



Arrowhead  
TRIBUNE



# Message

*from the Commanding Officer*

*At long last our relocation has been announced. Throughout the waiting months my goal has been to dispel rumours by keeping you all informed as much as possible as to any official decisions that have been made. With this in mind this special edition of the Arrowhead has been produced.*

*In these few pages you will find a brief introduction to the community of Lahr and a capsule commentary on the accommodations and facilities in this delightful Black Forest town. Extra copies of this edition have been printed for our friends in Metz who will be relocated with us in Lahr. Also there will be a few copies available from the Arrowhead office for sponsors to send to personnel and families coming from Canada to Lahr.*

*There are many unanswered questions as yet. Most of these will come to mind, if they have not already, as you read through these pages. Please be assured that as soon as I have firm answers, you will have them. To this end, a radio broadcast is planned in the very near future on which a lot of your questions concerning the move will be posed and answered as completely as possible. Also a series movement information bulletins will be widely distributed as each aspect of the move is clarified.*

*Our primary goal in the next few months is to carry out this relocation without decreasing our operational posture and with minimum inconvenience and dislocation of our personnel and families. With your continued enthusiastic support this can be done.*



VOLUME 7 — No. 2  
1 WING RCAF MARVILLE  
17 FEBRUARY 1967

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

Contributions to the magazine are welcomed and encouraged.

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#### DEADLINE DATES

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

Photos :	Material :	Next issue :
Feb. 27	Mar. 3	Mar. 10

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.

*editorial*

## LAHR

While the processes of international diplomacy work in strange and wonderful ways, they do occasionally foster concrete results. Yes, Virginia, we are officially relocating to Lahr. Several people who have visited our new location, have written their views and impressions for the Arrowhead, so that we may get some feeling for and appreciation of, our new home. It is regretted that we do not have more information, however, it will be disseminated as soon as it becomes available.

It is to be appreciated that there are many details and problems associated with a relocation of this proportion and it behooves all of us to accept the months ahead in the right spirit and give the utmost in co-operation to those responsible for co-ordinating and accomplishing the move.

Perhaps we may at this time, offer a sincere « Thank You » to all our French and Belgian friends who have taken us into their homes and provided us with friendship to make our sojourn in France more enjoyable.

## LAST ISSUE

The Arrowhead Tribune plans to publish one more issue to appear on the 10 March. It is hoped to present a biography of 1 Wing Marville and the various units which compose it.

## COVER STORY

A famous landmark in the Lahr area. The « Lame Newsmonger » telling one and all « Nacht Lahr, » or « This Way to Lahr. »

# History of Lahr

W.A.M. McAllister

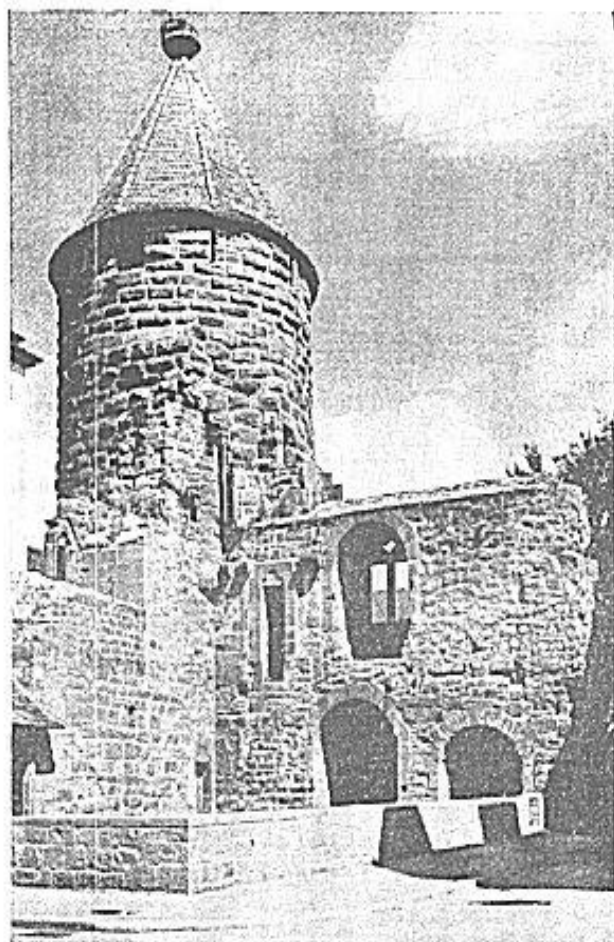
Lahr was a relatively late feudal foundation. Long before the lords of Geroldseck had built their Tiefsburg castle at the center of the medieval township, Roman legionaries had, between 80 and 200 AD, set up a camp to guard the ford over the Schutter at Dinglingen. A stretch of the present day Route 3 closely follows the course of the old Roman Road. At the end of the 13th century the lords of Geroldseck, whose home lay high above the rapidly spreading township commanding the area between the valleys of Schutter and the Kinzig, from its craggy post, gave Lahr its municipal charter. With the end of this house, neighbouring barons contended for control of the town, not always with happy results. Lahr had barely recovered from the ravages of the Thirty Year's War when the war of Louis XIV brought fresh misfortune. Most of the town; prob-

ably including the Tiefsburg, or city center, was destroyed by fire. One of the few buildings to survive was the Renaissance Town Hall of 1608, to-day under restoration according to

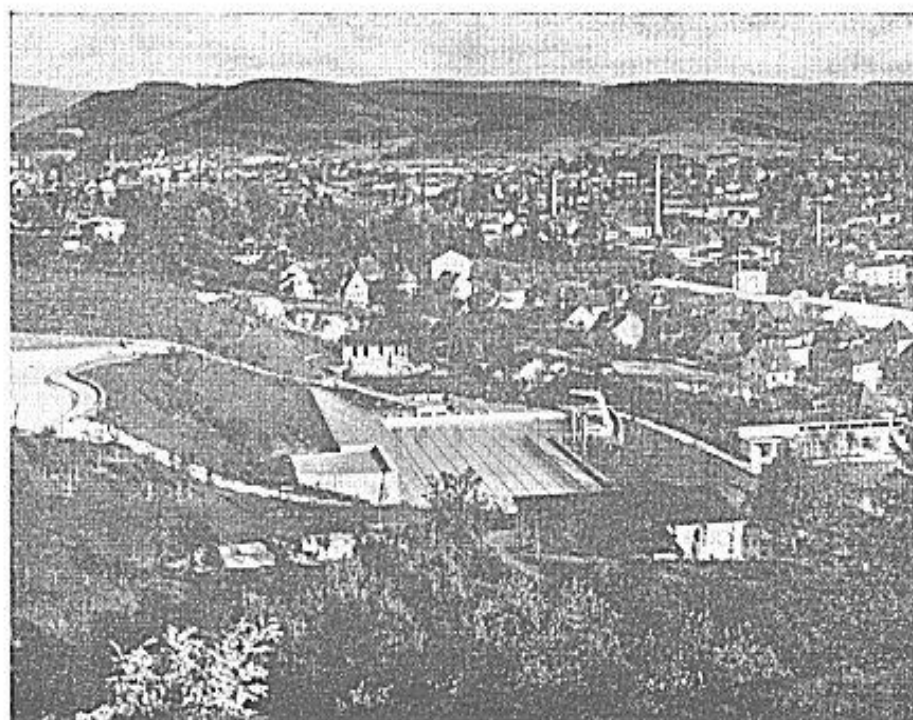
original plans. Under the French Directory of Napoleon, Strasburg lost its economic importance for Germany, so the merchants of Lahr profited and soon the town became a flourishing trading center. However, with the construction of the Rhine railway, which did not touch Lahr, the canalization of the Rhine to Mannheim, and the set backs after the First World War, Lahr's position deteriorated considerably.

Prosperity did not return to Lahr until after the Second World War, when industry had recovered from the crippling Allied dismantling policy and new markets had been opened abroad. New residential areas were developed, new churches and schools built for a population of almost 24000 and for the 7000 French airmen and their dependents.

Since 1950 Lahr has been steadily spreading west towards the railway. In 1963 the town opened a new railway station on the main line. The town's prospects were further improved by the extension of the autobahn. Whilst the traditional link with Alsace was maintained by the opening of a new car-ferry near Ottenheim,



*The stork tower.*



*Lahr showing terrace swimming pool.*

Lahr belongs geographically to both the Black Forest and the Rhine plain. The town nestles at the foot of the Loess hills which shelter the basin of the Schutter where it opens out into the fertile Rhine plain. The wooded slopes of the Black Forest reach down to the town and provide an imposing background. Close by are the volcanic hills of the Kaiserstuhl at the foot of which nestles the market town of Seebach in the Valley of the Schutter. In the marshland hamlets stand the festive looking timbered houses that create an atmosphere of comfort and interest. Colourful buildings can be found throughout the surrounding area which abounds with places of interest. To mention a few, the Castle of Ruston the Elz, the Townhall in Kippenheim, and the castle of Mahlberg will provide our amateur photographers with many opportunities to retain the beauty of the area. To the east of the town, the Schutter has cut a deep valley into the hills and here the holidayer can see the ruined castle of Hohengeroldseck on its craggy cone and find the Black Forest at its unspoiled best. For our angling enthusiast the old bed of the Rhine is paradise.

As one approaches the City, the 1801 Almanach «The Lame News-monger» who, it is said spread the fame of Lahr far beyond the municipal boundary now directs you «Nacht Lahr» Evidence of this landmark may be seen as erected by the Romans near the storks tower. It was also noticed on a tombstone dated 1629 near the Collegiate Church. The old town hall was restored in 1963 and one cannot help but be impressed by the effort expended to retain the conformity and sign of the past.

# LAHR

by E. Roberts

Just five minutes off the Frankfurt to Basel autobahn is the city of Lahr. A first impression of Lahr can be deceptive. The narrow streets, old world houses and picturesque setting could lead you to believe that you are visiting a town that has failed to progress with the rest of Germany.



On closer inspection, however, it can be seen that the town is vigorously modern with all the facilities of larger towns and yet has managed to preserve its old world dignity and charm.

To the West of Lahr is the Rhine river and to the East, the hills of the Black Forest. Just one hour away to the North is the city of Karlsruhe and about the same distance to the South is the city of Basel in Switzerland. The surrounding villages in the Black Forest and the town of Lahr itself offer superb restaurants and Gasthauses where a family can enjoy a banquet complete with local wines without having to worry whether the bill is going to be too high or not. The quality and cost of food makes the diner wonder how the restaurant can manage to make a profit. For example, the most expensive main course in the best restaurant in Lahr costs 7.50 DM (less than \$2.00).

The town is very old, first being granted a charter by the Lords of Geroldseck in the 13th century. Long before this the Romans, between 20 and 200 AD, established a camp there to protect the ford over the river Schutter which flows through the town. The camp was set up on the outskirts of the present town limits in the village of Dinglingen, very near the present airfield.

In the city itself there are many places of interest to visit. The city gardens, the «stork tower», which was part of the original Geroldseck castle and to which the storks return each summer, the two town halls, the old and the new, are certainly worth a visit. The old town hall was built in 1608 and the new town hall built in 1808 originally belonged to Freiherr von Lotzbeck who was known as the «Snuff King» because of his association with the tobacco industry. The city centre is within comfortable walking distance from the Married Quarters and unless you intend to make some large purchase which will require your car to move, you would be well advised to walk, as the narrow streets make driving difficult and parking space is almost impossible to find.

At the Town Hall there is a tourist information bureau where the director, Herr Lichtenberg, looks after the requests of visitors who seek information, maps, etc. of the local area.

The stores in Lahr appear to be good, and those interested in skiing will find that all brands and price ranges of ski equipment are available; there are also of course, many other stores catering to all tastes. It is quite possible that all but the most unusual goods can be purchased in Lahr, eliminating the need to drive

for miles looking for goods not available in the PX.

There are two Volkswagen dealers in the town and service is also available for all European cars. For gasoline, there is a modern Esso Station in the main Married Quarters area and at least one other in the town. As a point of interest to automobile buffs, Felix Wankel the inventor of the revolutionary Wankel rotary motor was born and worked in Lahr.

On Wednesday and Saturday mornings, there is an open market in a town square where local produce of the finest quality is sold. Imported fresh fruits and vegetables can be bought also. The area is noted for its fresh fruits, especially plums and strawberries during the growing season.

The city has its own vineyards and the immediate area to the North, East and South produces quality white wines. Some of these wines although light tasting, have a high alcohol content and should be treated cautiously; the local people prefer to savour the taste of one or two glasses rather than try to finish a whole bottle at one sitting.

The diversified industry in Lahr employs about 17,000 people manufacturing leather, slide rules, electronic components, roller bearing and many other goods. Not all the 17,000 employees live in Lahr, a great number commute from local villages. The population of the town itself is approximately 24,000.

In the summer, the town is very busy catering to the needs of tourists and most of the hotels are committed to the «tourist coach trade» providing lodgings and food for people from all over Europe who stay or pass through Lahr. In summer, the town takes on a truly international air and many languages can be heard.

Civilian housing is in short supply; at the present time, only about 25 French families live on the economy, ten in Lahr and the rest elsewhere. Numerous single furnished rooms are available. They, however, are generally rented to students who attend the two academies in town. Camping facilities are available in the town with room for 50 to 60 trailers or tents. The possibility of finding other temporary camping accommodation in the area is good, the city authorities having indicated that if possible, they will assist.

The airfield lies to the West of the city and in one place the autobahn is within a stone's throw of the perimeter fence. On the other side of the town is the Menard Caserne, a German caserne complex presently occupied by the French Air Force. The other support facilities for the French Air Force are spread around in the town. These include two «Economats» (PXs), a drug store, community centre, theatre, etc.

The people of Lahr are proud of their town with its terraced swim-

ming pools, parks museum and good restaurants and I feel sure that their pride is well justified.

Lahr is a town where the people are friendly, eager to help, and to make the visitor feel at home. The city authorities have shown a high degree of co-operation and friendliness. There can be no doubt that we will be made most welcome in this very charming German town, where the word «Gemütlichkeit» has real meaning.

# LAHR UND DIE FRAU

## ACCOMMODATION

At the present time the majority of the French families in Lahr reside in married quarters. These married quarters are spread throughout the town and form part of the community rather than an isolated «married patch» complex as we have at Longuyon. Generally, the PMQ are fairly attractive from the outside and blend in well with the other buildings in Lahr. There are nearly 100 blocks containing approximately 1125 PMQ apartments in all. The majority of the blocks are two, three, and four stories and average 12-16 apartments per block. The largest type of block, with the exception of the «Schick» apartments, has 32 apartments. For comparison, the smallest block in «Cite Canadienne» is «E» Block, which also contains 32 apartments. The buildings are from five to fifteen years old and are all quite well built. Many of the blocks have balconies either outside or enclosed and all have basement areas. The majority of the PMQ have either individual garages or off-street parking areas.

The two exceptions to the general type of PMQ buildings are the unique «Tower» apartments (three) and the modern Schick apartments (two). These blocks are 8 and 9 stories high and are fairly new. Yes, they do have elevators. There are 24 apartments in each Tower block and 54 apartments in each of the Schick buildings.

During our visit to Lahr, 14 vacant PMQ apartments were visited, each of which was different. First of all,

to squelch all rumors, each and every one had a toilet. In fact, some of them have two separate rooms — one with a bath, sink and bidet and the other with a toilet and sink. Speaking of sinks, and we are not sure whether this is a good or bad feature, some of the PMQ have a sink in each of the children's bedrooms. All of the PMQ are centrally heated with radiators in each room and all the ones visited were very warm. Depending on the type of PMQ, you have large, average, and small kitchens, bedrooms, living and dining rooms. Some PMQs have linen rooms, pantries, next to the kitchen, storage rooms, etc. What we are trying to say is that the PMQ are all different! Although this will give the Housing Officer nightmares, it will be a big improvement for the occupants. Now, when you go to call on your neighbours, you won't be visiting «home» with just a different coloured rug or chesterfield.

For those people who «won't be dragged into PMQs with a team of horses» the situation is not completely firm yet. Furnished accommodation will be a rare find in the Lahr area. There are some new apartments now being built in Lahr and the surrounding areas that look quite modern. Many of these will be available probably before PMQs are. They are unfurnished — and we mean unfurnished. If you are the type that likes cupboards in your kitchen, bring them along.

## GENERAL INFORMATION

For those wives who are used to shopping in the metropolis of Longuyon or Montmedy, Lahr will provide a pleasant change. Lahr has a fine shopping area with just about every type of store that one would desire. For those who are still not satisfied, Freiburg and Strasbourg are only 30 to 45 minutes away, both of which have large department stores.

