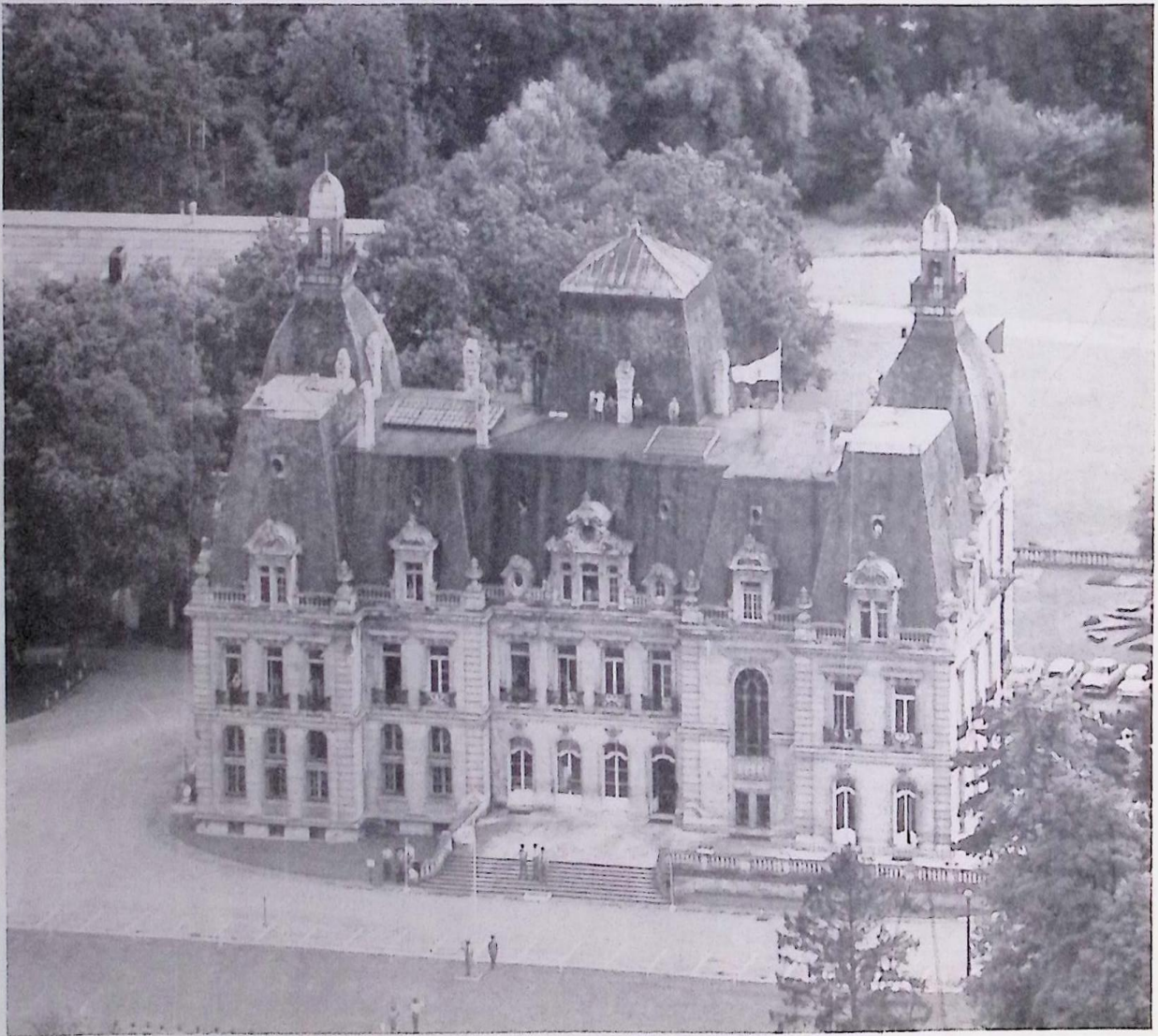


Arrowhead TRIBUNE





VOL. 6 — N° 18

1 WING RCAF MARVILLE

28 OCTOBER 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 STAFF

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

Arrowhead Office:
Room 17, HQ Building, Tel: 75-2
Hours of Operation:
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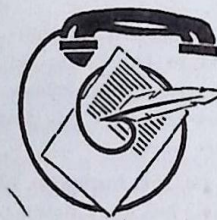
Photos:	Material:	Next issue:
Nov. 4	Nov. 7	Nov. 18
Nov. 18	Nov. 21	Dec. 2
Dec. 9	Dec. 12	Dec. 23

The Editor will be pleased to receive contributions in French for Publication in this Magazine.

L'éditeur sera heureux de recevoir des articles rédigés en français pour être publiés dans ce magazine.

COVER STORY SEE PAGE 5

editorial



With the presence of our Editor being more urgently required in Canada during the publication of this issue, the staff pass long an Editorial by F/O Reagh, July, 1962, It's still still as true as ever today.

« The many comments and suggestions heard of late regarding this magazine have been appreciated. It would seem that the distribution of the Arrowhead is being anxiously awaited by most one Wingers. As a further indication of increasing popularity, several requests have been received for subscriptions from Canada.

As you regular readers know, the Arrowhead has several feature sections, containing we hope, something of interest to everyone. In order that this, your magazine, may continue to progress and further entertain, you are encouraged to submit your criticisms and/or suggestions, preferably as letters to the editor. Two heads are still better than one — similarly a thousand would be more productive than three or four.»

Since the printing of that Editorial — the distribution of the Arrowhead has been raised from 800 copies to the present 1400. If we have such avid reader interest — and we seem to — then WHY NOT contributors.

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

news of Canada

'Like precision machines'

RCAF GETS TOP MARKS IN NATO EXERCISES

by Bob MacKenzie

Bardufoss, Norway (CP) — The helicopters used by the RCAF and the Canadian Army received top marks from Norwegian and other foreign officers during NATO's mid-March exercise Winter Express in northern Norway.

«The Canadian air force was tremendously efficient in the airlift,» said Lt.-Col. Peter Nissen of the Royal Norwegian Air Force, chief of operations at this airfield used for the airlift of troops from Canada and other countries.

«Their turn — around times were excellent — the best by far of any nation.»

The turn — around time — time taken to unload, refuel and service the C-130 Hercules transports in the airlift — averaged 52 minutes in the initial phase of the operation which saw 1,000 soldiers and their equipment flown in from Camp Gagetown, N.B., and Ottawa.

Next best time was 63 minutes by the U.S. Air Force which also used Hercules aircraft and 76 minutes by the U.S. Marine Corps.

Italian and British planes took even longer, but they were using different aircraft and exact comparisons are not possible. The Italian C-119 Flying Boxcars needed 86 minutes on the ground here while RAF Argosy flights averaged 92 minutes.

«The Canadians worked like precision machines,» Col. Nissen observed after the supply phase of the exercise was complete.

«When the planes landed, everything was ready and the men were at work even before the propellers stopped. They didn't waste a second.»

The airlift and additional supply flights were a major test of NATO readiness in the three-week exercise. The exercise revolved around the transportation of NATO's Allied Command Europe land mobile force designed to meet any threat to NATO's flanks — either in Norway in the north or Greece and Turkey in the south.

The Norwegian Army's Brigade North was strengthened by the mobile brigade

consisting of Canadian, Italian and British infantry battalions along with U.S. troops for special duties and air force squadrons from Britain, The Netherlands and the U.S.

Second part of the exercise — Inner Express — tested the ability of the NATO brigade to survive move and flight in the northern climate.

Return of the international contingents was the final phase of the operation.

This initial air movement was completed on schedule despite erratic weather that delayed many flights. But the final operation ran into trouble from the start.

Bad weather at this mountain base delayed the first flights, then a USAF Hercules slammed into a mountain trying to make a midnight instrument landing. All seven crew members were killed.

The crash stopped all operations for more than 12 hours.

OVERSEAS SCHOOLS

by Ronald Grantham

The Canadian education scene looks pretty good to Dr. Frank G. Patten, chief superintendent of the defence department's schools overseas, who has been visiting in Ottawa this week.

Systems on the European continent have their merits, but they haven't yet gone all out to serve all the people, Dr. Patten finds.

He's glad that his schools use Ontario's curricula.

«We had eight Ontario Scholars this year, among fewer than 100 Grade 13 students. And the percentage of papers passed was greater than 94.»

Formerly superintendent of the Ottawa Collegiate Institute Board's schools, Dr. Patten laid the foundation stone of the new High School of Commerce Monday. He was principal of Commerce from 1933 to 1941.

He remained for briefings in the defence department, where A.A. Smith is director of education. The department's schools are the responsibility of the associate minister, Leo Cadieux, and his deputy, Col. Paul Mathieu.

Staffing problems and problems caused by French withdrawal from integrated North Atlantic Treaty Organization services have been under discussion.

450 TEACHERS AND 8,000 STUDENTS

Dr. Patten has a staff of 450 teachers, principals and inspectors for 8,000 students in classes from kindergarten primary to Grade 13.

The schools are mostly in West Germany — 11 of them — but there are two in the Paris area — at SHAPE (the NATO headquarters) and Fontainebleau — and others in Italy.

Of the schools in Italy, one is in Sardinia, where Canadian fighter pilots from West Germany go for target practice, sharing a base with Italians and Germans. A Canadian maintenance crew is stationed there.

The schools in France will likely be moved to Belgium (where SHAPE — for Supreme Headquarters, Allied Powers in Europe — will be transferred) and Holland.

The SHAPE school is housed in a French lycee, in several national sections. The principal of the French lycee likes this diversity so well — the Canadians so much — that he is asking that two Canadian teachers be left with him.

The staffing problem is to get enough experienced Grade 13 teachers, and enough teachers at the kindergarten-primary level.

Dr. Patten's teachers go to Europe under three-way contract involving themselves, their school boards and the defence department.

Their boards continue to pay their salaries and maintain their pensions and other benefits. Periodically, the boards bill the department.

DEFENCE LOOKS AFTER HOUSING

In Europe, the department looks after housing, which may be on a military base or in rented quarters. It also pays transportation.

Even if a teacher pays rent, he may be able to save more than he could at home. Savings, or extra earnings for additional duties, help them to move about. Many delight in the numerous museums, art galleries, music festivals, opera houses and theatres.

The broadening effect of these European experiences benefits great numbers of Canadians and Americans, Dr. Patten observes.

But he notes also a tendency on the part of many Canadians, especially the wives, to

keep to their own enclaves, seldom meeting Europeans or enjoying Europe's cultural riches.

In France, about 16 rectorats of academies control schooling in their respective areas, subject to directives from the education ministry. The system tends to be too academic, conservative and bureaucratic, says Dr. Patten.

There is much talk of reform, but parents and teachers have not been involved in the process.

SPECIALISTS GET EXCELLENT TRAINING

By age 11, the French pupil has been selected either for the academic lycee or for some kind of more practical training. But vocational and technical education have not been developed so well as in Canada, he says.

Specialists get excellent training, though mainly theoretical. One mining school accepts only 10 per cent of its applicants — all of whom have their baccalaureate standing (a Grade 14) and three years at a lycee.

The Germans have an elaborate apprenticeship system. At 14, a boy goes into some type of work, returning to school one day a week. He earns a diploma in three years.

Dr. Patten thinks the Swedes and Japanese have a better system — pre-apprenticeship vocational schools, from which graduates go into industry and become journeymen in a couple of years.

Until 14, German youths may go to the realschule, where the program is like Ontario's four-year secondary arts and science course, or to the academic «gymnasium» and on to university.

Dr. Patten says the Europeans are greatly worried about American leadership in electronics, communications, and related equipment-making. «The Americans have the experience and the know — how to dominate in these fields.»

Summing up his impressions, Dr. Patten concludes that in the case of Canada the democratic spirit of a new country and the aim of education for all the people will pay off.

BEST IN WEST

Canada's Alouette I still singing after orbiting for four years

Ottawa (CP) — Canada's Alouette I satellite, still singing like a lark with its space information, spent its fourth birthday in orbit yesterday.

If Alouette is singing, you should hear the scientists.

Dr. A. H. Zimmerman, chairman of the

Defense Research Board, said in an interview:

«The Americans have acknowledged that Alouette I has the best test and flight record of any satellite in the West. And I'm damn sure the Russians can't top it.»

Alouette I has travelled 576,000,000 miles and made its birthday orbit — orbit number 19,951 — over Alaska. It has executed 52,000 commands from the ground.

«Imagine what that means,» Dr. Zimmerman said. «A light bulb executes a command when you turn it on. If you're lucky a light will turn on 1,000 times in your house, before it burns out.»

The best U.S. scientific satellite has transmitted information to space for some 36 months. The solar cells which feed the battery which drives the transmitter of Alouette I still are operating at 35 per cent efficiency after four steady years of work.

Alouette II, launched Nov. 28, 1965, has all appearances of matching its older sister he said.

Canada's third satellite, Isis-A, will be launched about a year from now. It will also measure variations in the ionosphere, the electrically-charged layer above the earth, but from a much higher orbit.

LARGE-SCALE ARCTIC WAR UNLIKELY — RESEARCHERS

Ottawa (CP) — The defence department has long been concerned about the possible need for conducting military operations in the high Arctic where permanent aircraft landing strips are few.

Consequently, it has been investigating the possibilities of using ocean and lake ice as airfields and commissioned a McGill University research group at Montreal to undertake such studies.

E.R. Pounder and M.P. Langleben of McGill report on the subject in a paper made public today by the board.

«Large-scale ground warfare in the Canadian Arctic regions is very improbable, on logistic grounds alone. Small-scale field operations are conceivable, however, for such purposes as defence against submarine intrusion,» the report says.

In the Arctic Archipelago, sea transportation is limited to brief periods of the year — two or three months in Hudson Strait and Coronation Gulf to as little as two or three weeks in Lancaster Sound.

CARGO LIMITED

Most of the area north and west of Lancaster Sound, which lies between Baffin and Devon Islands, is inaccessible to surface vessels other than icebreakers, which have

limited cargo space.

Aircraft provided the only answer to the transportation problem in the Far North. Ice could provide natural airstrips as well as routes for movement of men and vehicles for distances up to 50 miles after being landed from the air.

Mr. Pounder and Mr. Langleben say ski-equipped planes of the 13-ton, twin-engine Dakota class can land safely at about any chosen location on ice less than one year old.

«Quite large-scale operations would be possible,» they say, «using prepared runways on thick young ice.» Aircraft of 100 tons could be landed safely on such strips.

By contrast, ice more than a year old is extremely rough and no vehicle larger than a motor toboggan or dog sled could traverse such ice, the report says.

The report says the nature of the first thaw is a little-known feature of the Arctic which could be disastrous for an iceborne operation.

«The transition from an apparently firm snow surface to complete melting of the snow cover may occur in as little as 24 hours and is almost invariably complete in two or three days.»

FOOD STORAGE GETS DEFENCE SCRUTINY

by Bob Cohen

Ottawa — What kind of food and how much water are needed by a soldier fighting in a broiling desert?

What are the physical and psychological pressures on troops trying to gain ground in steaming tropical forests?

What is the most effective way to operate troop carriers in unrelenting Arctic wind and cold?

Scores of questions like these are being discussed here this week by the six countries attending the Commonwealth Defense Science Organization conference.

