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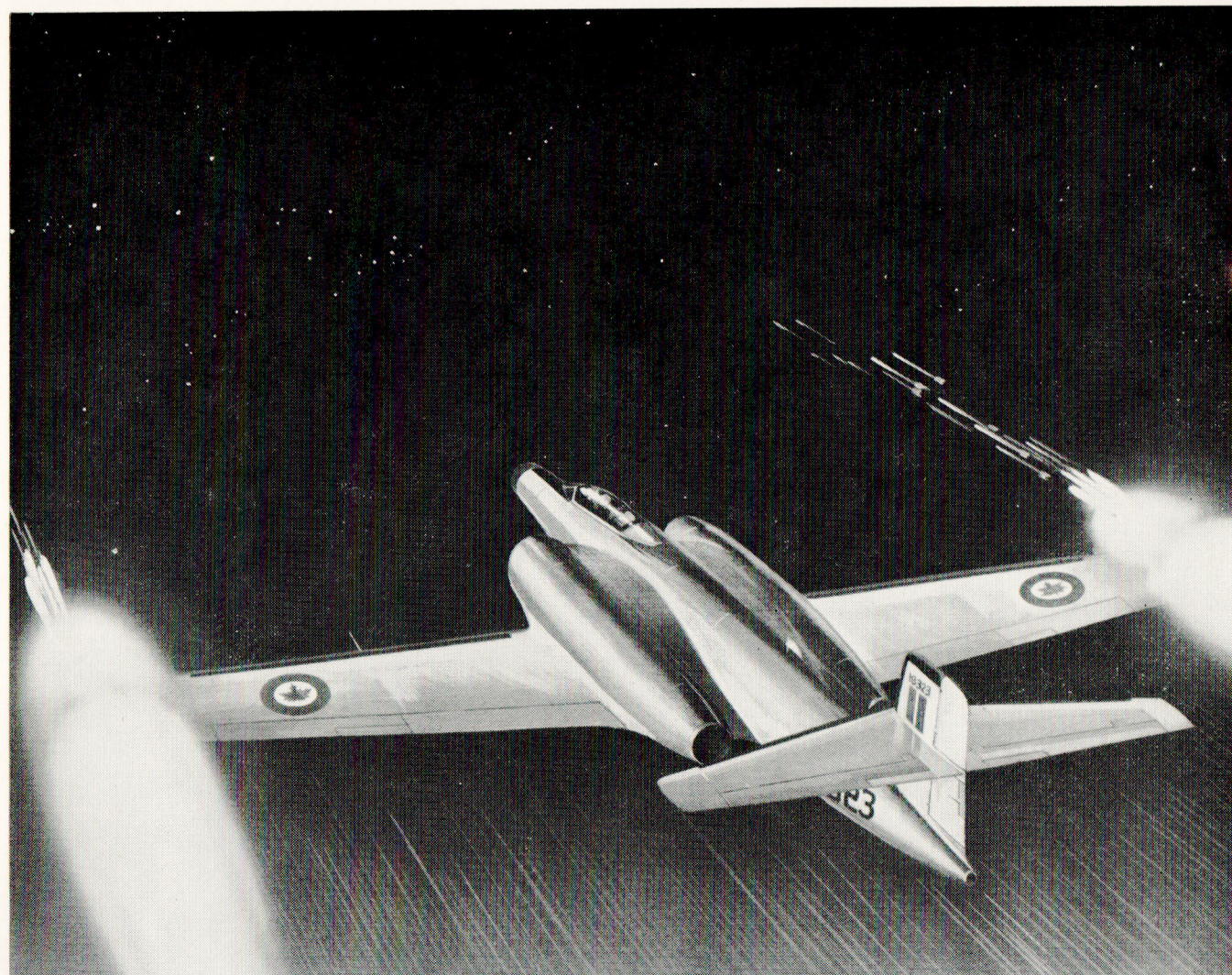
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AN AIRFORCE NEWSMAGAZINE
VOL. 5, No. 13. SEPTEMBER 28, 1956

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Honorary Editor-in-Chief
W/C F. GAFFNEY