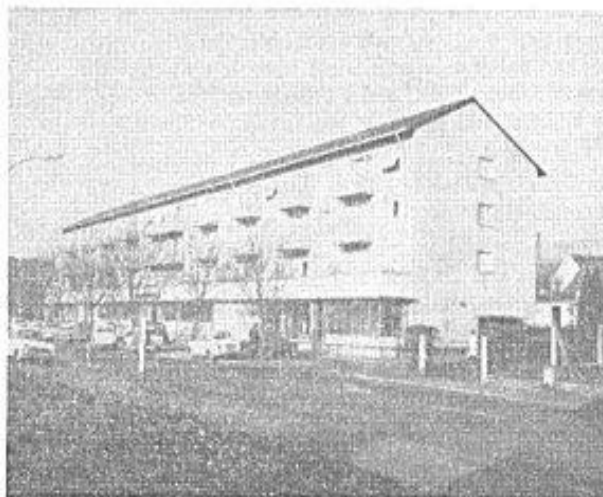
For recreation, the town has two large olympic size outdoor swimming pools. There is also a fine public gardens with a small zoo for those who enjoy Sunday afternoon strolls. A 50 to 60 place campsite is located in the town. This campsite is operated by the municipal authorities and has the usual amenities. There are several good restaurants in Lahr and the top menu seen was 7.50 marks for half a chicken or steaks.

In conclusion, Lahr is a fine town with many attractive features to offer and we should look forward to relocating there. See you in Lahr...

# SAMPLE PMQ's IN LAHR



PMQ — «TOWER APTS» — 8 stories (with elevator) 8/1 bedroom and 16/2 bedroom Apts in each building.



French «Economat» (PX) with 27 PMQ Apts above.



4 story PMQ building with 16 apartments.



3 story PMQ building with 6 apartments.

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

# news of Canada

## NEW UNIFORMS TO BE TRIED OUT

Ottawa (CP) — The wearers of the first new armed forces uniforms probably will be as exclusive as the 400 club.

Only 400 uniforms will be issued for user trials and not one is likely to come into public view until after the armed forces unification bill clears Parliament. This may be well into the summer.

Practically all units in the armed forces have set up a clamor to be issued with a few of the first 400.

Some of the new uniforms will go to the federal centennial commission and some to senior officers of the defence staff. So popular has the uniform become, sight unseen, that it may become a hot, under-the-counter item in material and personnel commands.

Few firm details on the new uniform have been made available. This is what is known or presumed so far:

The color will be a blend of army khaki, navy blue and air force blue. The presumption is green. Sailors have already referred to the new uniform as the «jolly green jumper.»

## RCAF Stunt Pilot Killed PLIERS BOOST CRASH MYSTERY

by Victor J. Mackie  
Times Ottawa Bureau

Ottawa — A pair of broken pliers was found in the wreckage of the Royal Canadian Air Force Golden Centennaires acrobatic team aircraft which crashed last October southwest of Winnipeg.

The mystery of the pliers has not been solved by the board of inquiry. In its report made today it mentions that the broken pliers were found but reaches no conclusion as to whether the pliers played any part in the crash of the aircraft.

The crash took the life of Flt. Lt. Thomas W. Bebb, 32, at Elm Creek 30 miles southwest of Winnipeg. He was a 13-year RCAF veteran. He was born in Winnipeg but called Kelowna his hometown.

The board of inquiry has reached no conclusion as to the cause of the crash according to a spokesman for the RCAF. He said the investigations carried on since the crash on Oct. 4 did determine that the

elevators of the aircraft were jammed.

### REPORT READY

Whether the elevators were jammed before the crash took place or after the impact with the ground, the board did not determine, according to the air force spokesman. The board completed its findings today and a copy of the report was made available to the defence department information division.

«The investigation is now complete. But it has been impossible to determine whether the pliers contributed to the crash of the aircraft» said an RCAF spokesman. «It was also impossible to determine where the pliers came from or to identify them.»

### TUTOR JET

Flt. Lt. Bebb was flying a Tutor jet trainer when the crash took place.

He was flying solo in the same airspace as fellow members of the Golden Centennaires acrobatic team when he failed to return from his flight.

Neither the other members of the Golden Centennaires nor Portage la Prairie air traffic control had seen or heard any indication that Flt. Lt. Bebb's plane was in trouble. The Portage La Prairie air base began using Tutors in their all-jet training program in January, 1965. Flt. Lt. Bebb was transferred to Portage in February, 1965, as a flying instructor. In August, 1966, he joined the Centennaires.

## THE RCAF PULLS OUT OF ITS MANPOWER DIVE

by David McIntosh

Ottawa — The commercial airlines are still raiding the RCAF, but the forays are capturing fewer pilots. It costs up to \$500,000 to train a pilot in the Canadian armed forces. There are 2,700 pilots in the services so they represent an investment of \$1,350,000,000.

Air Marshal E.M. Reyno, chief of personnel, said last week that the Defense Department has turned the manpower corner and the pilot shortage is no longer as chronic as it was early last year.

Half the 200 pilots in the RCAF air division in Europe had been considering retirement for higher-paying jobs with commercial airlines. But now there are only three applications for retirement among air

division pilots who fly the nuclear-armed CF-104.

Air Marshal Reyno said the pay increase for pilots last Feb. 1 — up to \$3,060 annually — has halted the exodus. And like all other armed forces personnel, the pilots shared in a general pay increase last Oct. 1 and will get another smaller one next Oct. 1.

Air Marshal Reyno said there should be few difficulties now in meeting the Defense Department's commitments. The forces numbered 105,336 on Nov. 30, an increase of 917 in two months.

Informants said Defense Minister Hellyer is prepared to increase pilot pay again if the airlines succeed in wooing away more RCAF pilots. They also said temporary duty allowances — for hotel rooms and meals — soon will be increased substantially. These apply mainly to Air Transport command crews. All non-officer aircrew are expected to be granted flying allowances of \$75 a month compared with the current \$50.

And some pilots may get more pay through promotions. The armed forces train about 160 pilots a year. This year about 100 of these will be selected from within the armed forces. There have been some 700 applications, including those from sailors, soldiers, air force ground crew and navigators.

## BACKSTAGE CREW INCLUDES HELLYER

Vancouver (CP) — It's an old show business saying that the crew backstage are just as important as the performers.

And for tonight's Vancouver performance of the National Ballet Company's Nutcracker Suite, some of the backstage boys include the Canadian National Railways, Defence Minister Paul Hellyer and the crew of an RCAF transport plane.

They got in on the act when a CNR train carrying 24,000 pounds of costumes and scenery for the company managed somehow to leave the coach carrying the props in Winnipeg.

When the error was discovered, the CNR arranged for another train to speed the cargo to Vancouver.

Unfortunately, the second train would not arrive until 10 o'clock tonight. And the show was scheduled to go on at nine.

Celia Franca, the ballet company's artistic

director, phoned Mr. Hellyer in Ottawa, and he promised an RCAF plane from Edmonton to carry the cargo.

The second train, which by now had the goods, was intercepted by phone and told to leave the car containing the costumes and scenery in Saskatoon, where the RCAF was to pick them up, load them on the plane and arrive in Vancouver by midnight Tuesday, in plenty of time to set up stage for tonight's ballet.

The show, as they say, must go on.

## ONLY 27,000 CANADIANS TO GET CENTENNIAL MEDAL

*by the Canadian Press*

Medal, who'll get The Centennial Medal? Federal minions are now drawing up a list of 27,000 Canadians to be honored.

« Their names may never be revealed, » an informant said yesterday. One reason involves the physical difficulties of posting a list of 27,000 names. Telephone poles aren't up to the task.

Personal presentations of the mementoes also are unlikely.

Such commemorative medals are among the few royally-tinged honors Canada allows. The last was struck in 1953 on the coronation of Queen Elizabeth.

The design of the Centennial Medal has been chosen and must be approved by the Queen. A formal government announcement is expected in about three weeks.

One medal in three is expected to go to the armed forces. That means roughly one for every 12 servicemen, with most going to the brass.

The other 18,000 will be distributed among the remaining 20,000,000 Canadians.

As one informant said: « They're not shovelled from street corners to every passer-by.

Only people who have done something will get them.

## ROYAL ANNIVERSARY

A Royal Salute of 21 guns at noon on

Feb 6 will mark the 15th anniversary of the accession of Her Majesty Queen Elizabeth II to the throne.

The artillery salutes will be fired from 13 saluting stations across Canada located in the provincial capitals and at Ottawa, Montreal and Vancouver.

In Ottawa, a troop of three 105-mm howitzers from the 30th Field Regiment, Royal Canadian Artillery (Militia) will fire the salute from Nepean Point overlooking the Ottawa river.

The troop commander will be Capt. S.V. Miscampbell; the gun position officer, Lt. Peter Maniate and the troop sergeant-major S.Sgt. Wayne Nichol.

## AS WE SEE IT

*by W.L. Clark*

### ROYAL HIGHLANDERS OF CANADA

So, what is new about the Black Watch being singled out by NATO for high praise? That regiment from Montreal has been a crack outfit for a long time.

The Royal Highlanders of Canada, otherwise known as the Black Watch, have a long record of superb fighting. Originally from Montreal, they are affiliated with the Royal Highlanders of Great Britain, who are also known as the Black Watch.

One explanation for the name is that the original kilties in Scotland came from the Highlands. They were mostly dour, dark complexioned men. As they did their watch rounds, they were dubbed the Black Watch. It is something like Rembrandt's famous Night Watch. The artist painted a number of young bloods leaving for the hunt. They said they were so stiff they looked like the Night Watch or the police. Ever since the picture has been known as the Night Watch. It would cost millions, if it were ever put on sale.

The 13th Battalion of the First Canadian Contingent was the Black Watch. They won fame at the gas attack in 1915 at Ypres. They have added fame to fame.

*And, according to NATO the regiment is still in there punching.*

## EMERGENCY HOSPITAL

A 300-bed field hospital, air-transportable for use any-where in the world, has been purchased by the Canadian Armed Forces.

Should the need arise, the hospital can be broken down to three 100-bed units capable of functioning independently in support of three separate field formations.

Each unit can provide complete care for up to 15 major surgical patients in 24 hours for a period of about two weeks. This capability can be increased to 30 by adding a field surgical team to the normal medical complement.

Each unit weighs 24 tons, occupies 4,500 cubic feet and requires 10 two-and-one-half ton trucks and 10 one-and-one-half ton trailers to move it by road.

In the air, each unit can be handled by two RCAF Hercules transport aircraft.

Cost of the entire hospital is \$380,000.

## BILL PASSES SECOND READING

Bill C243, the Armed Forces reorganization act, passed Second Reading in the house of commons yesterday. This means that it has been approved in principle and will now go to the Standing Committee on Defence for Further Study. It could be some weeks before the Committee completes examination of the bill. When it returns to house for third and final reading, it is then voted upon clause by clause. Passage of the whole bill as now written would not automatically bring about changes in the existing services. The bill is quote enabling Legislation unquote and its passage would give the Government Authority to implement various clauses in the Bill on a timetable of its own choosing. In this connection the Minister stated when speaking of the bill in the house of commons, when moving Second Reading, that the changes would be implemented progressively after proclamation of the bill.

*Going Home?*

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For this issue we are going to travel to many fascinating places in London. London, where the tourist may wander at will and always find something of interest to his particular tastes.

London's fourth World Theatre Season opens on March 27, with eight distinguished companies performing a total of 15 plays, it promises to be the most exciting yet. Inaugurated in 1964, to celebrate Shakespeare's 400th anniversary, the season is now an established spring event at the Aldwych Theatre, London home of the Royal Shakespeare Company. To open this season the National Theatre of Poland will make their first visit to London. They will present a 16th century morality play to run for one week. The Comedie Française will follow on the week of April 3 performing works by Corneille, Marivaux and Feydau.

If you are planning your visit to London during the week of April 10 you will have the opportunity to see the Umewake-Hashioka troupe give the capital its first opportunity to view the Noh Theatre of Japan.

Other companies taking part in the World Theatre Season are the Bremen Theatre from West Germany (April 24, for one week); the Cameri Theatre, Israel (May 1, one week); the Greek Art Theatre (May 8, two weeks); the Piccolo Theatre of Milan (May 22, one week); and the Theatre on the Balustrade, Prague (May 29, one week). Throughout the season, a simultaneous translation system will again be in operation at the Aldwych.

The Royal Shakespeare Company's new London season, which opens in mid-June, will bring four new works to the repertoire.

They are 'Little Murders', by the American, Jules Feiffer; the world premiere of Jeremy Brook's 'The Russian Revolution'; the world premiere in mid-September of 'The Man in the Glass Booth', by actor and novelist Robert Shaw, which will be directed by Harold Pinter; and Leonid Mal-yugin's 'How Comical My Happiness' a dramatization of the Chekhov letters.

If you are particularly interested

in ghosts or would like to meet a few to compare present day conditions with 'Merry Old England', the Valliant/Cronshaw Ltd, a London coach company has several ghosts on hand they 'say' will appear.

The Valliant/Cronshaw Ltd presents a series of ghost hunts during their winter and spring programme. The coaches will leave London in the early evening, and drive to Salisbury Hall, a 17th century manor house in Hertfordshire.

On arrival there will be a sherry party, a film on haunted houses, and supper. The visitors will then be taken to haunted parts of Salisbury Hall (Neil Gwynne, favourite of Charles 11, is among those said to haunt it) where their guide Mr. Tom Corbett, a celebrated clairvoyant and «Ghost-hunter», will try to make contact with the ghosts.

These ghost hunts will begin in early February, however, you can still 'hunt up' a few specimens on Saturdays February 18, 25 and March 4 and 11. Due to the distance travelled by 'ghosts' the company is obliged to charge 84 shillings for admission.

If your interests run more to the living, but you are weary of looking at human faces, ghost or otherwise, why not visit the London Zoo?

The London Zoo, reported to be one of the worlds best has on hand a total of 6,727 specimens (including ants, locusts and bee) of 1,548 species. They include 2,160 fish, 1,505 birds, 762 mammals and 750 reptiles and amphibians.

Most valuable member of the London Zoo's collection is Chi-Chi, the Giant Panda, she is valued at 12,000 pounds. If you will recall Chi-Chi is the panda who refused to improve diplomat relations with Russia a while back, when she was sent to Russia 'with Love' to mate their Giant Panda, and either Chi-Chi's Russian diction was not up to par or the Russian Panda couldn't speak english, however, the experiment was a failure.

If your interest runs more to the active spectator sports the first major international motor race in Britain's

1967 season takes place at Brands Hatch, Kent, on March 12. It is the 'Race of Champions' for Formula-One Grand Prix cars, organised by the British Racing Sports Car Club.

It is the first race in Europe this year for three-litre Formula-One cars, and most of the Grand Prix teams contesting the World Championship will be competing. The new Honda car will be making its British debut, driven by John Surtees, world champion in 1964.

Instead of one 200 mile event, the 'Race of Champions' is being run in two 27 mile heats, followed by a final of 108 miles (40 laps). Spectators at Brands Hatch will also be able to enjoy two 20-lap rounds of the British Saloon Car Championship.

After the races you may enjoy a visit to the London's famous British Museum. However, a warning to tourists is issued. The London Museum is looking for teeth! It appears that the museum has an abundant supply of prehistoric teeth, but the natural history department needs building up and they have appealed to the British dentists for help. So, it is advisable to 'keep your mouth closed', or on the other hand if your 'pearly whites' happen to be a bit unusual you might just happen to obtain a free extraction.

If you have never seen a bottle of Champagne splattered over the bow of a ship don't miss the launching of the latest Cunard liner at Clydebank, Scotland on September 20.

Queen Elizabeth will launch the vessel, which will join the famous Queen Mary and Queen Elizabeth in the majestic fleet of passenger liners. The new ship, as yet unnamed, is known at the moment as «Q4» and the shipyard simply as «No. 736».

The 58,000-ton ship, is expected to cost more than 25 million pounds and is due to come into service in 1969.

Try as we might we are unable to find any reliable information as to why Champagne is used in launching a new ship but, on the other hand we wonder if 'Musseau' could be used as a substitute perhaps for smaller ships?

# REPATRIATION

*Reprinted in part from an article written by Graham Davis which appeared in our 15 Feb. 65 edition. It was felt appropriate to reprint it at this time.*

This word is enough to invoke images worthy of the best pickles and ice cream nightmare in a woman about to return to Canada from Europe. As you know, the situation regarding the passage of your things through Canadian Customs has changed recently. In addition, some people haven't the slightest idea of what awaits them or their effects on the return journey. Here then are a few bits of advice picked up around the wing.

The first thing that Mother has to do is to convince Dad that they really can't get much packed into those beer cases that he's been trying to empty as his contribution to the general confusion that lies ahead. He will simply have to find some other sort of box. The Air Movements Unit here, suggests three types of packing container.