The closed meeting, which began Monday, swings into high gear today with presentation of the first of 80 scientific papers.

For the past two days the organization's food defence studies group has been exchanging ideas on the problems of packing and preserving food for military and civil defence.

STORAGE HAZARDS

These problems seem rather academic but when you consider that rations often have to be stored at room temperature for as long as five years, their depth becomes apparent.

Although the department of national defence no longer does research on packaging, the agriculture and health departments have given Canada a fine reputation in this field.

Papers on warfare problems in extreme climatic conditions will touch on everything from desert operations to conducting campaigns in freezing, rarefied mountain areas.

SIX COUNTRIES

Only the six Commonwealth countries with well-founded defence research establishments have sent delegates to the conference.

About 230 scientists and technical military officers are participating. The United States, with one observer, is the only non-Commonwealth country represented.

CDSO was organized in Britain at the end of the Second World War. The massive expansion of scientific activity between 1939 and 1945 gave birth to our age of science.

The close scientific co-operation between Commonwealth countries in those days and the desire to sustain good relations were the forces behind CDSO's formation.

EXPANSION NEAR

Today, the organization seems to be on the brink of expanding. Each Commonwealth country has a standing invitation to join.

The new Commonwealth countries in Africa have not because their technologies have not developed to the stage where membership in CDSO would be beneficial.

However, it is expected that some, notably Nigeria and Kenya, are just about ready.

CDSO meets about once every 2½ years. It met in India in 1964 and the last Canadian meeting was held at Fort Churchill, Man. in 1956.

NUCLEAR POWER STATION FOR QUEBEC

The federal government has authorized Atomic Energy of Canada Limited to proceed with the detailed design and construction of a nuclear power station in the Province of Quebec.

The nuclear power station is to be built at Pointe aux Roches on the south shore of the St. Lawrence River, midway between Bécancour and Gentilly, about 10 miles downstream from Trois Rivières. The plant will have an output of 250,000 kilowatts of electricity and is expected to go into service in 1971. The estimated cost of the plant is \$106 million.

AECL has also been authorized to enter into an agreement with Hydro-Quebec for the building and operation of the Gentilly

station. AECL will build the power station and will own it initially. Hydro-Quebec will operate the station and will buy the power produced.

When the station has demonstrated its reliability and its suitability for incorporation into the Hydro-Quebec system, Hydro-Quebec will purchase the plant. The purchase price will be such that Hydro-Quebec will be able to produce power from the nuclear plant at a unit cost of energy estimated to be equal to that from a fossil-fuelled power station of the same size built in the same region.

The station is a prototype boiling light water station. The reactor in the plant will use natural uranium fuel and heavy water for the moderator which sustains a chain reaction in the fuel. In these respects the reactor will be similar to the reactor in the Douglas Point Nuclear Power Station and to the reactors to be installed in Ontario Hydro's Pickering Generating Station. But whereas heavy water will be used to transport energy out of the reactors in Douglas Point and Pickering, light water will be used for this purpose in the Gentilly reactor.

Light water (ordinary water) will be converted into steam within the reactor and the steam will be fed directly to a turbo-generator. In the other reactors, pressurized heavy water transports heat out of the reactors to steam generators, from which steam is fed to the turbo-generators.

Elimination of steam generators in the station offers the prospect of not only reduced capital cost but also increased station efficiency. Furthermore, without heavy water in the energy transport system the problem of heavy water losses is greatly reduced.

NEW BOOK ON VIMY RIDGE

Souvenir Press Ltd., of London announced they are publishing *VIMY RIDGE* by Alexander McKee on October 6. The book is almost wholly concerned with the tremendous success scored by the four divisions comprising the Canadian Corps in 1916.

The author, Alexander McKee, has sought out from the length and breadth of Canada, and from the United Kingdom, a host of witnesses to represent fully the many elements which, united, brought swift and crushing success to the arms of Canada.

Through the vivid, and harrowing, experiences of the fighting soldier and airman, told in their own words, and backed by the official reports and records of both sides, he recreates the battle of Vimy Ridge as it really was.

For the Germans, it was the writing on the wall — they were no longer facing amateurs but professional « storm troops ». For

Canada, the capture of the Ridge marked the day her regiments became an army.

CENTENNIAL SERIES CANADA SAVINGS BONDS

The particulars of Centennial Series Canada Savings Bonds are as follows: Issue date 1 Nov 66 average annual yield 5.48 percent if held to maturity 1 Nov 79. Annual interest 5 percent first four years, 5.5 percent next three years, 5.75 percent in eighth year, 6 percent last five years.

Compound interest feature enables bond holders to double original investment over thirteen year life of bond. If bond holder does not cash annual interest coupons until on or after 1 Nov 73 and then cashes first seven coupons he is entitled to value of these coupons plus compound interest certificate, value on one hundred dollar bond six dollars fifty cents. If next six coupons cashed on or after 1 Nov 79 bond holder entitled to value of these coupons plus second compound interest certificate, value of one hundred dollar bond five dollars twenty-five cents. If on or after 1 Nov 79 bond holder entitled to third compound interest certificate, value on one hundred dollar bond sixteen dollars. In latter case holder of one hundred bond doubles investment: IE interest coupons seventy-two dollars twenty-five cents plus twenty seven dollars seventy-five cents for three compound interest certificates. Bonds cashable at any time for full face value earned interest.

ORDERS FOR UNIFORMS 'DOWN 50 PER CENT'

Service Personnel Fear Obsolescence ?

by Hugh Conrod

Lack of decision on a standardized uniform for Canada's armed forces may leave defence personnel in rags.

Orders for existing uniform styles from all three forces have dropped as much as 50 per cent already as service personnel hesitate to make major clothing expenditures for uniforms which could be made obsolete over night.

Manufacturers and suppliers are also hard-hit by the integration confusion which could leave them with expensive stockpiles of uniform materials and accessories which are no longer in demand.

A Dartmouth firm, Claude W. Vincent Ltd., one of Canada's major suppliers of military uniforms said yesterday that unless suppliers of military buttons can be found almost immediately that they will have naval uniforms hanging on the racks without buttons to complete them.

They have have received a wire from Canada's major supplier of military buttons

stating that none will be available from that source for seven weeks.

«Suppliers of materials and accessory items are hesitant to make large capital outlays because of the heavy loss which could be faced with a sudden announcement of conversion to a completely different style and type of uniform,» said Murray Logan, vice president of the company.

NO DECISION YET

His company has already contacted the department of national defence on the subject and has been advised that no firm decisions have been reached on the proposed integrated forces uniforms.

A major problem being faced, he said, was that materials had to be ordered from England as much as six to eight months in advance. Small companies were subject to a major gamble in placing any orders and yet if they failed to, military uniforms just would not be available.

He said it appeared unfair to expect suppliers to run such a risk to assure the nation of having properly uniformed personnel.

His own firm had placed an order in June for materials which cannot be delivered until January of 1967, he explained. A cut-back in the midst of the peak order period could cost his, and other uniform manufacturing companies many thousands of dollars — and leave them with hundreds of unwanted obsolete uniforms, he indicated. «We are really out on a limb as a result of the situation,» he said.

OFF TO ONTARIO

Within a few days Mr. Logan leaves on a uniform-selling trip to Royal Military College in Ontario and naval establishments in B.C.

Hesitancy of personnel to place orders could possibly result in a cutback of shop workers in the Dartmouth factory, he said.

Purchasers of uniforms at present are basically cadets, newly enlisted personnel and those in desperate need of uniforms. «The remainder are making do with what they have as long as possible just in case a change-over is announced,» he reported.

ONTARIO HIGHWAY TRAFFIC ACT — AMENDMENTS

Starting September 1st, motorists will be required to stop when overtaking and when approaching a school bus stopped with signals flashing.

Where a school bus is stopped on a highway on which the maximum speed limit is greater than 35 miles per hour for the purpose of receiving or discharging school children, the driver of a vehicle when overtak-

COVER STORY

THE CHATEAU DE MERCY

The main headquarters building of the Air Division at Metz is properly called the Chateau Mercy-les-Metz but is better known locally as the Chateau-de-Mercy. Although the building itself is very new by European standards — it was built only 60 years ago — the site on which it stands has an extensive history.

Records show that a Roman villa stood on the site in the 3rd century A.D. and that this was replaced in the year 926 by a fortified manor. It is also known that the Chateau which stood on the site in 1493 — the year after Columbus discovered America — was sacked and burned by a marauding group of cavalymen from Luxembourg on a looting expedition.

The Chateau was rebuilt and destroyed twice more between the 16th century and 1870 when the Germans besieged Metz during the Franco-Prussian War. Finally, in 1905, the chateau was rebuilt in its present form by the Vicomtesse de Coetlosquet.

Before the outbreak of the first world War the chateau was sold to the state and during the war was used to house administrative personnel. After 1918 the local territory reverted to French Control and the chateau became the property of the French state.

At the beginning of the second World War the chateau was occupied by the French until the area was overrun by the Germans. It was then used as a military hospital until the war's end when it was occupied by American Forces. After that it was used as a holiday camp for children of French Army personnel until the Canadians took over tenure in 1953.

The present chateau has little of historical interest in itself but there are one or two items worthy of mention. Halfway up the broad marble stairs leading from the entrance hall there are two statues: one represents Jeanne d'Arc; the other, on the right, represents the famous 14th century knight, the Chevalier Bertrand du Guesclin. This second statue is more than a little flattering it seems, for historians of the period credit the chevalier with being perhaps the ugliest, as well as the most valiant, gentle and chivalrous of the French Knights of the area.

In the chateau entrance hall is a small fountain built into the wall. This is known as «La Fontaine de Retour» — the fountain of return. No promises are made, but legend has it that anyone who throws a coin into this fountain will be sure to return in Europe.

This legend, by the way, only goes back a short time and is Canadian inspired. But nothing has been done to discourage the practice of imitating the famous Trevi fountain in Rome because the money so collected is donated to a local French charity.

Also in the entrance lobby is a large fireplace over which the arms of the Coetlosquet family have been carved. Inlaid in the floor is a cross of Lorraine.

Although the rest of the building has been considerably altered to make a suitable headquarters for the Air Division, the chateau still conveys an idea of its former self — an imposing and luxurious private dwelling.

ing a school bus on which the words «do not pass when signals flashing» are marked and two red signal-lights are illuminated by intermittent flashes, shall stop the vehicle before reaching the school bus and shall not proceed until the school bus resumes motion or the signal-lights are no longer operating.

Likewise when meeting on such a highway other than a highway with separate roadways, a school bus on the front of which two red signal-lights are illuminated with intermittent flashes, motorists must stop before reaching the school bus and proceed only when the signal-lights are not operating.

on the continent

Typical Scene in Holland. an old lock, a fisherman, three windmills, and a number of small boats nestling on the bank of the Dutch canal, provide a restful scene in «The Netherlands».
On similar Dutch canals as many as a dozen bridges can be found in less than an hour's cruising.



some dating from the 14th century, have been restored and converted into hotels and restaurants.

Tours of the Delta Works are available in Rotterdam at \$2.80 per person and no one has to be in hydraulic engineering to appreciate the ingenuity. Tourists can also drive the 19 miles from Rotterdam to Helvoetsluis where there is a delightful restaurant with terraces overlooking the Delta Works. Anyone, incidentally, who wants to see the coast in this area had best hurry, for the Dutch aim to shrink the coastline from 435 miles to 15 by 1980. (And this is already cut considerably from when I saw it in May and obtained these figures.)

This is not surprising for a land which has wrested 550,000 acres from the sea in the last decade.

RECLAIM LOST ISLAND

Finding a spot in Holland which is below sea level is not, of course, difficult. Most of the country is below sea level — often as much as 20 feet below. You can, for example, picnic beside a canal and watch a ship sail past above you. The runways at Amsterdam's Schiphol Airport, once a lake, are 13 feet below sea level.

Just twenty miles from Amsterdam, the Dutch point with pride to the miles of polder or new land reclaimed from the Zuider Zee. A piece of land which has been pumped dry was once an island, but, in 1858, the island lost its battle with the sea and the people were evacuated. Today, the island has been reclaimed and forms part of the polder.

Dams, Locks and Dikes

The old saying that God made the world but the Dutch made Holland has never been more true than it is today. The diligent Dutch, who astounded everybody by pumping out the Zuider Zee, are now at work on a more grandiose endeavor called the Delta Plan.

The plan conceived after the great flood in Zeeland in 1953, calls for a formidable ring of dikes and dams, locks and pumping stations to protect southwest Holland from the sea, now and forever. The project which involves sealing off four great estuaries will permit the Dutch to acquire not only more land, but a series of fresh water lakes, ideal for recreation. Hopes are high that when work is completed in 1980, Holland

will be the largest summer resort in northwestern Europe.

Marinas are being built and resorts featuring water sports are being designed. What is more, the Delta Plan will open many remote regions to the outside world. A new three-mile bridge, built at a cost of \$21 million, now spans the Eastern Scheldt River to link the isolated islands of Zeeland with the mainland.

The people throughout the Province of Zeeland are gradually adapting themselves to change. Take the fishing village of Veere which the dams have now cut off from the North Sea; an interest in tourists has replaced their interest in fish as a means of livelihood. Old houses and forts,

Many of the old buildings, dating from long before 1858, are still standing, and it is curious to see them amidst the modern structures going up around them. The island church, incidentally, houses a museum with exhibits from the bottom of the sea — a stone axe, Roman coins, cooking utensils, toys, bits and pieces of a shipwrecked vessel.

Since Amsterdam boasts more canals than Venice, there is no better way to see the city than by canal boat. Among the most popular of these cruises is a candlelight tour which costs about \$4.00. The price includes a glass of wine aboard the glass topped launch, a drink at the harbour and a whirl around the Leidesplein, centre of the city's night life.

Amsterdam is now putting the finishing touches on a floating hotel or boatel. This three story inn is being built on a large pontoon and berthed near the railway station. Another hotel, the Caransa with over 500 rooms will be completed by 1968. Several of the leading hotels have added annexes to meet the growing demand for space.

Distances in this compact kingdom are short, and no corner of the realm is more than a day away from Amsterdam. Just 33 miles distant is The Hague the elegant city of diplomats with its Houses of Parliament, Knights' Hall and Prisoners' Gate.

Outside The Hague is Scheveningen, the gem of the Dutch Riviera, a broad strip of white sand facing on the North Sea. Covered wicker chairs, tucked among the dunes, protect bathers from the breezes and the sun. A few miles to the north is Zandvoort, the favorite beach of Amsterdam.

Plan to see Holland on your next trip — but a word to the wise... traffic is always heavy in Holland, and July and August oftens finds traffic tie-ups miles and miles long for many

a weary hour. May, June, and September are wonderful months to travel, both weather wise and traffic wise.

HOLLAND BRIEFS

What is considered a novelty in Europe, is a home for retired horses that has been established at Soest, in Holland. There years ago a group of members of the Soest branch of the Netherlands Society for the Protection of Animals, set up a foundation for the purpose of taking care of ageing working horses. The «retired horses' home» is located on a discontinued farm called Vossenveld, now the property of a retired painter.

**

The longest bridge in Europe — connecting the islands Schouwen-Duiveland and Noord-Beveland — has been opened by Hollands Queen Juliana. The new 3.1 mile bridge across the East Scheldt in Zeeland, will greatly stimulate the tourist treks to this picturesque group of islands.