F/O ROBERT GENNO

EDITOR-IN-CHIEF

CPL. DON ASKETT

ART DIRECTOR

SGT. G. L. ROWE

BUSINESS MANAGER

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ASSOCIATE EDITORS

F/O M. Plumstead

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LAC Terry LaBrosse

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CONTRIBUTING EDITORS

F/O I. K. Wilson

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F/O H. N. McMillan

SPECIAL CORRESPONDENTS

S/L Roy Woods

Cpl. Bud Pauls

P/O K. W. Sinden

Cpl. Barry Herron

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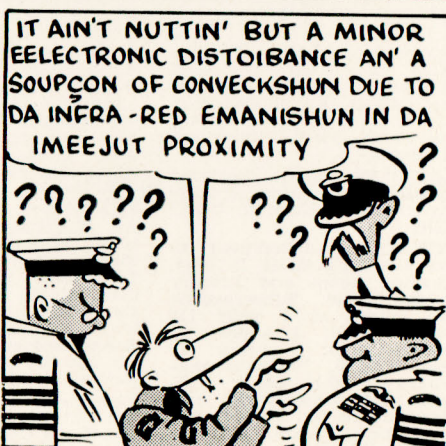
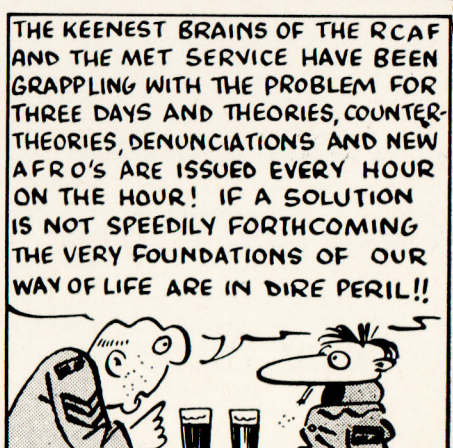
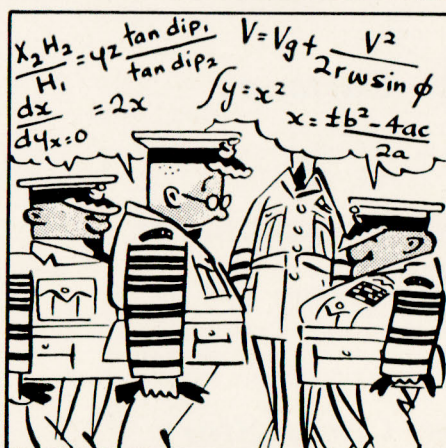
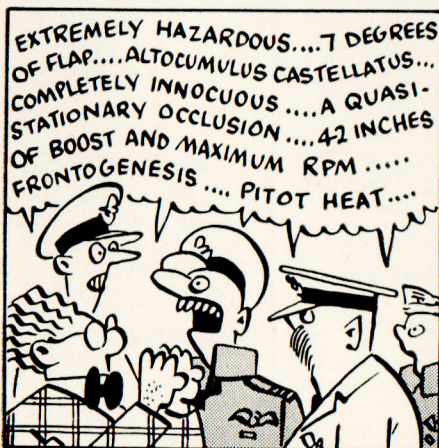
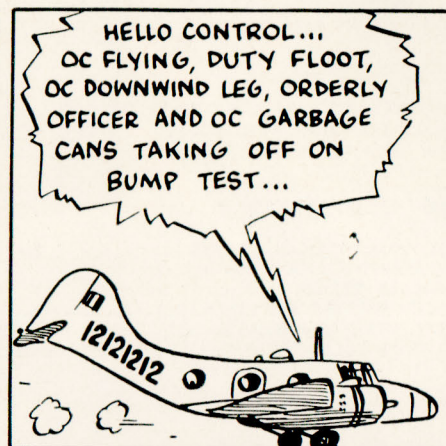
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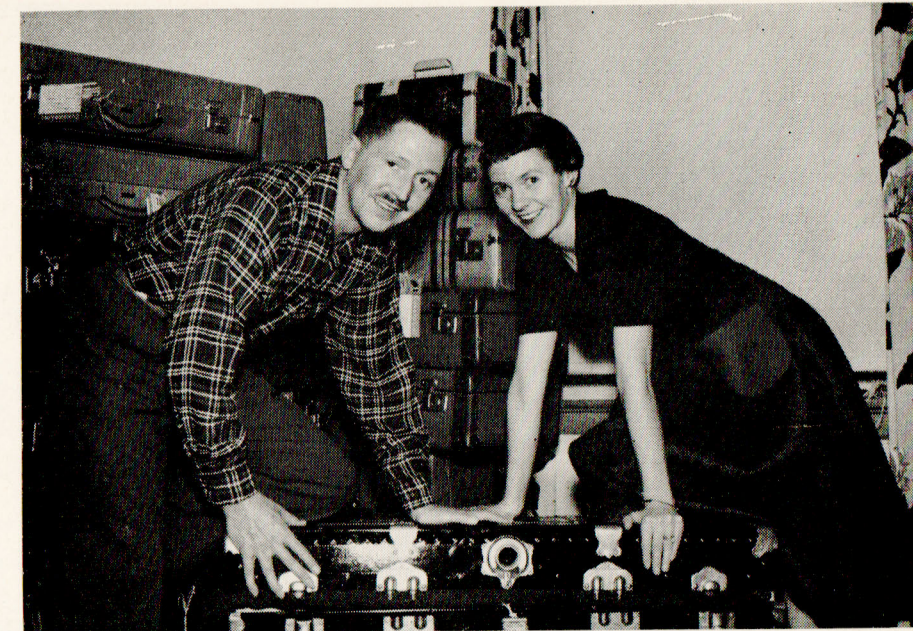


