maritime Command.

The Special Service Force concept, announced in the White Paper to apply to one brigade, has now been expanded and current plans call for two brigades to be converted, on a planned basis, to this concept of air transportability, with an additional Airborne Battalion Group for added flexibility and quick response to domes-

tic needs and overseas commitments as they arise.

### MARITIME COMMAND

The primary mission of Maritime Command continues to be the anti-submarine role. Its secondary role, as stated in the White Paper, is the provision of sea-lift and other related Naval capability to Mobile Command. Maritime Command was officially formed on January 19, 1966, and the integration of the naval and air elements under one commander will provide an even closer relationship between the various units engaged in the same basic mission. Headquarters, Maritime Command is at Halifax, while the Deputy Commander (Maritime Commander, Pacific) will have his headquarters at Esquimalt, B.C.

The fleet modernization programme announced last year is continuing. The post-Second World War destroyer escorts, refitted with modern equipment, have an anti-submarine surveillance and operational capability far greater than ever before. The introduction of helicopters as part of the weapons system has contributed markedly to this increased capability from the standpoint of range, speed, area of coverage, and general effectiveness. The introduction of ASROC, a long-range, rocket-assisted torpedo delivery system will provide an additional substantial increase in target-destruction capability.

The most recent addition to Maritime Command has been HMCS OJIBWA, the first of three «O» class submarines. These submarines have the dual capability of providing the rest of the anti-submarines forces with ASW training and at the same time being additional operational units. In April, the First Canadian Submarine Squadron will be formed to operate out of Halifax. The Argus, Neptune and Tracker aircraft assigned to Maritime Command are also receiving mid-life re-equipment which will provide them with an improved capability.

### MATERIAL COMMAND

Materiel Command, with headquarters at Rockcliffe, is being organized to provide logistic support of the Canadian armed forces. It will be charged with the responsibility of providing faster,

more efficient service and at the same time of eliminating the duplication and triplication which exists with three separate supply systems. By making full use of electronic data-processing equipment, it will eventually be possible to provide better service, maintain smaller inventories and at the same time to operate with substantially fewer personnel, thus freeing more of the Armed Forces establishment for operational requirements.

### TRAINING COMMAND

Training Command, with headquarters in Winnipeg, will provide the individual training, including flying training and trades training, for all service personnel required by the Canadian armed forces. On January 1 this Command assumed command and control of the RCAF units which formerly composed Air Force Training Command and functional control of the RCN and Army individual training schools. In April of this year it will assume full responsibility for the RCN and Army training schools. The Canadian Services Colleges, Army and Air Force staff colleges and the National Defence College will continue under the control of Canadian Forces Headquarters for the time being, but plans to operate an integrated staff college course are well advanced.

### 4 CIBG

#### RECEIVES NEW EQUIPMENT

The introduction of the M113 armoured personnel carrier to our NATO Brigade Group in Europe is now nearly complete. This has given the Brigade Group a greatly enhanced operational capability and, for the first time, the armoured protection it would need in the face of a fully mechanized opponent. The delivery of the ENTAC and SS11 anti-tank guided missiles will be augmented by the introduction of the Carl Gustav medium anti-tank weapon now coming into service. The fire power of the Brigade will be further improved by the introduction of the new British 81 mm. mortar to replace current holdings. This mortar has an appreciably greater range than the one it replaces. In further support of the

Brigade and field forces, a variety of major and minor equipment is being purchased. For example, bridge-layer tanks which permit the rapid crossing of small water or dry gaps, will be delivered to 4 CIBG this summer.

### AIR DIVISION

The introduction of the dual capability for our strike attack squadrons in Europe is continuing and will be complete later this year. At that time our six squadrons in Germany will be fully operational in the non-nuclear attack role as well as in the nuclear strike role. This will greatly increase the flexibility of these squadrons in support of NATO requirements. The two reconnaissance squadrons stationed at Marville in France are now fully operational. Each wing of the Air Division has its full complement of Aircraft and is holding an alert status.

I would like to say a word here about the expertise of our airmen who are serving with the Air Division in Europe. This professionalism has been evident from the very first days of our Air Division in Europe; first flying Sabre jets and then the CF-100s our fliers consistently won the Guynmeyer Trophy which is emblematic of air combat supremacy.

This excellent airmanship is still evident today when each year the Allied Forces Central Europe gather together to compete in an air tactical weapons meet. The Canadian component at a recent meet in France won, virtually single-handed, the biggest weapons meet of the year.

When the final results were tabulated our Canadian airmen had won several impressive victories, including the top national team of the meet and the top strike pilots. RCAF fliers placed first, second, third, fifth, sixth and seventh, and to top this off, the Canadian team set a new record by flying an ideal day of four perfect missions.

### AIR DEFENCE COMMAND

Canada continues to contribute to continental air defence in accordance with its partnership with

the United States in NORAD. Our main contribution continues to be three interceptor squadrons, two Bomarc squadrons and the operation of extensive ground environment radars and communication facilities. As indicated in the White Paper in March 64, a number of questions depend upon a decision by the United States as to whether it will or will not deploy an anti-missile missile system. This decision has not yet been taken by the United States, although considerable funds are being spent on continued development.

The capability of the ground environment for air defence against the manned bomber is being enhanced despite the fact that a decreasing amount of our resources are going into this area. This is being done by the introduction of a back-up system which will provide the continuous air surveillance and control of air defence weapons. This system called BUIC for Back-Up Interceptor Control, will be introduced into SAGE, the computerized semi-automatic ground environment system of the North American Air Defence Command.

Like SAGE, the BUIC system can receive, store, retrieve, calculate and supply in thousandths of a second information vital for the effective control of defensive weapons. When a SAGE centre stops functioning for any reason, a BUIC centre will assume its function.

The cost of the two BUIC sites to be located in Canada will be shared by Canada and the United States. The estimated costs for Canada are \$600,000 for the initial capital outlay and \$250,000 annually for maintenance.

Installation of the BUIC systems, including the Canadian sites, is expected to be completed by early 1969.

### AIR TRANSPORT COMMAND

The functions of Air Transport Command remain largely as they were prior to integration. The capability of the Command, however, has been increased dramatically by the purchase of 20 additional C.130 Hercules aircraft to provide strategic airlift for the Canadian armed

forces. The capability of this Command must be further augmented in the years ahead in order to meet adequately the philosophy of mobility as set out in the White Paper. Studies on the best cost-effective equipment for this expansion are underway.

### OPERATIONAL READINESS

As I mentioned earlier, we have continued to perform a wide spectrum of defence and peacekeeping operations. Two additional requests for United Nations support were received in September and December of last year. On September 22, the Secretary General asked us to supply a number of officers to participate in the United Nations India/Pakistan Observer Mission. Highly qualified officers were soon on their way to take up their new duties. At the same time, our contribution to the United Nations Military Observer Group in India and Pakistan was increased from 9 to 19 by the despatch of 10 officers. This group now consists of 2 Naval, 13 Army and 4 Air Force officers. In addition, we increased our contribution of aircraft by 2 Caribou and 3 Otter aeroplanes, manned and maintained by approximately 100 Air Force personnel located at Lahore, Pakistan. This unit provides air transport service both for the United Nations Military Observer Group, India and Pakistan, and the United Nations/India/Pakistan Observer Mission.

In December, Canada was asked to provide air units for the Zambian oil airlift. On December 22, an advance party left Canada, and on the 30th the first oil airlift was effectively carried out. The response to this request and the quick reaction capability clearly demonstrated the effectiveness of the Canadian armed forces to meet contingencies.

The ground forces too are continually exercising their quick-reaction capability. The 1st Battalion Black Watch battalion group, currently designated as Canada's contribution to the Allied Command Europe mobile force, has recently undergone a strenuous training programme, designated

Exercise WHITE CARIBOU, in Newfoundland. On February 27 this battalion group will participate in Exercises WINTER EXPRESS, scheduled for northern Norway. This will provide an opportunity to practise its role along with the five other NATO nations participating. It will be the first time that the Canadian armed forces have attempted to airlift a battalion group over a considerable distance in a realistic time frame. This exercise, therefore, plays a most important part in the continued development of the strategic mobile force concept.

It may interest Honourable Members to know that 18 or 19 Air Transport Command heavy aircraft will be employed in this airlift, and that in addition HMCS PROVIDER, our operational support ship on the east coast, will participate in the deployment and redeployment phases of the exercise.

#### CANADIANS — PROUD AND EFFECTIVE FORCE

As I stated at the outset, the strength of the Canadian armed forces is in the dedication, training and professionalism of its officers and men. Just as no force, no matter how well trained, can operate effectively without good equipment, similarly no amount of modern equipment, by itself, can be effective without persons skilled and trained in its use. We have in the past enjoyed, and still enjoy, a tremendously proud and effective force — unsurpassed anywhere in the world. We fully recognize that if we are to maintain this effectiveness in the future, we must continue to provide the training, remuneration and career opportunities to attract the high calibre of person required for our demanding tasks. Whereas it is true that reorganization of any kind raises questions in respect to the effects that it may have on individuals, the important problems relating to individuals in the armed forces today are not those resulting from integration, they are the same real problems affecting men and women in all walks of life, that is, pay, allowances,

housing, career opportunities, etc. I might add that there, perhaps, are many Canadian who do not fully appreciate just how good the Canadian Armed Forces really are, and what a tremendous job they do as ambassadors for Canada as they pursue their task of contributing to the deterrence of war and helping to preserve world order. Honourable members who have visited our Armed Forces units and establishments overseas, in Canada and at sea, and who have been impressed by the superb quality and proficiency of the men and women of the forces, would be performing a most useful service if, at every opportunity, they informed their constituents, and Canadians generally, of the accomplishments of those who wear our country's uniform.

#### PAY AND ALLOWANCES STUDIED

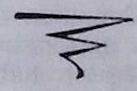
In respect to pay and allowances, a number of questions have been raised and these are all under active study at the present time. As I indicated in the House of Commons the other day, we fully realize that we have to compete for manpower in a booming economy, and measures will be taken — measures designed to do justice to the men and women of the armed forces and to attract new recruits to the organization.

The number of recruits required in the next four or five years will be considerably greater than has been the case for some time, simply due to the great numbers of servicemen who saw experience in World War II now reaching retirement age. This problem, combined with the increased competition in the labour market, will make our task difficult. We will appreciate the co-operation of all honourable gentlemen in helping us to meet our goals.

Finally, I would like to say a word of appreciation to those honourable gentlemen who served on the Special Committee on Defence. This committee was an experiment. It was the first time in Canada that members of this House have had the opportunity of discussing in committee, in an orderly fashion, the current ex-

penditures and future plans of the Department of National Defence. I felt from the outset that the Committee could fill a very important function and that it would be a good vehicle for making available to Honourable Members of this House and to the Canadian public, much more information on defence matters than had previously been available from Canadian sources. I believe the Committee was a most useful form for discussion and that it proved the advisability of this kind of organization as a recognized part of our parliamentary system. With the establishment of a permanent standing committee on Defence, this principle has been formalized and I am sure it will continue to do the same kind of good work performed by the members of the Special Committee.

In my statement..., I have not included statistical information in respect of manpower or details in respect of individual items of hardware. The estimates for 1966-67 will be referred for early consideration by the standing committee and it would seem appropriate to defer consideration of detail to that occasion when witnesses can be called and when full statistical information can be made available. I hope that this suggestion will meet with general approval and once again I would like to express my appreciation of the co-operation I have received from hon. gentlemen on both sides of the House.



## Protestant Chapel Activities



## Roman Catholic Chapel Announcements

### 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.

### 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)

2nd Tuesday of each month in PMQ school at 8 P.M.

### ST. JOSEPH'S LADIES GUILD

3rd. Monday of each month Chaplain's (RC) quarters at 8 P.M.

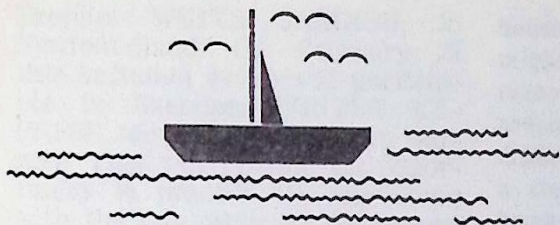
### CATHOLIC LADIES

(Ethe, Virton, St. Mard, Chenois, Dampicourt & Lamorteau).

2nd Wednesday each month in « Nos Loisirs » Theatre — Back entrance on Lacmane Street at 8 P.M.

### CHRISTIAN FAMILY MOVEMENT

Two groups are in operations. Meetings held in homes of members every 2nd week.



# on the continent

## Cruise the Adriatic

by Jo Ann Henderson

For a relaxed holiday in the sun with as much or as little activity as pleases the individual, a cruise down the Dalmatian coast to Athens is an ideal choice. The cruise offers the advantages of a small hotel with constantly changing locale to give added variety and zest. Packing and unpacking is no problem. There is no necessity for long drives on unknown roads ending in a strange city where a search for accommodation and food comes at the end of a tiring day.