**

There is no country in the world — with Denmark as the only possible

exception — where the bicycle is such an indispensable part of daily life as in the Netherlands; one bicycle to every two inhabitants. But even bicycles in Holland are following the trend of the times — and the motorized two-wheelers are becoming a common sight. The «buzz-bikes» as they are known, have been relegated to the bicycle paths — to the delight of the motorists and the chagrin of the old-fashioned pedal-pushing cyclists.

**

The least expensive tour in Holland — and one that is becoming the most popular, if not the most original — is that from Amsterdam to the old fishing villages of Volendam and the (former) island of Marken, with their colorful costumes and ancient customs. For one dollar, the tour takes one on a short railroad trip, on a ferry ride across the former Zuider Zee, now called the IJsselmeer (pronounced Icelemeer) on a bus ride to the charming old town of Monnikendam, a boat trip to Marken and, finally, to a pottery factory in Volendam.

D. Proulx

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MARVILLE BRANCH: PAT RIGBY, MANAGER



in and around marville

BASTOGNE

Sitting on top of the «Star Memorial» or «Mardasson» just outside Bastogne and looking at the peaceful Belgian countryside stretching out in all directions is the wrong way to imagine the horrors through which this country went late in 1944.

To make a long war story short, the Germans counter-attacked the allied lines on the 16th of December 1944. The way they attacked cut the town of Bastogne off from the south, causing a bulge or pocket to be formed in the lines of battle. If you haven't guessed already — the «Battle of the Bulge» had started.

The 8th corps of the United States 3rd Army and part of the 101st Air Borne Division were trapped within the town. Supply was difficult, and accomplished mainly by parachute drop. Since the weather was bad for flying the Germans received almost as much of any one drop as the Americans.

The battle lasted for almost half a month. On the 22nd of December four Germans appeared on the road from Arlon, and carrying a white flag, asked to speak to the Commanding General of the Allied forces. With reservations they were taken to see General Anthony MacAuliffe, in command of the 101st Air Borne. It was to him that they presented their highly emotional (and false) case that would make it seem that the American position was hopeless. The General laughed, and then made his famous one word reply that was to echo around the world as the ultimate in contempt — «Nuts!»

This took the Germans somewhat aback. They hadn't the faintest notion of the meaning of the word. To ensure that they did believe it, General MacAuliffe directed that this one word should be used as the of-

ficial reply to the German Commander-in-Chief.

The Germans were determined to have Bastogne as a Christmas present for Hitler. It didn't work out that way. On the 26th of December the battle had gone completely in favour of the Allied forces.

Just **how** completely is a matter for conjecture. The town of Bastogne was a shambles. The forest of the Ardennes was littered with broken trees, tanks, trucks, and all the rest of the gear that man uses to wage war on other men. The number of Americans alone, killed, missing or wounded was 76,890. It would be impossible to say how many civilians were killed or wounded.

It was interesting to note the extent to which the town had been damaged when I visited it a couple of weeks ago. On many of the buildings you can still see the line of new bricks zig-zagging up the wall to mark the old and new parts. Many buildings are completely new — a sign of the amount of damage done during the offensive. As a somewhat comical touch, one «Friture» on the main street proudly advertizes itself

as having been in business since 1946.

Everything in Bastogne today seems to revolve on a «Nuts» motif. There is «Nuts Karting» to be seen as you enter the town. After the war a «Nuts Museum» was started in the main business section. It can be easily seen from the «Palace MacAuliffe» — the large square in the center of the town. You can't miss it. There is a tank sitting on one corner of the square scrutinizing the traffic going in and out of town. The museum is well worth a visit. There is a small admission fee, 15 francs, if I remember correctly. They even have the complete tail section of a downed German fighter plane. If you do go in, plan to spend at least an hour and a half. The time will go by without your having realized it.

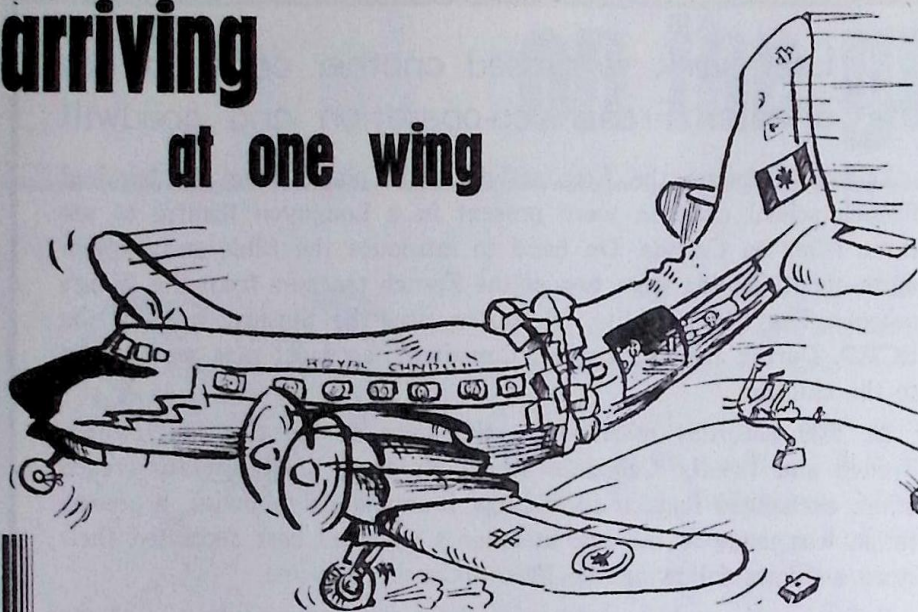
Before you return, drive just outside the town to the «Mardasson» memorial. The view is unforgettable. On the top of the monument (easily accessible) will be found maps to guide you in appreciating the extent of the battle. As I've said before, it's almost impossible to imagine the desperate conditions in which the combatants found themselves in the winter of 1944 while looking at the soft, rolling, countryside.

What ever your tastes, or feelings about the war — a trip to Bastogne is worthwhile if only for the view from the «Mardasson».

CFN ANTENNA

The replacement antenna for CFN-Marville, although of different configuration, will satisfy the needs of the station. If receiving antennas (FM) are positioned vertically rather than horizontally, reception will improve. This alternate antenna may be here until the base is closed; but if the original can be repaired in time, it will be re-installed.

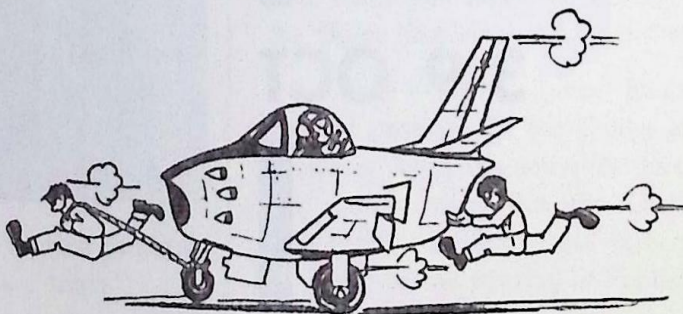
arriving at one wing

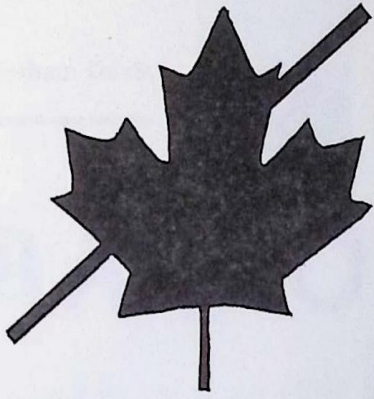


- Nov. 4 — Sgt and Mrs J.L. Provost (Clk Int) from Ottawa, Ont.
Lac E.S. Muir (RDR Tech) from Gimli, Man.
Lac and Mrs J.P. Ozdan (MSE Op) from Winnipeg, Man.
- Nov. 11 — Lac and Mrs J.R.G. Boudreau (SE Tech) fr. Moose Jaw, Sask
Sgt and Mrs A.G. Rankin (AF Tech) from Comox, B.C.
- Nov. 18 — Cpl H.F.J. Howard (M&W Tech) from Chatham, N.B.
Cpl and Mrs A.C. Fehr (Photo) from Greenwood, N.S.
Cpl and Mrs D.G. McIntyre (I Tech) from Moose Jaw, Sask
F/O J.G.M. Fabi (Air Pilot) from Cold Lake, Alta
F/O L.A. Gainsford (Air Pilot) from Cold Lake, Alta
F/O J.W. Holmes (Air Pilot) from Cold Lake, Alta
Cpl and Mrs D.A. Slater (A Tech) from Trenton, Ont.
- Nov. 25 — Cpl and Mrs L. Zadworny (AF Tech) from Trenton, Ont.
Lac and Mrs K.J. Blatz (Photo) from Rockcliffe, Ont.
Cpl and Mrs F.A. Tappen (I Tech) from North Bay, Ont.
- Dec. 2 — Lac J.A. Rabdin (Med A) from Borden, Ontario
Cpl and Mrs G.D. Elliott (Med A) from Gimli, Man.
- Dec. 9 — Lac and Mrs I.W. Crockett (M&W Tech) from Summerside, P.E.I.
- Dec 16 — Cpl and Mrs H.V. Perry (AE Tech) from Trenton, 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.





Canada Week in Longuyon

3-9 OCT

Last week witnessed another occasion of Canadian/French co-operation and goodwill

Friday afternoon the first activity took place when six hundred French school children were present in a Longuyon theatre to see three films on Canada. On hand to introduce the films and explain more about Canada were two of the French teachers from the Wing's schools. The film highlight, of course, was the musical ride by the RCMP. During the films small Canadian flag lapel pins were given to the children.

At 1030 Saturday morning on the steps of the city hall twenty French and twenty Canadian school children, lined up facing each other, exchanged flags and greetings. Immediately following, a presentation was made to the two merchants who had best decorated their store windows following the Franco/Canadian theme.

Following the public ceremonies the official representatives of the Canadian community and the city of Longuyon met in the town hall. Toasts were proposed by both groups to continued good relations between Canada and France.

The final event of the day, although not involving Canadians directly, was a band concert by a French Army band.

During Friday, Saturday and Sunday the agricultural, commercial, and amusement fair, held in conjunction with the Franco/Canadian week, attracted large numbers of French and Canadians.



Shaking hands: Richard Charnuski son of Cpl Thomas Charnuski; right: Jocelyn Hall daughter of Cpl Douglas Hall.

on the guiding front



The following is a schedule of Guide and Brownie meetings, and the Guiders concerned with each.

A Company Guides — meets every Monday in the PMQ Rec Centre, from 6:30 to 8:30. Mrs Kirkman Capt. Mrs Redding - Lt.

C Company Guides — meet every Monday from 6:30 to 8:30 at the

Station Rec Centre, Mezzanine Floor. Fontaine -- Capt., McAllister and Mrs Partridge — Lt's.

D Company Guides — Meet every Wednesday from 6:30 to 8:30 in the New Library Building in Virton, Belgium. Mrs Fergusson, Cpt., Mrs Wilson and Mrs Lewis, Lieut's.

A Pack Brownies — Meet every Monday from 4:00 to 6:00 at the Station Rec Centre, Mezzanine Floor. Mrs Dale — Brown Owl, Mrs Ferguson and Mrs Romkey — Tawny Owls.

B Pack Brownies — Meet every Thursday from 3:30 to 5:30 in the PMQ Rec Centre, Mrs Unsworth Brown Owl, Mrs Langdon and Mrs Robicau — Tawny Owls.

C Pack Brownies — meet every

Tuesday from 4:00 to 6:00 in the New Library Building, Virton, Belgium. Mrs Watters Brown Owl, Mrs McDonald, Tawny Owl.

D Pack Brownies — meet every Monday from 3:30 to 5:30 in the PMQ Rec Centre. Mrs White - Brown Owl, Mrs Johnstone - Tawny Owl.

E Pack Brownies meet every Tuesday from 3:30 to 5:30 in the PMQ Rec. Centre. Mrs Besse - Brown Owl, Mrs Cooper - Tawny Owl.

F Pack Brownies meet every Thursday in the New Library Building, Virton, Belgium from 4:00 to 6:00. Mrs Henderson - Brown Owl, Mrs Bryant and Mrs Aikenhead - Tawny Owls.

Air Rangers — Meet every second Saturday in PMQ's. Mrs Proulx - Capt.

The age to join Brownies is «on or after your seventh Birthday». If your daughter wishes to join Brownies and is now seven, then please contact : Mrs Gardiner, District Commissioner, 18 Quartier de Champe, Virton, Belgium, or Mrs Jubb, District Guider, PMQ 61, or even leave your name and address with one of the Guide Captains or Brown Owls.

We hope — in the future to give you the program for the Guides and Brownies, as to the activities during the coming year. But the Guders would certainly appreciate someone to take over the position of Publicity — any volunteers.

PRIZE LIST FOR LOCAL ASSOCIATION COOK BOOK

BROWNIES

- 1st Prize — Monogramed wallet — Tracey Dryan
- 2nd Prize — Blackie's omnibus of stories — Cheyenne Le Fortz
- 3rd Prize — Amanda and the Brownies Book — Terry Crook
- 4th Prize — Brownie Pen and Pad — Linda Sheveskuk
- 5th Prizes of Autograph Book and Pen — Jill McLeod, Lynda Jennings, Susan Johnston, Denise Johnston, Jean Peddle

GUIDES

- 1st Prize — Rucksack — Roxanne Smith
- 2nd Prize — Monogramed Wallet — Dorothy Rickett
- 3rd Prize — Guide Compass — Kathy Hogan



THE GOLDEN FLEECE

Wool is called « the Golden Fleece » because from pre-civilization times, it has had a universal value to every man. Wool has always meant protection and comfort, so men have sought it and made it a leading commodity in world trade.

Today's wools look and feel very lion sheep and the wool they yield each year weighs (after cleansing) more than three billion pounds, almost four-fifths of which is used for clothing and furnishing textiles. The remainder is manufactured into carpets.

Today's wools look and feel very different from the wools so highly valued in ancient times. Selective breeding, which was begun by the Romans about 2,000 years ago, has continued unabated so that the modern sheepman produces a fleece far richer, softer and better suited to our needs. Other scientific and technical advances have enabled the manufacturer to create varied fabrics of a mazing versatility from almost transparent feather-weights to thickly-piled plush, from colorful prints to textured weaves and knits. But the basic characteristics that made wool important to the Stone Age man — the insulation it offered from rain and cold, the lightness, comfort and durability — are still inherent properties that make wool the unique fabric for all seasons.

One of the newest innovations for this natural fabric, is remarkable « naked wool ». Pure wool has been shorn of excess bulk and woven light

feminine fancies

as air — but still retaining its unique sensitivity to body comfort. And « naked wool », most fashion experts agree, is perfect for combining ultra-high fashion with hard-to-come-by comfort. Cool as forest shade in summer, « naked wool » is a dream to mould into the latest sleek silhouettes, easy to wear, even easier on the eyes.