- 1) Wooden boxes — These are your best bet if the weight of the intended contents exceeds 100 pounds. They have the advantage of being strong, but the disadvantage of being heavy. This will increase the cost of moving them.
- 2) Cardboard boxes with wooden framing — This method has the advantages of preventing «burst out» and crushed corners, as well as not being too heavy. This is an especially good method in the case of a tape recorder that has already come in a strong box with adequate protection against shock.
- 3) Then there is the lowly cardboard box. These are, of course, good for low weight items, such as clothing, stamp collections, and last summer's souvenirs for Italy (providing that they don't consist of Venetian glass), and all the other small sundries that are bound to accumulate in the best regulated household.

There is a special technique for the Hi-Fi that you purchased in a rash moment a couple of years ago. Ideally, this should be returned to its

original container, framed in wood, and then the most important: Set on legs at least five inches high. This will make handling much easier, and probably eliminate the possibility of having a pair of forklift arms driven through the speakers. This tends to somewhat lower the quality of the Hi-Fi reproduction later on. Indeed, if you have anything especially heavy, it might be an idea to put it on legs too so that it can be more easily handled by that indispensable mover's tool — the forklift.

Now we come to the ever-present problem of obtaining boxes. There isn't an empty wooden box in Marville that will stay where it has been placed for five minutes. They always seem to hustle off to someone else's PMQ or trailer. This doesn't settle the problem for the majority of the people by a long shot!

## ROUTE

Now let's move along to that glorious time when the last comic book has been packed and everything is ready to go. The boxes will be picked up by a truck from the MSE and taken to the R & I section on the station. They must now be strapped before being taken to the AMU. Here too, they will go through the Customs inspection. When you strap them, do it with an eye to the safety of the Trans Techs who will later have to move your things around. Don't leave exposed edges of strapping to cut hands and tear at clothes. Make sure that all the straps are tight. When your goods go through the Customs inspection expect that one or two of them will have to be opened. After this they will be taken to the AMU and loaded aboard a Yukon aircraft — thence to Canada and Trenton. From Trenton they will be sent by freight, or space available service aircraft, to your destination. This procedure varies slightly during the summer months. Anything over your weight entitlement as set down by the service is sent by sea. It will arrive, eventually, in Canada and be shipped to your destination by freight.

Your baggage entitlement incidentally,

is determined by the cargo carrying capacity of the aircraft — in this case, the Yukon. If you happen to purchase enough things here in Europe that your total weight is over your entitlement, then you must pay 7 ½ ¢ per pound for transportation by service aircraft — increasing to 9 — 9 ½ ¢ per pound by civilian transportation. The money is extracted at the R & I section by supply E 26 action. The personnel at the AMU are not able to allow any excess baggage to be carried aboard the aircraft by hand, and they are not authorized to fill out E26s. Therefore if you have excess weight that you really want to take back, then please ensure that it is handled at the R & I section.

Now, just a few things to remember:

- 1) Start preparing for the move early.
- 2) Maintain a detailed list of the contents of all your boxes.
- 3) No more than 250 pounds in any one box.
- 4) Sort out all effects that you will need as soon as you return, and ensure that they don't go as excess baggage. They may be late in arriving.
- 5) Pack all breakables, such as glass and china, in wooden boxes. Excelsior and other packing material is often available at Central Warehouse.
- 6) Check with the NCO i/c R & I about the availability of boxes.
- 7) Continue to convince Dad that emptying beer cases won't help!

## Canada Customs

### Customs Hints for Cnadians residing abroad

The following is a brief outline of Canadian Customs Regulations pertaining to goods acquired by members of the Canadian Forces, Civilian Personnel and dependents while abroad. It is the sincere hope of the Customs Team stationed at Marville that this information will facilitate your clearance through Customs on your return to Canada. Should you desire further information, please feel free to call on Officers Gordon, Morrison and Paquet at the terminal.

### EXEMPTION - TARIFF ITEM 70310-1 CANADIANS VISITING ANY COUNTRY OUTSIDE CANADA FOR 48 HOURS OR MORE

If you have been outside Canada for 48 hours or more, you may import up to \$25 worth of goods free of duty and taxes, provided you have not had a previous exemption of this type within the preceding 4 months or an «Overseas exemption» within the past 12 months.

Generally speaking, you are permitted exemption on any articles which can be carried by one person. Television sets and parts, refrigerators, stoves and household furniture are not admissible under this Item. You are allowed up to 50 cigars, 200 cigarettes, 2 lbs. of tobacco and 40 ounces of alcoholic beverages. Note: You are entitled to 40 ounces only, whether it be beer, liquor, wine or what have you, unless you are in possession of an Import License issued by the liquor Control Board of the Province into which you wish to make importation.

**CHILDREN:** A child who is qualified for an exemption and understands the declaration is entitled to make a claim with the exception of tobacco products and alcoholic beverages. You must have passed your 16th. birthday to claim cigarettes, tobacco and cigars and have passed your 21 st. birthday to claim alcoholic beverages.

**Note:** Two persons cannot claim against the same article, i/e. Husband and Wife cannot claim \$200.00 exemption against a stereo.

All articles imported under this exemption must accompany you in your hand or checked baggage.

### EXEMPTION - TARIFF ITEM 70315-1 CANADIANS VISITING COUNTRIES OUTSIDE THE CONTINENTAL LIMITS OF NORTH AMERICA

Continental North America includes Panama, the mainland north of Panama and the islands of St. Pierre and Miquelon.

If you have been outside Canada for 14 days or more you may obtain a \$75.00 exemption on goods acquired outside the Continental limits of North America. The goods need not accompany you on your return to Canada but you must declare the full value of all articles acquired abroad

to the Customs Officer prior to your departure to Canada. There is no restriction as to the size of articles admissible under this exemption but Television sets, cigars, cigarettes, tobacco or alcoholic beverages are not permitted.

**Note:** AN EXEMPTION OF EITHER TYPE (1) OR (2) MAY NOT BE CLAIMED FOR A PERIOD OF 12 MONTHS FROM THE DATE AN OVERSEAS EXEMPTION IS CLAIMED. You may increase the \$75 exemption to \$100, provided you have not taken advantage of your \$25. exemption within the preceding 4 months. If you claim this combined exemption you may include 200 cigarettes, 50 cigars, 2 pounds of tobacco and 40 ounces of alcoholic beverages, provided these article accompany you on your return.

Any goods for exemption must be for your personal or household use. They may be souvenirs or gifts, but goods purchased on behalf of other persons or for sale or use in business are not admissible. If the value of the goods imported exceeds the amount of your exemption duty will be payable on that amount in excess of your exemption.

Remember that if you claim only a portion of the \$25. exemption you are not eligible to claim another exemption of this type for 4 months regardless of the amount. Similarly if you claim only a portion of the \$75. exemption you are not entitled to any further exemption of any amount for 12 months.

### TARIFF ITEM 70320-LAND 70321-1

If you are a former Canadian resident returning to Canada to resume residence after having resided abroad for a period of at least 12 consecutive months you may import free of duty and taxes goods acquired abroad for personal and household use provided they were owned and in your possession for at least 6 months prior to your departure to Canada. Goods imported under this item are subject to the duty and taxes ordinarily payable if sold or disposed of within 12 months of the date of importation.

**Note:** Civilian Personnel (school teachers, civilian technicians etc.) who enter goods under the above item may not claim either the \$25 or \$75 exemptions. Members of the Canadian Forces may claim under all

items provided they meet the stated requirements.

**VEHICLES:** If you have resided abroad for at least 12 consecutive months and have owned and had a vehicle in your possession for not less than 6 months you may import a vehicle duty and tax free for your personal transportation.

**Note:** Date of registration of vehicle will determine period of ownership.

All articles acquired aboard whether purchased or received as gifts must be declared and entered at Customs. If you intend to import firearms, plants or plant products, animals or vehicles, please check with local Customs.

Once again, please do not hesitate to call on the local Customs should you require further information.

## Helpful Hints for Packing

Many items are available for packing — but newspaper is the very best. Moving and Storage Companies in Canada use it at all times — minus the print of course. So stock up well in advance of your move. Cotton batten is still another helpful item and can be obtained in most large stores in France for a very reasonable price. Use small sturdy boxes for fragile items and then pack in larger containers. Mark all cartons well with TOP — THIS SIDE UP, etc., but also try to insure that if the carton is placed up side down, damage will not occur.

**CRYSTAL:** Use the cartons your crystal was packed in originally. For all crystal and glasses, wrap well in paper, place one right side up and one bottom up, and so on — with no more than two layers of glasses to a box. Sides, bottom and top of carton should have approximately three inches of paper insulation.

**CHINA:** plates, saucers, etc., should be well wrapped in paper and placed in a carton — ON EDGE — with at least three inches of paper packing on sides, top and bottom. Pack only one row of China plates to a carton, and no more than two rows of saucers and small BB plates. Cups should be well wrapped and attention given to the protection of the handles.

It is not advisable to protect your crystal or china with linens or cloth-

ing. Material of this type tends to absorb a small amount of moisture and with vibration will pack heavily, thus losing its insulating value.

**SPICES & EXTRACTS:** Expensive items to replace with every move, but easily packed. Close spice tins as tightly as possible, then seal with masking or adhesive tape. Dip extract bottle tops in melted parafin at least twice to insure a good seal. Wrap breakable bottles well with paper.

**BOOKS:** should be wrapped with paper and layed flat in the container. Be certain corners are well protected. Terry towels, rolled and placed around the edges of each book will protect corners and back binding as well.

**PICTURES:** especially hand painted pictures damaged VERY easily, and should be placed in strong reinforced cartons. One per carton, or if exact in size, two, back to back

with heavy cardboard between. Never place a smaller picture inside large one. Be certain that the face of your painting will not touch the cardboard. If you have a painting without a frame, back it with heavy cardboard, cover face of the painting with a one inch layer of cotton batten, then another piece of heavy cardboard and wrap with heavy paper.

**ELECTRICAL APPLIANCES:** Clean all appliances thoroughly, wrap in paper or even clothing. Some motors are sealed but others have air vents and with constant vibration, dust can sift through.

**STEREO OR RECORDS PLAYERS:** Be sure your record player is in shipping order according to the manufacturers specifications.

Turnable should be bolted down and playing arm locked into place. A good protection for the finished surface of all furniture is a woolen

blanket or fine cotton sheet. NEVER USE cardboard on the top of any polished surface unless you have at least two layers of heavy brown waxed paper.

**CRATES:** Light wooden crates give the best protection. If crates have been used or stored in basements be sure to spray for insects and fungus. Any strong DDT, Moth spray or Cedar oil will do. Use Moth crystals or spray all cartons well that are to contain clothing.

NEVER pack such items as bleach, wax, remover, and cleaning fluids. One broken bottle of bleach can ruin several shipments. Pack HEAVY items in small cartons, remember that your shipment could arrive at destination after traveling via truck, air, rail, boat and truck again. Considerable care is give to the handling of persona leffects, but vibration and shifting within the cartons can do more damage than dropping.



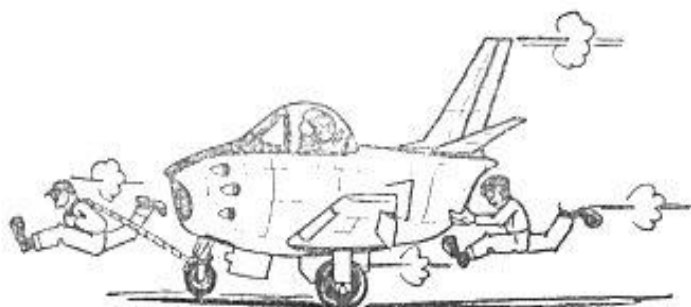
Cpl Xoereb



Cpl Stewart

## Presentation of Airmen's Flying Badges in 109 KU

*Shown above and below are photos of S/L D. Spence presenting the new aircrew badge to Cpl M.C. Stewart and Cpl. J.A. Xoereb on 13 Jan 67. Both men are stewards in 109 KU, Cpl Stewart having been with the unit a little over a year and Cpl Xoereb for almost half a year. In accordance with the new badge granting policy of 1 Nov 65 these stewards qualify for their «wings» because they are involved in continuous flying duties. As stated in the policy, these badges may be kept when their flying tour is completed provided they have spent 24 continuous months on flying duties. Cpl Xoereb has already qualified for retaining his badge, having served as a steward for two years with 412 Squadron before coming to 109 KU. Cpl Stewart will qualify to retain them in Jun 67.*

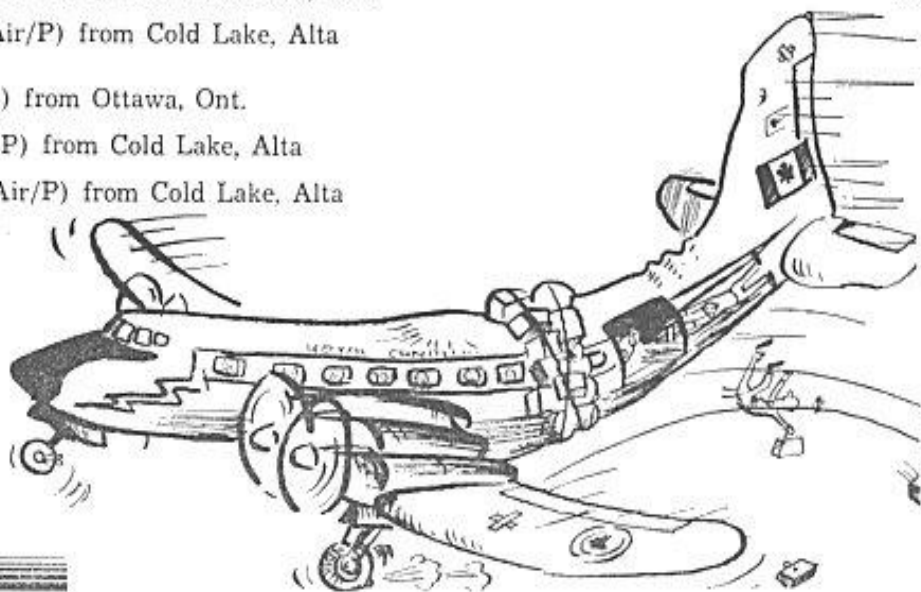


## arriving at one wing

- Feb 17 — Lac R.H. Campbell (AE Tech) from Trenton, Ont.  
 AC1 R.N. Elphick (ATC) from Camp Broden, Ont.  
 Lac C.G.T. Ewart (Clk Admin) from Moose Jaw, Sask  
 Cpl and Mrs J.F. Lucciola (AF Tech) from Downsview, Ont.  
 F/L M. Dumontet (Air/P) from Cold Lake, Alta
- Feb 21 — Cpl and Mrs G.E. Carpanini (IE Tech) from Tronton, Ont.  
 Cpl G.A. Storey (Clk Admin) from Ottawa, Ont.  
 Lac and Mrs B.R. McLeod (AS Tech) from Edmonton, Alta  
 F/L and Mrs A.S. Andree (Air/P) from Cold Lake, Alta
- Feb 28 — Lac J.D. Cameron (Adm Clk) from Ottawa, Ont.  
 F/L and Mrs W. Kelly (Air/P) from Cold Lake, Alta  
 F/L and Mrs R.L. Chercol (Air/P) from Cold Lake, Alta

*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.



### ANOTHER FIRST FOR MARVILLE

*Tuesday, the 17th of January, 1967, produced another historic event in the uncertain life of 1 Wing. On that day, CF-104 12781, flown by W/C JF Dunlop, OC 441 Sqn, logged its one thousandth flying hour. This aircraft along with three others has been participating in a programme called «Lead the Force.» Because of this programme 781 now has the distinction of being the first CF-104 to fly one thousand hours, and the personnel of 1 Wing share the pride in having made it possible.*

## 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.



## Protestant Chapel Activities

### DIVINE WORSHIP & SUNDAY SCHOOL

0945 hrs — Base Sunday School meets in Chapel except that the 3, 4, 5 year olds go directly to Base School.

10:30 hrs — Divine Worship at PMQ Rec Centre following which there is Sunday School for children 5 years and older. Nursery available in small school at 1000 hrs.

1100 hrs — Divine Worship - Base Chapel - Nursery facilities in the Ground Training Bldg.

0915 hrs — Sunday School followed by Divine Worship in the Protestant Church, Rue du Temple, St. Mard.

**Holy Communion — Base Chapel — 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 Teacher's 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, place to be announced.