The cruise aboard a ship of the Yugoslav line JADROLINIJA begins from Trieste at the head of the Adriatic. Its waterfront reflects the usual combination of Italian ports, busy longshoremen and fishermen, the smell of seaweed and sewage, and small parks lined with benches occupied by old men idling in the sun.

An overnight trip brings the ship into the port of PWLA at dawn. A Roman amphitheatre is cast in sharp relief against the morning sky and immediately commands the tourist's attention. It seems to rise from the harbour itself dominating the entire scene. The amphitheatre at PWLA is one of the best preserved of its type. Just a few yards across a tree-lined boulevard from dockside lies the main entrance. The outer walls tower eighty feet above the ground and are broken by numerous arches opening into the interior. Inside are tier upon tier of spectator seats of stone all in a state of near perfection. The am-

phitheatre was the backdrop for the usual games, gladiator contests and executions of Christians of Roman times. During the Middle Ages it was used by the Knights of Malta as a site for many tournaments.

At PWLA the visitor becomes aware of the amazing clarity of both the sky and the water. He sees the first of those islands for which the Dalmatian coast has become famous. Dancing water, dazzling sun and delightful beaches greet the eye continuously. At times the impression is more nearly that of a large lake with many islands rather than a sea.

The next port-of-call is RIYEKA, only a short cruise from PWLA. RIYEKA is a modern city with scrupulously clean harbour and docks which are right in the down town area. Half a block brings the visitor to a long mall bordered by shops offering all kinds of merchandise. The western «capitalist» is a bit surprised to find such well-stocked stores although the articles are generally not displayed to their best advantage. Leather goods are quite reasonable especially gloves and shoes. However, the choice of styles and colours is limited. Clothing and yard goods are also moderate in price but again the choice is narrow. The city transit buses stop right beside the quay. On them it is possible to visit the municipal beaches or to travel further along the coast to OPATIJA, a tourist centre in the manner of Cannes with a similar long waterfront

promenade but of rock rather than sand.

RIYEKA is backed by hills, and nearby smaller towns give the traveller the impression of one continuous city. It was in RIYEKA at a small stream that separates the city from the suburb of SUSAH that the border formerly existed between Italy and Yugoslavia. Pride in the Yugoslav fight for freedom is strong throughout the country and is evident by all the parks, streets, memorials and statues dedicated to her heroes. Nowhere is feeling stronger than in RIYEKA, the scene of bitter fighting.

The following morning the ship ties up in SIBENIK situated halfway down the coast. The city is believed to have been founded by pirates who preyed upon the heavy coastal shipping. Dominated by the fortress of St. Anne, the town gives the impression of being terraced due to many laterally placed streets and walkways. At the base of the hill is the old city with the cathedral of bishopric and ducal palace within an enclosure one hundred metres square. The church is partly the work of MATTHEW of DALMATIA, who decorated the exterior of the baptistry and nave with life-sized sculpture of the heads of his contemporaries expressing their station in life and their varying natures. The north portal of the church is bracketed by life-sized statues of Adam and Eve each attempting to cover themselves modestly. Other than the wide boulevard bordering the harbour, the streets of old SIBENIK are paved walkways and stairs six to eight feet wide dating back to the days of the Venetian occupation. The greater heights behind the city mark the most advanced parts

gained by the Turks in their attempt to occupy the town. Neighbouring towns relied on SIBENIK'S wells for water during the occupation. Some of these old wells are still in use today.

Winding though the off-shore island the ship docks next at SPLIT, the most fascinating of the Yugoslav coastal cities. SPLIT is the site of the retirement palace of the Roman Emperor DIOCLETIAN. Built in the form of a Roman defensive square covering ten acres with walls twenty feet thick, it has survived the centuries. However, at the break-up of the empire, with the inundation of indigenous peoples and under the Venetians, houses and shops were built into the courtyards, promenades and the very walls of the palace, turning it into a walled town. The second story open-air promenade of the palace which faces the sea is now filled in by later construction but the columns and arches of DIOCLETIAN'S day can still be seen. Structures differing in age as much as twelve hundred years are built one against the other. The newer construction is done along Venetian type colours so that the original Roman square bisected by two wide thoroughfares is almost impossible to trace. As it exists today, the palace is a study in growth since the third century A.D.

In addition to a fortress DIOCLETIAN also desired beauty, even luxury, in his surroundings. In the area where the two main Roman streets once crossed to form a plaza, he had an elaborate mausoleum built and also a temple of Jupiter. They have been used as a church and baptistry since Christian times and are the best preserved parts of the palace. The colonnade which connected the palace proper to the central plaza can still be faintly traced. Some of the columns are still free standing, some are broken, some have disappeared completely while others have been incorporated into a row of later buildings which includes a modern bank. The work of restoring much of the palace is actively carried out by the Yugoslav government. In time, it will be possible to clear away the debris of centuries and the full beauty

and dimensions of the palace will emerge.

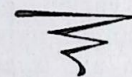
While in SPLIT the tourist can take a short bus trip to the museum of IVAN MESTROVIC, Yugoslavia's greatest modern sculptor. At his death he donated his palace and gardens near SPLIT as a national museum. He is primarily known for his monumental sculpture which is highly stylized and intended to stress one idea to be understood at first glance. Size limited detail, and accentuated forward movement achieved his aims. An outstanding example of his work can be seen outside the north portal of SPLIT. Representing a Bishop of SPLIT, GREGORY of NIN, is a great monolith in bronze showing the Bishop with hand upraised exhorting the faithful. It is placed to be viewed in profile and the effect against sky and trees is one of vehemence and righteous wrath.

The next stop is DUBROVNIK, one of the main tourist centres of Yugoslavia. It is a city surrounded by immense walls which are completely in tact. DUBROVNIK was a great sea-faring and commercial centre from the time of its founding through the years of Venetian dominance of the Adriatic. Unlike the other cities DUBROVNIK retained its independence from the Hungarians by paying yearly tribute to the Sultan. Atlantic trade routes ended the city's commercial importance and prosperity. DUBROVNIK was almost totally destroyed by an earthquake in 1667. The double walls on which the city relied for defense over the years were rebuilt and successfully withstood the repeated onslaught of the Turks. Today they look just as they did when first constructed. It is possible to walk completely around the old city on the parapets. From the landward walls the traveller looks down on streets that are a long series of narrow steps overhung by ornate balconies festooned with greenery and flowers. The seaward walls are a sheer drop to the water and overlook the level part of the town. The main gate, PORTA PILA, leads into the principal thoroughfare, which was once a sea channel. It divides the city in half. All the buildings here were

rebuilt after the earthquake and so have the harmony of one architectural style and period. At the far end of the street stands a church first built by Richard the Lion Hearted to commemorate his safe landing after a storm at sea while he was homeward bound from the Crusades. It contains a number of relics encased in gold and elaborately enamelled in the Byzantine style of the 11th and 12th centuries. There is also an ornate Byzantine black Madonna and Raphael's MADONNA DELLA SEGEOLA can be seen. Opposite the church is the palace of the Counts of DUBROVNIK built in the style of the Doges in Venice complete with market square and pigeons. During the morning trucks are allowed inside the walls to make deliveries. Otherwise traffic is strictly pedestrian. The market displays vegetables, etc, and a wide variety of Yugoslav handicraft, wood carvings, small musical instruments and straw products.

Steaming south through the islands the ship enters the BOKA OF KOTOR. The channel to KOTOR is like a giant finger of the sea surrounded by mountains that seem close enough to touch at times. Progressing deeper into the fiord, the mountains increase in height forming a tremendous canyon which the sea has entered. The traveller has the sensation of being at the very ends of the earth. KOTOR stands at the end of the BOKA overhung by mountains, which give the town a brooding mood, except during the brightest hours of the day.

To be continued - next issue)





# in and around marville

by Graham Davis

Now that spring seems to be with us (for a week or two at least) it might be advantageous to take a trip or two about the vicinity.

One place of considerable interest is the town of Varennes in the Argonne region. Its claim to fame originated in 1791 and is part of one of the most fascinating stories to be found in French history — the flight of King Louis the sixteenth and his family. For the benefit of those of you who weren't here at the time I should like to reproduce part of the « In and Around Marville » article previously published in April of 1964.

King Louis XVI of France was in trouble. The citizens were aroused due to the unpopular and high handed way in which he had been conducting the affairs of the country. There was a great public uprising all over the country seeking reforms in the French constitution. Actually there were many causes and many uprisings — but to make a very long story quite short — Louis' subjects were giving him such a hard time that he was being kept under constant watch for fear he might leave the country. Every move was watched. There had been an « assembly » formed to assist Louis in governing the country. They had drawn up a constitution but left the king a « veto ». Influenced by the constitution and the force of popular opinion behind it, Louis had confiscated all church property to aid in financing various armies. This was an unpopular move with the clergy. All in all, it seems to fit Louis' character to be unpopular. Historians tell us that he was a weak willed man, vain, and with a chronic inability to make up his mind on the most minor problems. Beside this, he often fell into periods of apathy at which time he would do nothing.

His Queen was not popular either. Marie-Antoinette was an Austrian Princess who had married Louis against her will. She loathed Paris, France, Louis and the French people who she simply could not understand. The life at the Court in Paris lacked the lustre that she had been used to in Vienna. Partly as a result of this she developed several « Gentleman Friends », among them a Swede by the name of Fensen.

At the opening of the story King Louis had publicly stated that he no longer felt himself bound by the constitution. The « Assembly » in turn forced him to comply with their wishes. The rest can be deduced from the following letters written by the Queen — the first to Mercy d'Argenteau, a friend : « This last incident makes us more determined than ever to go on with our plan. We must behave as though we were giving way in everything, until we are ready to act. Our imprisonment shows that we are not free in anything that we do. But before we act we must know for certain whether you can find some excuse to move fifteen thousand men to Virton and Arlon and the same number to Mons. M. de Bouille is very anxious for this to be done as it will give him a reason to mobilize troops and munitions at Montmedy.

It should be added here that the Marquis de Bouille was the owner of Montmedy castle. It was to this castle that the Royal family had decided to flee. Since troops were massing near the Belgian border, the Marquis could gather troops at Montmedy to be used to protect the Royal family. If he had built up the troops without valid excuse he would have been immediately suspected of being a « Monarchist », a dirty word at the time. This artificial massing of Belgian troops gave him the perfect excu-

se. I quote again from the Queen's correspondence — this time dated May 22 1791 and addressed to King Leopold 1st of the Belgians :

« we are to go to Montmedy. M. de Bouille has made himself responsible for the provisioning of troops and ammunition at that place. But he is very anxious that you should have a body of eight to ten thousand men to be at Luxembourg, under our orders, but of course not till we are in safety, to march on Paris as an example and as a restraint to our own troops. I have written about this several times to M. de Mercy ; but, though he can order troops to the frontier he cannot sanction their march on Paris without your leave. The time is getting very short and I hope you will give your orders at once ».

King Leopold replied that all possible assistance would be rendered. He suggested that the place of refuge be changed from Montmedy Castle to the Chateau at Thonelle. It was surrounded by an armed camp and there was a large body of Austrian troops not far away. Once in safety Louis' first move would be to dissolve the assembly and restore the confiscated property to the church. This would destroy the financial position of the revolutionaries and send the country into such a mass of confusion that they could easily be subjected by troops under his command.

Then as now, any journey requires money. The King had to wait till June 12th when his next salary payment would be made. He was paid four times a year, a total sum of 1,250,000 pounds. (I don't blame him a bit for waiting !) In addition to this he drew out 36,000 pounds on the 18th. Even now the flight was postponed for several reasons. The situation was becoming so bad in the palace that the Queen could not trust one

of the servants working there.

The troops started towards the Belgian frontier. At six o'clock on the evening of Monday June 20th, Fensen left the palace and, dressed as a cab driver, brought a hired carriage around to the back door of the palace. There had been rumours of the escape and an especially heavy guard had been set around the palace. There was one back door that wasn't guarded through some oversight. It wasn't that the authorities didn't know about it - it just so happened that they didn't think it was worth guarding. It was through this door that the Royal Children slipped into the waiting carriage. They were, of course, in disguise. Lafayette, one of the revolutionary leaders, drove past just then on his way to see the King. Either he didn't see anything or he didn't suspect anything for the carriage moved away from the palace unchallenged. Forty-five minutes later Fensen drove back and picked up the Queen's lady-in-waiting, and the King as soon as he had gotten rid of Lafayette. By the time the Queen herself had arrived with the rest of her party the time was fast approaching midnight. By a round-about route Fensen drove through Paris to his home where the travelling coach was ready.