To assure the public of receiving wool's advantages in all its new forms, many products are carrying the « WOOL MARK » quality label awarded by the Wool Bureau to fashion fabrics tested and approved as being « THE WORLD'S BEST... PURE VIRGIN WOOL. »



PURE VIRGIN WOOL

Apart from a fresh new look science is helping wool to achieve, new processing techniques are building additional performance characteristics into the fabric. Recently, wool scientists from the four continents attending an industrial research seminar in Australia, witnessed a major break-through that enables wool to withstand harsh washing with less than one percent shrinkage. The process vastly simplifies and improves the production of machine washable textiles.

Garments made from the treated wool have shown practically no shrinkage after extreme washing tests. In a simple process the wool passes through a milk oxidizing agent and a weak solution of polymer. The process will be licensed in the U.S. by the Wool Bureau and by its parent organization the International Wool Secretariat, throughout the world.

The new non-shrinking process has an additional advantage in that it helps woollen fabrics retain their

original finish for long-lasting good appearance.

In future — **LOOK** for the « wool mark » trade mark — and you'll know that you have purchased only the **BEST.** — « THE WORLD'S BEST... PURE VIRGIN WOOL. »

DID YOU KNOW ?

Not only does chilling hard cooked eggs immediately on removal from boiling water make them cinchy to peel, but it prevents the ugly dark ring around the yolk that will often otherwise form.

Is it all right to cook a roast while it is still frozen? Indubitably. Although, it just may not cook quite as evenly as an unfrozen one which has been allowed to stand at room temperature for at least an hour. The frozen roast will also need an additional 15 to 20 minutes per lb. oven time. We are very fond of Roast Beef — Rare, and find that pre-frozen roast turns out perfectly when cooked as an unfrozen one.

Everyone knows how to dry parsley for bottling and later use? Well — I didn't, and if you don't — just read this and you can do it as quickly as it takes to tell.

Dip the bunch of parsley in boiling water until it is vivid green. Place it in the oven at 400 degrees F. Keep an eye on it until it's dry. When a piece will crumble by rubbing it between your hands it's ready. Do just that with the whole batch, or press slowly through a course sieve. Place in a tightly covered jar. It will keep beautifully for all your winter needs.

There is a fairly new Oven Cleaner in the Station Store, I say fairly new, as recent arrivals from Canada have been using this cleaner for some time. Its a 'spray on' type — and it actually works. I tried it. Just follow the directions on the can and Presto — your oven is clean. There is no need of putting off until tomorrow, the removal of splatter from today's roast.

D.P.

RECIPE

OF THE HOUR



Mme Milhe-Poutingon



TRUITES A LA CREME

(TROUT WITH CREAM SAUCE)

- | | |
|------------------------|--------------------------|
| 4 small trout | lemon slices |
| 2 oz butter | 1/4 tsp minced onion |
| 1 tbsp flour | Salt and Pepper to taste |
| 1/4 tsp minced parsley | 1/8 tsp nutmeg |
| 1 cup cream | Sprig of parsley |

Cream Sauce

In a sauce pan, melt butter, add flour, onion, parsley, nutmeg, salt and pepper, stir until well mixed. Add cream and stir well. Simmer slowly for 15 minutes.

Trout

Fry until golden brown on both sides. Remove from pan to a deep serving plate, place in oven for a few seconds. Pour sauce into pan in which you fried the trout, stir for a couple seconds, then pour sauce over trout. Decorate with lemon slices and parsley. Serve a dry Moselle wine with trout.

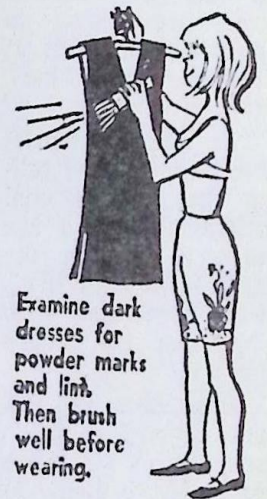
Attention : Recipe for «LA POTE LORRAINE» — published in the last issue of the Arrowhead. There was a slight mix up with this recipe. The one printed is to be used with a pressure cooker only. Very sorry. Next issue will contain the recipe for regular cooking on top of the stove.

SNEAKERS

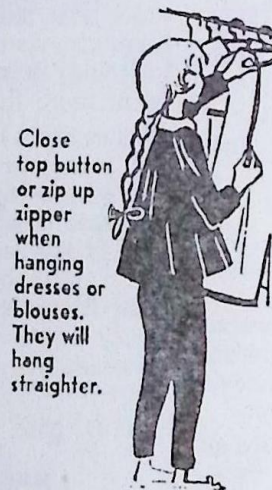
by Jeanne and Mary



Set up a regular exercise program and follow it 10 minutes each day.



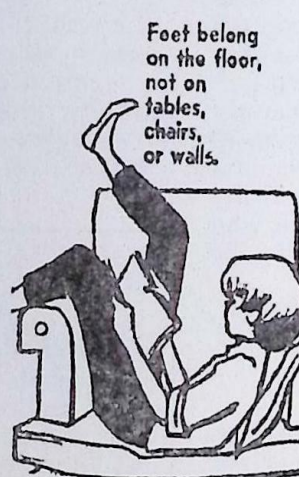
Examine dark dresses for powder marks and lint. Then brush well before wearing.



Close top button or zip up zipper when hanging dresses or blouses. They will hang straighter.



Keep hands out of pockets. They tear seams... give a slumped over look.



Feet belong on the floor, not on tables, chairs, or walls.



Chat with your dance chaperones. They're there to help you have fun.

WIVES BECOME SHREWD SHOPPERS

Toronto — Hems, it seems aren't the only things that are going up this fall. Clothes prices are taking an upward jump, first at Christmas and then again in spring.

The average housewife doesn't need telling that the national inflationary trend has taken a grip on the garment industry. She's more concerned with what can be done about it.

Researchers into the problem have come up with the not very-surprising fact that it's we, the consumers, who are partly to blame for skyrocketing prices. We don't have to buy that \$30 crimson peignoir. No one is holding a gun at our head. And since we are willing to spend that much on such airy trivia, we can't blame the manufacturers for trying for a \$31.99 price-tag. That's what free-enterprise is all about.

POTENT WEAPON

We have a pretty potent weapon against high prices.

By simply not buying expensive clothes, we can force the manufacturers to concentrate on more reasonable price lines.

Cobra skin, for instance, is twice as expensive as leather and adds nothing to the durability of a handbag. Many of the new synthetic leathers are cheaper and more durable than either real leather or cobra. By buying synthetic leather products exclusively we could bring down the price of genuine leather and probably eliminate cobra entirely. If you really hanker for a piece of dead snake, why not wait till it finds its way to the half-price counter.

If you are determined to shop inexpensively for clothes, you can do it.

IRON DISCIPLINE

It means iron discipline, however. First you burn your charge plate. Research has proven that credit cus-



«HOW DO YOU WISH THIS FINANCED...?»

tomers spend more than cash customers.

The next step is harder.

You convince yourself that you don't want crimson peignoirs or cobra purses or Paris originals. Think of it this way. Most people can't guess how much you paid for a dress, and you certainly won't tell them. Get your kicks out of making them think you spent more than you did.

Sales are a heaven-sent opportunity for money-saving. You are buying last year's styles, true, but suppose you had bought them at the beginning of the season instead of the end. You'd still be wearing them next year. Very few of us can afford to throw out last year's styles simply because they aren't as «in» as this year's.

Never pass up a «seconds» counter.

CHECK GARMENTS

If a seam of a marked-down item is ripped or shop-soiled, check to see how easily it can be fixed. Check all garments, whether marked down or not, for flaws and if you find one that hasn't been noticed by the sales-

woman, point it out and haggle for a price-reduction.

Many of us are hesitant to do this — we don't want to appear cheap. But one of the cardinal rules of smart shopping is to expect service — and complain loudly when you don't get it. The higher authority you complain to, the better. After all, you are paying for this privilege.

Too many of us are shrinking violets when confronted by a brusque saleswoman.

Shopping at discount stores is only a partial economy. Many products, like some cosmetics, are no cheaper than in a big department store, where you get better service. Things that discount stores do sell cheaper are generally cheaper lines. You can't go far wrong by buying mens and boys underwear and pyjamas, socks, work and play clothes and your own housekeeping shifts and slims. You could also consider baby clothes if you aren't planning to use them as hand-me-downs.

WON'T SURVIVE

One some things like men's dress shirts you, can't sacrifice quality. A cheap shirt may look fine in the cellophane package but won't survive a washing. Husbands can be pretty touchy about collars that don't sit right. Buy good quality shirts when they go on sale at the end of the season, long-sleeve in spring and short-sleeve in fall.

Watch for big — store specials advertised in newspapers and order by phone. Then you can examine them at your leisure and return them if they aren't up to par.

Never be the first on your block to buy a new style. You'll pay a fortune for it when it first appears in the stores. A month or so later identical styles will be on sale at more reasonable prices. Or in the event that the style didn't catch on, they won't be on sale at all. Then at least you won't be landed with a lemon.

BABY SITTING SERVICE

For your convenience, there will be a baby sitting service sponsored by Mrs. Brazeau from the MLTP, in the Mezzanine of the Wing Recreation Centre from 1300 to 1600 hrs daily, Mon to Sat inclusive. This service is available for mothers who wish to shop, bowl, curl or for any other activity. For further information contact Pte Brazeau at Local 39.

OPERATION «JOHNNIE'S FIRST DAY AT SCHOOL»

Was a success — but his mother hasn't recovered yet! As one kindergarten teacher put it, «The children are marvellous, it's some of the parents who take a while to adjust.»

But even you, as a well adjusted parent, might appreciate a clearer look at the other side of the coin. Apart from abnormally difficult situations there is a standard area in which mother can co-operate with her child's first teachers.

It is an area where her thoughtful contributions may mean the difference between a wealth and a dearth of experience for Johnny and Jane during their initial months in school.

On with the specifics! About taking him, leaving him, and picking him up: If you feel it is necessary to take him to school yourself the first few weeks, please no lingering good-byes. Without you there, it will usually take him somewhat less than three minutes to integrate happily with the group. If you can't bear to let him go alone there are bound to be responsible older children in the neighborhood with whom you can make arrangements to take over this duty until he can manage it himself.

However, whenever you have made a definite date to pick him up at a certain time, **don't be late**. Little ones have a horrible fear of being forgotten. This has particular effect on children from the Economy.

Don't call her teacher! Learn his or her teacher's name right from the beginning. If it is Miss Mayberry, then always call her Miss Mayberry. It will make the relationship you both have with her seem more personal. Why expect your child to know his teachers name if you don't.

Seventeen navy blue trench coats — size 6X! Save everyone's sanity by sewing or making his name in everything that is removable. For identifying running shoes, rainwear, etc., a felt marking pen is indispensable.

NEVER say «what is it?» when he brings home his version of a train (as wild as any art you've ever seen) he knows what it is and expects that you will too. You're safe on home plate with «tell me about it!» Not only have you avoided insulting him by side-stepping the what is it? trap but you may have also opened up the floodgates of conversation with him.

GEARED FOR ACTION

Keep clothing as simple and streamlined as possible. Frilly dresses and too full skirts on little girls have a way of wandering into the paint mixtures. Braces under sweaters and jackets on little boys also present their own special problem.

Later on, a one-piece snow suit for school is ideal. Zip, zip and they're dressed. It is painful to always be the last one ready.

Go ahead and bolster his ego. A bulletin board in the kitchen will do it (there are lovely ones in Verdun at present). Instead of letting his artwork and other achievements pile up in the corner or on top of the refrigerator, put them on display each day. It might be nice to save, in a folder, the art that really stultified you. Some day when he is rich and famous (and neurotic) he may want to discuss them with his analyst! But MOTHER — that should be you.

AND WITH THAT PAY RAISE...

I brought my fist down on the kitchen table the other night, a gesture I seldom make because I get my fist greasy.

«Jenny,» I said, «we've got to do something about the high cost of subsisting. Living, real living, is now beyond people of limited means. But we still can subsist. And to subsist, we've got to eat cheaper food.»

«Lord and master,» my wife began.

«Laird of the Murrays,» I corrected her.

«Laird of the Murrays and descendant of the kings of Erin,» she started again, «your word is my law.

I will budget like crazy.»

When I got home that night, I asked, «What's for dinner?»

«Tripe Spanish,» my darling replied.

The next night the question was the same, but the answer was different:

«Creamed tripe.»

And the next night:

«Tripes de Caen,» That's pronounced «treep.»

I was game. There are times in a man's life when he has to make it known that he is lord of his own house. I had demanded economy and I was getting it. And tripe. Or treep. And the next night:

«Tripes d'Indienne. With curried rice.»

«The rice is good,» I said. «and what's tomorrow? Tripe marinated in Dublin Dew?»

«That's an idea,» said my Jenny with one of her wry little smiles, «but tomorrow is Friday and I can't give you tripe because it is meat.»

«There are rewards for being Catholic,» I said. «No tripe on Friday. So let's go to the Gung Ho. At least I can have lobster with oyster sauce, oysters with lobster sauce—»

«And egg rolls with shrimp,» Jenny added.

When we got to the Gung Ho, Charlie Lee, the proprietor, greeted us at the entrance.

«We have not seen you for some time, Mr. Murray,» he said. «I hope you have been well.»

«Ah so, si and yes,» I replied.

«We have something very special tonight,» Charlie said. «It's ah choo fat sin.»

«What's that?»

«It's sliced almonds on tripe, with mushrooms,» Charlie explained.

«I'll have the lobster with oyster sauce and the oysters with lobster sauce,» I said.

«With shrimp egg rolls,» Jenny put in.



New Arrivals :

Oct 5 — Lac and Mrs H.J. Fallow, a daughter Sharon Lee

Oct 12 — Cpl and Mrs J.S. Chambers, a daughter Karen Michelle

Oct 21 — Cpl and Mrs D.H. Phillips, a son Donald Roger



Was held Sunday, October 2nd h
Wing. Our local Military Policemen (.
served as hosts to nearly 100 law en
officers from Belgium and France. Th
personnel ranged from judges throug
mes to Customs officers from both

The visitors were welcomed at tw
up near the rifle range by F/O Robert
and FS Curtis (NCO i/c MPs). Vis
then invited to shoot in competition
our own police and themselves for pr
ran the gamut from Mitchell fishir
ashtrays. Everyone, of course, couldn
the same time so a tour of the ba
ranged and movies were shown. Th
cluded stops at the Control Tower, G

Law Enforcement



WO, Kinnon explaining the intricacies of the CF-104 to a group of visitors of mixed nationalities.



Group Captain Christie

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countries.

Recreation Center, AMU, GCA, and No. 2 Hangar where WO1 Kinnon explained the mysteries of the CF-104 to the visitors. To people who have only been annoyed by the noise made by our aircraft the demonstration was most appreciated.

A cocktail hour followed in the Airmen's Mess Hall, with most of the Executive Officers of the Wing in attendance. After an excellent dinner, a social hour was held.

In talking with some of the guests during the tours and the social hour it seemed that these gentlemen were most pleased with their recep-

tion. It was the first time that a gathering of this kind had taken place for some years. The fact was brought out, as well, that most of the visitors had never seen the inside of a military base — the sight of a 'foreign' airfield was a novelty to be remembered for years.

In conclusion, the Military Police section would like to thank all the Wing personnel involved in the tour. It was a considerable success.

I believe it was the team of Gilbert and Sullivan that stated that «A policeman's lot is not a happy one»?