### CALENDAR FOR FEBRUARY

#### SCHEDULE OF HOLY COMMUNION

Sun 5 Feb: 0900 hrs — St. Mard — Divine Service and Holy Communion (Anglican)

1000 hrs — PMQ Rec Hall — Divine Service and Holy Communion (United)

Wed 8 Feb: 2000 hrs — Base Chapel — Ash Wednesday Service and Holy Communion

Sun 12 Feb: 1100 hrs — Base Chapel — Divine Service and Holy Communion (United)

Sun 19 Feb: 1100 hrs — Base Chapel — Divine Service and Holy Communion (Anglican)

Sun 26 Feb: 0900 hrs — St. Mard — Divine Service and Holy Communion (United)

1000 hrs — PMQ Rec Hall — Divine Service and Holy Communion (Anglican)



# feminine fancies

## RECIPE OF THE HOUR



### GERMAN SNOW BALL POTATOES

#### Ingredients

- 6 to 8 medium sized potatoes
- 1 med. onion
- 1 egg
- 1 tsp parsley flakes
- 3 heaping tblsp all purpose flour
- salt and pepper to taste

#### Method

Grind potatoes and onions in meat grinder, or grate fine with grater. Mix remaining ingredients in large mixing bowl. On floured board, roll potatoes into plum sized balls. Drop into three qts rapid boiling water, cook for 15 to 20 minutes. This is served with a gravy or sauce. Serves four to six persons.

### FLEISCH SALAD

#### Ingredients

- 1 cup cooked ham, roast beef etc: (or especially good with spiced meat loaf).
- 2 1/2 cups home made salad dressing.

#### Method

Cut meat into thin strips, mix with salad dressing, let stand over night in refrigerator. This tasty dish is served as an entree.

The above recipes were given to me by Frau K.H. Veith The Arrowhead Tribune wishes to «Thank» Mrs Ross of the 'der Flugplatz' for forwarding the above recipes.

### SNEAKERS

— by Jeanne and Mary



Never sample more than 3 fragrances at a time. Your sense of smell dulls.



Carry a plastic rain bonnet in your purse or pocket for unexpected showers



A daily walk in the fresh air will bring roses to your cheeks.



To get feet and leg muscles in shape, pick up marbles with your toes... marvelous exercise.

# FASHIONS FROM PARIS

For our gentlemen readers who have been afraid that something might happen to lengthen M'ladies skirts, there is good news from the latest Paris fashion houses that you may gaze in peace. The mini-skirt will remain a part of the Marville scenery for this year at least.

And now if you 'gentlemen' will turn to something more appropriate such as our excellent article on Auto Sports, we will tell our lady readers some knee freezing news.

Although the Spring Paris showing was described by some fashion experts as indecisive, all of the main stylists displayed a large collection of strictly MINI-SKIRT!

Edward Molyneux showed helines short by his standards, (just baring the knee), but longish after the offerings at the recent Italian collections.

« Esterel » felt obliged to show two lengths, however, Louis Feraud presented a collection that was pure mini-skirt.

One of the major factors in this short-skirt look continuing this spring is purely economic. Fashion designers have an obligation to consider their customers budget and dropping hemlines drastically would outdate merchandise overnight. It was thought by 'Femina' that warmer knees will not be in fashion before this fall, if then.

Other points to ponder when making your spring pilgrimages to the various Px's in the area are that the waistline, strangely enough, is where nature put it, (in case you've forgotten with all the recent upheavals in fashion the waistline is approximately mid-way between top and bottom). Some of the collections however, exaggerate the waistline up or down a trifle so if you've just ac-

cumulated a new creation and it isn't where you are in this respect, don't worry, you're still in style. For the lady who 'just can't leave the French or Belgique bread for the French and Belguies and you've discovered that there's more of you in the middle then previously, the Paris fashion designers have an answer to your problem also with the reaccuring — 'no waist-line' look.

Colours played an important part in the Spring collections as was anticipated, with a palette of bright hues, sometimes acid, sometimes soft and sometimes shocking. One couturier chose his colours seemingly from the nursery with a showing of baby pink and blue shades.

With all the attention on the legs its was only natural that the experts consider 'underpinnings'. Stockings and tights were colorful and usually

textured. For an evening out at the Mess, Club or favourite night spot, leg fashions showed a collection of embroidered hosiery or some lamé to add extra sheen and brilliance to your new creations.

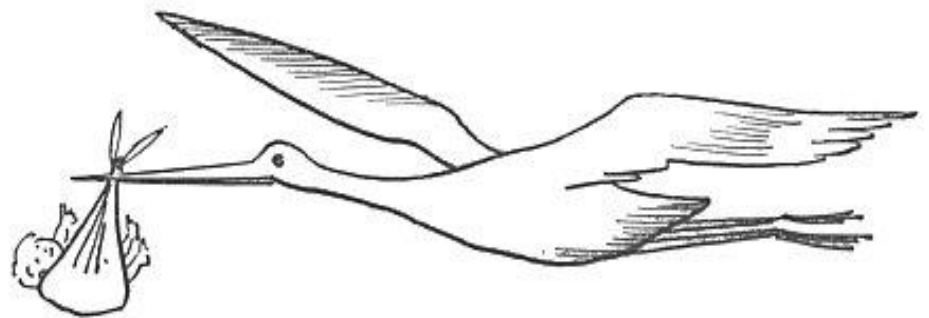
Chanel, perhaps one of the best know to our Canadian readers, maintained a spot of reason in her showing with her always in style « classic suits », the only notable changes in design here were the addition of some inserted belts, flapped pockets and battle jacket welts.

On the opposing side of Chanel was Pierre Cardin who showed clothes one would expect to see the well dressed lady from Mars wearing this season. His high-fashion look for women is very short, very swinging and very leggy.

And so it would appear that if you've just purchased your first knee-freezer you're still in style, if not just a little bit cold.

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## New arrivals:



Jan 16 — Cpl and Mrs R.L. McShane, a son Michael Eugene

Jan 17 — Cpl and Mrs A.A. Lyall, a daughter Angelica Nan

Jan 27 — Cpl and Mrs J.T. Fergusson, a daughter Suzette Ann

Feb 2 — Cpl and Mrs J.W. Nicol, a daughter Joanna Marie



# C.F.N. MARVILLE

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



## Daily Programme Schedule

### MONDAY

- 0700 MAPLE LEAF BREAKFAST CLUB
- 0715 CBC NEWS
- 0730 MAPLE LEAF BREAKFAST CLUB
- 0830 MAX FERGUSON SHOW
- 0900 DR. PAUL
- 0915 CANADIAN WOMEN COMMENTATORS AN FOR CONSUMERS
- 0930 AIR DIVISION KIDS' SHOW
- 0945 PLAYROOM
- 1000 MUSIC ON THE SUNNY SIDE
- 1015 NEIGHBOURLY NEWS FROM ACROSS CANADA
- 1030 CROSS CANADA PLAYHOUSE
- 1100 MARIE TELLIER AND JEUNESS DOREE
- 1130 MELODY ON THE MOVE
- 1200 MARVILLE NOTEBOOK
- 1230 CBC NEWS & NOON HOUR SHOW FROM METZ
- 1300 MUSICAL INTERLUDE
- 1310 CBC NEWS AND SPORTS
- 1330 AFTERNOON CONCERT
- 1400 D.N.D. SCHOOL BROADCASTS
- 1430 TRANS CANADA MATINEE
- 1600 TEEN SHOW
- 1700 GORDIE TAPP SHOW
- 1730 NASHVILLE TEN
- 1800 CBC NEWS FOLLOWED BY ASSIGNMENT
- 1815 SUPPER SERENADE
- 1900 CBC NEWS, SPORTS (SUMMARY OF DAY'S EVENTS)
- 1915 SWAP SHOP
- 1930 SPORTS REVIEW OF THE WEEK
- 2000 EASY DOES IT
- 2100 R.P.M.
- 2130 ADVENTURE THEATRE
- 2200 MARVILLE AT TEN

- 2230 CBC NEWS, FEATURES & SPORTS
- 2300 MIDNIGHT MOODS
- 2400 THE WORLD AT SIX
- 0030 SIGN OFF

### TUESDAY

- 1730 FRONT ROW CENTRE
- 1930 MAKE ME LAUGH
- 2000 VARIETY
- 2030 STARLIGHT SERENADE
- 2100 CHRISTIAN FRONTIERS
- 2130 MUSIC ROOM
- 2300 QUIET HOUR

### WEDNESDAY

- 1730 CFN HIT PARADE
- 1930 COMEDY ENCORES
- 2000 MAINLINE
- 2100 MID WEEK THEATRE
- 2200 MARVILLE AT TEN
- 2300 COUNTRY AND WESTERN ROUNDUP

### THURSDAY

- 1730 BANDSTAND
- 1930 OPUS 1
- 2030 VENTURES
- 2130 THE PLAYHOUSE
- 2200 MARVILLE AT TEN
- 2300 DRIFTING AND DREAMING

### FRIDAY

- 1015 CHEZ NOUS
- 1730 POPS OF THE PAST
- 1930 COMEDY ENCORES
- 2000 ED SULLIVAN
- 2100 WESTERN WAGON
- 2130 THEATRE 5
- 2200 MARVILLE AT TEN
- 2300 THE NIGHT OWL SHOW (until 0300 Sat.)
- 0300 SIGN OFF

### SATURDAY

- 0900 CBC NEWS & SPORTS 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 SATURDAY SAFARI
- 1700 MUSIC -- COUNTRY STYLE
- 1800 ON THE REBOUND
- 1900 CBC NEWS & SPORTS
- 1915 ON THE REBOUND
- 2100 SATURDAY SIXTY
- 2200 DANCE DATE IN CANADA
- 2300 CBC NEWS
- 2310 WEEK-END WORLD OF MUSIC

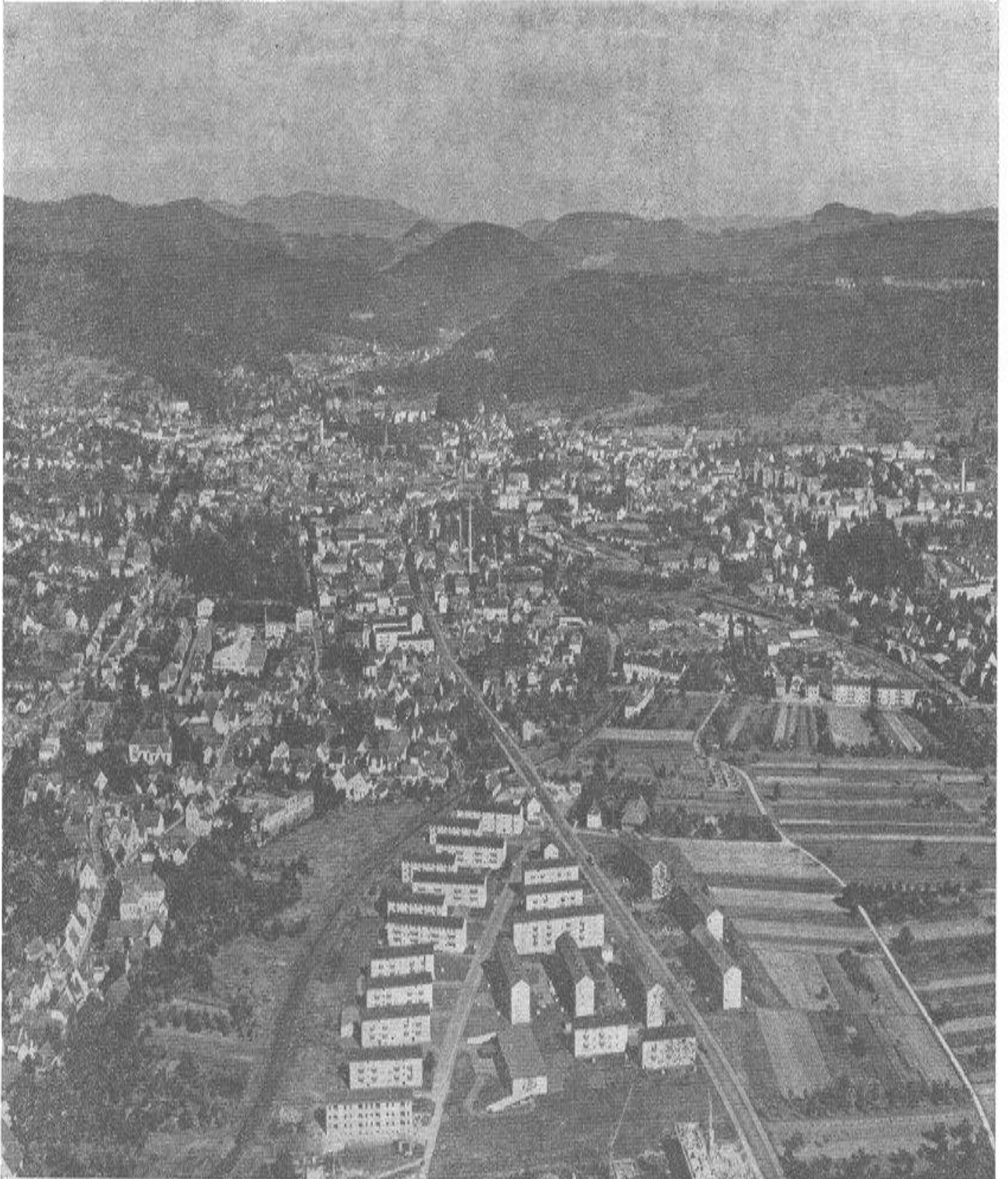
### SUNDAY

- 0900 CBC NEWS AND SPORTS
- 0930 CHURCH OF THE AIR
- 1000 WORLD OF ENTERTAINMENT
- 1030 30 MINUTES WITH ERIC JUPP
- 1100 MAKE WAY FOR MUSIC
- 1130 MORMAN TABERNACLE CHOIR
- 1200 SUNDAY INTERLUDE
- 1300 MAPLE LEAF HOUR
- 1400 ARROW HOCKEY OR ADVENTURES
- 1430 CBC NEWS
- 1445 HOUR OF ST. FRANCIS
- 1500 MUSIC FOR A SUNDAY AFTERNOON
- 1600 PARTNERS IN DEFENCE
- 1630 CANADIAN HIT PARADE
- 1700 JAZZ WITH JOHN
- 1800 CBC SHOWCASE
- 1900 CBC NEWS AND SPORTS
- 1915 MUSIC FROM HOLLAND
- 1930 CROSS COUNTRY CHECKUP
- 2200 FRONT PAGE CHALLENGE
- 2230 CBC NEWS AND SPORTS
- 2300 MEMORIES
- 2400 THE WORLD AT SIX
- 0030 SIGN OFF

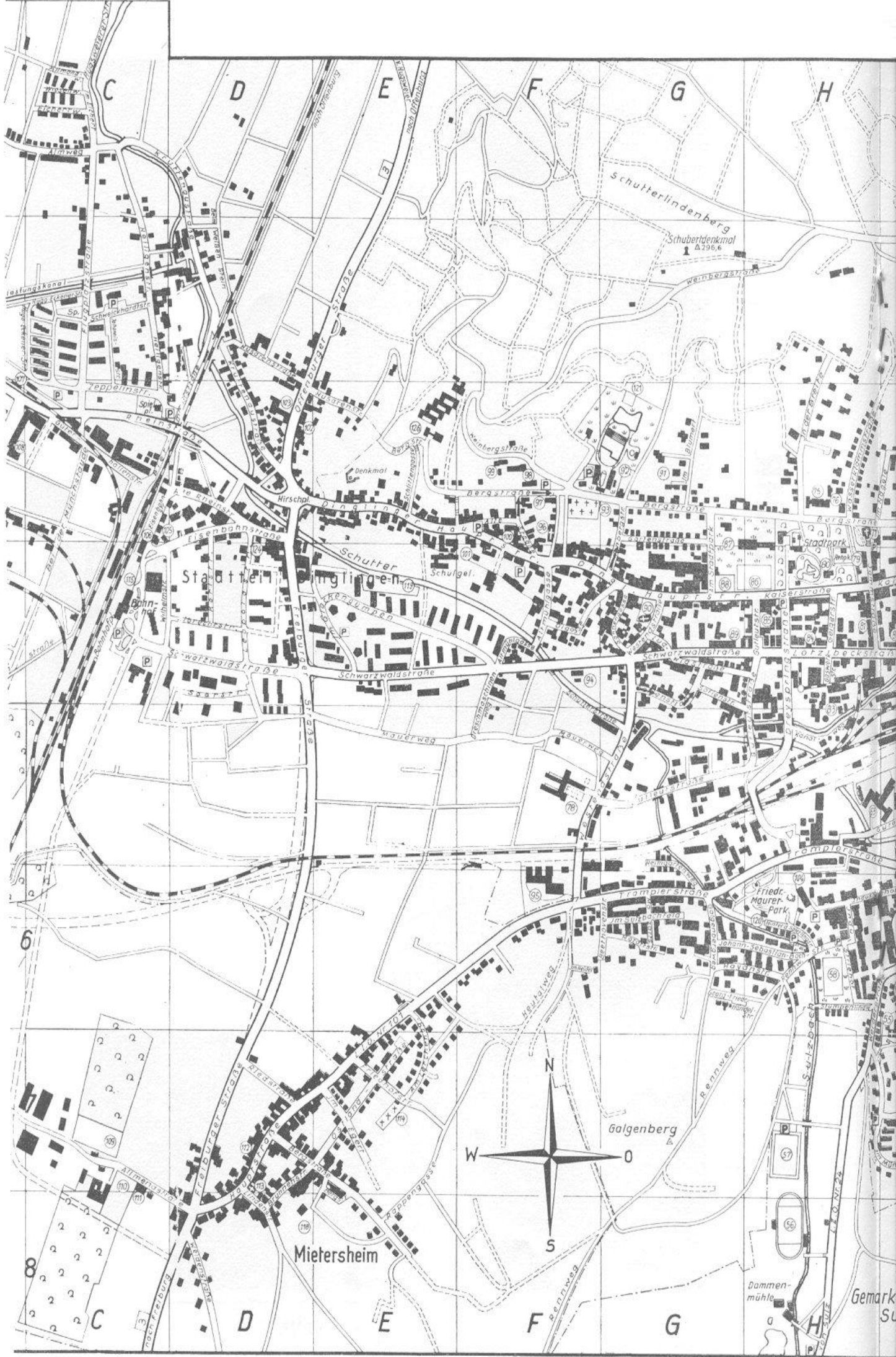
*N.B. — Tuesday to Friday as per Monday's Schedule except for changes mentioned.*