There seems to be some disagreement between historians as to what the coach looked like. Some say it was a monstrous thing, laden with baggage and soldiers, proclaiming to all who saw it that it carried royalty. J.M. Thompson in his book «The French Revolution» describes it thusly :

«It was a big, but not unusually big, four horsed 'Berline' that had been built to the Baron de Korff's orders at a cost of three hundred pounds. Far from 'Lumbering along with it's mountains of band-boxes'. It was fitted with the bare necessities for a long journey and travelled at the rate of seven miles per hour.» He goes on to add — «The whole party was covered by a duplicate passport for Frankfort issued to the Baronne de Korff, Fensen's Russian friend, by the foreign office at the request of the Russian ambassador who accepted her statement that the original

document had been lost. They were a conspicuous company, over conspicuous perhaps for speed or secrecy on a road travelled by emigrants. But rich foreigners might be excused for travelling eccentrically.

The first leg of their journey was to take them to Chalons. At Bondy Fensen left them (unwillingly) to make his own escape to Arlon in advance of the rest of the party. All day long they travelled. The Royal Children often got out of the carriage and walked up hills. The King and Queen could not afford this luxury for fear of recognition. This was the longest hottest day of the year. It seemed like an eternity, but at 4:30 the next afternoon the coach pulled into Chalons. This was one of the many «posting stages» where the horses must be changed. It was a considerable risk, for Chalons, then as now, was a fairly large town and there was every possibility that the King would be recognized, arrested and sent back to Paris. He was recognized and the Mayor was informed, but he didn't wish to take the responsibility of informing Paris. He delayed telling anyone of this for six hours. The Royal Carriage rolled away with no interference.

I quote again from J. M. Thompson and «The French Revolution»: «They were now in reach of armed protection. Contrary to the wishes of Fersen, who feared that any use of troops might arouse suspicion, de Bouille had stationed bodies of Cavalry on the route with instructions to guard a shipment of treasure on it's way to the frontier. The movement of these bodies had been carefully coordinated. The first was to meet the coach at Pont-de-Somme-Veslie, a small post house eleven miles beyond Chalons. It was under the command of a Royalist officer of wealth and pedigree, chosen against the advice of Fersen who thought him too young and indiscreet. He had travelled ahead of the King from Paris to take over his command. Miscalculating the speed of the coach and allowing for no contingencies, he had assumed that the King would arrive at half past two. He waited till three o'clock and then

made three fatal mistakes. He did not wait for Valory, the outrider, who was to bring news of any possible change in plans. He withdrew his cavalry up the road eastward in front of the travellers. Worst of all, he sent Leonard, the «Royal Perruquier,» who had come with him from Paris ahead to tell the troops further along the road that the convoy would not arrive tonight. Thus, when the tired travellers reached Pont-de-Somme-Veslie, there were no troops to meet them.»

«They were now entering a district where the country people, always hostile to 'Aristos', had grown unusually suspicious of late because of the number of emigrants making for the frontier. Between six and six-thirty they pushed on to the little town of St. Menehould. Here de Bouille had stationed a body of Dragoons under D'Andoins. But this officer, misled by Leonard's message, had ordered his troops to dismount, only half an hour before the coach arrived. The place was in a state of ferment. A second body of cavalry under Goguelat had entered the town the same day without warning the municipality, and without sounding the usual fanfare. The authorities were alarmed and used the occasion as an excuse to call out the newly formed Town Guard — three hundred men, newly armed and uniformed — for their first parade. While the coach horses were being changed there was some confusion and delay. The King and Queen incautiously showed themselves and were recognized. The post master happened to return at this moment from working in the fields and recognized Louis from the head on the 'Assignats' with which he was paid for the relay. The alarm spread. When the coach moved on, D'Andoins' men were prevented from following the coach. The Municipal authorities of St. Menehould were of a different stamp from those of Chalons. They at once despatched Drouet, and one of their own men, Guillaume, to ride after the fugitives.»

A while later along the road a third body of cavalry had been allowed to unsaddle and were

prevented from following the coach as it passed by. The two men from St. Menehould met the « Postillions » returning the horses that had been picked up there and been changed for others at another posting stage. The postillions told the men that they had heard the directions « A Varennes » given to the new drivers as the coach had taken off again. They immediately swung off the main road and raced cross-country to Varennes in the hope of intercepting the convoy there. They were successful in reaching this small town, only twelve miles north of Verdun, only a few minutes before the coach arrived.

The time was 11:15 at night, and the « Bras d'Or, » a small pub, was closing for the night. The two riders enlisted the aid of the landlord and four of his guests to pull a cart full of furniture across the road in front of a bridge. This bridge is located at the foot of a hill that runs through the town and is the only means of exit. With the road blocked, they proceeded back along the street to a point where it was spanned by an archway between the bell tower and the Church of St. Gengoult. Here they waited in the hope that they could stop the fugitives and have them arrested.

When the Royal party had left Verdun they had been warned not to take the horses down into the town. The Post house was located at the edge of town nearest to Verdun, and the post mistress wanted the horses for use in the morning to carry hay. Therefore fresh horses had been arranged for, to be available at the post house. Someone slipped up somewhere for they were not there. The party waited more than half an hour.

Beyond the bridge at the far end of the town in the hotel « Grande Monarque » waited Charles de Bouille (son of the Marquis). Close by, under his command, was a detachment of Hussars. Charles and a fellow officer heard a commotion at the other end of the town and thought nothing of it.

At last the postillions were per-

suaded to drive on with the horses and let the Postmistress look after her hay in the morning as best she could. At the archway they were stopped by the small group of armed men. The mayor was away in Paris, but the « Procurer » of the community exercised his authority to stop the travellers and demand their passports. The Royal family was forced to leave the carriage only a few hundred yards from the bodies of troops that had been sent, and were willing and able, to defend them and carry them to safety.

They were taken to a room over « Sauce's Grocery » where they were interviewed by the local judge who had been roused from bed for the occasion. Louis admitted that he was the King.

Three officers with a body of fifty troops appeared at this moment and could easily have rescued the Royal Family, but Louis had fallen into the mood of indifference that I have mentioned before and refused to issue any orders till the Marquis de Bouille arrived. The officers didn't dare to offend him by carrying him off against his will so nothing happened in the way of rescue.

De Bouille didn't come. After waiting most of the night on the roadside near Varennes he returned to Stenay with his troops. He knew nothing of the King's capture till 4 A.M. At eight o'clock Charles de Bouille rode up with more troops — half an hour after the King had returned to Paris.

## NOW

The town suffered greatly during the first World War. One of the landmarks to go was the main body of the church that had been built, for some reason, across the road. All that remains now is the bell tower (rebuilt after the war), which is now a museum. The curator speaks only French, but the exhibits speak for themselves. The clapper of the original bell in the church tower that sounded the « tocsin » to warn the villagers of Louis' arrival is there, as well as the original sign hanging on the

Hotel du Grande Monarque on the night of the capture.

The hotel itself is still standing on the other side of the bridge, barricaded on that night. It is quite easy to see the path that the ill-fated family took. If you happen to speak or read a bit of French a visit to the museum is most interesting.

As for a route, May I suggest the road to Verdun, turning to the right in the town of Bras-sur-Meuse and following from there the road to Varennes. This road will take you through Montfaucon, where you will have a chance to climb the tower raised there by the American government in honour of its war dead. The view from the top is remarkable. Varennes is easily found from there by following the road signs. For the trip back follow the signs for Dun, and thence to either Sedan or Stenay as you may prefer or time may permit. Have a good trip!

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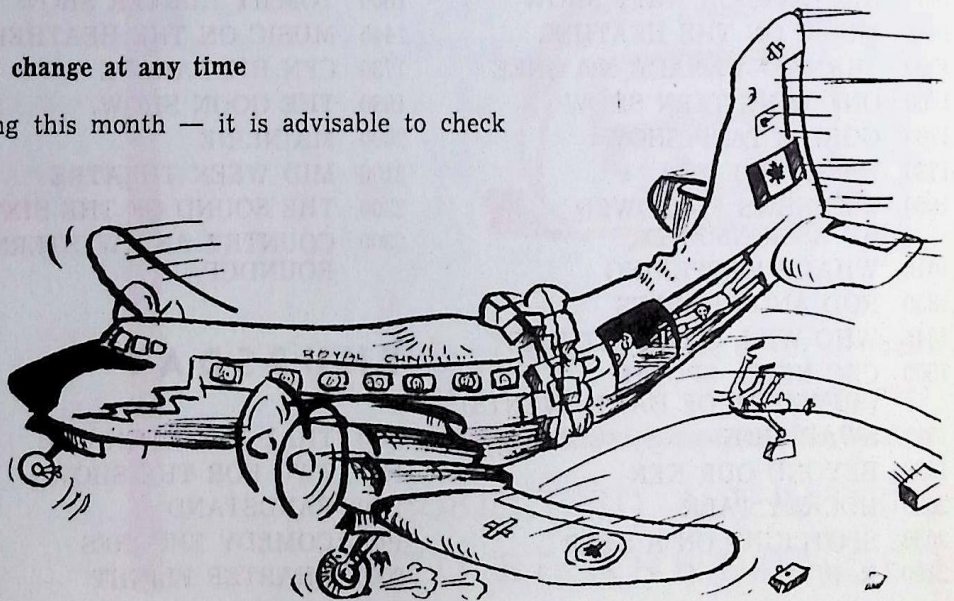
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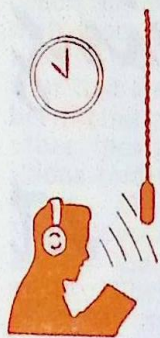
Wing

- March 18 — F/L and Mrs G.E. Brightman (Accts) from Ottawa, Ontario  
Lac J.R. Defresne (MSE Op) from Camp Borden, Ontario
- March 25 — Lac R.L. Goldsmith (COMOP) from Holberg, B.C.
- March 28 — Sgt and Mrs Smith (AFP) from No. 4 Wing, Germany
- No date — F/L and Mrs D.N. Leigh (Air RN) from St. Jean, Que.
- April 1 — Sgt and Mrs W.D. Galloway (I Tech) from Winnipeg, Man.  
Lac W.S. Rowe (MEOp) from Camp Borden, Ontario
- April 5 — Lac and Mrs J.A. Wilson (I Tech) from Portage, Manitoba  
Lac and Mrs A. Flemish (AF Tech) from Cold Lake, Alta
- April 8 — Cpl F.P. Rademacher (Nur-A) from Camp Borden, Ontario  
Cpl and Mrs H.T. Clarke (E Tech) from Greenwood, N.S.
- April 15 — Lac and Mrs J.L. Frechette (AE Tech) from Uplands, Ont.  
Cpl S. G. Jackson (AE Tech) from Uplands, Ont.  
Lac E.G. Barber (I Tech) from Chatham, N.B.  
Cpl and Mrs B.M. Berry, (E Tech) from Chatham, N.B.  
Lac J.Y.N. Houde (AST) from Greenwood, N.S.  
Cpl and Mrs J.A. Fex (STWD) from 4 Wing, Germany  
Sgt and Mrs R.S. Phillips (Cook) from Sioux Lookout, Ont.

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

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





# CFN MARVILLE

*A Station within the Canadian Forces' Net-work (95. FM).*



## MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0730 CBC NEWS
- 0745 MAPLE LEAF BREAKFAST CLUB
- 0830 MAX FERGUSON SHOW
- 0900 JOHN DRAINE TELLS A STORY
- 0915 Dr. PAUL
- 0930 CANADIAN WOMEN'S COMMENTATORS
- 0940 CONSUMERS REPORT
- 0945 PLAYROOM
- 1000 TOMMY HUNTER SHOW
- 1015 NEIGHBOURLY NEWS
- 1030 CROSS CANADA PLAYHOUSE
- 1100 MELODY ON THE MOVE
- 1200 DINNER DATE WITH JOE HAYWARD
- 1300 MUSICAL INTERLUDE
- 1315 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 ONTARIO SCHOOL BROADCAST
- 1430 AIR DIVISION KIDS' SHOW
- 1445 MUSIC ON THE HEATHER
- 1500 TRANS — CANADA MATINEE
- 1600 ONE WING TEEN SHOW
- 1700 GORDIE TAPP SHOW
- 1730 NASHVILLE TEN
- 1800 CBC NEWS FOLLOWED BY ASSIGNMENT
- 1815 WHAT'S HAPPENING
- 1830 ROD AND CHARLES
- 1845 WHO WILL COME WITH ME?
- 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
- 1915 SWAP SHOP
- 1930 BEYOND OUR KEN
- 2000 HOCKEY TALK
- 2030 SPOTLIGHT ON A STAR
- 2100 R. P. M.