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(WSecO)
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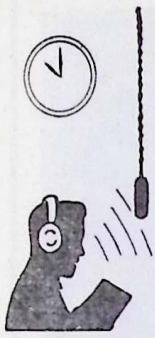
Day



presenting the Award for the shooting competition.

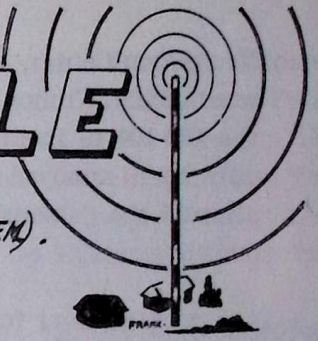


THE SHOOT !



C.F.N. MARVILLE

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



Daily Programme Schedule

MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0730 CBC NEWS
- 0745 MAPLE LEAF BREAKFAST CLUB
- 0830 MUSIC TILL NINE
- 0900 DR. PAUL
- 0915 THE FEMININE TOUCH
- 0930 CANADIAN WOMEN'S COMMENTATORS
- 0940 CONSUMERS REPORT
- 0945 PLAYROOM
- 1000 MUSIC FROM METZ
- 1015 NEIGHBORLY NEWS
- 1030 CROSS CANADA PLAYHOUSE
- 1100 A TOUCH OF FRENCH CANADA
- 1130 MELODY ON THE MOVE
- 1200 THE NOON SHOW
- 1300 MUSICAL INTERLUDE
- 1315 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 JOYEUX TROUBADOURS
- 1430 AIR DIVISION KID'S SHOW
- 1445 MUSIC ON THE HEATHER
- 1500 CONVERSATION PIECE
- 1600 ONE WING TEEN SHOW
- 1700 SWING EASY
- 1730 NASHVILLE TEN
- 1800 CBC NEWS FOLLOWED BY ASSIGNMENT
- 1815 SUPPER SERENADE
- 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
- 1915 SWAP SHOP
- 2000 EASY DOES IT
- 2100 R.P.M.
- 2130 WAITING GAME
- 2200 FACILE
- 2230 CBC NEWS, FEATURES & SPORTS
- 2300 MIDNIGHT MOODS
- 0001 CBC NEWS
- 0010 SIGN OFF

TUESDAY

- 1730 FRONT ROW CENTRE
- 1930 MAKE ME LAUGH
- 2000 VARIETY
- 2030 MUSIC SCENE - PRAIRIES
- 2100 CHRISTIAN FRONTIERS
- 2130 MUSIC ROOM
- 2230 CBC NEWS AND SPORTS
- 2300 THE QUIET HOUR

WEDNESDAY

- 1730 CFN HIT PARADE
- 1930 THE GOON SHOW
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 STARLIGHT SERENADE
- 2300 COUNTRY AND WESTERN ROUNDUP

THURSDAY

- 1730 BANDSTAND
- 1930 COMEDY ENCORES
- 2000 TONY THOMAS SHOW
- 2100 SOUNDINGS
- 2130 THE PLAYHOUSE
- 2200 SEMPRINI SERENADE
- 2300 DRIFTING AND DREAMING

FRIDAY

- 1015 CHEZ NOUS
- 1730 POPS OF THE PAST
- 1930 COMEDY ENCORES
- 2000 ED SULLIVAN SHOW
- 2100 WESTERN WAGON
- 2130 MYSTERY THEATRE
- 2200 DIXIELAND DOWNBEAT
- 2300 THE NIGHT OWL SHOW (until 0300 Sat.)

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 FOLK SONG TIME
- 1400 EXOTICA

- 1430 SING IT AGAIN
- 1500 SATURDAY (A-GO-GO)
- 1600 SATURDAY BEAT
- 1700 MUSIC COUNTRY STYLE
- 1800 GREAT MOMENTS IN SWING
- 1830 NORTHERN JAMBOREE
- 1900 CBC NEWS
- 1915 FRENCH CANADIAN FOLK SONGS
- 1930 SING ALONG JUBILEE
- 2000 JAZZ CANADIANA
- 2100 SATURDAY SIXTY
- 2200 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 THE ERIC JUPP ORCHESTRA
- 1130 MORMON TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 MAPLE LEAF HOUR (SPORTS BROADCAST)
- 1400 VISITE AUX CHANSONNIERS
- 1430 CBC NEWS AND SPORTS
- 1445 HOUR OF ST. FRANCIS
- 1500 SYMPHONY HALL
- 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 WINNIPEG POPS CONCERT
- 2000 SUNDAY SHOWCASE
- 2100 PROJECT '66
- 2200 FRONT PAGE CHALLENGE
- 2230 CBC NEWS
- 2300 GILMOUR'S ALBUMS
- 2400 SIGN OFF

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

SUBJECT TO ALTERATIONS TO BE ANNOUNCED

Roman Catholic Chapel Announcements

MASS SCHEDULE FOR WINTER

MONTHS BEGINNING SEP.66

Sunday Masses :

Wing Chapel — 0900 hrs — Low Mass
 1100 hrs — Low Mass
 PMQ's — 0900 hrs — Low Mass
 1130 hrs — Low Mass

Weekday Masses :

1130 hrs - Mon. Tues. Wed. Thurs. Fri.
 1700 hrs - Saturday

CONFESSION

Wing Chapel — Before All Masses
 Saturday — 4 to 5 P.M. — 7 to 8 P.M.
 PMQ Area — Before All Masses

BAPTISMS and MARRIAGES — By Appointment.

1st Friday — Starting October 1966 in PMQ Rec. Centre.

Confessions 3:30 to 4:00 P.M.
 Mass 4:00 P.M.

CWL — (PMQ) — 2nd Tues. of month at 8:00 P.M.
 Teachers Lounge PMQ School.

St. Joseph's Ladies (Trailer Courts) — 3rd Monday of month at 8:00 P.M. at Wing Chapel (RC)

St. Theresa's Auxiliary — 2nd Wednesday of each month.

The St. Joseph Ladies Guild held its first meeting of the year on September 19. Newly elected members are : President - Murielle Harris ; Vice-President - Agatha Cowie ; Secretary - Madeleine Stockdale ; Treasurer - Terry Taylor ; Spiritual Director - Aleta Gautier and advertising convener - Barbara Whalen.

The St. Joseph Ladies Guild is made up of ladies from the Maple Leaf Trailer Park, Ire les Pres, Montmedy and Jametz. The meetings are usually held the 3rd Monday of each month, in the Padre's quarters behind the church at 8.00 p.m. We are looking forward to welcoming many new members at our next meeting. Please plan to attend.



Protestant Chapel Activities

DIVINE WORSHIP & SUNDAY SCHOOL

0945 hrs — Base Sunday School meets in Chapel except that the 3, 4, 4 year olds go directly to Base School.

1000 hrs — Divine Worship at PMQ Rec Centre with Sunday School classes for children 5 year and older.

Nursery available in the small school at 1000 hrs.

1110 hrs — Divine Worship - Base Chapel Nursery facilities in the Ground Training Bldg.

915 hrs — Divine service followed at 1000 hrs by Sunday School in the Protestant Church, Rue du Temple, St. Mard.

HOLY COMMUNION — Base Chapel

0830 hrs — 2nd, 4th and 5th Sundays (Anglican Form)

1200 hrs — 1st and 3rd Sundays (1st Anglican, 3rd United) At PMQ's and St. Mard as announced.

HOLY BAPTISM — By appointment.

CHOIR PRACTICE —

1930 hrs Thursday, Base Chapel

LADIES GUILDS —

Base — 2000 hrs last Tuesday of each month in the Teachers' Lounge of the Base School.

PMQ's — 2000 hrs first Monday of each month in the PMQ School.

St. Mard-Virton — 2000 hrs, first Wednesday of the month at place to be announced.

BIBLE STUDY GROUP —

Base — 2000 hrs Wednesday, place as announced.

PMQs — 2000 hrs every Second Sunday, place as announced.

The first monthly meeting of the C.W.L. in PMQ's was held on October 6th, at 2000hrs. Regular meetings are held on the second Tuesday of each month at 2000 hrs. All catholic ladies are invited to attend.

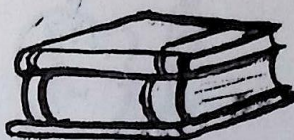
In addition to continuing projects of previous years, a motion was made to include the Sisters at the Convent school in Longuyon at Christmas. To increase and continue the nine Friday devotions and presentation of Religion and life badges to senior and junior Guides.

Mrs Luxton, the school nurse at 1 Wing is to be guest speaker at the next meeting. Topic to be First Aid. Members of the Protestant Ladies Guild have been invited to attend. The time is 2100 hrs.

Gifts were presented to Margret Aylward for her work as past president and Pauline Fawber for her work on the alter.

New executive : President - Phyllis Menton ; Vice-President - Shirley Delaney ; Secretary - Gisela Milton ; Treasurer - Pauline Fawber.

library



New books received at the Station Library

THE ECONOMICS OF DEFENSE IN THE NUCLEAR AGE

by C.J. Hitch and R.N. McKean

Previous books on the economics of defence have mainly stressed the problem of mobilization. The continuing race in offensive and defensive weapons, however, makes a number of problems of strategy of pre-eminent importance. The main urgency now, the authors argue, is for additional protection for the retaliatory defensive forces. In conclusion the authors show to what extent economic analysis can contribute to the determination of policies and action.

GERMAN MARXISM AND RUSSIAN COMMUNISM

by John Plamenatz

This book is not a criticism of the Communists but an account of their doctrines.

THE MODERN DEMOCRATIC STATE

by A.D. Lindsay

This is not a book about a philosophical abstraction called «Democracy», but rather it is about a specific political state which came into existence in the 19th century in Western Europe and America, largely as the result of the French Revolution and the Industrial Revolution.

QUEENS' PLAY

by D. Dunnett

With rare insight, D. Dunnett shows the kaleidoscopic brilliance of the sixteenth century, the colour, wit, and decadent luxury, for what they were — a veil behind which powers and crowns were at stake, and ruthless opportunism, working unseen, could bring down kingdoms. This was the age of diplomacy at its most Machiavellian: the age of ruse and empty courtesy; the age, above all, of shrewd and subtle Queens — Catherine de Medici, Mary of Guide, and others. Court against Court, and favourite against favourite, Queens' Play reaches out to grip us from the turbulent intensity of one of Europe's greatest epochs.

MEXICAN IMAGES

by Graham Hutton

Mexican Images is a book of impressions noted, photographed, selected, related to its author's experience elsewhere than in Mexico and Mexicans seem very near the reader's elbow. More, it makes one want to get up and meet them.

CHAMPIONSHIP JUDO

by Tamio Kurihara & Howard Wilson

- Origin and Development
- Techniques
- Training
- Self-Defence

THE MISSION

by Hans Habe

Professor Heinrich Von Benda, a Jewish physician of international renown, is black-mailed by the Gestapo into putting forward the infamous proposal that the Nazis were prepared to release their Jews on certain terms: the price, \$250 per head. The proposal was made at a conference at which representatives of thirty-two nations were gathered to discuss ways and means of helping the Jews being persecuted by Hitler. The Mission, which is based on fact, poses two problems: one personal, the other collective. Does a man who links himself with such a proposal lose his integrity? And were the nations whose representatives were too apathetic to halt the wheel of disaster accomplices in the crime?

Subsidiary to the Professor's tragic dilemma, is the dramatic interest of the conference and the political manoeuvres of the delegates. The Mission is a novel of real literary stature, in which Hans Habe rises magnificently to his theme.

A HISTORY OF POLITICAL THEORY, Third Edition,

by Sabine

This definitive and classic work in political philosophy has been revised to bring liberalism, communism, Marxism, fascism, and National Socialism into contemporary perspective.

MARX AND THE MARXISTS

by Sidney Hook

In *Marx and The Marxists: The Ambiguous Legacy*, a distinguished scholar examines the chief issues which have divided Marxists from non-Marxists — and Marxists from each other. This volume of exposition, comment and readings is offered as an introduction to the study of Marxism in conflicting theory and practice. Events of the past quarter-century have demonstrated the vital importance of knowing the ideas and movements discussed in this book. On this critical subject more than any other, the price of ignorance may well be loss of freedom.

NATIONALISM

by Hans Kohn

Written by one of the distinguished historians of our time, *Nationalism* offers the first concise history from its beginnings to the present day.

STREET WITHOUT JOY

by Bernard B. Fall

In this penetrating, searching study, the author first tells how war came to what was then called French Indochina. He recounts how the Viet-Minh under two life-long Communists gained a foothold during the Japanese occupation; how when VJ-day dawned they were ready to take over the country and the anti-colonial revolution; how they later avoided being drawn into set-piece battles; and how today they apply the same methods with deadly efficiency against the South Vietnamese and their American Advisers.

THE ANATOMY OF REVOLUTION

by Crane Brinton

The *Anatomy of Revolution* is a masterpiece of historical scholarship, written in an urbane witty style, yet with a complete sense of realism and a penetrating insight into a recurring historical phenomenon.

A GIFT OF PROPHECY

by Ruth Montgomery

A Gift of Prophecy tells the story of the extraordinary Jeanne Dixon who predicted: The Assassination of President John F. Kennedy; The name of his killer; Teddy Kennedy's accident; The assassination of Mahatma Gandhi; Dag Hammarskjold and Carole Lombard's deaths by plane; Marilyn Monroe's suicide; The partition of India; The adoption of Communism by China; The Soviet Sputnik; De Gaulle's competitive France and numerous other events of personal national and international significance.

NATIONALISM MYTH AND REALITY

by Boyd C. Shafer

This is a penetrating analysis of the meaning of nationalism and its role in history from the Middle Ages to the present. « Nationalism is today the most important single world-wide force, politically, culturally and socio-economically. Mr. Shafer's brief and brilliant book will be of greatest help to any reader who wishes to begin the exploration of this fascinating subject, and who looks for a reliable guide, equipped not only as a historian, but with good knowledge of contemporary psychology and anthropology, through the maze of nationalism and its bewildering problems. »

COMMUNISM FASCISM AND DEMOCRACY

by Carl Cohen

This is the first systematic anthology combining the major writings of Communism, Fascism, and Democracy. Selections of generous length from the works of contemporary as well as classic authors provide a full picture of the origins, development and present state of the three major political doctrines of this century. The thematic organization points up the relationship of philosophical theory to contemporary politics and traces the roots of the three systems in the works of earlier political thinkers. Ranging from the Utopian Socialists to Khrushchev and Mao, from Machiavelli to Hitler and Mussolini, and from Pericles to John Dewey, these comprehensive readings, integrated with introductions by the editor, are invaluable for an understanding of the theoretical, philosophical basis of political action.

THRILLING CITIES

by Ian Fleming

One of the most original and exotic travel books ever written: Hong Kong, Honolulu, Los Angeles, New York, Berlin, Naples, Monte Carlo and many others acutely observed through an expert thriller-writer's eyes with « Incidental Intelligence » at the end of each chapter.

OCTOPUSSY AND THE LIVING DAYLIGHTS

by Ian Fleming

From Jamaica, paradise of sunshine and exotic fish, to Berlin, cold grim city of stealth, James Bond pursues two strangely heroic enemies of the Secret Service. The first is a dying major whose dwindling hoard of gold conceals an act of treachery, and the second an assassin whose identity disturbs Bond's deadly aim.