**SUBJECT TO ALTERATIONS TO BE ANNOUNCED**

# THE TOWN OF LAHR







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Schulterlindenbergl

Schubertdenkmal  
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Stadtheim

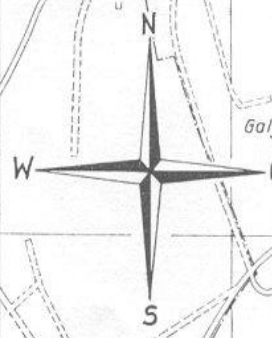
Mietersheim

Galgenbergl

Mietersheim

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# LAHR: PLAN OF THE TOWN



Bemerkung  
Sulz





R. Reeves  
Scoutmaster  
3rd Marville

# scouting

## BOY SCOUT WEEK

Boy Scout Week, also called BP Week or World Brotherhood Week is taking place from Feb 19th to the 26th. It's designed to remind the public that the Scout Movement is still very much alive and united in World Brotherhood, regardless of racial origin, colour or creed.

In the Movement, Boy Scout Week is a tradition going back many years, where the Scouts celebrate the birth of the Founder, Lord Baden Powell of Gilwell.

Celebrations at 1 Wing will take the form of a Cub and Scout model display at the Station Store, a Church Parade in both churches on the 19th and Cubs as well as Scouts will be permitted to wear their uniform all week, to remind you that Scouting is very strong on the Wing.

## CUBOREE

By our definition in the Movement, a Cuboree is a large gathering of Cubs for the purpose of holding a competition. The 1967 Cuboree took place at PMQ on January 21st. It was a great success, from the reports that I have heard.

Being called upon to take part in a Cubbing course at 3 Wing, I couldn't attend the Cuboree. **Scouter Stoney Jackson** has volunteered to give you his impressions of the Cuboree and writes the next few paragraphs:

The Cuboree opened with the singing of O Canada and the Grand Howl. There were 136 Cubs and 16 Cub Leaders, also 4 Scouts.

The boys were divided into 10 groups, each having a different colour. Every 10 minutes, the whistle blew and the boys moved on to a new test. There were a

lot of heads scratched, as they tried to remember the words of O Canada. They also had to identify 5 European Flags, Rules of First Aid and many others.

Having started at 10 o'clock, the boys and their Leaders were quite tired by twelve, when everyone stopped for a hot dog and cocoa. Have you ever tried to feed 150 people at one time?

There was a campfire program, while the Leaders totalled the points. Some of the Packs presented skits.

District Commissioner 'Skip' Ennis presented the « GUNG HO » shield to the Waingunga Pack for having the highest average of points per Cub. The Cuboree was closed with the Grand Howl and God Save the Queen.

All the Packs in the 1st Maple Leaf District, including the Cheyenne (Trailer Park), White Fangs (PMQ), Beaver (PMQ), Waingunga (PMQ) and Hiawatha (Virton), participated in the Cuboree, showed originality, sportsmanship and did their best as all good Cubs should do. This was the first Cuboree or Cub Rally in Marville since 1963.

Also from the reports, it seems that the great success of the Cuboree hinged on the Cuboree Committee, Scouters Al Fisher and Stoney Jackson were part of that Committee and both can take a deep bow, Scouter Jackson for his willingness to carry the project to the end and Scouter Fisher for the coolness and calmness that he displayed during the Cuboree, providing co-ordination in a situation that could have degenerated into chaos.

From the District Commissioner, a sincere « Thank You » to all the Cub Leaders, Scouts and Cubs who took part.

## ATHLETIC AWARDS

In every Canadian High School, the educators have been invited to test

the pupils fitness by presenting them with Centennial Awards.

Some of the requirements for the Award are very similar to those of the Personal Fitness Badge (Part D). The Badge is in 4 parts and boys should consult the Badge Book for more details.

Because of this, the Centennial Commission and the Boy Scouts of Canada are working together and boys earning a Centennial Award are also considered to have earned a part of the Personal Fitness Badge. Listed below are some equivalent figures to be used for various stages of the Badge. (numbers indicate age)

Centennial Award	Personal Fitness
Bronze 10-11	Green
Silver 9-10	Green
Gold 8-9	Green
Bronze 12-13	Bronze
Silver 11-12	Bronze
Gold 10-11	Bronze
Bronze 14-15	Silver
Silver 13-14	Silver
Gold 12-13	Silver
Bronze 16-17	Gold
Silver 15-16-17	Gold
Gold 14-15-16-17	Gold

Some arrangement will be worked out between the District and the PhysEd Branch of the Marville Schools. Perhaps a duplicate of the Achievement Record Card taken to the Cubmaster or the Scoutmaster will do the trick.

## ESSAY

General Foods is sponsoring a \$5000.00 essay on Canada, which is open to Cubs and Scouts. More about it in the next issue.

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# Support Scouting!

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# on the Guiding Front

## « A » CO. NEWS OF THE MONTH

The First Maple Leaf District Guides and Brownies, recently held their Mother and Daughter Banquets, for the last time in Marville. They took place in the Airmen's Mess on the nights of January 25th and 26th, 1967.

Mrs. J. Frazer, President of the Local Association in P.M.Q.'s, was Mistress of ceremonies for the Wednesday evening Banquet. Following the dinner, the Toast to the Queen was given by Guide, Debbie Pounder. Brownie Judy Campbell gave the Toast to the Mothers, which was replied to by Mrs. V. Erickson.

Head table Guests, Local Association Executive from P.M.Q.'s, and the Guiders were introduced by District Commissioner Mrs. B. Jubb. Division Commissioner Mrs. T. Proulx presented a gift to Mrs. E. Besse, past Brown Owl of « E » Pack, and Guide Debbie Pounder accepted a gift on behalf of her mother, who had been the District Badge Secretary, for the previous two years.

Highlight of the evening, was enrollment by Commissioner Jubb, of Air Ranger Adele Kinnon, who renewed her Guide Promise and then pledged herself as a Ranger, to take this Promise out into a wider world.

Many badges and Service Stars were presented by Division Commissioner Mrs. Proulx, to Guides and Brownies of « A » Company, and the three Packs « B », « D », and « E » of P.M.Q.'s.

Tawny Owl Mrs L. Johnston began the Candlelighting Ceremony, which was followed by a sing-song, with everyone taking part. Brownie and Guide Taps concluded a very successful evening.

On Thursday night the Mistress of Ceremonies was Local Association President from Trailer Park, Mrs. Dagenais. Toast to the Queen was given by Guide Holly Fehr; Toast to the Mothers, by Brownie Lynda Jennings, with the reply given by Mrs. Jackson.

District Commissioner Mrs. Jubb introduced the Head table guests, Guiders and the Local Association Executive from Trailer Park and Economy. Included among the guests,

was the Area Commissioner from Metz, Mrs. J. Stalker.

Division Commissioner Mrs. Proulx presented a gift to Mrs. E. Gardiner, retiring District Commissioner. This was in appreciation of the work she had done as Commissioner and as a Brownie Guider, helping to establish a Brownie Pack on the Economy.

The Area Commissioner Mrs. Stalker, presented badges and Service Stars to Guides of « C » and « D » Companies, and Brownies of « A », « C » and « F » Packs from the Trailer Park and Economy.

Centennial Projects were the subjects of a talk by the Area Commissioner. These include a trip to « Our Chalet » in Adelboden, Switzerland; A tour by car of eight girls putting on a display of « Canadiana » to places in several countries. Also rallies, revels, camps and a magazine called « Europa » to which any girl may enter an article on Guiding in Europe.

The Candlelighting ceremony followed the sing-song, while Brownie and Guide Taps brought the evening to a close.

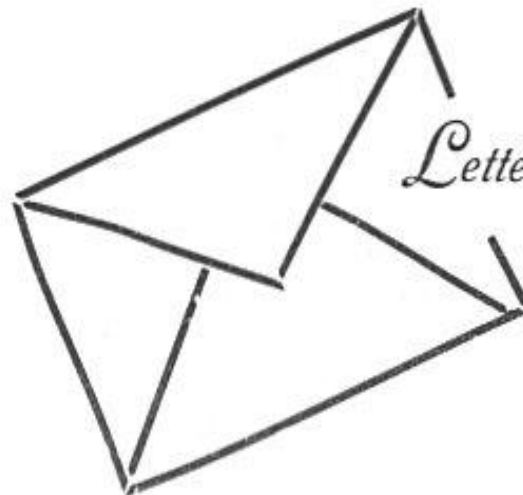
A vote of thanks to the fathers (and one Scout) who served the dinners, and an especially big thank you to Mrs. Pout, who convened both Banquets.

January 30th, 1967 was the most important day in the lives of eight recruits who were enrolled as Guides in Co. « A ». Following the march on of colours, in horseshoe formation, the story of enrollment was told. This ceremony was taken by Lord Baden Powell from that used hundred's of years ago for the investiture of a new Knight. In order to a high standard of honour, obedience, purity and gentleness to all who were weaker than he. Before the day on which he was to receive the honour of Knighthood he used to spend the whole night in church, with his armour beside him, praying that he might be given strength to keep his vows.

The Guide uniform is like the armour of a knight, a sign that Guides have enlisted in a great army of people who are pledged to stand for Truth, Friendship and Justice all over the World.

The following girls were then enrolled by Capt. Kirkman assisted by District Commissioner, Mrs. Jubb: Karen Munro, Susan Johnston, Janice Potts, Carol Pounder, Dana Spence, Doreen Spence, Carol Langdon and Michele Crook.

Following the March off of colours the hostesses, Jennifer Besse and Cindy White served refreshments to the parents of the enrolled Guides while the Company played games and then continued with their regular meeting.



## Letters to the Editor

The Arrowhead Tribune received a very interesting letter in rebuttal to the article « The Sad Success of Our Schools Overseas » which appeared in 21 January Star Weekly.

It is regretted that the magazine is unable to publish

this controversial letter due to the fact that it was written anonymously.

# The Origin of the Word «Tattoo»

In selecting the tattoo as the vehicle best suited to portray the Canadian Forces to the Canadian public, the Department of National Defence has selected a type of presentation steeped in military tradition and used extensively in celebrations of national significance.

During the late 17th century the British troops of King William III were stationed in the Lowlands and as was the practice in those days, active operations ceased in the late autumn, with the troops of the rival forces going into billets in the towns and villages in and around the battlefields. For these troops, the social centres of the towns were the inns and taverns, to which the majority visited during the long evenings. To induce the soldiers to return to their billets at the end of the evening it was necessary to get them out of the inns. The best way, was to have the innkeepers turn off their beer taps and stop selling spirits to the troops. The time for doing this was between 9:30 and 10 P.M. and at that time a drummer was sent marching through the streets beating a warning «call» for the revellers. The sound of the drums was also the signal for the innkeepers to close down. The old Dutch expression for this closure was «doe den tap toe» which freely translated into English is «shut off the taps». Although the origins of the word «tattoo» are not unanimously agreed upon, the balance of opinion inclines to first, the shortening of the longer Dutch phrase to «taptoe» by the British, and then by constant use, the changing of the pronunciation of «taptoe» to «tattoo». The word «taptoe» was used in official books for a long time but finally gave way to the familiar word «tattoo».

As there were no barracks in Great Britain during this period, the troops were billeted in a similar manner to that observed on the continent and therefore the «tattoo» was beaten for the same purpose as in the Lowlands. As time passed, musicians joined the drummer, and a flute or fife and other instruments including the pipes were played to the accompaniment of the beating of the drum. Eventually all this led to bands playing concerts for the entertainment of the garrisons as a whole, at the end of the day.

Later, tattoos were performed for royalty and the general public.

A large number of tattoos were produced by Canadian servicemen prior to World War II and since the end of that conflict many well-received tattoos have been performed in camps and cities across the country. Perhaps the best known, are the tattoos produced as part of the Van-

couver Festivals in 1958 and 1961 and the highly successful Canadian Tattoo staged at the Seattle World's Fair in 1962.

Hundreds of thousands — literally millions — of people have been thrilled by these military spectacles and the Canadian Armed Forces Tattoo of 1967 will be no less interesting to the Canadian public. Playing from coast to coast it is certain to bring to all Canadians a feeling of pride in, and a better understanding of their country's military heritage.

## The Canadian Armed Forces Tattoo

The Canadian Armed Forces will play a large part in Canada's centennial celebrations, by taking one of the greatest road shows in Canada's history across the nation. From St. John's, Nfld., to Victoria, B.C., Canadians will have the opportunity of seeing the Canadian Armed Forces Tattoo which will be the principal contribution of the Services to Canada's centennial celebrations. This colourful spectacle will provide the ultimate in military entertainment within the framework of the development of Canada's Armed Forces from their French and British origins to our time. Scheduled to appear at 40 locations across Canada during 1967, the Tattoo will feature music, pageantry, colour sweeping spotlights, history, action, comedy, fantasy and variety to provide entertainment while at the same time making use of a subtle historical line to link the various scenes.

Throughout the performance, authentic costumes or dress uniforms including the weapons, accoutrements, and the music, songs and drill for the era depicted will be used to portray key and interesting activities of Canada's Armed Forces during the last three hundred years.

The responsibility for putting such an elaborate and tradition-filled production on the road rests with Brigadier C. Arnold Peck and his staff, the DND Centennial Planning Staff who are at present devoting considerable effort in research, production of authentic costumes, accoutrements and weapons, the composition of original music and the adaptation of folk songs and popular music to martial arrangements. In

addition a multitude of logistic details including transportation for the troops, administration, billeting, construction and renting of sets and the setting up of lighting arrangements, to name a few, have to be taken into consideration.

The transportation arrangements for the performers call for two identical trains with a complement of approximately 250 performers each that will depart from a main assembly point in the Trenton-Picton area in April 1967, and commence the arena shows schedule. One train will proceed East to Sydney, N.S., for a performance at Glace Bay, N.S., and from there will commence its westward journey. The other train will proceed West after a performance at Barrie, Ont.

The trains will be self-sufficient in that they will include accommodation, messing and recreation facilities for the troops in addition to transporting stage requirements, such as sets, props and auxiliary lighting equipment plus vehicles to ferry those items from the railway sidings to the performance locations.

On reaching Vancouver, the two trains will combine and with additional troops obtained from the local area, the larger cast stadium shows schedule will commence with appearances at Vancouver, Victoria, Ottawa, EXPO 67, the Canadian Exhibition in Toronto, and Hamilton. Two historical sites shows, at Fort George, Niagara-on-the-Lake, the Citadel, Quebec City, will involve approximately 400 performers, and the two largest shows of the tour at EXPO 67 and the CNE are planned

to feature close to 1,700 performers. On completion of the CNE, an arena-type show will be presented at

Charlottetown, P.E.I., St. John's and Corner Brook, Nfld., completing the Canadian tour.

mieux connus sont certainement ceux qui ont été donnés à l'occasion des festivals de 1958 et de 1961 à Vancouver et celui que les Forces armées canadiennes avaient organisé à l'occasion de la Foire mondiale de Seattle en 1962.

Des millions de spectateurs ont assisté à ce genre de représentation militaire et le Tattoo que les Forces armées canadiennes vont organiser en 1967 ne sera pas moins intéressant. Présenté d'une côte à l'autre, il donnera certainement aux Canadiens un sentiment de fierté et une meilleure compréhension de leur héritage militaire.