SEP. 1939 - Enlisted as Aero-Engine Mechanic
 JUN. 1940 - Overseas on Coastal as Flight Engineer
 JAN. 1941 - Remuster to Pilot
 NOV. 1941 - Washed out at EFTS, reselected to Nav.
 MAY. 1942 - Grounded at AOS
 DEC. 1942 - Kiska as Radar Mech.
 MAR. 1943 - Remustered to Navigator again by
 JUN. 1943 - Returned to Canada to ITS
 MAR. 1944 - Washed out at AOS
 JUN. 1944 - Reselected Air Bomber
 NOV. 1944 - Washed out at AOS



Personalities

"THE YEOMANS"



John and Elaine prepare for the big journey.

LAC J. B. Smith

BY NOW S/L and Mrs. (F/O) Yeomans are in England. In the two and a half years they spent at Winnipeg they became one of the best known couples on the lot. They supported station activities and in all respects were assets to the station; we shall miss them because they were nice folks.

F/O ELAINE YEOMANS is a Saskatchewan gal, hailing from a place called Estevan. For some reason not evident to us, she goes on the defensive when mentioning her home town and mutters something about not having gophers in her ears—in all probability a quaint provincial joke not locally appreciated. After home town high school she attended the University of Saskatchewan, spending the summers as a telephone operator, and graduated with a BA. From University she entered the RCAF, serving at St. Johns and Saskatoon before coming to Winnipeg in March '54, to reign as "Queen Bee" until deposed by F/O M. M. Foss in September of this year.

S/L JOHN YEOMANS, RAF, is a native of Manchester—a town noted for its "long bar" and persistent rain. So when it comes to arguing about home towns, neither Mr. or Mrs. Yeomans are on very firm ground. At the age of 18 he joined the Royal Air Force, trained

as a navigator in South Africa and was posted to 156 Squadron of the Pathfinder Force. One night over Augsburg his crew's luck ran out and their aircraft was hit. S/L Yeomans was the only one to get out alive and he became a POW. After three attempts to escape he was finally released in March '45 and was returned to the UK and three years of Transport Command. In 1948 he was appointed personal navigator to A/V/M The Earl of Brandon and served his time as such in Germany. After this there was a spell in Training Command and then to Winnipeg in April '54 on an exchange transfer. Now if you have been reading this properly you will recall that Elaine arrived one month earlier than John, thus the romance reached maturity in 17 months—they were married in September '55. Just before they married Elaine managed to wangle a flight to England for a three week visit. The delights of England and the charms of the Squadron Leader combined to influence her in the surrender of her freedom, and as we have said, they married.