- 2130 DOCTOR THORNE
- 2200 AUTUMN SERENADE
- 2230 CBC NEWS, FEATURES AND SPORTS
- 2300 MIDNIGHT MOODS
- 0001 CBC NEWS
- 0010 SIGN OFF

- 2100 SOUNDINGS
- 2130 BBC PLAYOUSE
- 2000 TONY THOMAS SHOW
- 2100 THE BEST IDEAS YOU TONIGHT
- 2300 DRIFTING AND DREAMING

## TUESDAY

- 1000 RAMBLIN' MAN
- 1445 TWO FOR THE SHOW
- 1730 FRONT ROW CENTRE
- 1930 PETER GOODRIGHT SHOW
- 2000 ANYTHING GOES
- 2100 CHRISTIAN FRONTIERS
- 2130 MUSIC ROOM
- 2300 THE QUIET HOUR

## FRIDAY

- 1000 TOMMY HUNTER SHOW
- 1015 LA CUISINE CANADIENNE
- 1445 MUSIC ON THE HEATHER
- 1730 POPS OF THE PAST
- 1930 WACKO
- 2000 ED SULLIVAN SHOW
- 2100 WESTERN WAGON
- 2130 UNDER TWO FLAGS
- 2200 DIXIELAND DOWNBEAT
- 2300 THE NIGHT OWL SHOW (until 0300 Sat.)

## WEDNESDAY

- 1000 TOMMY HUNTER SHOW
- 1445 MUSIC ON THE HEATHER
- 1730 CFN HIT PARADE
- 1930 THE GOON SHOW
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 THE SOUND OF THE SIXTIES
- 2300 COUNTRY AND WESTERN ROUNDUP

## SATURDAY

- 0900 MUSIC FROM MARVILLE
- 0930 SATURDAY STAR
- 1000 SMALL FRY FROLICS
- 1100 THE ACTION SET
- 1200 TOPS IN POPS
- 1300 MUSICAL INTERLUDE
- 1310 CBC NEWS AND SPORTS
- 1330 NHL HOCKEY (TAPE — RECORDED)
- 1600 SATURDAY BEAT
- 1700 SATURDAY MATINEE
- 1800 GREAT MOMENTS IN SPORTS
- 1830 AIR DIVISION SQUARE SHOW
- 1900 CBC NEWS
- 1915 CHRISTINE (HITS FROM FRENCH C)

## THURSDAY

- 1000 THAT McKINNON GIRL
- 1445 TWO FOR THE SHOW
- 1730 BANDSTAND
- 1930 COMEDY ENCORES
- 2000 CHARTER FLIGHT

# daily programme schedule

- 1930 DON MESSER JUBILEE  
2000 COUNTRY HOEDOWN,  
OR ARROW HOCKEY  
2100 SATURDAY SIXTY  
2200 DANCING AT THE SAVORY  
2230 DANCE DATE IN CANADA  
2300 CBC NEWS, SPORTS, AND RCAF  
WEATHER  
2315 SWINGIN' SAFARI

## SUNDAY

- 1000 CHURCH OF THE AIR  
1030 THIRTY MINUTES WITH...  
1100 EASY TO REMEMBER  
1130 MORMON TABERNACLE CHOIR  
1200 SUNDAY INTERLUDE  
1300 MAPLE LEAF HOUR  
(NHL HOCKEY)  
1400 ADVENTURES,  
OR ARROW HOCKEY  
1430 CBC NEWS AND SPORTS  
1445 HOUR OF ST. FRANCIS  
1500 MUSIC FOR A SUNDAY  
AFTERNOON  
1600 PARTNERS IN DEFENCE (NORAD)  
1630 CANADIAN HIT PARADE  
1700 FOLK SOUNDS '66; CANADIANS  
ON RECORD; CHARTER FLIGHT  
(ALTERNATELY)  
1800 AS TIME GOES BY  
1900 CBC NEWS AND SPORTS  
1915 FRENCH FOR LOVE  
1930 SPORTS ROUNDUP  
2000 SUNDAY SHOWCASE  
2100 PROJECT '66  
2200 FRONT PAGE CHALLENGE  
2230 CBC NEWS  
2300 MUSIC TILL MIDNIGHT  
2400 SIGN OFF.



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

**SUBJECT TO ALTERATIONS  
TO BE ANNOUNCED**



# feminine fancies

## Recipe of the Hour



### SPECIAL AT THE STATION GROCERY STORE

March 23-24	Whole Chicken	—	reg .48¢	Now .43¢
	T-Bone Steak	—	reg 1.10	Now 1.02
	Fillet Steak	—	reg 1.60	Now 1.08
March 30-31	Sparebits	—	reg .50¢	Now .41
	Chicken Thighs	—	reg .76¢	Now .70
	Drumsticks	—	reg .78¢	Now .70

The above specials are on Wednesday and Thursday's and/or as long as the supply lasts. **SHOP EARLY**

In the future — we hope to be able to publish news of the Grocery and meat counter specials. Information has been received that plans are underway for «Canadian Brand Hams» in time for Easter. Do check this page next issue — March 30.

Try the «Chicken» special this week, and for something different use the following recipe :

### CHICKEN CASSEROLE

1. One whole chicken, cut in serving size pieces, or two packages of thighs or drumsticks.
2. Brown quickly, then place in large casserole( one that has a cover.)
3. Mix together : 2 tins mushroom soup, one package Liptons Onion soup and 1 soup tin water. Pour over chicken.
4. Bake in 350° oven for one hour.

Serves 6.

LET'S CLEAN UP

### SPRING

March 21 — the first day of Spring. Have you started your house cleaning yet? Oh! all finished! Almost — Grand!

Then have a close look at the grounds surrounding the PMQ's.

During the winter, children have been merrily dispensing candy and gum wrappers, potato chip bags, orange peels and all manner of things — in the most convenient way to children — ON THE GROUND.

In every village, town and city in Canada, spring heralds the Annual Clean-up, Brighten-Up program. Every home owner or lessee goes to work with a will, lawns are raked, hedges trimmed, gardens spaded, paint sprayed or brushed on — until in the end, everything is sparkling, neat and tidy.

NOW — it seems these same Canadians care little about the appearance of «Cité Canadienne». Why? It's our home, even temporarily.

If children are allowed to litter the PMQ yards for four years, do you suppose it will be easy to teach them HOW to keep a yard clean in Canada.

We have pride in our Country, in our station, — Why not a LITTLE PRIDE regarding the area surrounding our homes??? WHY — should we allow rubbish to accumulate and scatter about the PMQ area?

## CANADA FASHIONS UP TO PAR

Canadian fashion houses have as much flair and elegance as their Parisian counterparts, according to Pearl Varey, who co-ordinates the fashion shows of the Canadian National Exhibition.

Proving her point are 350 garments from more than 90 Canadian Women's wear manufacturers that will be presented daily during the forthcoming fashion shows.

Mrs Varey does not doubt the styles will be audience favorites. They'll be shown with Canadian accessories, including hats, gloves, hosiery, and leather goods.

« Our aim is to promote Canadian fashions », Mrs Hazel Kemp, fashion information officer explains, « but we'll be showing 15 French creations to add spice to our shows. The women attending the shows are interested in comparing our fashions and those from Europe — they will see Canadian manufacturers do pretty well by them. »

The French designs, from the Paris boutiques of Jacques Heim,

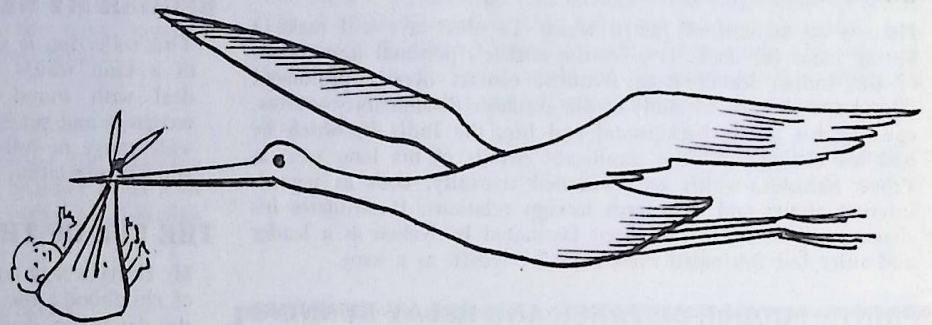
Guy Laroche, Lavin, Courreges, Molyneux and Jean Desses, include dresses, suits and evening wear.

The fact that our designers are capable of keeping abreast of the more famous Continental colleagues is demonstrated particularly

in the style and cut of coats and suits.

For the ladies who are planning to go to Paris this Spring to view the New Fashions — the above may have been interesting. For the rest of us — especially the many who will be returning home in 1966 — it is interesting to note that Canadian are out in FRONT.

## New Arrivals:



February 25 — Lac and Mrs G. Pinsonneault, a daughter Carolynn Michelle

28 — Cpl and Mrs E.M. Wright, a daughter Christina Marie

28 — Lac and Mrs L.P. Monk, a daughter Laurie Elaine

## SNEAKERS — by Jeanne and Mary



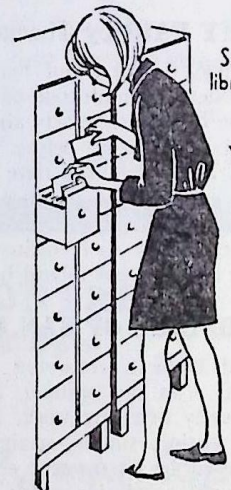
For a quick-drying set, spray hair with your favorite cologne before rolling.



For glossy eyelids, smooth a drop of baby oil over each lid.

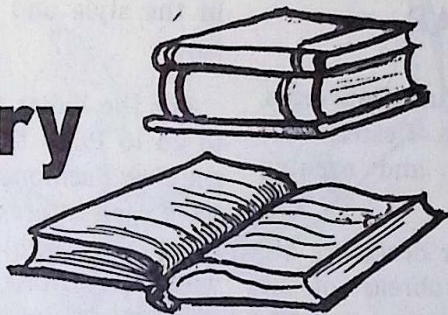


Sew protective shields in blouses and dresses to protect them from perspiration stains.



School libraries are for YOU!

# Library



## New books

### received at the Station Library

#### **A HANDWRITING MANUAL** by Alfred Fairbank

...« This famous manual... it should be read by all those professing, the slightest interest in lettering, writing or the graphic arts ».

#### **NEHRU** by W.R. Crocker

Here is an account of Nehru which Toynbee says will make a lasting place for itself. It gives the author's personal impressions of the Indian leader from frequent contact over a prolonged period and checked by study of the available documentary sources, covering his family background and life, the India in which he had his setting, and the significant details of his long rule as Prime Minister, which are examined critically, both as regards internal affairs and as regards foreign relations. It estimates his character. The author has been fascinated by Nehru as a leader and ruler but fascinated even more by Nehru as a man.

#### **SPRINTS, MIDDLE DISTANCE AND RELAY RUNNING**

by Robbie Brightwell and Ann Packer

No young runner could ask for better or more fully qualified coaching on track events than from Robbie Brightwell and Ann Packer. They will help him or her in the choice of the most suitable distance for individual physique.

...Every young athlete who wants to develop his skill will derive immense benefit from this expert book.

#### **SELF-DEFENCE COMPLETE** by Pat Butler

Pat Butler, an experienced coach and judo Black Belt, has developed, and explains in this book a new and complete self-defence technique. It is based on a close practical study of existing methods but, unlike most of them, can be mastered easily by anyone of either sex. It is as effective as it is simple.

#### **VANITY FAIR** by Thackeray

The book is not about Becky Sharp, or Amelia, or Dobbin, or any other of a multitude of characters; it is a picture of a whole section of English society about the time of Waterloo. It is a very rich book, putting before us, the whole of the Fair, with its shops and shows, the flare and the noise and the gaiety, along with some of its murkier corners... It has therefore a most remarkable range of both characters and incidents, so that one can come back to it again and again and find each time something that one has missed before.

#### **THE BRIDGE OF SAN LUIS REY** by Thomston Wilder

Anold Bennett, reviewing the book in the Evening Standard, wrote: « In my opinion The Bridge Of San Luis Rey is an absolutely first rate work. It dazzled me by its accomplishment. The writing, simple, straight, just and powerful, has not been surpassed in the present epoch. The author does not search for the right word. He calls; it comes. »

#### **UNDER THE GREENWOOD TREE** by Thomas Hardy

Hardy has described this novel as « a rural painting of the Dutch School », and indeed it is easy to visualise the people and events in their rural landscape, so expertly does Hardy relate his characters to their environment. In Under The Greenwood Tree one is presented with an admirable picture of rustic life in southwest England during the Victorian era. This is not just a study of a life group a church musicians with their old-fashioned musical instruments and traditional repertoire, but a series of interesting, often amusing, happenings in the life of the country folk.

#### **THE ICE SAINTS** by Frank Tuohy

In the spring of 1960 an English girl, Rose Nicholson, arrives in the grey world of people's Poland. Ostensibly on holiday, she comes with important news for her sister, Janet Rudowska, who was married during the war to a university teacher, now a party member. The Rudowskis have a fourteen-year-old son, Tadeusz, whose entire future may depend on the results of Rose's visit. The Ice Saints is the story of what happens to the four of them when the moral and emotional demand of Rose's England come into conflict with the old and new conventions of a people's democracy.