DR. NO

by Ian Fleming

M hasn't forgiven James Bond for the negligence on his last assignment that nearly cost Bond his life. Brusquely, almost contemptuously, he tosses Bond a time-wasting, shabby little case in the Caribbean. It will really be a holiday on an island in the sun — convalescence.

Angrily Bond accepts his orders. He flies off to Jamaica. The sun shines, the palm trees wave, the calypsos throb. But on the horizon a cloud forms. It is no bigger than a man's hand — an articulated steel hand — the hand of Dr. No. This, the sixth of Ian Fleming's Secret thrillers, will, as did the others, grip the reader with a taut, suave, sensual stranglehold.

LIVE AND LET DIE

by Ian Fleming

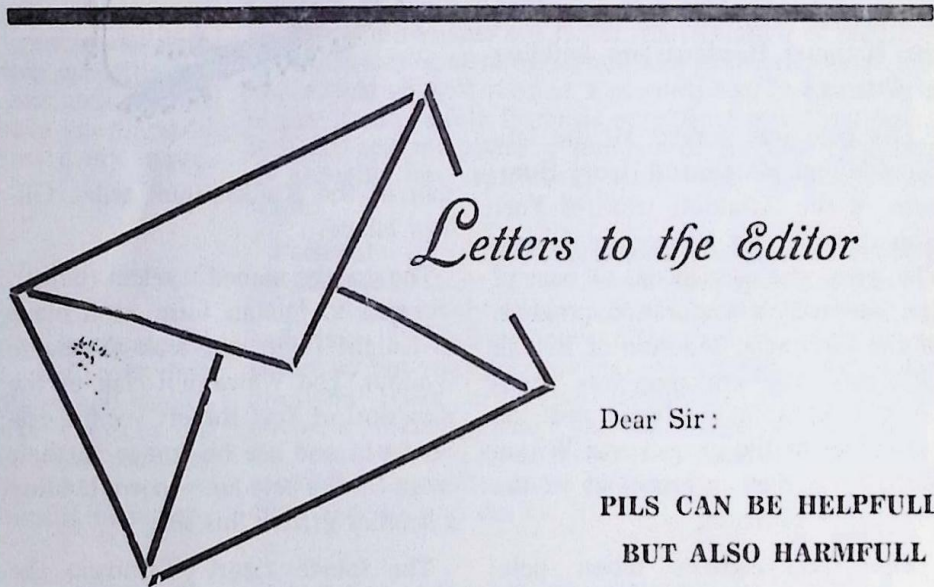
« Contains passages which for sheer excitement have not been surpassed by any modern writer of this kind. The book also has an air of technical authority in dealing with matters as diverse as the rivalry between the various sections of secret organisations and the details of under-water swimming in shark, squid and octopus-infested seas ».

BEST SCIENCE FICTION

TWO STORIES

by Edmund Crispin

Mme Beideler Therese
Librarian



Dear Sir :

**PILS CAN BE HELPFULL,
BUT ALSO HARMFULL**

As I was reading your last issue of the Arrowhead on October 14, the article on Children's accidents interested me a lot. **BUT** there was one little part that was forgotten — « People who just discard pills any old way. »

For instance ; my oldest child came home two weeks ago with a bottle of Dr. Chases' nerve pills and asked me if they were good. I knew I did not have any here and also quite sure it was purchased no where else but in Canada. Now if it had been a small child, that bottle could have easily been open or broken and taken and no one would have known because a child would have been scared to tell his/her parents.

People who want to get rid of certain pills should put them in the sink and run the water a minute or put them in the toilet and flush then away. This goes for any kind of poison in the form of pills, liquid or powder.

Thank you for your interest and keep up the good work on your issues — they are marvelous.

Sincerely yours
Mrs M.F.J.

Thank you very much ! We do hope that all discarded medicine or such will be discarded WITH CARE.

The Editor.

scouting



THE TALE OF THE TOTEM

The Boy Scout totem pole, a gift given in the name of the Boy Scouts of British Columbia, has become a distinctive architectural feature of the National Headquarters building in Ottawa.

The pole was carved by the late Chief Mungo Martin and Henry Hunt, both of the Kwakiutl tribe of Fort Rupert, northern Vancouver Island. The work was carried out as part of the Totem Pole restoration program of the Provincial Museum of British Columbia. The workshop was Thunderbird Park in Victoria and the supervisor of the project was Wilson Duff, curator of anthropology of the Provincial Museum.

The sixty-eightfoot totem pole, carved from a cedar log cut on the west coast of Vancouver Island, depicts six main figures, from top to base, as follows: raven, man, grizzly bear, cannibal woman, killer whale and beaver.

All are typical of clan crests of the Kwakiutl and neighboring tribes of the British Columbia coast, and represent clans to which Mungo Martin was closely related. Most of the crests represent a founder of a clan — an animal changed to human form.

The raven on the top is such a crest. The tradition is that the raven, Gwawina, came down to earth at a definite spot on the coast, took off his raven cloak, and became a man, Lewagila. The man, the second figure on the pole, founded the Lelewagila



clan of the Kwiksutinuk tribe, Gilford Island.

The grizzly, named Kyelem (bully), changed to human form at a place in Knight Inlet, and took the name Walibui. The Wawalibui clan of the Kwakiutl of Fort Rupert are his descendants, and use his image on their crest. On the pole he is shown holding a smaller grizzly, his son.

The fourth figure, Tsonoqua the cannibal woman, took a human husband on the upper part of the Kimpkish River. Her son, shown in her arms, was the founder of one clan of the Nimpkish tribe.

The fifth figure of the killer whale, Makinukw, with a face on his tail and a seal in his mouth, represents a slightly different type of tradition. He was not a clan founder, but gave supernatural power over seals to two men, who have passed the crest down to their descendants.

The bottom figure is the beaver, Tsawa, holding his son. He was created half human, half beaver (Tsokstelis), and he took the name Nemokwis (alone at the head of the inlet). Other people from all over (nakwa) later joined him and formed the

Nadwakto (people from all over) tribe which now lives at Blunden Harbour.

At a cost of nearly \$6,000, the massive sixty foot Totem Pole which stands before the National Headquarters of the Boy Scouts of Canada in Ottawa, has been moved 15 feet to a new location. The pole, carved by Canada's most noted totem carver, the late Chief Mungo Martin, and a gift of the Boy Scouts and the Government of British Columbia, was in the way of a highway widening program on Ottawa's Baseline Road, where the national headquarters is located.

The heavy cost of moving the pole this short distance resulted from the fact that the pole was anchored in 78 tons of concrete which had to be dug out, and a new hole excavated in solid rock.

As permission from the city of Ottawa was given for its original location on the property prior to the expropriation of frontage for the road widening scheme, the city of Ottawa agreed to share equally with the Boy Scouts the cost of relocation.



'UNDER 21'

CAREERS

Telephone Craftsmen

by M.L. Presseau,

Interviewer, Male Employment,

The Bell Telephone Company of Canada Limited

While telephone company hiring statistics would seem to indicate a telephone career is almost synonymous with female employment, hundreds of interesting opportunities in positions ranging from engineering assistants to mail clerks are available and all these jobs have one thing in common — they offer qualified employees every opportunity to move to the top.

Available Jobs

ENGINEERING ASSISTANTS: As part of the non-supervisory management team, engineering assistants are responsible for analyzing, assembling and compiling various technical reports, plans, specifications and layouts from data received through field reports. Previous engineering experience is not required since the company offers suitable technical school graduates an intensive program of classroom and on-the-job training in various facets of the telephone business.

STATION INSTALLERS: The installer is probably one of the telephone company's best-known employees and works, usually without direct supervision, selling services and installing, changing or removing telephone equipment from customers' homes and businesses. Experienced installers are often promoted to more responsible positions as repairmen, central office technicians or PBX (switchboard) technicians.

LINEMAN-SPLICERS: These positions are primarily outdoor jobs and particularly suited to men with definite interests in the mechanics of the telephone business. Working in small teams throughout the company's territory, linemen-splitters are responsible for the installation and maintenance of poles, cables, wires and terminals making up a telephone system.

CENTRAL OFFICEMEN: All telephone lines originate and terminate in a central office or exchange building and the central officeman is responsible for testing, repairing and inspecting the batteries of switches and wiring making up a modern telephone exchange. Since more sophisticated switching equipment is constantly being introduced, a central officeman's education never ends and he must constantly keep abreast of new developments in the field of telecommunications.

OTHER POSITIONS: Young men who show the necessary qualifications for advancement within the company but who, perhaps because of a lack of experience, are not immediately suitable for craft positions, are often employed temporarily as stock or mail clerks or as coin box collectors. These positions, however, are only stepping stones and many junior employees take company-sponsored courses in electricity to prepare themselves for craftsman positions.

On the commercial side of the telephone business, male applicants are considered for positions as commercial representatives or equipment salesmen, jobs which are offered to potential management candidates since they provide an over-all picture of this varied industry.

NECESSARY QUALIFICATIONS

Education: Since male employees are expected to progress to more responsible jobs, the minimum educational requirements are junior matriculation or institute of technology graduates. Candidates with additional formal education will start at a proportionately higher rate of pay if successful. Previous experience is not required; Bell Canada maintains a number of training programs to acquaint new employees with their various chosen trades.

Personal: Since craft positions occasionally require outside work under adverse conditions, applicants should be of average height and weight and have normal hearing and vision. Candidates between the ages of 17 and 25 are preferred but younger men may be considered for junior positions. Since employees frequently deal with the public, a pleasant manner, tact and judgment are definitely required. Also, since the work is constantly changing, successful candidates must be able to adapt to different environments and duties.

WHAT SALARY CAN BE EXPECTED?

Starting salaries vary according to the job and the amount of education a candidate has completed. An installer with junior matriculation, for example, would start at approximately \$69.50 per week in Montreal; coin box collectors, mail and stock clerks would start at about \$67 per week. Engineering assistants, however, as graduates of recognized institutes of technology, would start at about \$360 per month or more depending on their education. Shift premiums are paid to craftsmen working offshifts or holidays. In addition, comprehensive medical and thrift benefits and educational assistance programs are offered.

SUMMARY:

Young men with definite technical aptitudes will find that opportunities for advancement in the telephone business are well above average and high school or institute of technology graduates are invited to consult their local telephone company employment offices for more information on the various careers available in one of the many phases of the telephone crafts.

Human Folly

Stu Moodie

The other day a six year old boy returned from school and approached his mother with one hand in his pocket. He explained that at recess he saw a little boy five years old in kindergarten playing with a box of matches. He was taking one from the box, striking it and watching it burn. The six year old withdrew the box of matches from his pocket as he finished the story and handed them to his mother. When asked what the little boy did when he seized the matches he manfully explained that the little boy cried but was told that it was not safe to play with matches as he might burn himself.

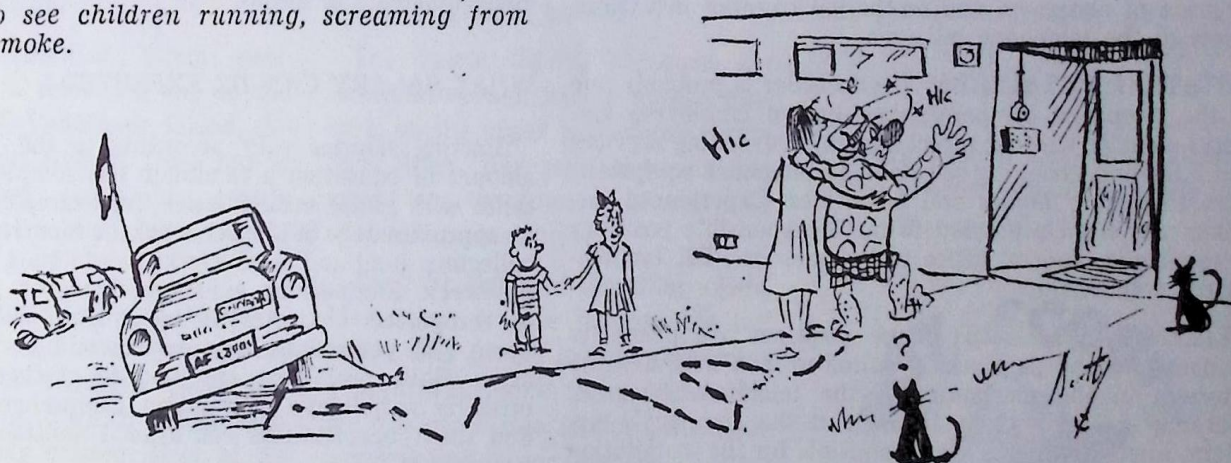
The knowledge that what one child was doing was wrong was sufficient to cause the second to take corrective action and remove a hazard from the other. The question this brings up is one of responsibility. The growing disregard for, or acceptance of the wrong doing of others by members of our society is a major problem.

You never know as you walk around the PMQ area where we live when some person, who has had a momentary lapse of rational thinking, will toss an explosive charge out of a window to explode near your head. A few evenings ago as I was walking some person tossed one from his window, apparently to scare a group of children loitering below. I was several yards away and turned about at the sound of the explosion to see children running, screaming from a cloud of smoke.

For those who think I am unduly concerned the following experience is related. During a fireworks display honouring the Coronation of Queen Elizabeth 11 at Ottawa a misguided rocket landed in the crowd setting a small girl in a blue nylon dress on fire. The little girl ran toward me through the crowd as it opened to make way for her. I ran forward and grabbed her throwing her to the ground, smothering the fire with a coat as I did so. I then carried the small child to a St Johns Ambulance standing by for such emergencies by the Ottawa Police Station. It was shocking to see the large areas of the girls legs which were severely burned.

I also think it less than amusing that there is a shop in Longuyon which sells very potent explosive devices to small children while a village law makes it unlawful to explode same within its boundaries. A premature explosion or short fuse could leave a small child with a severely burnt hand or damaged eyes. Let us not forget the mothers who are trying to get the small tots settled down for the night. Or the many people disturbed by one person satisfying an urge when the explosion occurs. They cause severe discomfort to some of the people each of us know.

It is my belief that as parents we are responsible to see that our children do not suffer injuries. This is indeed an extremely grave responsibility with persons, sometimes other parents, tossing exploding devices from windows not knowing when they will explode or at what level. Surely enough control still exists in the home to keep them from the school yards. Last but not least I would appeal to the teen aged boys to police the younger children and set for them a good example in this regard.