## Les origines du mot « Tattoo »

En portant son choix sur un « tattoo », le Ministère de la Défense nationale a opté pour un spectacle de tradition militaire fréquemment présenté dans les célébrations d'importance nationale, qui contribuera à donner au public canadien une image de ses forces armées.

Au cours du XVII<sup>e</sup> siècle, les troupes britanniques du roi Guillaume III étaient stationnées dans les Pays-Bas et, comme c'était l'habitude à cette époque, les opérations militaires cessaient vers la fin de l'automne et les troupes des forces rivales se logeaient dans les villes et villages proches des champs de bataille. Pour ces troupes, les centres de réunion étaient les auberges et les tavernes, ce que la majorité ne manquait pas de visiter pendant les longues soirées. Pour inciter les soldats à retourner à leur logis, en fin de soirée, il fallait les sortir des auberges. La meilleure façon d'y arriver était que les aubergistes ferment les barils de bière et qu'ils arrêtent de vendre les liqueurs. Cela se passait entre 9 heures 30 et 10 heures du soir et, à ce moment-là, un tambour passait par les rues, avertissant les aubergistes que le moment de fermer était venu. La vieille expression hollandaise pour décrire cette fermeture était « doe den tap toe » ce qui voulait dire « fermez les robinets ». Bien que l'origine du mot « tattoo » soit très discutée, on y voit communément la vieille expression hollandaise, simplifiée en « taptoe » par les Anglais puis transformée en « tattoo ». Le mot « taptoe », utilisé pendant longtemps dans les rapports officiels, céda finalement la place à « tattoo ».

Comme les casernes n'existaient pas en Grande-Bretagne à cette époque et que les troupes étaient logées chez l'habitant de la même façon que les troupes européennes, le « tattoo » avait les mêmes raisons d'être. Au cours des années, des musiciens se joignirent au tambour : un flûtiste, un joueur de cornemuse ou un autre instrument. Petit à petit, des groupes d'instruments en vinrent à jouer pour le plaisir de la garnison, à la fin du jour. Plus tard des « tattoos » sem-

blables furent exécutés devant des têtes couronnées ou pour le bénéfice du public en général.

Un grand nombre de « tattoos » furent organisés par les Canadiens avant la seconde guerre mondiale. Depuis la fin de la guerre, de nombreux autres ont été donnés dans divers camps et villes du pays. Les

## Le carrousel militaire des Forces canadiennes

Les Forces armées canadiennes apporteront une contribution de poids aux célébrations du Centenaire, en organisant l'un des plus grands spectacles itinérants de l'histoire du Canada.

De Saint-Jean (Terre-Neuve) à Victoria, les Canadiens pourront assister au spectacle militaire dit « Tattoo » qui représentera la contribution principale des forces armées aux célébrations du Centenaire. Ce spectacle pittoresque illustrera l'évolution des forces armées du Canada, de leur origine française et anglaise jusqu'à nos jours. On prévoit 40 représentations dans tout le Canada au cours de 1967. Le « Tattoo » offrira de la musique, des scènes de grand spectacle, des projecteurs de couleur, des tableaux historiques, de l'action, de la comédie, de la fantaisie et de la variété.

D'un bout à l'autre du spectacle, des costumes, des armes, de la musique, des chansons et des exercices d'époque retraceront un tableau intéressant des activités des Forces armées au fil de ces trois derniers siècles.

C'est le brigadier C. Arnold Peck et son personnel ainsi que le personnel chargé des plans du Centenaire au nom de la Défense nationale qui ont été chargés de mettre sur pied cette production. Ils se consacrent actuellement à la mise au point de tous les détails techniques. La préparation d'un tel spectacle ne manque pas de poser d'autres problèmes comme : le transport des soldats, la régie des services intérieurs, le logement, la construction et la location des

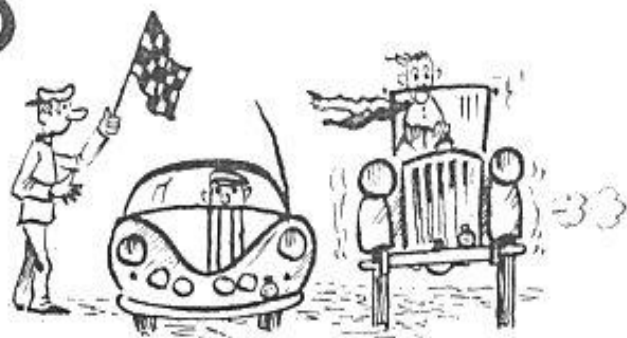
décors, l'arrangement des lumières, etc.

Deux trains identiques, transportant environ 250 hommes à bord, partiront d'un point principal de rassemblement situé dans la région de Trenton et de Picton, en avril 1967. Un train ira vers l'est, en direction de Sydney (N.-E.) en vue d'un spectacle à Glace-Bay. Il repartira ensuite vers l'ouest. L'autre train continuera vers l'ouest après une représentation à Barrie (Ont.).

Les trains seront équipés pour loger les hommes et leur servir les repas. Un coin sera même réservé aux loisirs. Ces trains transporteront également les décors et l'équipement, ainsi que les véhicules destinés à apporter le matériel au lieu même de la représentation.

À Vancouver, les deux trains se rejoindront et les deux troupes se combineront pour présenter en stade, avec l'aide du contingent militaire local, une série de spectacle grandiose à Vancouver, Victoria, Ottawa, à l'Expo 67, à l'Exposition nationale du Canada à Toronto et enfin à Hamilton. Deux spectacles historiques, l'un à Fort George, à Niagara-on-the-Lake et l'autre à la Citadelle, à Québec seront donnés par environ 400 acteurs et les deux plus grands spectacles de la tournée, celui de Montréal et celui de Toronto, mettront sur la scène près de 1,700 acteurs. Après la représentation de Toronto, un autre spectacle du genre aréna sera donné à Charlottetown (I.-P.-E.), à Saint-Jean et à Corner Brook (T.-N.), ce qui mettra un point final à cette tournée du Canada.

# AUTOMOBILES & AUTOSPORTS



Pat O'Leary

Bob McKiel

## A DEDICATED DRIVER

What does it take to be a dedicated driver? One of the most dedicated drivers I ever knew, was a mild, quiet little man who changed into a ball of concentration once he got behind the wheel. Tongue jutting from the corner of his mouth, every muscle rigid with tension, he was almost lost to every aspect of this world, except the piece of road he was driving on. Then one day he drove over a pothole while negotiating a tight turn to the left, the bump nearly had his teeth bite off the tip of his tongue, and his single minded concentration was gone for ever. Which is something of a pity, because, although I am the last to advocate a race of stub-tongued motorist these days we could certainly do with a bit more dedication to the art of driving.

Drivers can be divided into two categories: those who use a car simply to get somewhere and those that want to do the same thing-but as neatly, safely and quickly as they can.

Drivers in the first category are concerned only with their own convenience. Drivers in the second category are just as concerned with the convenience of others. This is where the dedication comes in.

Road research people tell us that for every miles a driver travels, he makes around 200 observations concerning conditions, possible hazards, changes in traffic and so on. Over the same distance, and based on the observations he makes, he must make about 20 decisions. Whether to slow down or speed up, whether to overtake now or wait, when to turn the wheel, change gear, brake and so on. The state of our car, even our life, depends on these decisions being right and being taken at the right time. My maths are terrible, but here is a bit of simple arithmetic that even I can handle, if you are travelling at only 30 M.P.H., those 20 decisions you and I have to make per mile, work out at one every six seconds. That doesn't leave much margin for error.

There is no room at all for carrying on an interesting chat with your passengers or turning your head for a look at the french scenery, or that 104 coming in for a landing. Mm, how about that good looking gal, Uh, uh, strictly taboo, you will soon prove this if you follow a dedicated driver for any distance. His brake lights will come on as soon or sooner, that the lights of the car in front of him because he is watching the road and con-

ditions, not just the car ahead. When an overtaking opportunity occurs he will be in the right place, in the right gear and with his indicator showing his intention, almost before the gap is there.

Of course the real test of a good driver is his behavior to other traffic. A good driver is never a nuisance. He does not waste time on the road — he is out of the way when anyone else wants to move ahead. It takes work to develop this ability, but it is well worth while. You will soon find yourself noting points you have never thought about before, points which make driving a much more enjoyable sport. For example — the driver in front is nervous — his brake light keeps coming on very second or so — He is probably driving too close to the car in front of him. This will make him hard to pass. But the fellow behind, in the ciceron is even more of a danger, he has been car hopping for a mile or more and now he is right on your tail. Whatever the reason for his hurry, let him through as soon as you can.

At least it will probably save you worry — at the most it can save you a crumpled fender or worse. You will find yourself summing up the attitudes of drivers around you. Dozens of situations like these can help warn you of hazards ahead — if you are taking enough notice and care:

— The man twisting his head to look at road signs will probably turn suddenly when he spots the one he wants.

— The man trailing clouds of smoke from a broken exhaust almost certainly doesn't take any more care of his brakes. Keep your eye on him.

Many disastrous accidents are caused by people who break rules of good driving. WHO? Everybody knows, including the culprits. But whats the answer?

Sure its sensible to build safety factors into cars. But the driver who overtakes recklessly or pulls out the wrong time on any road, is still liable to kill himself and others. Rules or no rules, speed limits or no speed limits, safety cars or no safety cars. The only people who can keep death off the roads are you and I, the motorist. We are fooling ourselves if we imagine that rules and regulations are a substitute for sanity in the drivers seat. What does it take to make a dedicated driver? It takes practice and developing our powers of anticipation. In the next edition I would like to mention something of what car manufactures are building into the safety of their cars.

## BLUEBIRD CRASHES

Donald Malcolm Cambell's jet hydroplane speedboat «Bluebird» somersaulted and sank Jan 4 on Lake Coniston, England and the man who lived for speed on land and water was feared killed.

I feel that while this may be old news by the time you read it, this many is certainly worthy of mention in our magazine, so I will try and give you a version of his last bid for the World speed record on water.

Strangly, Cambell had a premonition the night of Jan 3 that he might die. Cambell came near death six years ago when his Bluebird car crashed at more than 300 miles an hour while he was trying to break the land speed record.

On his last attempt to increase the speed record, he was racing at about 300 miles per hour and all seemed well. Bluebird was reported to be travelling fast and level and did not seem to be greatly affected by the slight ripples on the water surface. Cambell turned Bluebird and aimed her for the north end of the lake. Rockets were fired to scare the birds. Then the last fateful 27 seconds began.

Cambells last words from the Bluebird were, «The water is not in good condition». Almost as he said this, the boat's starboard side lifted slowly from the water as if it was trying to take off. Then she crashed back into the water. An explosion was reported as the boat went down. Wreckage strewed the surface but there was no sign of Cambell.

Cambells shoes, helmet, and oxygen mask were recovered. Frogmen were called to search for the racer, who had been strapped in the boat.

He was the son of Sir Malcolm Cambell who, like him, had held at one time the world records for the fastest time on land and water, Donald Cambell achieved this double in 1964.

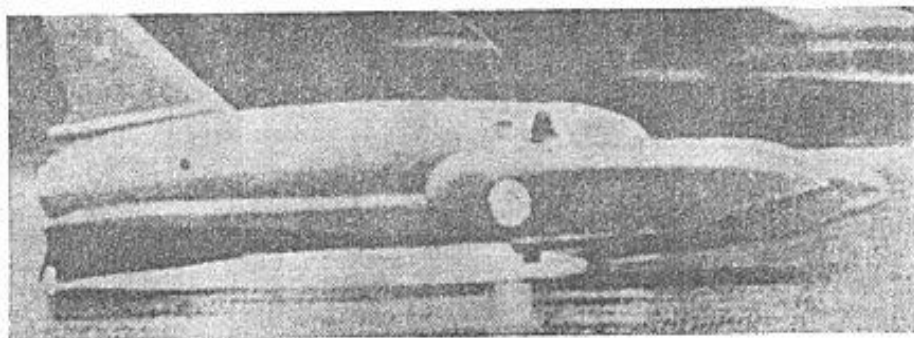
Cambell achieved 403.1 miles an hour on land in his gas turbine-engined car Bluebird and 276.33 miles per hour on water in his jet hydroplane speedboat of the same name. Will this be the last of the pioneers of world speed records-lets hope not.

**HINTS:** Be careful when driving in leather soled shoes during cold wet weather. When wet, they can slip of the pedals. Keep a rough rubber mat or fibre mat in your car to dry your shoes.

Ever been stuck on the side of the road with engine trouble and no flashlight. Next time deflect the light of your headlight, over the area of your engine, using the chrome cap from your wheel.

Someone asked me the other day how important it was to change the oil in his engine and how often? A simple question, yes, but how many drivers realize that if they change their oil more often than they should, its money down the drain. A good quality oil has a detergent incorporated within it to suspend the dirt.

There is one more cleaning device, that many people neglect and this is of course the oil filter. The oil is



pumped or flows through this filter, depending on the type it happens to be. Remember the suspended dirt in the oil I mentioned, well now is the time it parts company with the oil, and so the cycle goes — lubricating — picking up dirt and cleaning parts — and then delivering this dirt to the oil filter.

Now going back to the original question — how important is it to change the oil? Well this could be a touchy question because I could say never — except during appropriate seasons when the elements and the viscosity of the oil require it.

Example — Winter, a lighter grade — easier starting — Summer heavier — due to friction, heat etc. When internal work was performed on the engine — If water gained entry into the engine and very definitely if anti-freeze got in.

The oil in your engine never wears out or we should say never loses its viscosity, but it certainly becomes contaminated with dirt — dust — carbon — gas — moisture — and so on.

Remember if you value the life of your engine, pay those few cents more and get 1st quality oil and of course the correct filter.

## BRUSSELS AUTOSHOW

The auto show held at Brussels towards the end of last (Jan) month, did not show anything new since start of 1967 productions. Yet if you are fond of exercise 4 hours walking would put you through the exhibition fast and just skimming over the models displayed.

There were not too many American cars as it appears many Europeans are turning to Opel and Mercedes line, if they are going into a larger engine capacity type car. The cars like Buick, were fitted with standard transmission shift and the Chev Impala, with a small six cylinder engine.

Noticed was Volkswagon with an air purifier for the exhaust outlet, possibly due to the recent survey of air pollution. Those cars fitted with it can be recognised by a slight bump formed on the engine compartment lid.

Although most of the exhibits were European, there were some Japanese, Datsun's with 4 and 6 cylinder engines, also four Russian produced models, that are assembled in Belgium.

Remember, fasten your seat belt and play it safe while driving, and I will see you back here next edition.

Paddy

## MARVILLE AUTOSPORTS ASSOCIATION

When you enter a rally and you do not enjoy it, then it ceases to be fun. And that is why people rally. For fun and enjoyment! There is no doubt that the rally organized on the 15th of January by Fred Smith and Bob Cosh was one of the most enjoyable that I have ever entered. I have always thought that the first rally that I entered, which was here in Marville in 1962, was my favorite, however I now have reason to say that I have since been in one, that was more fun than any of the previous rallies entered. These fellows are to be congratulated on a splendid effort.

Using visual references and referring to a map, the first leg took you to the other side of Marville, then north, with the first checkpoint located a few miles north-west of Longuyon. Fred was pretty cagey, as he placed his checkpoint at a three way intersection, and was able to observe whether the cars made the correct turn away from the intersection. One car, namely me, instead of turning left at the Checkpoint, proceeded straight ahead and then stopped 200 feet down the road. Figuring that we should have turned left, we backed up to the checkpoint, stopped, then decided that we were right the first time and drove ahead again. However, still not to sure, we backed up again, and turned left down the correct road. Of course you can imagine the expression on Fred's face watching this car driving back and forth, and trying to figure out what I was doing! This leg was 25 minutes long and I think we put as many

miles on the speedometer going backwards as we did forwards. The second leg was 79 minutes long, although you don't know this information at the time. We felt that after this length of time we must have missed a checkpoint. When we finally arrived after 93 minutes and the official told us that this was checkpoint No. 3, we definitely thought we goofed. However the official didn't say that this included the one at the beginning of the rally. (These fellows tell you nothing)

The third leg took you on a round-about route back to where the No. 2 checkpoint was located, and if you hadn't been tracing your route covered on your map, then you would really be confused. (Eh Bill!) It was only 17 minutes long and we lucked in at 16 minutes and 51 seconds for a nine second penalty. The final checkpoint was located outside Spincourt and this leg was only 16 min long. From here everyone was directed back to the station where the final results were tabulated. First place was sewn up nicely by Sid Stephen and Don Arkell in a Cortina GT, second to Bob Smith and Bob McKiel in another Cortina and third to Fred Sjoquist and Al Gullon in a Volvo. Summing up, it was a real fun rally! Special thanks goes to Al Ennis who assisted Fred in the absence of Bob Cosh, on the day of the rally. Bob was hospitalized on the Friday before the rally.