#### **BEGGAR MY NEIGHBOUR** by Dan Jacobson

This collection is a true, finished example of the storyteller's art, of a kind which is exceedingly rare today. The twelve stories deal with moral and emotional issues which everyone will recognize and yet be surprised by; they present to us a remarkably wide range of fully-imagined characters at the moments of crisis and self-revelation which their own actions have brought about.

#### **THE EYE OF THE SCARE CROW** by Wilson Harris

Mr Harris's new novel opens with a hauntingly powerful evocation of childhood: the age when the whole world of sensation, even the day-to-day dealings with family and friends, has a hallucinating freshness.

#### **FOSSIL COLLECTING** by Casanova

Fossil Collecting: An illustrated guide is about a fascinating and increasingly popular hobby. Beginners will welcome this book, for it is written simply and kept as non-technical as possible, while for the advanced collector it contains useful detail and information. Although it is a practical guide to fossil collecting in the British Isles frequent reference to other countries is made wherever this is illuminating and relevant.

#### **FOLK SONGS OF CANADA**

by Edith Fulton Fowke and Richard Johnston

#### **AIRCRAFT AND MISSILES** by D.M. Desbutter

...What they are,  
...What they do,  
...and How they work.

#### **THE SPRING VOYAGE** by R.J. Mitchell

This particular spring voyage took place a long time ago — in 1458. The travellers, two hundred men in all, who assembled in Venice in that year to take ship for Jerusalem, were impelled in general by piety and curiosity. They were pilgrim and in their 15th century Venetian galley they endured the dangers and discomforts of a great adventure.

...To the modern traveller these will seem to possess ardours and and trials which would be quite intolerable; but at the same time the simplicity of these men and their deep satisfactions are undeniably and regrettably beyond the reach of most of us today.

**HUMPHRY DAVY** by James Kendall

Professor Kendall's concise biography is the best possible introduction to the life and work of Humphry Davy, the great Cornish chemist and inventor (and no mean poet and fisherman), who was regarded before he reached the age of thirty as the first scientist of his time.

**THE STORY OF WEDGWOOD** by Alison Kelly

The Story of Wedgwood is a short history of the famous pottery firm which celebrated its bi-centenary in 1959. It was founded by Josiah Wedgwood, F.R.S., and it still headed by a Josiah Wedgwood, now in the sixth generation from the first Josiah. The book tells of the painstaking experiments and the constant search for new techniques made by Josiah I who, more than anyone, was responsible for establishing the British pottery industry.

**THE FATAL IMPACT** by Alan Moorehead

This book is an account of the Invasion of the South Pacific in 1767-1840. During those years, so-called western civilization came up against primeval innocence in Tahiti, Australia and the Antarctic. In each case, good intentions were to lead to disaster, corruption and annihilation; and, ironically, in each case it was Cook, one of the greatest and certainly the most humane explorer of his day, who was to cause the fatal impact.

**LEARN TO READ MUSIC** by Howard Shannet

This book is concerned entirely with deciphering the language of music in easy stages... Quite logically, Mr Shannet deals with rhythm first. He discusses each exercise in turn and describes how it should be performed.

**WINTER IN ENGLAND** by Nicholas Wollaston

Winter in England recounts a journey undertaken in the winter of 1953-1964 to seventeen parts of England, places as far apart as Liverpool and Swanage, Bridgewater and Chertsey, each with a chapter describing the visit, the author's impressions of the place and the people he meets.

**THE GREAT THAMES DISASTER** by Gavin Thurston

The sinking of the Princess Alice in the Thames happened eighty-seven years ago at a time when British infallibility was an article of faith. The shock of the disaster shook the nation to its roots and Press accounts occupied column space for weeks. Echos of the catastrophe reverberated in the Courts and navigation authorities' offices for months. Today, apart from a few vague and inaccurate recollections of the elderly, who knows of the horror of the Princess Alice? This story is the product of patient study and research among contemporary records.

**OIL PAINTING STEP BY STEP** by Arnold Fletcher

This is a 26-lesson course for newcomers to oil painting especially the housebound, and for those who have realized, after years of haphazard work, that they could do with some basic instruction.

**THE ENCYCLOPAEDIA OF MYTHS & LEGENDS OF ALL NATIONS** by Herbert Spencer Robinson

Here in a carefully planned volume is a wealth of famous stories and folklore from all parts of the world, brought together in a convenient form for interesting reading and for instant reference.

**COLLECTED POEMS, SECOND EDITION OF EJ PRATT**

Edited by Northrop Frye

**THE FABER BOOK OF MODERN VERSE**

Edited by Michael Roberts

**THE ARCHER'S CRAFT** by A.E. Hodgkin

The Archer's Craft, as its title suggests, deals not only with the art of shooting with the bow and arrow but also with the kindred and ancient crafts of the bowyer, fletcher, arrowsmith, stringmaker, and hunter.

**CRIME AND THE SOCIAL STRUCTURE**

by John Barron Mays

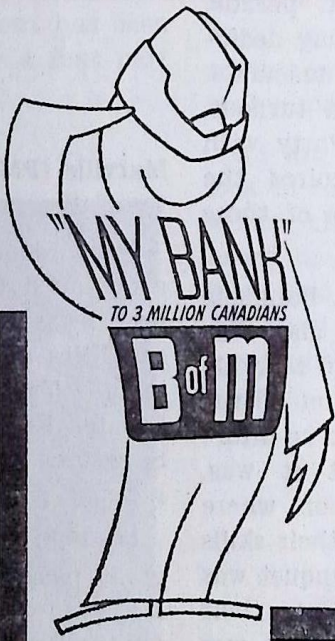
Rising crime rates at a time of comparative prosperity the community with a serious social problem for which, as yet, there seems to be no satisfactory solution. Some of the reasons for this state of affairs are discussed in this book by a well-known sociologist.

**THE AMATEUR NATURALIST'S HANDBOOK**

by Winson Brown

The book is divided into four sections: The Beginning Naturalist, The Student Naturalist, The Advanced Student Naturalist, Becoming and Explorer-Naturalist, and, with a guide, the ways are made easy in the great world of the outdoors. The appendix contains a number of Nature Tests and a most useful bibliography.

M<sup>me</sup> Beidler Therese  
Librarian



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# scouting

R. Reeves  
District Scoutmaster

Boy Scout Week is now over. During that time on the Wing there were church parades as well as Father and Son Banquets. All Cubs and Scouts were invited to wear their uniforms.

The Church Parades seemed to go very well. Noticed a turn out of one Rover and 3 Scouts (that's all there are), in the R.C. Chapel for the 11 o'clock Mass. Flags were paraded in ; it was short, simple and sincere as ceremonies should be.

In the Protestant Chapel, things were more complicated and there was a full size Church parade. This was followed by flag dedication. The dress was immaculate. There was a very good turnout. Witnessed the Colour Party with great interest and admired the keenness and smartness of those involved.

The Father and Son Banquets seemed a great success, also. Was invited to attend the 3rd Marville (Trailer Park) banquet on February 23. It was planned to be informal ,and that's what it was. Rather than an occasion where the boys demonstrated their skills to their parents, the Banquet was one where the boys served their Dads. The whole programme was planned so that the boy could introduce his Dad to the Scouter, and also as a recruiting drive for Group Committee Men, a venture which achieved a certain degree of success. Attendance : 79.

On February 24, the 1st and 2nd

Marville (PMQ), had their turn at the Father and Son Banquet.

From reports, it seems that the attendance was over 250. (I believe it was 271). Various Wing personalities attended, also the Regional Training Commissioner, Scouter Frank Tracey. Skits and Singsongs livened up the proceedings.

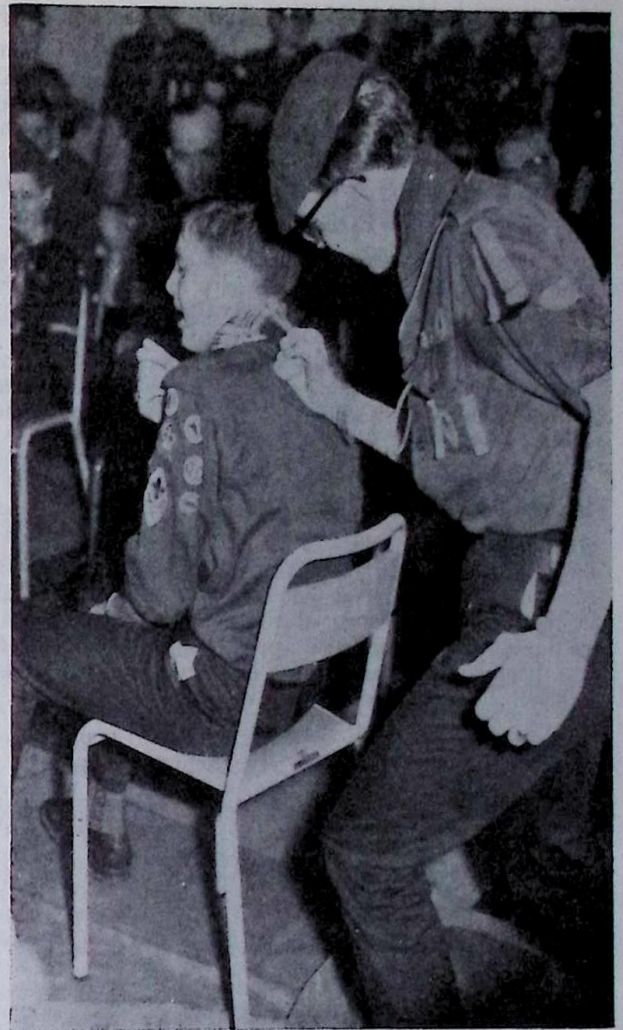
On February 26-27, we had the great pleasure of being hosts to Mr. Fred Finlay, Chief Executive for the Boy Scouts of Canada. The purpose of his visit is to tour the overseas units, where Canadian Scouting is carried out.

At 3.00 p.m. on February 27th, the Scouters were invited to meet Mr. Finlay. His Scouting career was reviewed by District Commis-

sioner Ennis, and dates back to the 1920's. It is very colourful, indeed.

In an informal session, Mr. Finlay reviewed the changes that took place, last year in Wolf Cubs (The Five Star Scheme) ; he gave a preview of « things to come » in scouting and the Venturer system. He also clarified for us, various aspects of training, registration, age groups, Canadian Boy Magazine, etc.

The Wolf Cubs received a bouquet — from a lady who wrote that two Cubs had given her a seat on the PMQ bus, when it was filled with kids. The letter, which came in my mail, went on to state that these boys could very well have ignored her.



In this day and age, courtesy and good manners are easily forgotten. These are learned at home, as well as in Scouts. Also Cubs and Scouts are expected to do at least one Good Deed a day. It is for that reason that the names of the boys are not made public.

Because courtesy starts at home, the boy's parents were shown the letter, because parents are responsible for their children's behaviour and should share the credit, when credit is due.

Little bouquets like this seem to offset the rash of vandalism that is going on at One Wing. Witness the PMQ Bus sometime: or come down to the Maple Leaf Trailer Park and view the « Scout Shack». All the windows have now been smashed, making the building useless for a shelter for pre-schoolers and for scouts. It is very common knowledge in M.L.T.P., who smashed the windows and who broke in, last week by prying off a board. Let me assure you that the culprits are not teen-agers.

They are, rather 7-9 year olds. Who will pay the owner for all the broken windows? He can charge one dollar per window if he wishes to and there are over 35 windows!

The Boy Scout programme is to undergo a complete change by mid 1968. It is now being tried in the entire Peterborough District. A news release will be printed in its entirety in a future edition of the Arrowhead Tribune, to give readers a more comprehensive outline.

Briefly, the tenderfoot, second class, and first class stages of today will be replaced by « Awards » named Pioneer, Voyageur and Pathfinder.

The whole scheme centres around certain badges which must be obtained. These badges will be colour coded in each section. Further, a boy will be able to earn Green, Bronze or Silver Cords. The Investiture Requirement has been greatly simplified (to a four part

requirement) and a boy can move into the Pathfinder Award, without having to « go up the ladder », if he is the right age. Awards will be as follows:

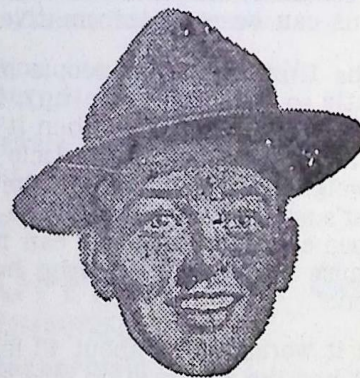
Pioneer - typical age 11 or corresponding school grade.

Voyager - typical age 12, or corresponding school grade.