In addition to the enormous contribution he made to AOS as Chief Instructor of the Applied School, the Squadron Leader made a bid for fame (or is it infamy?) when his report on the Arctic Survival Course at Cambridge Bay caused the RAF to request that all RAF graduates take survival courses before their return to the UK. This act is referred to variously by RAF A/P/Os as "Yeomans' Folly," or "The Day Yeomans Goofed."

In his time with the RCAF the Squadron Leader has been thoroughly brainwashed and Canadianized—he sports a crew cut and is a season ticket holding-hot dog eating fan of hockey, football and baseball. He didn't make much of a dent on his accent—time was too short!

All of this is over now. The Squadron Leader is going home to enter the RAF Staff College and Elaine is exchanging the A/AdO's duties for housekeeping in a new land.

To them both we say—"Thanks for your contribution to the Station and all the very best of everything!"

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THE SUEZ CANAL CRISIS

PORT SAID, the northern terminus of the 103-mile-long Suez canal is the operational headquarters of Egypt's New Canal Authority. Less than 100 years old Port Said (pop. 178,432) now handles more shipping than any other port in the world.

ON JULY 26th, the Egyptian President, Colonel Nasser, announced that the Suez Canal Company had been nationalized and that the funds obtained from operation of the canal would be used to finance the Aswan dam. Britain and France regarded this act as an arbitrary, illegal seizure of control of an international waterway vital to their interests. Both countries took vigorous military measures and prepared to use force if necessary, to maintain freedom of navigation and international control of the canal. Colonel Nasser, however, had continued to insist upon the sovereign right of Egypt to own and operate the canal which is within her boundaries. Russia has backed him up—so also have the Arab countries and to a lesser degree, India. Mr. Dulles, American Secretary of State, has taken the initiative in seeking some other solution than shooting a way through the canal which was the method that fitted the mood of Britain and France in the first days of the dispute. At time of writing danger of war has receded, but the situation is still critical.

By **DR. L. A. GLINZ**
Current Affairs Adviser—
Joint Services



Pletcher in the Sioux City Journal
"NOTHING BUT SILENCE"

Construction and Importance of the Canal

The Universal Suez Canal was opened in 1869. It was constructed by a company organized by a Frenchman, de Lesseps. The company held the canal on a 99-year lease—due to expire in 1968—from Egypt. Prime Minister Disraeli of Great Britain in 1875 bought the Khedive of Egypt's holdings of nearly half the company's shares.

The present Board of Directors consists of 16 French, 9 British, 1 Dutch, 1 United States and 5 Egyptian members.

The canal is 101 miles long, minimum depth 39 feet, width from 65 yards to 100 yards. Average time for a ship to pass through is eleven hours. Distance saved as compared with the route round the Cape of Good Hope is 4000 miles.

The International Convention of 1888, confirmed by Egypt as recently as 1954, establishes the international status of the canal and declares:

"The Suez Maritime Canal shall

always be free and open, in time of war as in time of peace, to every vessel of commerce or of war, without distinction of flag. Consequently, the High Contracting Parties agree not in any way to interfere with the free use of the canal, in time of war as in time of peace."

Traffic through the canal is heavy and important. In 1949 more than 10,000 vessels passed through. Traffic is more than double that of the Panama Canal but is substantially less than that of the "Soo" canals of the Great Lakes. About 75% of the cargoes from the East are oil cargoes. More than half of Western Europe's oil passes through the canal. Sir Anthony Eden has declared:

"Our country's industrial life . . . must depend for many years on oil supplies from the Middle East. If ever our oil resources were imperilled, we should be compelled to defend them."