Sunday the 22 of Jan. was a different pot of soup! It started out foggy and cool, but through the efforts of the organizers and the local Met Section the rain was warded off. Although the course was still wet when the first car departed, 13 cars completed the slalom. Being wise in the ways for driving in the slick, Dapper Bill Thompson aced out Bob McKiel for a first place trophy in Class 'A'. Both fellows were driving Ford's lowest priced Total Performance Vehicle, the Cortina 'GT'. In class 'B', the battle of the lightweights, first went to Robbie Dunlop in a Mini, and second to Cris Anderson in another Mini. This makes the third major win for BMC in 1967, having just won the Monte Carlo Rally. (Won't be able to speak to these fellows now!) Don Arkell won Class 'C' in his Simca 1300 followed by Bill Dick in a Volvo Station Wagon. In Class 'D' it was all Mustang (one Mustang-two drivers) and Curt Brown, driving Fred Smith's Mustang, took first place leaving second to Fred himself. A small note of interest here, after the slalom was over, I allowed Curt to drive my Cortina through the course and he beat my time by 4/10 of a second! How about that? By the time this reaches the press, Curt should be settled at CFB Yorkton Sask., and he will be missed by the club.

On Jan 29 the Marville Autosports Association made their contribution to Canada's Centennial year by holding a Centennial Rally. Ten cars departed the main gate in bright shining weather and eight completed the rally.



"Quick—follow that E-type Jaguar"

The last time the organizers saw one fellow was when he left the main gate! He did not appear at any of the checkpoints nor did he return to the finish. He was driving a late model Chev. Corvette Sting Ray, bright yellow with the top down. License No. was 2CF something or other. If this car is spotted on a back road somewhere, please approach carefully. The occupants are probably very upset! Anyway this was a good rally even though I put a lot more mileage on the car going backwards. Dolly Thompson, who helped husband Bill in the running of rally, was surprised to see two red Cortinas go by a hidden checkpoint knowing that only one red Cortina started the rally. Later she realized it was Smith and Mekiell doing the backwards — forwards bit again! The final results were as follows; Don Arkell driving a borrowed Volvo with Fred Smith navigating, 1st Harry Russel who gave up on the afore mentioned Volvo for one of those high powered things from Stuttgart, owned and navigated by Ian Hetherington, took 2nd and third went to Bourdreau and Merchel driving a Ford Consul. Still a winner, Bill! By the time this is in print, we will have held a Gymkhana on the 5th of Feb, a General Meeting on the 6th, and a rally starting in Florenville on the 12th. So keep in mind that this club has an event every weekend.

At this time I would like to pause in salute to Billy Foster, a Canadian driver, who was killed while practising for the Motor Trend 500 mile race at Riverside, California. He had already qualified when the accident occurred. It appears that the brakes locked up or failed on one wheel causing him to crash into the retaining wall. He was born in Victoria, B.C. and started his racing career on the west coast racing modifieds. He was the only Canadian to qualify for the Indy 500. In the 1966 Indy 500 he was initially accused of causing the crash which seen 11 cars out of 13 eliminated. A lot of pointing fingers said he tried to win the race on the first lap. Most of the people attached to these fingers, it turned out, did not know what they were talking about. The current opinion in many quarters is that if Billy hadn't acted swiftly and with great talent, everything behind him would have been wiped out. A careful examination of the films by officials, in slow motion and frame by frame, exhibited pictorially exactly what happened and it coincided with exactly what Foster had said immediately following the Classic Indy pileup. Over 500 people attended his funeral and a memorial race will be held each year to provide for his childrens education. The Canadian racing scene has lost a fine driver.

For those of you who may be near Mosport, on August the 27th the first Canadian Formula 1 Grand Prix will take place. Names like Surtees, Clark, Hill, Gurney, Stewart and others will be in attendance. Formula 1 in

1967 should be real interesting now that everyone has had a whole year to sort out their engines.

In closing I would like to return to the Indy 500 for a moment. There were many comments about Indy and its pileup in 1966. Specially since it happened on the first lap. As is said, the race is never won on the first lap, but the most logical remark was made by Jimmy Clark, the 1965 Indy winner. He said « The green flag was out and the race was on. Thats racin'! » A former U.S. President, Harry Truman, said the same thing in a little more folksy manner: « If you can't stand the heat, get out of the kitchen. »

Pit Stop



## LE « SI » DU PHILOSOPHE

Je suis ennuyé par l'amour et par la haine  
 Je suis ennuyé par le noir et par le blanc  
 Si ce n'est pas le jour, c'est la nuit qui m'entraîne  
 Si je ris au dehors c'est pour cacher le dedans.

Il n'y a plus de place ni à gauche ni à droite  
 Si je fais volte-face, j'avance en reculant  
 Si je vais vers le nord c'est le sud qui m'échappe  
 Si je vois l'orient c'est que je cède à l'occident.

Si je veux aider le pauvre dans sa misère  
 Celui qui en hérite c'est le riche et son argent  
 Si je pleure de pleine mes larmes tombent par terre  
 Si je crie de joie, personne ne m'entend.

Si j'ouvre mon cœur c'est mes yeux qui se ferment  
 Si je ferme les yeux c'est alors que je vois  
 Si je trace le futur c'est le passé qui m'enchaîne  
 Tout ce que je veux, c'est tout ça que je n'ai pas.

Si je prie le ciel, c'est le diable qui me tente  
 Si je pense aux autres je m'oublie complètement  
 Si je fais du bien c'est moi qui sauve ton âme  
 Si je fais du mal c'est moi qui souffre éternellement.

Si je perds mon temps je le perds à rien faire  
 Si je travaille pour l'autre c'est lui qui a l'argent  
 Si je vais droit devant moi je laisse tout en arrière  
 Si j'arrête pour mourir ce n'est que le commencement.

Si j'ai tout à gagner c'est que je n'ai rien à perdre  
 Si j'atteins le sommet, je dois rester où je suis  
 Si la vie me sourit c'est le diable qui m'aide  
 Si je n'ai pas de succès c'est le ciel qui me punit.

Et si je me demande ce que je suis venu faire  
 Sur la terre du bon Dieu qui tourne sous mes pieds  
 Je demande aussi à Dieu le Fils et Dieu le Père  
 De bien vouloir ne pas juger les « Si » de ma philosophie.

## 'UNDER 21'

# CAREERS

## BANKING

*W.D. Henry, Supervisor of staff  
The Royal Bank of Canada*

From high school to junior clerk, to chief general manager of Canada's largest bank.

The majority of senior positions within Canada's banks have been filled by men who «came-up-through-the-ranks».

In the past 10 years the total work force has increased from 54,000 to 77,000 men and women. This huge work force is necessary to handle the almost 15,500,000 deposit accounts conducted by Canadians and on the other side of the ledger, there are about 2,400,000 loans being carried.

Commercial banks in Canada are called chartered banks and operate under the branch system. Each has its head office for over-all direction, various supervisory departments located across the country and abroad, specialized departments, and many branches serving cities, towns, rural districts and areas of new development.

This decentralization of operations provides a higher proportion of active management positions than many industries. Each individual branch operates as a self-contained unit, performing all the principal and varied functions of the bank. To the new member of the staff this factor is important, for any branch can serve as an excellent training ground. If a person is intelligent and alert, he will be given every encouragement to advance rapidly within the organization.

If you are a girl you are probably saying, «That's only for the boys.» You're wrong. The banks are searching for good female staff and there are no barriers whatsoever nowadays. We now have many female accountants, and women are in charge of departments such as savings, current accounts and collections in many of our more important branches.

The banks require university graduates — not only those with specialized educational backgrounds but also men with degrees in the liberal arts. They require good high school graduates, and most require boys to have the

minimum of junior matriculation; some girls are accepted if they have completed Grade X.

Banks pay salaries that compare favorably with those paid by other business organizations.

There is a wide range of challenging positions. You can become a branch accountant or manager, or a specialist in work such as personnel, business development or foreign exchange. You can enter one of the departments devoted to inspection, accounting, securities and investments, staff administration and training, branch organization, credit analysis, the international service or you may elect to go into the electronics section which offers openings in computer programming and operating.

In order to absorb the rudiments of banking, the first duties assigned to new employees are generally routine such as handling collections. Then he or she will spend some time as a ledgerkeeper, recording deposits and withdrawals in customers' accounts. This is done largely by machine.

The teller-to-be gradually becomes familiar with bank routine, and with deposit slips, cheques, money orders and other items which will be handled in the teller's wicket.

The teller who has learned to handle cash quickly, accurately and confidently and who knows how to deal with the public in a friendly, efficient and helpful fashion, is ready to serve as a paying teller. This is the most responsible teller's post of all. Seventy-five per cent of bank customers do virtually all their banking business with the teller. To them, the teller is the bank.

The accountant directs and supervises the routine of the branch and, in the absence of the manager, takes full charge of its operations.

A bank manager is in charge of a branch, and he has been trained for that responsible position from the day he entered the service of his bank. He may have a staff of three or four, if his branch is a small one, or as many as 450 if it is a main branch in a big city.

He is responsible for everything in his branch, but his basic concern is for the safety of the money left with him by depositors. He is responsible for all loans, and his training has made him an expert in evaluating a business proposition, in appraising the character of a prospective borrower, and in assessing the worth of collateral offered as backing for a loan.

To seek out the right men and women the banks work closely at the local level. That's why it's a good idea to drop into your nearest branch and speak to the manager about career opportunities within the bank. Or, you can call or write a bank's personnel department at its head office.



# Recreation Section

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

## U.S. RECREATIONAL FACILITIES

1 AIR DIVISION PARTICIPATION AND USE OF AFRC FACILITIES ON THE SAME BASIS AS US SERVICE PERSONNEL HAS BEEN APPROVED. TO PERMIT OUR PERSONNEL TO MAKE USE OF THESE FACILITIES NOW, USAREURHQ AND AFRC HAVE BEEN ADVISED THAT 1 AIR DIV PERSONNEL WISHING TO MAKE USE OF THE RECREATIONAL CENTRES AT GARMISH, BERCHTESGADEN AND CHIEMSEE WILL IDENTIFY THEMSELVES BY PRESENTING THEIR SERVICE OR NATO IDENTIFICATION CARD TOGETHER WITH AN APPROVED LEAVE PASS FORM AUTHENTICATED BY AN ORDERLY ROOM STAMP. TO OBTAIN THE NEED FOR LEAVE PASS FORMS FOR PERSONNEL WISHING TO USE THESE FACILITIES ON LONG WEEKENDS, AN APPROPRIATE CARD, IDENTIFYING PERSONNEL WHO ARE ON STRENGTH OF AIR DIVISION UNITS IS BEING DEVELOPED AND WILL BE DISTRIBUTED DIRECTLY.

## MIXED LEAGUE BOWLING

The fall league came to a close on Sun. Dec 18th upon completion of the roll-off's, which was a pretty hectic affair for those who progressed to the finals. There were six games played on Sat. 17th and seven games on Sun. 18th. After the first round, each team which dropped out received prizes, climaxing in trophies for the winners of the finals, which were Bob Smith and his Rat Phinx, who with a wonderful team spirit pulled out that little something that is needed to win a roll-off. Well done folks.

The league was a short, but successful one with all teams going the distance. Don Christie and his Rollers

got to the top of the league right at the start of the season and they sweated it out to the last game, which was a cliff hanger, as a split-point game would have cost them three months work. Never being a team to quit at the post they came through with the six points needed for victory, though they will tell you it was a near thing. The league sends you their congratulations.

I would like at this time to sincerely thank Ron Smith our treasurer for a job really well done and George McClellan (Post Office) our statistician, who says any mistakes he might have made would be due to the pipe band practicing. I can buy that! Thanks George. Also Len McCormick the Alley Manager deserves a vote of thanks for the fine job he is doing.

By the time this appears in print the spring league will be underway with twelve teams taking part and is being run as a normal eleven week league. Due to the situation of course it will have to be played by ear and if necessary, curtailed at short notice. So please folks don't scream «FIX» if things have to be wrapped up early, due to the move.

Good Bowling to you all — Where ever you may be Bowling this year.

### FALL LEAGUE WINNERS

#### Rollers

Don and Marg Christie  
Doug and Anne Hall  
John and Caroline Richter  
Vic and Joy Hartry

### FALL ROLL-OFF CHAMPS

#### Rat-Phinx

Bob and Anne Smith  
Barry and Louise Boyes  
Howie and Donna Cooling  
John Snider

### SEASON III-AVERAGE

Len McCormick                      Giselle Samson

### SEASON III-TRIPLES

Barry Boys                              Wanda Dawson

### SEASON III-SINGLES

Pete Geneau                              Anne Smith

## MEN'S BOWLING LEAGUE

The following is a list of the team standings and the top ten bowling average up to and including the 23rd and 24th of January.

### Top Ten Averages

OKE	— 243
BONNELL	— 236
BOYES	— 224
HALL	— 224
GENEAU	— 216
BILYK	— 214
CROOK	— 214
McCORMACK	— 213
HUNTER	— 210
SLAUENWHITE	— 209

### High Single

FISHER — 403

### High Triple

FISHER — 927

Team Standings	Total Pinfall	Points
1 ASO BUMS	53934	96
2 109 KU	53290	96
3 Safety Strikers	52051	92
4 Photo Intell	50674	88
5 T33	53131	80
6 ARO	52551	76
7 MSE Wheels	50618	71
8 MSE Hot Rods	47294	52
9 Animals	41888	52
10 Flintstones	45190	48
11 Com Ops	47900	41
12 Rum Dums	44617	24

## MARVILLE CANADIENS SOCCER CLUB « A »

(Lorraine League France)



Skelly, Cummins, Jordon, Fleming, Star (Capt), Yearly, Rice (coach), Paul, Easton, Barker, Lunt, Purchase, Skamers. Games Played 10 - Won 7 - Lost 2 - Tie 1 (League Standing No. 2)

## SKEET REVIEW

by Chuck Dunham

Saturday, the 28th of January, dawned clear and mild and the forecaster promised that he would see that the weather stayed that way, so the shot gunners (and everyone else for that matter) were very happy. The occasion was the quarterly Air Div skeet competition, this time hosted by 4 Wing.

On Saturday, 1 Wings «B» Division team, under the captaincy of Jack Chambers, managed to retain the «B» Division Trophy, eeking out a win by four birds over 4 Wing and fourteen birds over 3 Wing.

The individual scorers were as follows:

1 Wing		3 Wing	
Chambers	91 x 100	Storey	92 x 100
Eliasion	87 x 100	Gailey	86 x 100
Clench	87 x 100	Krastel	81 x 100
Stecko	86 x 100	Bergie	81 x 100
Dunham	76 x 100	Mersereau	73 x 100

### 4 Wing

Raine	95 x 100
Sadaway	94 x 100
Bell	81 x 100
Dalling	80 x 100
G. Moxin	73 x 100

High gun for the «B» Division was Jim Raine of 4 Wing (ex 1 Wing) with a 95 and the runner up was Shorty Sadaway of 4 Wing with a 94.

The writer, whose unimpressive scores did not help too much, feels that our «B» Team was fortunate, as they were plagued with malfunctions and also with «finger trouble» and the referees were most lenient in their decisions. Be that as it may, we still have the trophy.

Sunday morning, resplendant in sunshine, saw the big guns of the «A» Division, bringing down the birds. A sight to see was big Doug Wadden of 3 Wing, calm and unhurried, blast out a perfect score of 100 x 100. Despite Wadden's perfect score, the 4 Wing team won out over 3 Wing by 3 birds and over our «A» Team by 24 birds. Our boys captained by W/C Bob Edwards were striving hard but lost to the better men. The «A» Division team individual scores were:

1 Wing		3 Wing	
Edwards	96 x 100	Wadden	100 x 100
Towers	97 x 100	Taylor	96 x 100
Black	87 x 100	Sutcliffe	96 x 100
Kenopic	85 x 100	Kaye	93 x 100
Lohnes	83 x 100	McMurray	85 x 100

### 4 Wing

Cianci	98 x 100
Cameron	97 x 100
Greenlaw	95 x 100
Moxin	94 x 100
Plume	89 x 100

Ken Towers, one of 1 Wing «A» Team stalwarts got a perfect round of 25 x 25 and came within one bird of tying with the runner-up high gun. High gun for the «A» Team of course, was Wadden of 3 Wing and runner up was Cianci of 4 Wing.