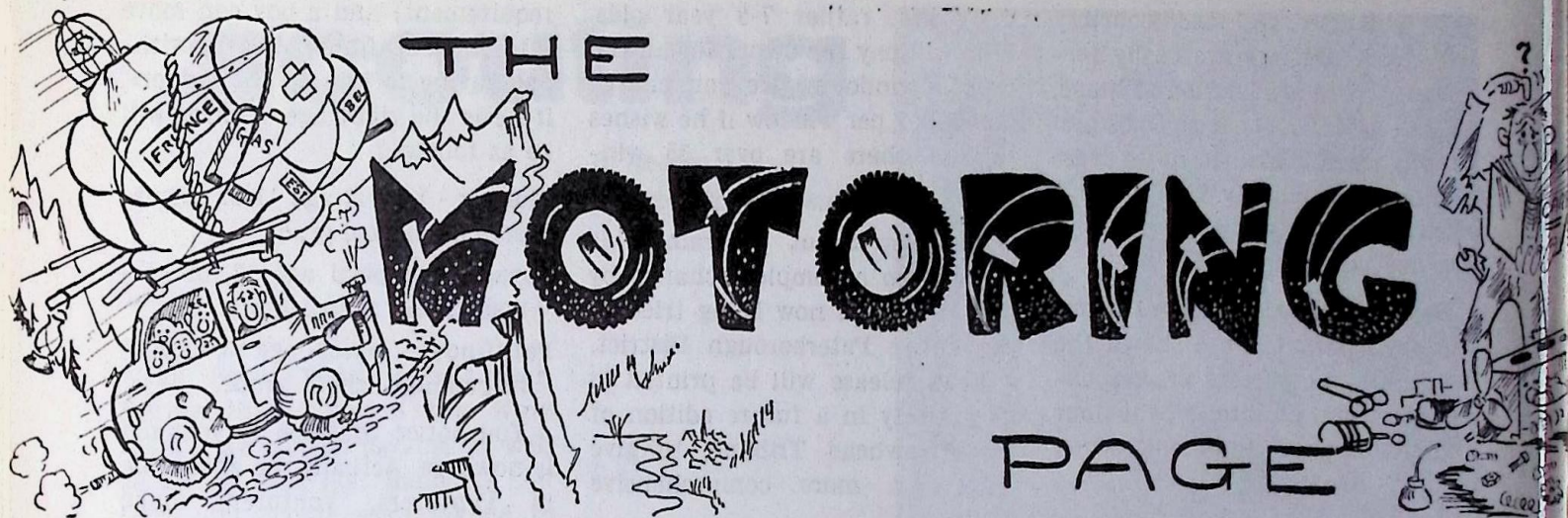
Pathfinder - typical age 13, or corresponding school grade.

You notice that the 14 year old is nowhere. Actually, he should be in Venturers. Venturers make their own programme, some of which is not even centred around Scoutcraft. Short of making the Scout Promise and wearing a Scout uniform, (Khaki) they are in a class by themselves. Some are organized Patrols etc, some are organized like a service club, with a chairman etc. The adult is a mere advisor (that's in fact what they are called - advisors). His role is to counsel, rather than to lead. Some Venturer Groups work on mechanics, some on science, some on wildlife, photography and some on Scoutcraft!

All this provides a modern outlook in teaching. In a generation where children have not only heard of a walk in space; they have seen it on television and can discuss it; this modernization is greatly needed; long ago teaching methods are now inadequate.



**SUPPORT SCOUTING !**



by A.C. Gullon (F/L)

## SPECIFICATIONS

With the tax free purchase many of us are planning on buying our first new car before going back. Moreover, some are contemplating the purchase of their first European car. This article is directed at the second group more than the first because there is little to choose between the North American cars and most people are familiar with their relative performance and the virtues and vices of each make.

The European car, however, is an equine of a different hue. The variety of performance, size, styling, and engineering of the cars is exceeded only by the performance, size, styling, etc. of European women. Now you take the women of... Eh!... All right, Gertrude, I'll stick to cars.

Size and styling are largely a matter of personal taste except that one should not buy a larger car than he needs, taking family outings into consideration, because it costs money to insure, license, and haul around all that excess bulk. Engineering design is also largely a matter of personal prejudice and does not have a large effect on the performance of cars in a similar price range. This brings us back to performance, and this is the area in which specifications can be most informative.

The first spec most people are interested in, and rightly so, is horsepower (hp). However, even 250 hp is not really impressive when it's hauling nearly 5500 lbs around. In the last article we discussed power-to-weight ratio, and this is the big factor governing a car's acceleration. The lbs/hp is sometimes given in a spec sheet but if not it can readily be figured out because the weight and the horsepower are always given.

If it works out to about 40 lbs/hp you've got a car that has the acceleration of a new Volks bug (that is to say, bloody awful). If it is in the neighbourhood of 12-13 hp you've got yourself a very sporty car even

if it has got four doors. Some of the big-engined American cars approach, and even surpass, this figure but are quite frequently seen approaching the gas pumps as well. 20 to 24 is the average for most six-cylinder American compacts and most of the European economy sedans average around 29 or thirty lbs/hp. If you purchase a car with a ratio of anything worse than this you are going to get in a lot of peoples way in Canada. (The power-to-weight ratio also makes itself felt when climbing steep hills.) However, if your new car has less than 25 lbs/hp there are few people back in Canada who drive hard enough to be blocked by you. Before someone hits me over the head with a contradictory example let me add that the lbs/hp is not the only factor affecting acceleration, torque plays a major part; however, the lbs/hp ratio is sufficiently accurate to narrow the field down to two or three marques which should then be test-driven before a decision is made.

Two other items which are usually mentioned in any spec sheet are torque and displacement. Torque is a measure of the twisting power of the engine. Displacement is simply the total working volume of the cylinders. Torque is usually directly proportional to displacement. An engine with a relatively large displacement (and therefore high torque) will pull better at slow speeds in high gear than a smaller engine. (Torque and horsepower will be explored more fully next issue.)

Compression ratio is the ratio of the volume of the cylinder when the piston is at the bottom of its stroke to the volume left when the piston is at the top of its stroke. It's not of great interest to the average motorist except that if the ratio is higher than 9.5 to 1 the engine will probably require premium gasoline.

While a car's top speed may never be reached by the average driver it should be considered when comparing the specs of the new cars. The reason can be shown by asking the following rhetorical question. Given two cars, one of which is capable of negotiating a certain stretch of road at 90+ without undue ex-

ertion on the part of the driver and a second one whose top speed is 85, which of these cars is going to be most comfortable and operating with the least strain on the engine at a steady 70? (Leave the Volks out of this for the moment. An independent survey has shown that more lies are told by proud owners about the Volkswagen than about any other car, except, possibly, the Citroen.)

In Spite of the above it is necessary to point out that with the current standards in the automobile industry most of the cars being produced are capable of getting you and yours there and back (if driven sanely) so that in the final analysis it boils down to whether or not you (and yours) like the car. If the car's styling, interior, seats, and degree of interior noise (or lack of same) appeal, you will be happy with the car even if it has a few faults and the serviceability is not what you expected. It's rather like the difference between women. While you are certain that one will make a perfectly serviceable wife and will keep you contented all your life, you choose the one that, while she has faults and will hurt you now and then, is also capable, at times of making you deliriously happy.

## THE CHARMING BUG

Wherein lies the charm of the Volkswagen bug? Why do I enjoy myself every time I get behind the wheel of this most prosaic of automobiles? The list of its faults is as long as they are well known; noisy, terrible acceleration, small gas tank, smaller luggage place, uncomfortable seats, barely adequate brakes, poor instrumentation and on and on.

Part of the answer lies in visibility. You are sitting right up there, and can see everything that is going on, and the ground seems to be rushing by at a great pace. Never mind the fact that you've been passed three times in as many minutes. Another nice feature is that you step in and sit down in a Volks rather than squirming in and reclining as in other new cars. Makes it real handy for running around town or the base. A third big plus is the quick steering. When you cut the wheel you better be sure you want to go there because, Brother, you're there already. Moreover, the engine noise is a good, healthy hum (that may just be the understatement of the year) and does not give one the feeling of imminent disintegration. It is even useful when driving and makes up for the lack of a tach.

However, the attraction which gives me that «Mother, can't I keep it!» feeling is that it is an «honest» car. (Webster's New World Dictionary Def. No. 4 «being what it seems; genuine; pure») Here is unadorned, basic transportation, (not a mobile living-room), dependable as walking, (and not much faster) with just enough creature comfort to keep you warm and dry while you're getting there. I might even be talked into buying one.

.....the wiser man.....

When was the last time you frightened yourself while driving? .....Did you learn anything?

## UN PETIT SOURIRE

It was back in the time when owning a little foreign car was still a status symbol and one of the lucky owners wasn't getting the gas mileage he felt he should. After several unsuccessful trips to the garage for fine tuning and the like he asked the mechanic what he could do to improve the mileage. The mechanic replied that he «...should do what all the other owners are doing.»

«What's that?»

«Lie about it.»

P.S. — I've just received word that the Society of Automobiles Alpine will be exhibiting their line of cars in the parking lot outside the gate. This firm manufactures a very pretty little two-seater and a very comfortable looking four place sport coupe. The exhibition will be on Wednesday, the 23rd of March.



**Amsterdam World Famous Diamonds**  
now available at our Counter

*Superb Quality at Wholesale Prices*

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

Full description and guarantee with every diamond.

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

Full particulars from your PX or write:

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



# Human Folly

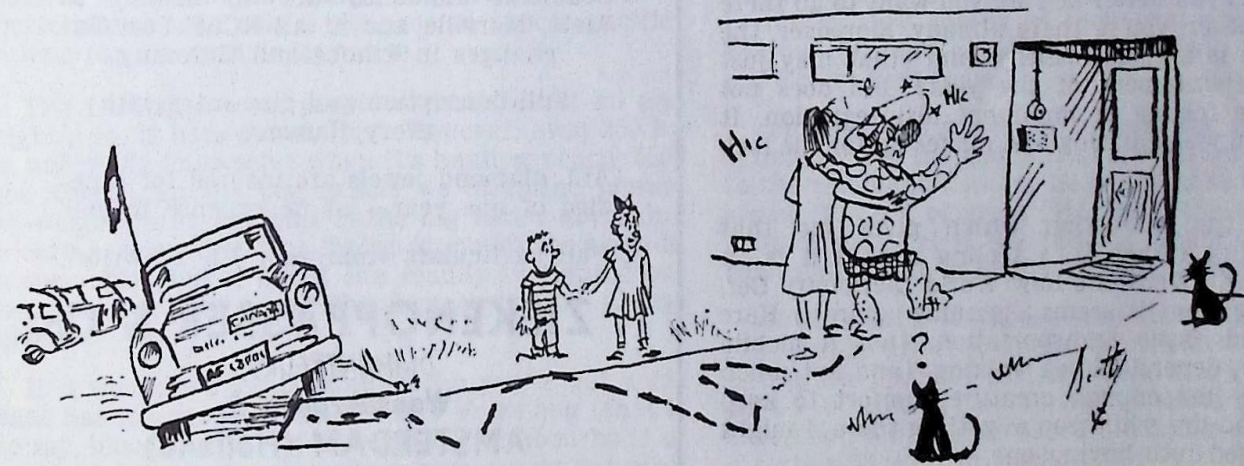
by Stu Moodie

To tell you this story I've had to wait  
 But I think I will tell you before its to late  
 Looking out of their windows one day in PMQs  
 People saw something which to them was brand new

A car drove up in front of the block  
 Mother got out before the young tots  
 She went around to the other side  
 She helped father out, he'd had to drive

Then they proceeded from side to side  
 Across the lawn and into their home  
 The children they followed along behind  
 The danger they were in far from their mind

The faith installed in a little child  
 To be with their father for a drive  
 Regardless of what he'd had to drink  
 Makes the parents more guilty the way I think



# recreation

## INTERMESS HOCKEY

The league has ended with the Officers in first, Airmen second, Cpls third and SrNCO's in fourth.

Al Wade of the SrNCO's won the scoring championship and MacKay of the Officers won the goal tenders championship.

The Semi-finals started 1 Mar with the Officers defeating the Cpls in the first game 8-3.

Arnold and Lee scored hat tricks for the Officers followed by Carlson and Henderson with solos. Cpls marksmen were: Miller, Grady and Scott.

The Airmen came to life in the third period to defeat the SrNCO's 6-4. The Airmen scorers were Kestrike and Arsenault with two each and Crobar and Pinsonneault both with one. Marksmen for the SrNCO's were Al Wade with two and solos for O'Mara and Shaw.

The 3 Mar saw the Officers defeat the Cpls 7-2 to win their semi-finals in two straight games.

Scoring for the Officers were: Fleming with two and singletons to Henderson, Nichol, Arnold, Johnson and Carlson. Bussieres scored both of the Cpls goals.

The SrNCO's evened up the series with the Airmen with a 2-1 score. All the scoring was done in the first period. Shaw and Wade scored for the SrNCO's while Arsenault scored for the Airmen.