Threat to Europe's Vital Oil Supplies

And now Britain believes her oil resources from the Middle East are imperilled and she feels compelled to defend them. Colonel Nasser has arbitrarily seized a waterway which Britain insists must remain international. Quite bluntly, Britain does not trust the Egyptians. She does not even trust that rather admirable Egyptian, Colonel Nasser, who has not stood by existing agreements, who has bartered Egypt's economic independence for \$100,000,000 worth of Communist tanks, submarines and jet aircraft, and who is intriguing against the British throughout the Middle East.

Colonel Nasser's Case

It is true that Colonel Nasser can present a plausible case. All he did was nationalize a canal whose ownership would have come to Egypt legally in another 12 years. He has said he would guarantee freedom of passage of the canal to the ships of all nations. He would compensate the Suez Canal Company for its expropriated property. Egypt would provide efficient operation and maintenance of the canal. Toll rates were to be reasonable.

The Reply to Colonel Nasser

All this sounds admirable and unexceptionable, but can the users of the canal depend on Egypt being able to carry out these fine promises?

The doubters reply that Egypt had seized the canal so that she could use its revenues to build the Aswan dam. How then could she use these revenues to compensate the owners and also spend millions on maintenance and enlargement of the canal? Colonel Nasser's seizure of the canal had been a political reply to the United States and the United Kingdom who had withdrawn their offer of a loan to help build the Aswan dam. Why would he not use the canal again as a political weapon whenever it suited him? It was claimed too, that Egypt lacked the technical skill and experience to operate and maintain the canal. Finally it was asserted that this was a recognized international waterway vital to the welfare of many nations, in the West and the East, and, as Sir Anthony Eden said, Colonel Nasser had no right to "de-internationalize" it.

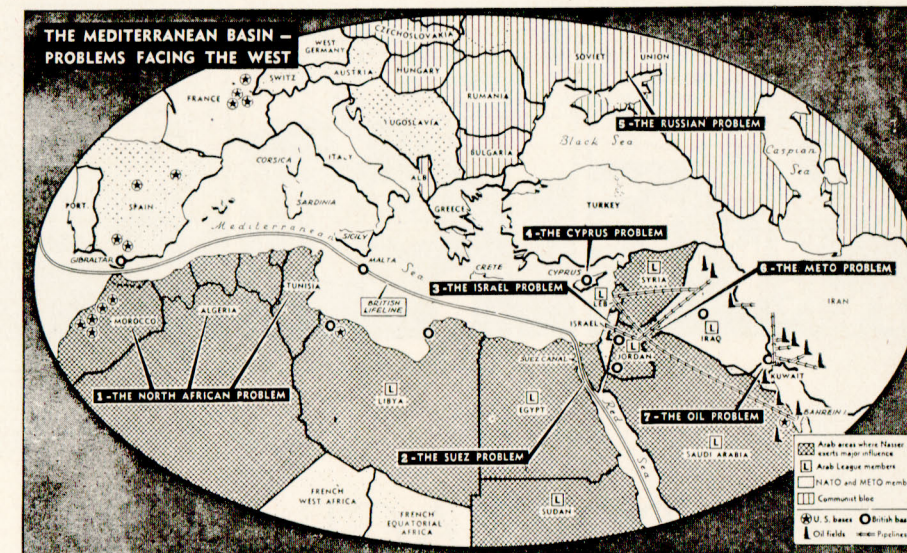


COLONEL NASSER

Negotiations

The first proposals presented to Colonel Nasser on behalf of 18 of the principal countries using the canal by Prime Minister Menzies of Australia and representatives of Iran, Ethiopia, the United States and Sweden were rejected out of hand. Then Mr. Dulles proposed what has come to be called a "Users Association", a way of organizing countries "so they can deal jointly with Egypt." The association in the words of Sir Anthony Eden, "will enable the users of the canal to exercise their rights. It will employ pilots and will undertake responsibility for co-ordination of traffic through the canal — The Egyptian authorities will be requested to co-operate."