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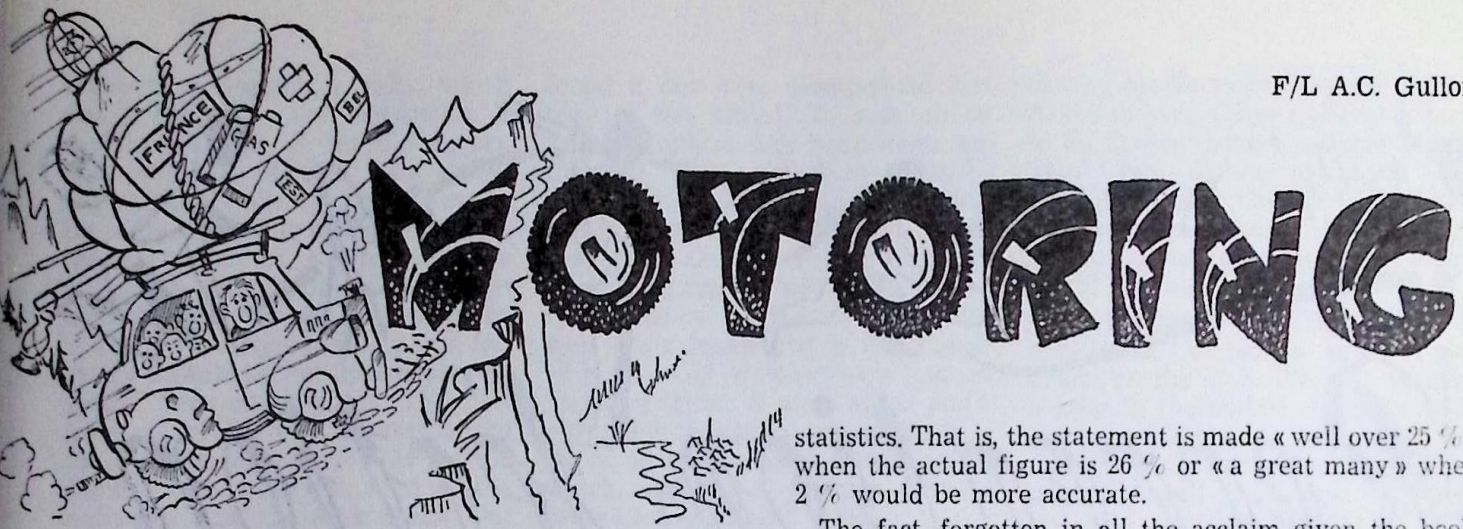
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A REBUTTAL

A great many of you have probably heard about or even read the book «Unsafe At Any Speed». Unfortunately, unless you regularly read motoring magazines, you've probably not read a rebuttal of any kind. The magazines have been full of them. The harshest ones coming from those magazines which normally tear «Detroit Iron» apart in their regular columns.

The biggest fault with the book is that it was written by a lawyer and not an engineer. As a result the technical fault-finding is practically nil and the emotional appeal, complete with lurid accidents (assumed, but not proven to be, the fault of the car) at a maximum. In addition it appears that the author was not exhaustive in his research and is frequently guilty of misrepresenting

statistics. That is, the statement is made «well over 25 %» when the actual figure is 26 % or «a great many» when 2 % would be more accurate.

The fact, forgotten in all the acclaim given the book, is that something less than 10 % of accidents have mechanical causes and the major part of these mechanical failures (would you believe 95 %?), are caused by poor owner maintenance and not by design faults or premature metal failure.

The biggest «designed in fault» is still the nut that holds the steering wheel. Moreover, his biggest failing may be ignorance and not stupidity. (An ignorant person is one who simply doesn't know, whereas a stupid person is one who doesn't know and doesn't know he doesn't know.) We still hear someone recently involved in an accident say «...and then the car just took over!». A car is not a live object and is therefore incapable of assuming control. Moreover, it is subject to the laws of physics and it is therefore possible to predict how it will react to steering, braking or acceleration. The biggest reason that minor incidents become major accidents is that the driver is totally unfamiliar with the way the car responds under extreme conditions. For instance, do you know what happens to your car as it approaches the limits of adhesion to the road surface?

(Next issue a discussion of cars on the limits of adhesion.)

THE GRAND PRIX SCENE

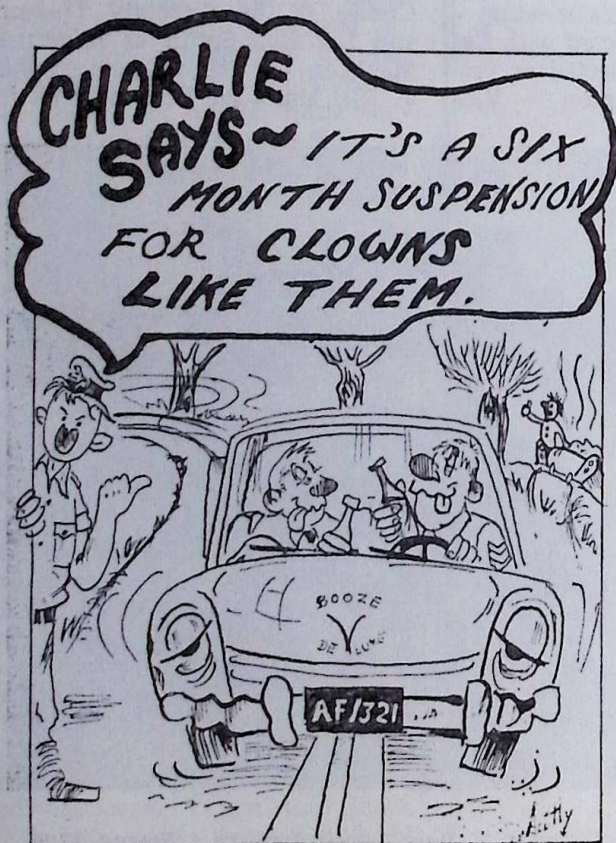
Clark won Watkins Glen with a BRM H-16. This was the first win for that engine and leaves the factory team with a bit of a red face. The win for Lotus also removed Ferrari's mathematical chance for the Manufacturer's Championship. Brabham has now both the World Driver's and Manufacturer's Championship for 1966. This makes the first time that a driver has driven into the championship in a car of his own design.

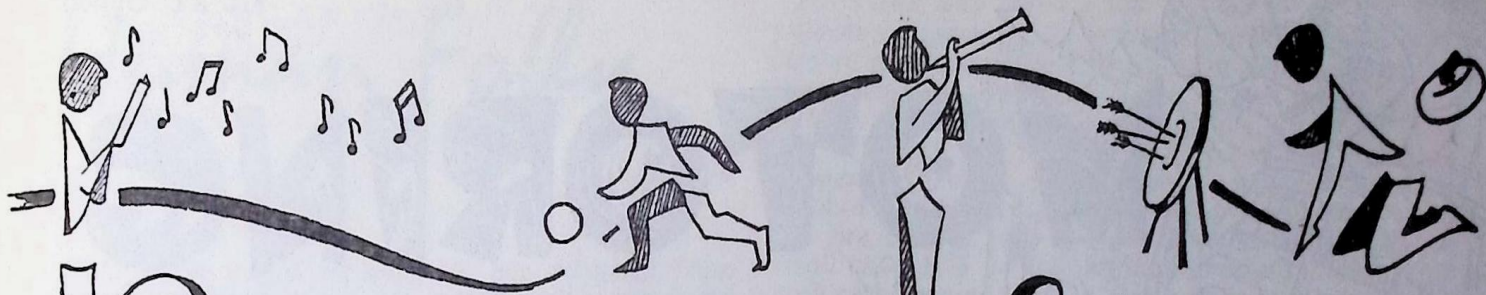
MASA

Don't forget the gymkhana on Oct 30. It should be a great deal of amusement. Especially if it happens to rain. 1300 hours on the marguerites north east of No. 1 hangar.

...the wiser man...

Did you know that the automatic adjustment of brakes is done when you brake in reverse? If you find one of your brakes pulling a little it might be a good idea to take time to hit your brakes hard while traveling at a fair rate (five to ten mph) in reverse.





Recreation Section

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

HI ALL YOU HOCKEY FANS

Yes, it is hockey time again and your favourite team, 1 Wing Arrows are getting underway for another year of good hockey and good entertainment. As most of you good fans know, we have had a serious delay making ice in our local arena. However, we have been advised that ice should be available shortly and when this happens our team will be in high gear and making up for lost time. The team this year will be under new management and as usual, there will be quite a few new players. We will give you a complete run down on all team members and new executive personnel in the next Arrowhead issue. At this time we just want to welcome any new arrivals and once again send our greetings to all our loyal hockey fans and advise you on the games that have been arranged in the immediate future.

Depending on weather and our ice making equipment and of course, the possibility that we may be moving sometime soon, we will endeavour to keep you up-to-date and let you know of any changes in games already booked.

The following games have been arranged to date:

- NOV 5-6: 1 Wing vs Tilburg
- NOV 9: 1 Wing vs S'Hertogenbosch
- NOV 12-13: 1 Wing vs Den Haag
- NOV 26-27: 1 Wing vs Antwerp
- DEC 3-4: 1 Wing vs Amsterdam

- DEC 7: 1 Wing vs S'Hertogenbosch
- DEC 10-11: 1 Wing away to 3 and 4 Wing
- DEC 17: 1 Wing away to Liege
- DEC 18: 1 Wing away to Liege

Note: Games played on Sunday's will be played in the afternoon, all other games will be night games. Games Times: 1400 and 200 hrs.

MARVILLE AUTOSPORTS ASSOCIATION

The M.A.S.A. opened the 1966-67 season by holding a general meeting on September 5. At this meeting a new committee was elected with Cpl Bob McKiel being re-elected as President, Lac Bill Thompson — Vice

Pres. and Lac Ed Crouse — Competition Chairman, Mrs Laverne Crouse as the Secretary Treasurer, and Lac Bob Smith as Advertising Manager. On the following Sunday at 1300 hours the Club held its first



Gymkhana, held October 2, Don Arkell driving a Simca 1300

event of the season, a rally, which was a delight to the newcomers, a surprise to some of the old timers, and even the officials had a few laughs. This rally was run in France. By using the simple method of listing the towns in the correct order in which the competitors were to pass through them, by the shortest route, and a low average speed, it was felt by the organizers that the competitors should have no problems. The first town on the list was Remoiville and the shortest route there was not via Jametz, but via a dirt road to the right just after the Arab Shack. Out of nine cars in the rally only three took this road and two of these were beginners. It was suspected that the seasoned competitor who did take the correct road had seen one of the organizers turn down the road about 45 minutes before. Anyway the winners of the rally were Ed and Laverne Crouse driving a Volvo 122S Station Wagon. Second place went to Fred Sjoquist and Bill Merchel, driving a Volvo 544 with the modified front end. Fred and Bill lost out on first place by not taking that road right at the beginning. Since joining up as a team these fellows have placed consistently in the first three places, and now they have equipped the car with the latest rally gear which consists of an automatic average speed calculator, and a mileage counter accurate to one hundredth of a mile. They should be the team to beat. Third place went to F/L Hetherington and F/L Gullon driving a Porsche. This was their first time as a team and they came out very well. They knew they had done well at the second checkpoint because the navigator yelled « How about that » as they drove by.

This rally was approximately 70 miles long and the average speed for the whole rally was 50 k.p.h. The first checkpoint was located at the edge of Damvillers, at a four way intersection, which made it fairly interesting for the checkpoint official. With this setup, a car could be observed coming in on the wrong road and leaving possibly on the wrong road. In this case they would be penalized twice. The second checkpoint was located outside the town of Vilosnes on a slight uphill curve in the forest. This one presented no problems. The third and final checkpoint was located at the Arab Shack outside the main gate. Everybody

found it but were disappointed because it was closed. To sum up on rallying, only a few basic items are required. First, the team must be able to get along even under the most trying circumstances. I know of one case where the driver used to go into a towering rage as soon as he turned the engine on, but they always placed well. They found that it was impossible to rally if they were not on speaking terms. A good watch preferably with a sweep second hand, a set of up to date maps, maybe a stop watch, and lots of patience. Bring a sense of humour and a car.

The second event of the year was a Gymkhana (driving skill test) on October 2, north west of 1 hanger. It was organized by Don Arkell and as usual was a lot of fun. There were two overall classes, A and C, with five cars in class A and 8 in class C. First place in class A was Bob McKiel, driving a Cortina GT, second was Bill Thompson driving another Cortina GT and third was Claude Aubin driving a Porsche. First place in class C went to Fred Sjoquist

driving his Volvo 544, Second to Don Arkell driving a Simca 1300 and third to Ed Crouse driving a Volvo Truck. The Club wishes to thank the Base Air Traffic Control Officer, the O.C. and personnel of 109 Com Ft. without whose co-operation this event would not have taken place.

For the future the Club is holding a rally on October 16, and a Gymkhana on the 30th. We plan to hold a rally in the middle of each month and a gymkhana at the end of the month. Dates and times will be published well in advance. Meetings are held the first Monday of each month, normally at 2000 hours, room 34, Ground Training Building, next to CFN. The next meeting will be on November 7. At our meetings we plan on having lectures on navigation, rally tips, movies on various phases of the sport, model car racing and motor-ing and maintenance tips, along with refreshments. Membership to the Club is open to service personnel and their dependents who hold a valid driving permit. A sports car is not a requirement. Do join the fun!

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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, which will provide the card for the Bulletin Board, publicity in the magazine and over CFN. For your convenience, just drop the ad into 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.

wanted

Floor polisher in good condition. Contact: Cpl George Bjornson, local 157 or PMQ E-48.

Pianette or apartment size piano. Contact: C.R. Wesley, local 199.

No. 5 Blues (officers) to fit - Height 5'11, Weight - 185 lbs. Contact: F/L P. McDonnell, local 165.

Someone to give Hawaiian Guitar lessons to my son. Contact: Cpl G.E. Stillwell, local 86-2 or PMQ B-148.

One 1500 watt transformer. Contact: W02 Fisher, local 140.

Car to rent — until Nov 20. Especially for week-ends. Contact: A. Haslett, local 78.

cars for sale

1960 Lark Stationwagon, 6 cyl engine. Good condition. Contact: Sgt Andrew, local 85 or 145, or 323 Third St. M.L.T.P.

1961 Taunus (17M) Station wagon. Contact: Cpl McAllister, local 28 or 129, rue de Montmédy, Dampicourt.

1959 Ford Station wagen, radio, backup lights, power steering, good tires, Excellent condition, Price \$600.00. Contact: Cpl Char-nuski, local 211 or PMQ G-17.

1962 Austin Westminster 6 cyl. Overdrive, passing gear, disc brakes. Leather upholstery. Excellent condition. Contact: Cpl Hughes, local 272 - 3 or B-133.

1957 Opel Rekord, good condition, good tires. Contact: F/L Barton, local 173.

1956 Ford, good condition. Price \$100.00. Contact: Lac Wesley, local 199 or PMQ G-58.

1955 Pontiac Sedan, std six. Contact Sgt Chapman, local 150.

1963 Chevrolet greenbrier camper, 4 speed transmission, 6 cyl engine, radio, sleeps 2 adults, 2 children. Contact: Lac D.S. Glaholm, local 278 or PMQ D-64.

1960 Opel station wagon, custom radio, roof rack, michelin X tires. Insurance valid Sept. 13. Contact: Cpl Hilborn, local 117 or PMQ D-14.

1959 Jaguar mark IX, automatic, power steering and brakes. Sun roof, new tires. Price \$800.00. Contact: F/L Walker, local 196.

1958 Simca - price \$275.00. 1960 Simca Aronde - price \$150.00. Contact: Lac Robidas, local 194 or BB 19, Rm 15.

1962 Mercedes Benz 190C Sedan, black and red. Mercedes service record available. Contact: Mr. Doug McAllister, local 160 or PMQ B-21.

1965 Volkswagen 1200. Excellent condition. Price \$825.00. Contact: F/L Kelly, local 57 Metz.

1959 Studebaker station wagon, 6 cyl, std transmission. Radio, roof rack. Insurance valid to October. Contact: Lac Gillatly, local 166.