G/C Allison, CO of 4 Wing was on hand to present the team trophies and plaques to the team members and then everyone tucked in to a lovely spread of cold meats, salads, coffee etc.

May the 1 Wing members take this opportunity of thanking the 4 Wing boys for the excellent way the competition was handled, the hospitality shown to everyone and the good fellowship that prevailed through the competition.

Don't forget, the 1 Wing skeet range is open every Sunday from 1300 to 1700 hours. Bring the little lady out for a free first round of 20 guage or your teenaged son for a first round at 50 cents. Thats all for now, Keep your powder dry and good shooting.

## GOLF NEWS

### A FAREWELL TO ANDY

As some of you may have heard, our golf pro Andy Thomson, will not be with us next year, wherever we may be. However, as we probably will not have a course or a club of our own next year, it is nice to know that Andy will still be doing what he does and likes to do best. Andy will remain with the R.C.A.F. having taken a position as the golf professional at the R.C.A.F. Up-lands Golf Course in Ottawa.

We will miss Andy's willing help and friendly way and will feel that we have lost a good friend, but we will be satisfied knowing that he has taken a step towards a bright and happy future, where we know he will make many more close friends.

On behalf of the committee, whose task Andy greatly helped, and on behalf of the members of the club we would like to wish Andy a fond farewell and loads of birdies in the land of the round doorknobs.

So, if any of you golfers are passing through the Ottawa area drop in and say 'hello' to Andy. Who knows, you may get back some of your nickels. — Good luck Andy.

### WITH THANKS TO ALL

I wish to take this opportunity to say to all our golfers and friends, «Good Luck» and «Good Golfing», wherever you may be this coming season.

As many of you already know, I have been fortunate enough to aquire an excellent post in your country. I feel in many ways, that each and every one of you, have, in one way or another, assisted me in getting this position. I therefore wish to sincerely thank one and all for this, and also for making my two year stay here, a very enjoyable one.

Provided of course, that the Immigration people will permit a «Horrible Wee Scot» into Canada, I certainly hope that I may meet many of you again, over the «Pond» I've heard about.

In the meantime, Thank you again for your acquaintance and friendship and all the very best.

Does the ball fly further and straighter over there? Heaven forbid if it doesn't! — Good by for now, yours very truly, Andy Thomson (Golf Pro).

## CURLING

In the Ladies Air Division Bonspiel in 3 Wing on Feb 25-26. The following curlers are representing 1 Wing.



E. Benson	M. Sanford
J. Sangster	M. Galloway
B. Leiper	M. Kabula
B. Douglas	J. Grosse
L. Fisch	M. Shaw
C. Lundy	M. Fortin
M. MacDonald	C. Romkey
F. Girding	J. Herauf

Good curling girls!

## BILL HUYSING CARAVANS

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## ARROWHEAD CLASSIFIED ADVERTISEMENTS

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

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### notices

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

Anyone wishing to place an ad on the STATION BULLETIN BOARD, in the ARROWHEAD TRIBUNE or over CFN, will please submit their ads to the Arrowhead Tribune office, 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

Dressmaking and Alterations. Contact: Mimi Croteau, 209 MLTP.

Hairdresser now open in the Virton Etche area. Contact: Mrs N. Boucher, 63, Grand-Rue, Etche, 0900 to 1600 on Mon, Thurs, Sat.

Apartment sized washer and dryer. Contact: FS A. Wall, local 88.

Toboggan, sled or sleighing disc and pr. of Bob Skates. Contact: Major Kamachi, local 50 or PMQ A-14.

1 Washing machine. Contact: F/O Cooper, local 95 or PMQ C45.  
12 foot trailer in good condition, reasonably priced, to sleep four. Contact: Captain Cook, local 38.

Large bird cage. Contact: F/L Plouffe the CE Section, local 146.

1600 W Transformer, hoovermatic washing machine, ironing board. Contact: Cpl JRG Boudreau, local 88.

1 high chair. Contact: Mr. Eugene Marquis, Sr. School, local 78 or 48, Ave Bouvier, Virton.

Twelve foot camping trailer, prefer Sprite, must be in good condition. Contact: WO2 Fisher at 140 or PMQ F28.

### wanted to rent

One or two bedroom apartment or trailer from Jan 1. No children. Contact: Sgt A.B. Biegler, local 180-2.

A car — To Feb 28. Contact: Cpl Morrison, local 254 or BB 25, RM 20.

### for rent

2 Bedroom suite, living room, kitchen, private bath, Auto, washer, new furniture, central heating. Rent including utilities — \$85.00 per mo. Contact: Cpl Hickling, 18, Rue d'Arlon, Etche, Belgium.

Three bedroom unfurnished apartment, private entrance and bath. Rent - \$50.00 per month. Located in Jametz on main road to Verdun. Contact: Cpl Johnston, local 169 - M.S.E. Section.

Four bedroom house in Dampicourt, 105 Matton St. Partially finished large kitchen, front room, dining room, fenced in back yard, completely private. Contact: Cpl Favron, local 254. May be seen any time.

### trailers for sale

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

### camping trailers for sale

WENO camping trailer (tent type) sleeps four. Large extension, gas stove. In good condition. Contact: F/L Coulter, local 264 or PMQ C-26.

Camping tent trailer Model Arabelle, made by Lys Co. Sleeps four Kitchen extension. Price \$350.00. Contact: A. Paquet, local 233 or PMQ C-52.

Happy camping trailer, includes gaz stove w legs, extra mattress, 2 water bottles, cooler, spare tire, camping table, alladin tent heater. Contact: Sgt Crump, local 159 or PMQ B98.

Happy trailer, good condition, ideal for family of five, includes foam mattresses heater c-w bottle and 2 cupboards easily pulled with small car. Contact: Sgt Durdin, local 88 or PMQ 35.

15ft Bluebird camping trailer, sleeps 5. Contact: Sgt Cook at local 240 or PMQ B52.

10ft Willerby camping trailer with tent extension. \$325. Contact: Sgt D. Jones 157-2.

## **cars for sale**

1961 Volkswagen 1200, good condition. Rebuilt motor. Price \$400.00. Contact : Mr. F. Saven, Sr. School, local 78.

1964 Volkswagen 1200, green in color. V/W inspected. Trailer hitch. Price \$800.00. Contact : Cpl Combatley, local 203.

1965 Mercedes Benz 230S. Sliding sun roof, trailer hitch. Contact : Cpl L. Esquilat, M.S.E. section, local 8 at 4 Wing, or 47 Hauptstrasse, Hugelshelm.

1959 Simca Aronde station wagon, rebuilt motor, body in very good shape. A good car for \$250. Would also trade for 1955 1962 American car. Contact : L. Tongas, Sr. School, local 78.

1961 Austin Cambridge A 55, c/w roof rack, good condition, insured until July 1967. Contact : Cpl Ray, CE Section local 149 or PMQ B144.

1966 Volkswagen (purchased last October) 7500 kilometres, only 3 1/2 months old. \$1050. Save yourself \$400. Contact : Eugene G. Marquis, Sr. School, local 78 or 48 Ave Bouvier, Virton.

1962 Pontiac Tempest « LeMans » Convertible white/red leather, bucket seats, automatic, radio, carpets, 1200 miles on new engine. Guaranteed Price \$900. Contact : Cpl Mile Lett 1 AD Metz, local 217 or leave message.

1963 Austin Healey Sprite MK11, red with white removable hard top soft top for summer, tonneau cover, cigarette lighter and other extras, good condition, \$950. Contact : Cpl RD Richards local 199, 2 HGR or BB 19 Rm 7.

1961 Peugeot 403 with heater, floor mats, 5 good tires and a roof rack. \$525. Contact : Col Kelly GW, local 199 or PMQ E42, available after Feb 6th.

1962 Peugeot 403 station wagon, in very good condition \$650. Contact : Cpl Massey, local 187 or 8, rue Marechal Foch, Virton.

1959 Opel Caravan. Contact : Cpl Maynard, local 108 or PMQ D53.

1957 Buick Special — V8 Automatic, custom tube radio, roof rack, insurance until June. Contact : Lac Irwin, local 27-2, 126, rue de Montmedy, Dampicourt, Belgium.

## **misc. for sale**

Roof rack to fit 1954 - 57 ford - \$5.00. Roof rack to fit small european car - \$5.00. Contact : Cpl Cyr, local 211 or MLTP C-6.

Ladies Ski boots, size 8, good condition. Price - \$5.00. Contact : WO G.C. Conrad, local 210 or 84 Rue de Dampicourt, St. Mard.

Renault engine 850 cc. Good condition. Contact : Jim McIntosh, PMQ - F-18.

Transmission for 1965 Volkswagen, also tires, starter and generator. Motor and transmission for 1961 Austin Healy, also other parts including wire wheels, instruments, etc. Contact : Lac Grouse, Trailer No. 2, Cafe du Parc, Montmedy. Local166.

1964 Ducretet Thompson T.V. Excellent condition. Contact : Cpl LeBlanc, local 165 or 6, rue Dr. Jeanty, Virton.

Boys skates, size 1. Contact : Sgt Martin, local 104 or PMQ B-125.

New style Guide uniform, with hat, belt, scarf. Size 12. Price \$8.00. Contact : Mrs Crawley, 329 - 3rd St. M.L.T.P. or at the Gas Counter, Station Store.

Large size doll carriage, good condition. Contact : Cpl E. Campsall, local 195 or 42, Faubourg d'Arival, Virton, Belgium.

Arthur Martin Fridge (Table high model) - \$50.00. Baby Bottle sterilizer, complete with bottles and nipples. Contact : Sgt A.B. Biegler, local 180 - 2.

Girls red Velvet dress, size 8-10 for \$10.00. Boy's dress pants 28" waist - \$6.00. Contact : Mrs Pattison, Station Radio Shop.

Electric Baby bottle warmer - \$10.00, Baby Bassinet w/stand - \$10.00, 2 pc. Blue lace maternity dress, size 12 - \$6.00, Brown 2 pc. Maternity dress, size 12 - \$6.00, Black Alaska Diamond caring for pierced ears - \$7.00. Contact : Mrs M. Wehling, 2 Quartier de la Gare, Chenois, Belgium.

Philco Wringer washing machine, American type, like new. Contact : F/O Hupp, local 84 or PMQ C-21.

Viogtlander Ultramatic 35MM Single lens reflex camera complete with wide angle, telephoto and portrait lenses plus skylight filter, electronic flash unit and carrying bag. Contact : F/L Boivin - local 216.

1 boys 8 speed racer bicycle - like new condition. Contact : Bob McCurdie PMQ B43 or Sgt McCurdie, local 50.

1 Arthur Martin fridge, 110 volt, plus 220 volt transformer. Both in good condition, can be seen at C4 MLTP or Contact : Cpl Duncan 114 or 115 after 5 pm.

1 steamer trunk ; 2 five gallon gerry cans ; 1 Alladin heater. Contact : Sgt Elder, accounts, local 24.

Large doll carriage - good condition. Contact : Cpl E. Campsall, local 195 or 42, Faubourg d'Arival, Virton.

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Friday Feb 17, 1800 and 2030 hrs  
Saturday Feb 18, 1900 hrs only

## BIG DEAL AT DODGE CITY



Cinemascope - Technicolour (Western)

« U » Henry Fonda, Joanne Woodward

Saturday Feb 18, 1345 hrs CHILDRENS MATINEE

## TOTO AND THE POACHERS

Also Episode 3 of **MASTERS OF VENUS**  
Plus Cartoons, etc.

« U »

Sunday Feb 19, 1800 and 2030 hrs  
Monday Feb 20, 1900 hrs

## THE SPY WHO WENT INTO HELL

Cinemascope - Technicolour (Secret Agent Adventure)

« A » Ray Danton, Roger Hanin

Tuesday Feb 21, 1800 and 2030 hrs  
Wednesday Feb 22, 1800 and 2030 hrs

## THE THING FROM ANOTHER WORLD

(Horrorified Adventure Drama) ADULTS ONLY

« X » Margaret Sheridan, Kenneth Tobey

Thursday Feb 23, 1900 hrs only

## OPERATION CROSSBOW

Cinemascope - Technicolour (Wartime Espionage Drama)

« A » Sophia Loren, Geo Peppard, Trevor Howard

Friday Feb 24, 1800 and 2030 hrs  
Saturday Feb 25, 1900 hrs only

## THE GLASS BOTTOM BOAT

Cinemascope - Technicolour (Domestic Comedy)

« U » Doris Day, Rod Taylor

Saturday Feb 25, 1345 hrs CHILDRENS MATINEE

## EAGLE ROCK

### And Episode 4 of **MASTERS OF VENUS** Plus Cartoons, etc.

Sunday Feb 26, 1800 and 2030 hrs only

## THE FACE OF DR FU MANCHU

Cinemascope - Technicolour

(Return of the oriental master criminal)

« U » Christopher Lee, Nigel Green

Monday Feb 27, 1900 hrs  
Tuesday Feb 28, 1800 and 2030 hrs

## THE OSCAR

Technicolour (High pressure personal drama)

« X » Stephen Boyd, Elke Sommer ADULTS ONLY

Wednesday Mar 1, 1800 and 2030 hrs  
Thursday Mar 2, 1900 hrs

## ARABESQUE

Cinemascope - Technicolour  
(Exciting middle east spy drama)

« A » Sophia Loren, Gregory Peck

Friday Mar 3, 1800 and 2030 hrs  
Saturday Mar 4, 1900 hrs

## BURMA VICTORY

(war drama)

ALSO

## PLAYBACK

(mystery drama)

« U » Barry Foster, Margit Saad

**HUNTED IN HOLLAND**  
Also Episode 5 of **MASTERS OF VENUS**  
Plus Cartoon

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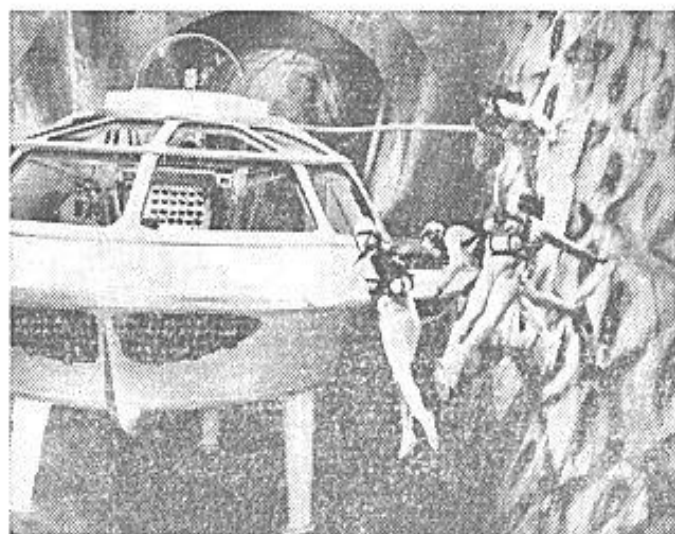
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## on the lighter side

One evening I picked up a magazine with a picture of a bosomy movie star on the cover. «I suppose,» I snorted, «she expects to set the world on fire!»

My husband glanced at the picture. «Well,» he said as he turned back to his paper, «at least she has the bellows for it.»

★

With her hand on the light switch, the woman paused in her interminable chatter to inquire: «Is everything shut up for the night, dear?»

Out of the darkness came her husband's patient reply: «Everything else, dear.»

★

«Did you see how pleased Mrs. Smith looked when I told her she didn't look a day older than her daughter?»

«I didn't notice. I was too busy watching the expression on her daughter's face!»

★

A sailor friend of mine, home on leave, brought his girl a pearl necklace. She didn't seem too happy, so he asked if anything was wrong.

«Oh, the pearls are fine,» she said. «It's the clasp that's worrying me — the clasp that comes after.»

★

The big business executive was in the waiting room on the maternity floor of the hospital. While other expectant fathers paced the floor and thumbed nervously through magazines, he sat at a table working furiously at a sheaf of papers he had taken from his bulging brief case.

After some hours a nurse came into the room and spoke to him. «It's a boy, sir,» she said.

«Well,» snapped the executive without looking up from his work, «ask him what he wants.»

★

«Darling,» coyly apologized the bride. «I'm afraid your dinner is a

little burnt tonight.»

«Ye gods!» exclaimed her husband. «Don't tell me they had a fire at the delicatessen!»

★

A businessman was concluding an interview with a glamorous-looking young lady whom he'd just hired as his secretary. «I'm sure you can handle the work,» he said. «But there is one other thing: Have you got an old passport photo I could show my wife?»

A young mother we know who has four small children finds that her days are pretty hectic. Recently her husband, a systematic man, decided to help her make out a schedule. On it they listed all of her chores and the exact time when each one was to be done. The next evening he glanced at the schedule, hanging in the kitchen. At the end of the list was this addition: «Call undertaker for free estimate.»