(Continued on page 19)



The Suez crisis is the latest manifestation of tension and upset in the Mediterranean basin, characterized by heightened nationalism—Arab and other. These are some of the West problems, all effected to some degree by the Cairo Conference and its outcome:

(1) North Africa—problem for France: How to pacify nationalists and at the same time work out new status for Algeria within French Union; (2) Suez—problem for West: How to maintain Western prestige and free access to canal in face of nationalists; (3) Israel—problem for West and UN: How to keep border truce and work out firm peace; (4) Cyprus—problem for Britain: How to maintain key base and work out self determination for Ireland in face of nationalist campaign of terror; (5) Russia—problem for West: How to counter Soviet bid for leadership of Arab world and maintain guard against Soviet pressure on free nations; (6) METO nations—problem for West: How to hold Iraq and gain Jordan as members of Baghdad Pact organization despite popular support for neutralism and Nasser; (7) Oil—problem for West: How to safeguard oil fields crucial to Europe in face of mounting Arab anti-colonial sentiment.

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VOXAIR VIXEN

Our pretty blue-eyed Vixen hails from a little place in South Wales whose name we'll lay odds you can't pronounce. It's Ynysybw! Anybody like to try it?

Barbara is 5-feet-3-inches tall, has dark brown hair, and measures 34-24-35 from top to toe. Seems we recall a story about a young lady from 'way back using an apple as bait—from where we sit the apple looks pretty superfluous in this case!

LORD WHIFF of GRAPESHOT I mean, white man's burden and all that, y'know, but don't mess about with a fella's tea! *by Eric*



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Voxair Vixen
Barbara
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THE FASCINATING NAMES of the NORTH

By CPL. BUD PAULS

WHAT'S in a name?

"Geographically speaking" there is plenty in a name. This is especially so if a person with a little imagination takes a few moments to scan a map of Canada's jagged Arctic coast and its adjacent archipelago. In this vast area can be found a variety of place-names ranging from the simple and descriptive to those that tell us little but are suggestive of story-book romance and adventure.

In the first category, and requiring little thought to form a mental picture of the location, we find such names as Point of the Woods, Frozen Strait, Glacier Strait, Freshwater Lake and Coral Harbour. It is easy to visualize the appearance

of these places with only the name as a clue.

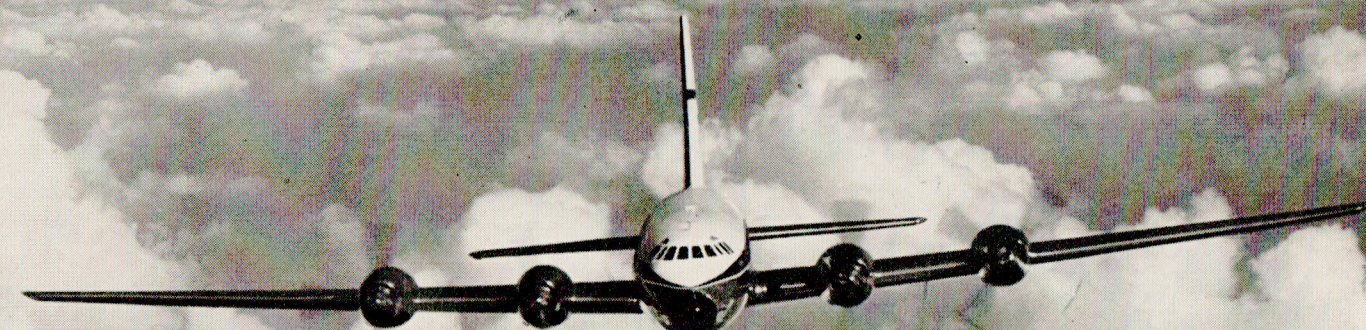
Compliments are due to whoever named the Bakers Dozen Islands group. "Thirteen Islands" would be dull.

Lacking geographical reference but still quite logical are names such as Mosquito Bay, Bear Island, Partridge Island, Caribou Island and Eskimo Point. These names, too, actually tell us something of that particular part of the country. You would expect to be bothered by mosquitoes at Mosquito Bay, for instance, and would hardly be sur-

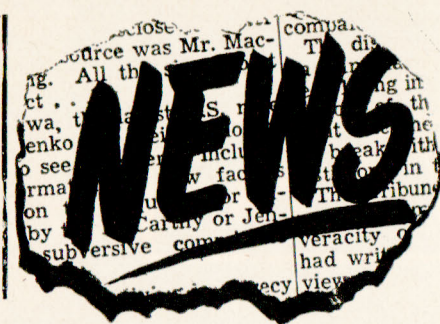
prised to spot a bear on Bear Island.