1956 Ford Fairlane 4 door, 6 cyl, std transmission, 2 new tires, brakes, front wheel bearings, good condition. Available with or without insurance. Contact: Cpl Potts, local 168 or PMQ G-112.

For Sale — 1966 Peugeot 404 — 8700 Kilometers, Insurance valid Aug. 67. Contact: Sgt Ferguson, local 9 (WOR) or PMQ B-85.

For Sale — 1962 Volkswagen Bus — converted to camper, sleeps two adults and one child. Equipped with table, chairs lamps and stove. Included is 2 bedroom european tent, sleeping bags and camp equipment. Price \$825.00. Contact: FS Grenke, local 147 in Air Div. Metz.

1959 Mercedes-Benz, 180A Export model. Excellent condition. Contact: Cpl Dave Peers, 109 K.U. or local 277 - 272-3.

1964 Peugeot 404 Convertable. Excellent condition. Contact: Cpl Charlebois, local 86 - 2.

1963 Grand Prix with deluxe extras. Price \$2500 or exchange for small car. Contact: Mr Paul Tremblay, Canadian Embassy, Brussels, Phone 13-38-50 Ext 1. Will bring car to Marville for inspection.

trailers for sale

Two bedroom trailer complete with furniture. 3 pc. bathroom. Fridge, stove dishes, Hoovermatic washer, vacuum., aladdin heater, baby chair, crib, lawn chairs, etc. Available November 1. Contact: Cpl Diedie, local 168 or No. B-1, M.L.T.P.

Two bedroom Berkley Metal house trailer, with extension. Contact: Cpl F. Dyke, local 120 or C-4 M.L.T.P.

camping equipment for sale

Happy camping trailer, w/fridge, table chairs, mattress, cupboards, 2 burner stove, 3 gas bottles, lamp and heater. New tires. Contact : Cpl Potts, local 168 or PMQ G-112.

10 ft folding camp trailer, sleeps six. Contact : Cpl Desjardins, local 246 or PMQ E-12.

Happy trailer with cupboard, mattresses, spare tire. Reasonable price. Contact : Sgt Durdin, S.E. Section or PMQ B-35.

15 Ft folding trailer. Sleeps 4 or more, completely equipped. May be seen at 3 Wing trailer storage stie. No. 57 or contact : Cpl D.J. Lang, local 49 - 3 Wing.

misc. for sale

Three pc. chesterfield suite in good condition and MobyMatic - Mobyette. Insurance valid March '67. Contact : Sgt Andrew, local 85 or 145, or 323 Third St. M.L.T.P.

1966 Honda 50 Sports motorcycle. Perfect condition. Includes accessories. Contact : F/L Dunham, local 275 or Chris Dunham at PMQ C-46.

Two wheel baggage trailer, complete with box and covering lid. Price \$35.00. Contact : Sgt Colton, local 32 or PMQ G-47.

Bunk beds with mattresses, and vacuum cleaner. Contact : Cpl Mercier, local 23.

Parts from 1959 Renault Dauphine. New Battery. Contact : Arch Hastlett, local 78.

Dressmaking and Alterations. Contact : Mimi Croteau, 209 M.L.T.P.

Grundig magestic Stereo combination set. Price \$130.00. Contact : Cpl Pitzel, local 187 or may be seen at 16, rue St Roch, Virton.

Trailer hitch - \$5.00. Roof rack for American car - \$5.00. Car bed converts to car seat - \$2.50. Contact : Cpl Dyke, local 120 or C-4 M.L.T.P.

1 pr girls figure skates, size 2 - \$4.00. 1 pr womens figure skates, size 4 - \$4.00. 1 pr mens skates, size 7 (New) - \$6.00. Baby carriage - folding type Jolly jumper - for \$18.00. Contact : Cpl Hughes, PMQ B-133.

Parts from 1961 Renault Dauphine Gordini. Contact : F/L Renault, local 182.

1961 N.S.U. Motor bike, 49 CC. Good running condition, complete with accessories including windscreen, helmet, saddle bags and gas container. Price \$65.00. Contact : S/L Wood, local 21 or PMQ A-15.

35 MM single lens reflex x camera, complete with lightmeter, telephoto, filters, lens hoods and carrying case - \$75.00. Yashica -LM44 Twin lens reflex cameras with case. Price \$35.00. Polaroid land camera model 958, complete with close up lenses and flash. Price \$8.00. Contact : Lac Sjoquist, local 208.

Folding type play pen — \$8.00. Folding high chair — \$5.00. Hoovermatic washer — \$60.00. All in good condition. Contact : Cpl Guimont, local 85.

Misc furniture for sale, including, adult beds, night tables, vanity, propane stove, counter top fridge, upholstered chairs, ceiling lights. Contact : Cpl Lang, local 49 at 3 Wing.

2 pr girls white figure skates, size 11 and 2. Contact : Cpl J. Garner, local 94 or A-10 M.L.T.P.

For Sale — Large size European Baby Carriage. Contact : Cpl Livingston, local 248 or 2, rue de la Chamberlaine, Virton.

For Sale — Coleman space heater and barrels - \$30.00, 4 burner electric stove 220 Volts - \$25.00, 2 seater couch - \$5.00, 3 Bureaus - coffee table, kitchen table transformer. Contact : Cpl Dennis, local 159 or No. 5 on Highway through Lamorteau.

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After Sunday service a young couple talked to me about joining the church. I hadn't met the husband before, and I asked what church he was transferring from. A little sadly, he replied, «I am transferring from the Municipal Golf Course.»

★

An elderly farm couple was visiting New York for the first time. The

on the lighter side

sights seemed to interest the old gentleman more than his wife, who finally exclaimed, «John, the way you stare at these city women is something

scandalous. A body'd think you'd never seen legs before.»

«Well,» John mused, «that's just what I was thinking myself!»



Remember, just take the firecrackers off the KIDS ... and NOT the candy!



Sunday Oct 30, 1800 and 2030 hrs
Monday Oct 31, 1900 hrs only

Bigamy-British Style!



METRO-GOLDWYN-MAYER presents A CARLO PONTI PRODUCTION

SOPHIA LOREN **PAUL NEWMAN**
DAVID NIVEN

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PANAVISION • EASTMAN COLOUR

with CECIL PARKER and **CLAUDE DAUPHIN**

SCREENPLAY BY PETER USTINOV / BASED ON THE NOVEL BY ROMANN GARY / DIRECTED BY PETER USTINOV / PRODUCED BY CARLO PONTI

« A » Paul Newman, Sophia Loren, David Niven
SCOPE and COLOR

Tuesday Nov 1, 1745 and 2045 hrs

IT'S A MAD, MAD, WORLD

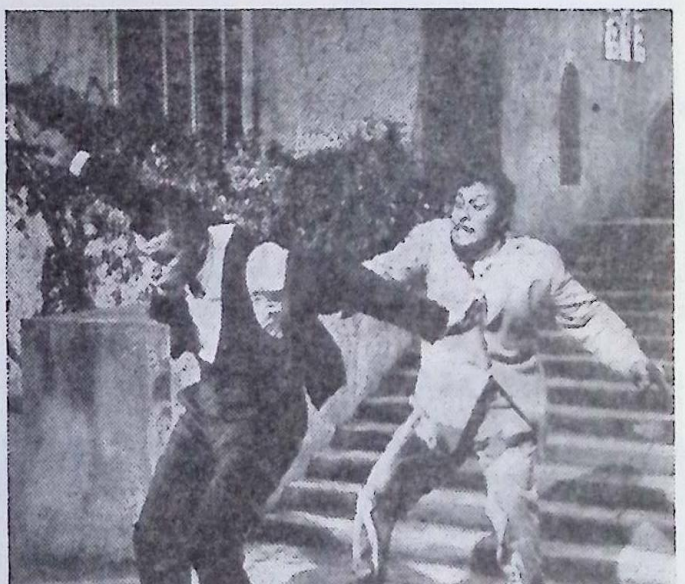
« U » Spencer Tracy, Ethel Merman, Mickey Rooney
SCOPE and COLOR

Wednesday Nov 2, 1900 and 2030 hrs
Thursday Nov 3, 1900 hrs only

A SHOT IN THE DARK

« A » Peter Sellers, Elke Sommer
SCOPE and COLOR

Friday Nov 4, 1800 and 2030 hrs
Saturday Nov 5, 1900 hrs only



James Garner is assaulted on a dark Lisbon street by espionage agent Nello Pazzafini. A scene from Universal International's "A MAN COULD GET KILLED" which also stars Melina Mercouri, Sandra Dee and Tony Franciosa. A cloak and dagger comedy thriller it was shot on location in Lisbon. It is distributed in the U.K. by the Rank Organisation.

A MAN COULD GET KILLED



Arriving in Lisbon, American James Garner is met by British embassy official Robert Cootie in this scene from Universal International's "A MAN COULD GET KILLED". A cloak and dagger comedy thriller it also stars Melina Mercouri, Sandra Dee and Tony Franciosa. It is distributed in the U.K. by the Rank Organisation.

« U » SCOPE and COLOR

Saturday Nov 5, 1345 hrs only CHILDREN'S MATINEE

ROCKETS IN THE DUNES

« U »

plus serial part 6 HOT ON THE TRAIL

« U »

Sunday Nov 6, 1800 and 2030 hrs

Monday Nov 7, 1900 hrs only

CAT BALLOU

« A » Lee Martin, Jane Fonda, Michael Callan

TECHNICOLOR

Tuesday Nov 8, 1800 and 2030 hrs

THE HILL

« X » Sean Connery, Harry Andrews, Ian Bannen

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VIRTON

Wednesday Nov 9, 1800 and 2030 hrs

Thursday Nov 10, 1900 hrs only

« A »

Watch it DOCTOR!



THE RANK ORGANISATION PRESENTS
A BETTY E. BOX - RALPH THOMAS PRODUCTION

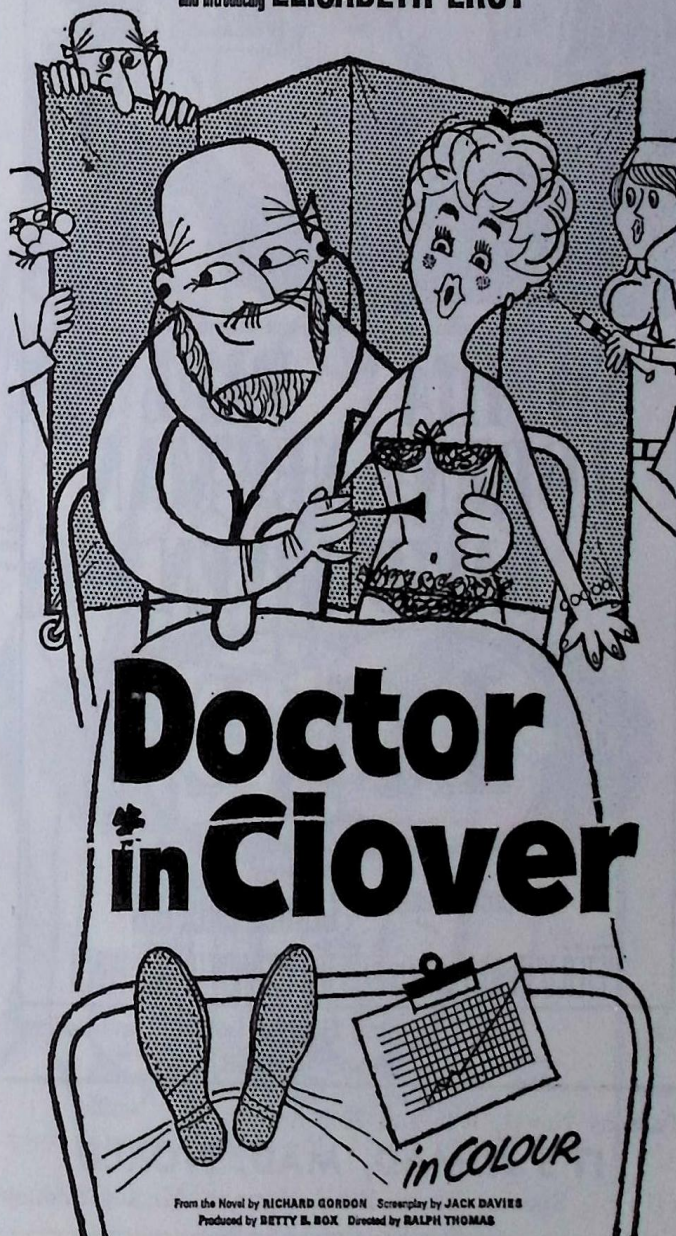
LESLIE PHILLIPS

JAMES ROBERTSON JUSTICE

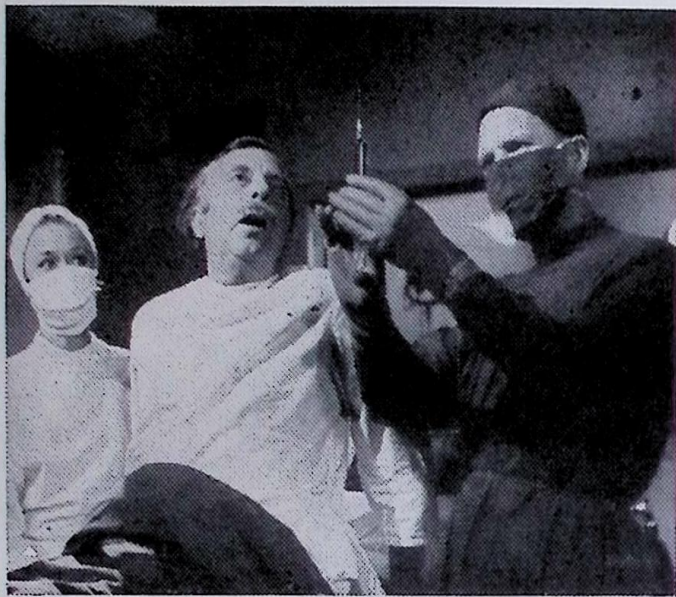
SHIRLEY ANNE FIELD · JOHN FRASER

JOAN SIMS · ARTHUR HAYNES

and introducing **ELISABETH ERGY**



From the Novel by RICHARD GORDON Screenplay by JACK DAVIES
Produced by BETTY E. BOX Directed by RALPH THOMAS



The sight of a hypodermic syringe knocks out patient Arthur Haynes in this amusing scene from the new Rank Organisation comedy, **DOCTOR IN CLOVER**. The film is produced by Betty E. Box and directed by Ralph Thomas.



Leslie Phillips attempting to rejuvenate himself shows off his modern haircut, and new suit before cousin John Fraser and Suzan Farmer in this scene from the new Rank Organisation comedy **DOCTOR IN CLOVER**. The film is produced by Betty E. Box and directed by Ralph Thomas.

Friday 11 Nov, 1800 and 2030 hrs

Saturday Nov 12, 1900 hrs only

NORTH WEST FRONTIER

« U » Kenneth More, Lauren Bacall, Herbert Lom
SCOPE and COLOR

Saturday Nov 12, 1345 hrs only CHILDREN'S MATINEE

GO KART GO

« U »

plus serial part 7 **OUT OF CONTROL**

« U »

shortly at this
theatre

VON RYANS
EXPRESS



CHEYENNE AUTUMN



BOEING BOEING