## INTERSECTION HOCKEY

The semi-finals are completed. First place and second place teams will watch the finals from the side lines.

In the «B» series with Combines and ARO, the cellar dweller Combines bested ARO two straight. In the first game Portelance blanked ARO while Belzile got the winning goal for Combines at 4:08 of the first stanza. Insurance goals were added in the third

period by Storie and Vacheresse.

The second game saw Combines open with three unanswered goals in the first period and coast to a 6-2 victory and the right to meet the winners of the «A» series in the finals.

Scoring for Combines: Vacheresse two and singletons to Johnson, Belzile, Roenpriess and Peach. Marksmen for ARO were Nicholson and McCormick.

In the «A» series 109KU did battle against ASO. Their opening game saw 109K take a 2-1 lead in the first period only to have it tied in the second and then blasted three unanswered goals in the third period to emerge with a 6-3 victory.

Scoring for 109KU were Lane and Savoie with two each and solos to Buffet and Watt. Marksmen for ASO were: Gagne, Brown and Merrithew.

ASO evened the series at 1-1 with a 4-1 win in the second game. Beers scored twice to pace the ASO win with Haw and Harrington adding singletons to the cause. Savoie scored 109KU's only tally.

The third game was a game of thrills as Fulton scored for ASO at the two minute mark of the first period and led by the brilliant goaltending of Richardson blanked 109KU to earn a 2-0 victory. ASO got their second goal when, with one minute to play 109KU pulled their goalie in an attempt to even up the game and Butler scored into an open net.

So now the third and fourth place teams are in the finals. It should make for a thrilling finish.

## MINOR HOCKEY

All house leagues are in their play-offs now and will finish about the end of March.

The All Star Teams will be playing in the Air Division Play-offs on March 26 and 27.

Mosquito and Midgets play at 4 Wing, — Bantams and Pee Wees play at 1 Wing starting at 1500

hours on Saturday.

The Annual Midget Hockey League Banquet will be held at 1900 hours on April 1st, in the Airmen's Mess for players and coaches. MVP and PMQ trophies will be awarded. See your Hockey Player there.

## EXHIBITION BASKETBALL

Etain travelled to 1 Wing to do battle with a 1 Wing quintet. The boys kept in the contest except for about two minutes when Etain scored four quick baskets which 1 Wing were unable to overcome. The final outcome was Etain 44 1 Wing 33. Scoring for 1 Wing were George Wheeler 12 points Dick Millward 8 Tom Tobin 6 Bob Guppy 5 and Larry Avant 2 points.

## HIGH SCHOOL BASKETBALL

The boys travelled to Metz to participate in the annual Air Div Tournament on 25-26 Feb.

The boys faced 3 Wing in the first game. Tournament pressure got to them and 3 Wing held them to only four points in the first half, all by Larry Avant. The second half saw a more confident quintet and they battled 3 Wing on even terms but were unable to overcome the first half score and bowed out 27-14. Scoring for 1 Wing were: Larry Avant, Eric Sanderson and Allen MacDonald with four points and Austin Wheaton with two points.

The second game was against Metz. The boys trailed 11-7 at half time. The second half saw them give up a single point on a foul while Larry Avant sunk a thirty footer for two points. The fourth quarter saw 1 Wing explode with Eric Sanderson striking for three quick baskets to open a one point lead and Allen MacDonald then got two points on a rebound

and a spectacular fast break pointer to put the game out of reach for Metz and the boys won 19-14.

Marksmen for 1 Wing were: Eric Sanderson 7, Allan MacDonald 6, Austin Wheaton 4, and Larry Avant 2.

On Sunday the boys went against Soest in the first game. This time they were never headed as they opened the scoring and then went on to gain a much deserved 22-12 victory. Eric Sanderson led the 1 Wing quintet with 12 points followed by Austin Wheaton with 4 and Larry Avant and Allan MacDonald with 3 each.

There was real pressure on the final game of the round as 1 Wing faced 4 Wing. The winner of this game faced 3 Wing in the finals for the Championship. The boys jumped into a 8-4 first quarter lead only to be faced with a dramatic surge by 4 Wing to be faced with a 22 tie at full time. For two full overtime periods the two teams battled scoreless although both sides had scoring opportunities. In the third overtime period 4 Wing finally scored and emerged tired but victorious 27-22. Scoring for 1 Wing were: Allan MacDonald 8, Austin Wheaton 7, Eric Sanderson 5 and Larry Avant 2.

The boys did a terrific job and gave a good display of ability and sportsmanship. Although they did not win the Championship they earned the respect of everyone present with their desire and ability. The school should be proud of the team who are as follows: Larry Avant (Capt), Eric Sanderson (AC), Scott King, Austin Wheaton, Allan MacDonald, Bob Bais, Dan Dunlop, Brian McLeod, Dave Simpson and Stew Tomlinson.

## INTERSECTION BASKETBALL

The league has drawn to a close with the Cpls winning the league followed by the Officers, Airmen and High School and lastly ASO. The finals start 7 Mar with the Officers taking on the High School and the Cpls facing the Airmen.

The league scoring Championship was somewhat of a surprise this year as two players ended in a dead heat and both were on the

same team. Tom Tobin and Dick Millward lead the league with 140 points each.

The Semi-finals will be the best of three and the finals will be the best of five.

Best of luck to all teams.

## VOLLEYBALL

The league is still going full tilt. Hospital still leads the league with only one loss.

The calibre of play has improved greatly and yet the spirit of play still exists.

The Station Team has been practising now for two weeks and in another week they will travel to Metz to compete with the rest of the Wings for the Air Division Trophy. Best of luck to the team.

The standings are as follows:

TEAM	GP	W	L	Pts
HOSPITAL	9	8	1	16
109K(O)	9	7	2	14
109K(A)	9	5	4	10
ARO	9	5	4	10
MSE	10	2	8	4
CE	10	2	8	4

## CURLING

In the Mixed League Bonspiel held 5 Mar and 6 Mar Bud Lan-

don defeated John Leiper in the final game to win the top prize. John Leiper scored a five ender in the last end but needed a six ender to tie the game. Third prize went to Bob Stevens and fourth to Irene Marback.

In the second event final, it took Doug Brown an extra end to defeat Al Tomlinson. Doug Brown three points up after nine ends let Al Tomlinson count a three ender in the tenth end but counted one in the extra end to win the game. Third and fourth prize went to Jim Morgan and Marion Adams respectively.

In the Womens Air Division Bonspiel held in 4 Wing, Mrs. Tomlinson from 1 Wing made it to the finals in the first event but was defeated by Mrs. Krepps from 4 Wing. The game went an extra end. Mrs. Townsend also from 1 Wing made it to the finals in the second event to be defeated by Mrs. Treleaven from 4 Wing.

A wind-up dance will be held Saturday 26 March. Admission is free for curlers and wives. Guests are welcome but will be charged an nominal admission fee. All trophies and prizes for the winners in each league will be presented at the dance.

## FIGURE SKATING - MARVILLE STYLE 1965-1966

The activities of the Marville Figure Skating Club have progressed in leaps and bounds this year, or maybe we should say in jumps and spins. As some of you may recall, we made an attempt at forming a club last year but did not have much success as we could not create interest, therefore there only a few participated and enjoyed the lessons and skating.

This year something new has been added, that we hope will give the present members some incentive and also encourage new members to join next year. This new look is made possible by the club making application to the Canadian Figure Skating Association for membership. The Association is itself a member of the International Skating Union. We are being sponsored by two Figure Skating Clubs in Canada for our membership for which we thank them very much.

The Marville Club is backed, for financial support, by the PMQ Council and through this support and the registration fees collected from the members we have finally put our club on the road to bigger and better things, we hope, in future years.

To explain some of the things that we have accomplished:

- 1) Membership in the Canadian Figure Skating Association which costs the Club \$25.00 per year.
- 2) National skating test that can be carried out at most levels by our own instructors. We, the Club, have Test Record Cards that record all the tests each individual has passed while a member of this Club. These cards are honoured by any club in Canada that is a member of the CFSA. Therefore when a child, teenager or adult passes

any tests at the Club they may carry on with their instruction to pass tests at clubs in Canada upon their repat home. Badges have been purchased from the Association to be awarded for tests passed.

- 3) To become a member of the CFSA we had to submit a Club constitution which included an Executive (president, vice-president, secretary, treasurer and a member to represent the Club at the annual meeting of the CFSA). Also there is a Board of Directors or Governors of six members. This initial organizing took a lot of work and planning and I would like to take this opportunity to thank all those who volunteered their time and support.

NOTE: In April there will be a general meeting of all members of the Club, 1965-66 season, to elect a new executive and a board of governors for the coming season of 1966-67, and it will be up to these people to continue to carry the ball for the Club.

- 4) The big event is still in the working and practising stage, and I mean work for the people involved, I am talking about the

#### 1st ANNUAL MARVILLE WINTER CARNIVAL

Although sponsored by the Figure Skating Club and the PMQ Council, the Carnival is planned to take the whole station of 1 Wing. For instance some of the events to take place are:  
A CARNIVAL QUEEN - selected from the High School by el-

ections run by the students.  
COSTUME JUDGING - anyone in costume, *on skates*, may take part and compete for prizes. You do *NOT* have to be a member of the Figure Skating Club to enter.

RACES - competition by different organizations, Cubs, Scouts, Guides, Brownies, etc

CLOWN ACTS - What can you say about clowns, ha, ha, chuckle, etc.

PERFORMERS - members of the Club doing their stuff all ages from 4 years to WOW...

We of the Club would like to see you there

WHERE ★ ARROWHEAD ARENA  
(with the new front)

WHEN ★ 6.30 p.m. or 1830 hrs  
FRIDAY 25 MARCH 66

So for three hours of live entertainment come and Join the crowd and watch the

«REALLY, REALLY B-I-G SHOW»

See you all on the 25 Mar. 66. And thanks for putting up with this poor typing and bad punctuation. (Tt's a real pleasoor - Ed)

CN Durdin

## THE MARVILLE AUTOSPORTS ASSOCIATION

The Association has run ahead full tilt during the past month, with two rallies and a meeting held. The Florenville Rally was held on 12 Feb with a good turnout to cover the Rally course through the scenic Semois River valley. This event was won by Bob McKiel and Bob Smith in the red Ford Cortina GT.

At the regular monthly meeting held in the Wing Ground Training building, on Feb 14, two new members were welcomed into the fold, and a short informative talk on navigation techniques was delivered by Bill Thompson. After much, shall we say, «spirited» debate, it was decided to limit the privilege of laying out rally courses to the members who have competed in four events. This rule may help avert some of the «Disaster Areas» we have experienced in the past! Then on Sun, 27 Feb a field of ten cars competed in

what proved to be a very interesting map reading exercise, with three separate legs and two average speed changes to complicate things. The event was won by Fred Sjorquist and Bill Merchel in a Volvo. Congratulations on the fine showing, men! (Inside joke - «Hey Rose, how many bumps and bridges in Xivry-sur-Concourt?»)

UP - AND - COMING... a gymkhana, (timed speed run through an obstacle course, using soft obstacles naturally) on the 13 Mar. A Club meeting in the Wing Ground Training building at 2000 hrs 14 Mar, at which a new Competition manager will be elected. And a Rally will be held, probably in Belgium, on the 27 March. More information on these events in the weeks to come.

If you are interested in driving your car, not just to work to the PX, but in competition with other enthusiasts, then by all means attend our events. A special invitation is extended to those from other Wings, and to American personnel at Verdun and Etain. Entry fees for Club meets are \$1.50 each for non-members, and memberships are open to all AF or CF licence holders for \$3.00 a year. By all means come out, you'll find that driving in France can be fun... or perhaps «stimulating» would be a better word?

Sid Stephen

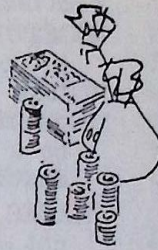
### ATTENTION ALL 1 WING PERSONNEL

The 1 Wing Judo Club is now open for new members. No previous experience required. Enjoy the fastest growing sport in Canada. A sport that is not limited to seasons, a sport in which the mind is conditioned as the body tempered. The 1 Wing Judo Club has two 1st degree black belt instructors who have planned an interesting training program for you. Anyone wishing more information on the judo club and its operation or anyone desiring to join may present themselves at the Station gymnasium on practice nights or contact LAC Bunt at Local 97.

Club practice hours are : 1730 to 1930 every Tuesday and Thursday evenings.

Children's classes are held from 1330 hrs to 1500 hrs every Saturday afternoon.

# the mart



## ARROWHEAD CLASSIFIED ADVERTISEMENTS

OFFICE HOURS: MON, WED, FRI, FROM 0930 HRS TO 1300 HRS

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### notices

THERE IS NO CHARGE FOR ADVERTISEMENTS SUBMITTED BY ARMED FORCES PERSONNEL AND THEIR DEPENDENTS.

Anyone wishing to place an ad on the STATION BULLETIN BOARD, in the ARROWHEAD TRIBUNE or over CFN, will please submit their ads to the Arrowhead tribune office, who will provide the card for the Bulletin Board, publicity in the magazine and over CFN. For your convenience, just drop the ad in the box provided under the Bulletin Board.

TO CANCEL an Ad: Remove your advertisement from the Bulletin Board, write *cancel* on the face, place in the Arrowhead Box. Thank you.

Faced with a drinking problem? Alcoholics Anonymous can help you. Call: Local 16. Weekly meetings are held in the PMQ school, every Wednesday at 7.00 p.m.

### wanted items

Wanted to buy: 9mm German Luger. Please contact (by mail) Sig. K.W. McCannan CFPO 5050, 4 Sig. Sqn. stating condition and price.

DRESS MAKING — repairs, and alterations. Contact: Mrs MacDiarmid, PMQ B-122.

DRESS MAKING — reasonable prices. Contact: Mrs R. Newell, PMQ G43.

WANTED TO RENT — 3 bedroom house, close to station. WILL PURCHASE FURNITURE. Contact: Cpl Wilkins, local 194 or 50, Grand-Rue, Chenois, Belgium.

ALTERATIONS AND DRESSMAKING See Mimi Croteau No. 209 — Second Street, M.L.T.P.

### wanted to rent

Wanted: a 3 bedroom apartment or house in July. Contact: Cpl Bjornson, local 179 or at BB 16, Room 32.

Teacher, Virton, wants Trailer to rent, 4 persons, max. 1100 lbs. From 28 June to 20 July. Offers to J. Frerotte, 20 rue des Coloniaux, Virton, Tel. (063) 580.22. (137)

### misc. items for sale

Canadian baby carriage, good condition. Contact: Lac McKean, D-2 M.L.T.P. or local 157.

Chrome stroller — \$12.00, Baby swing or car seat — \$4.00, Baby gate, bathtub. Handy Hot Washer — \$5.00, Electric heater — \$8.00. C.E. Iron — \$4.00. Contact: Lac Gillatly, No. 1 Rouvroy, Belgium.

Nylon Chiffon dress, white w/black roses. Full skirt,  $\frac{3}{4}$  sleeves. \$9.00, Size 13. Apply No. 13 A. M.L.T.P.

Infants car bed — \$7.00, Childs bicycle — \$14.00. Maternity dress, royal blue. (dress-up dress) Price \$8.00. Contact: La Mew, local 273-2 or 14, rue Ste Anne, Florenville.

One 70 hr. camping gaz bottle, No. 28 regulator and stock cock. One 40 hr. gaz bottle c/w No. 28 regulator. Contact: Sgt. R. Lasnier, local 186 or PMQ B-68.

Argus 35 mm Camera with wide angle, telephoto and std lens. Comes with leather case and carrying case. Contact: Jeffery Gillean, PMQ B-14 or Mr. Morrison, local 233, Canada Customs.

Baby carriage/mattress — \$6.00, Bassinette/mattress — \$6.00, Maternity dress — \$6.00, Car bed — \$3.50, 1500 W. Transformer — \$8.00. Contact: Cpl Sansome, local 183 or PMQ G-122.

Trailer hitch suitable for American car. Circular play pen — \$8.00, Baby walker — \$1.00. Contact: Sgt Barnes, local 179 or 13, rue de Banriere, St. Mard, Belgium.

1957 Jawa Motorbike, 177 cc. Maroon in colour. Recently overhauled. 2 helmets and saddlebags. Price 125.00. Contact: Cpl Collington, MSE, local 166 or PMQ G-23.

Ironing board, Vacuum cleaner (110 V) Toaster (110 V) Portable Washer (110 V). Contact: F/O Verdun, local 250 or at 1, rue Jean Soos, St. Mard, Belgium.

BEAUTY COUNSELOR: Contact Joey Wilkinson, 332 - Third St. Maple Leaf Trailer Court.

Coleman stove with oil drum. Price \$24.00. Contact: Lac Vaillancourt, local 104 or 16, rue de Chiny, Montmedy.

Gas stove (2 burner grill and oven) 2 camping gaz bottles (70 Hr) Gaz heater, Portable sewing machine, aladdin heater, child's wagon, plastic bike, training chair, 2 cots, Transformer 1500 W. Contact : Sgt Beaudet, local 197 or 413 Arrow Crescent, Maple Leaf Trailer Park.

## **cars for sale**

1961 Morris Mini Station Wagon, Good condition. Price \$350. Contact : Lt. Himbury, Postal Depot, local 39.

1949 Volkswagen (1956 engine) plus spare parts — Price \$90.00. 1954 Opel Kapitän, selling for parts. Contact : Lac Bailey, local 197 or 34, Grand-Rue, Lamorteau, Belgium.

1961 Porsche 1600 Super «S», 1583 cc 8.5 — 1 compression. Model 354B. 6 Michelin «X» tires, safety tested. Price \$1750. including insurance. Contact : Dr. M. Marshall, local 99 — No. 3 Wing.

1964 — 1500 cc Micro Bus, single owner. Only 20,000 miles. Fully equipped as camper. Good condition. Contact : Cpl Anderson, local 178 or D-5 Maple Leaf Trailer Park.

1961 Vauxhall Victor Super Station Wagon. Custom trailer hitch, trailer lights 54,000 miles. \$475.00 or best offer. Contact : Sgt R. Daigneau, local 300 - 2 or PMQ B-64.

For Sale — Ford Custom, in excellent condition. For more information apply to 11, Grand-Place, Virton. (138)

## **camping trailers for sale**

Camping trailer - 8 x 12, sleeps 3 - 4, plus 9 x 12 Jametz tent. 2 air mattresses, gas stove c/bottle, gas lantern, trailer hitch. Price \$325.00. Contact : Lac Bailey, local 197 or 34, Grand-Rue, Lamorteau, Belgium.

## **trailers for sale**

3 Bedroom, furnished Governor General House trailer, with large addition. Plenty of cupboard space and closets. Very warm and comfortable. Immediate occupancy. May be seen at any time. — at 224 — 2nd Ave, Maple Leaf Trailer Park.

3 Bedroom Willerby house trailer with 24 x 12ft extension. Fully furnished. Price \$3,300.00, also new TV priced at \$200.00. Contact : Cpl Quillet, local 277 or 322 Maple Leaf Trailer Park.

32 Ft. President house trailer with 40 ft extension. Fully equipped with : Hoovermatic washing machine, vacuum cleaner, fridge, electric iron etc. Available early in May 1966. Apply No. 208 — 2nd Street, Maple Leaf Trailer Park.

Willerby house trailer with large extension. Contains 1ge living room, kitchen full bath, two bedrooms, also attic for storage. Completely furnished with many extras. Contact : Lac Kelly, 109 K.U., local 185 or A 17 M.L.T.P.

3 Bedroom trailer, fully furnished. Available April 30. Contact : Lac Pilon, C2 Maple Leaf Trailer Park.

2 Bedroom Willerby trailer w/extension and porch. Full sized fridge, hoovermatic washer and spin dryer, and necessary household articles. Ample storage and cupboard space. Fenced in lot Available June '66. Contact : Cpl Ruse, C-13 M.L.T.P. or local 43.

## **for rent**

2 bedroom apartment. \$70.00 per month. Hot water. Contact : Lac Gustafson, local 117 or see Madame Dehaut, 28 Faubourg d'Arival, Virton, Belgium.

3 room centrally heated apartment in St. Mard. Suitable for couple. Contact : J. Bertin, 115, rue d'Harnoncourt, St. Mard.

# 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

# on the lighter side



Touring Texas, a visitor heard a radio report of possible tornadoes in a nearby state.

«Is there any chance of getting a tornado here?» he asked.

«Heck, no!» replied a Texas Type. «The winds we git hyar jist natcherly tear tornadoes to pieces!»

★

«Let's leave out the clothes closet,» said the practical man to his architect, «my wife keeps insisting she has nothing to wear.»

The Washington Biological Survey puts metal bands on the legs of birds to study their migration habits. The bands are stamped: Wash. Biol. Surv.

A letter from a Kentucky boy complained: Sirs: one of your pet crows got hung up in the plant telephone lines. I got him down and followed the instructions. I washed it, bioled it, and surved it. But it still tasted terrible.

★

A motorist lost control of his car and ran into a telephone pole. When he came to he was on the ground cluthing telephone wires.

«Thank goodness,» he murmured. «It's a harp.»

★

The little boy looked up and down the street, then sorrowful, approached a policeman standing on the corner.

«Sir,» he asked, «did you see a lady going up without me?»



Theatre Manager :  
Sgt. M. King

Assistant Manager :  
Lac J. LeBlanc

# MARVILLE

## FORTHCOMING ATTRACTIONS

Thursday 17 March, 1900 hrs only

### THE PINK PANTHER

« A » Peter Sellers, Capucine, David Niven  
(Comedy thriller in Technicolor)

Friday 18 March, 1800 and 2030 hrs

Saturday 19 March, 1900 hrs only

### SHENANDOAH

(Western in Technicolor)

« U » James Stewart, Rosemary Forsyth

Saturday 19 March, 1345 hrs CHILDREN'S MATINEE

### UTAH WAGON TRAIN

Sunday 20 March, 1800 and 2030 hrs

Monday 21 March, 1900 hrs only

### ROTTEN TO THE CORE

Comedy/crime, they robbed the British army

« A » Anton Rodgers, E. Sykes, I. Bannen, A. Bunnage

Tuesday 22 March, 1800 and 2030 hours

### COMPANY OF COWARDS

American civil war, meet the losers !

« A » Glenn Ford, Stella Stevens, Melvyn Douglas  
Jim Backus, Joan Blondell

Wednesday 23 March and Thursday 24 March

### BEN HUR

CinemaScope — Technicolor

« A » Charlton Heston, Haya Harareet, Jack Hawkins,  
Stephen Boyd, Martha Scott, Hugh Griffith  
William Wyler's

Patrons please note this film will commence  
at 1900 hrs

Friday 25 March, 1800 and 2030 hrs

Saturday 26 March, 1900 hrs only

### YOU MUST BE JOKING !

Comedy about group of servicemen on initiative test

« U » Michael Callan, Lionel Jeffries, Leslie Phillips,  
W. Hyde-White, Denholm Elliot, Bernard Cribbins

Saturday 26 March, 1345 hrs CHILDREN'S MATINEE

### PIRATE SHIP

Sunday 27 March, 1800 and 2030 hrs

### EVERY DAY'S A HOLIDAY

Musical comedy in Scope and colour

« U » J. Leyton, M. Sarne, Freddy and The Dreamers

Mon, Tue, Wed and Thursday at 1900 hrs ONLY

March 28, 29, 30 and 31

Elizabeth Taylor as

### CLEOPATRA

« A » with Richard Burton as Mark Antony and Rex  
Harrison as Julius Caesar also starring Pamela Brown  
George Cole and Roddy McDowall.

This film will commence at 1900 hrs each evening.

Friday 1st April, 1800 and 2030 hrs

Saturday 2nd April, 1900 hrs only

### PURE HELL AT ST. TRINIANS

Hilarious return of the school (?) for young ladies !

« U » Cecil Parker and Joyce Grenfell



*“My new Hoovermatic  
is so automatic...*

*yet I’m in  
complete control  
of washday”*



**DE LUXE**  
**TOP CONTROL**  
**HOOVERMATIC**

*(See it at your P.X.)*

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

\* **So Automatic.** But there's no point in standing over a machine all morning—and when you've set the controls you can leave the Hoovermatic to work automatically.

\* **TOP CONTROL** You control your washday by just three switches—perfectly positioned flush with the top of the machine where you can see and reach them without stooping. One controls the emptying pump, one sets the temperature of the heater (40°C) to boiling), the third controls the washing action time.

\* **NEW AUTOMATIC CONTROLS** The De Luxe Hoovermatic takes the guesswork out of washday. All you do is set the controls, and the rest is completely automatic. And a new thermostat ensures that the clothes are always washed at the temperature set by you.

\* **FASTEST CLEANEST WASH** The Hoovermatic gives today's fastest cleanest wash. After extensive testing Hoover found that only a side pulsator produced the complex water movement necessary for a really thorough wash—every article is constantly moving and nothing can get trapped at the bottom of the stainless steel tub.

\* **NEW SUPER-EFFICIENT SPIN-DRYER** The new spin-dryer has been redesigned to extract more water than ever—and you can control the length of time it spins. It's extra safe, too. When you lift the lid, the motor immediately switches off and an efficient braking system stops the spin-dryer.

\* **PRECISION-BUILT** The clean lines of the Top Control Hoovermatic give you an idea of the quality engineering which has gone into it. Everything about the machine works quietly, and vibration has been skillfully reduced in the wash-tub, motor and spin-dryer.

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