Opposite Island, however, immediately triggers the imagination. There must be a story behind that one! Who named it? And what prompted that person to label it with such an intriguing name?

(Continued on page 29)



THE BRISTOL AEROPLANE COMPANY OF CANADA (1956) LIMITED
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Edited by CPL. RON BAYNES

Dew Line a Must Says US General

General Maxwell D. Taylor said in an Ottawa interview recently that the Distant Early Warning Radar Line remains an essential part of the defense of Canada and the US. General Taylor, who landed at Uplands Airport, said that his visit had no military or political significance.

* * *

C.S.C. STUDENTS UNDER TRAINING



Cpl. Ken Toll

Three Canadian Services College student navigators at Air Interception School walk by the nose of their Mitchell interceptor prior to boarding the aircraft on training flight. Left to right are F/C Glen Giddings of Grandby, Quebec; F/C A. H. Romano of Montreal and F/C Glen Gallinger of Fort William, Ont.

Wolverines Ready for Overseas Hop

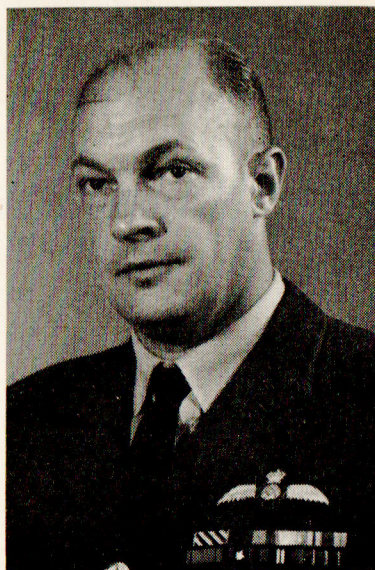
445 Squadron, crack all-weather squadron of the RCAF has been chosen as the first CF-100 squadron to be sent to Europe. Eventually, 8 CF-100 squadrons will cross the Atlantic to replace F-86 jets which will be turned over to NATO nations as gifts from Canada. The Wolverines will be following a trans-Atlantic trail blazed by 425 Squadron when they made the first trans-ocean hop in Sabres six years ago. Out at Uplands these days there is a flurry of excitement as air and ground crews prepare for the November airlift. Maintenance and ground crew members will accompany the CF-100 flight by North Star transports.

* * *

NATO Airmen Seaborne

NATO airmen, training in Canada recently spent some time on HMCS Racoon in training exercises in Lake Erie. Turkish and Danish cadets, paired off so that nationalities worked together, familiarized themselves with various phases of the seaborne life.

HAIL AND . . .



S/L HAUGEN

S/L E. J. Haugen who, as reported in the last issue, has arrived from the United Kingdom to take over the position of chief navigation instructor at Central Navigation School. We hope his stay in Winnipeg will be a pleasant one.

* * *

RCAF Jets Strut Stuff at the Ex'

RCAF Jets roared across the Toronto waterfront, September 6 to open the annual Air show of the Canadian National Exhibition. The Canadian portion of the show included aerobatics by a T-33, an F-86, and a CF-100. A record run was completed by one of the aircraft, a CF-100, which flew from Torbay, Nfld., to Toronto in 3 hours and 8 minutes. Pilot of the record-breaking aircraft was F/L S. S. Hassey of Edmonton accompanied by F/O R. C. Davison of London, Ont., the navigator.

* * *

Canso Airlifts Ailing Sailor

A seriously ill seaman from the weather ship St. Catherines was airlifted to Victoria on September 5 in one of the most daring rescue flights performed on the Pacific Coast. John H. Larson of Victoria was transferred



Bud Aske

to an RCAF Canso while about 600 miles at sea. The tricky transfer took less than an hour. Piloted by F/L Andy Carswell, the rescue plane landed at Patricia Bay where an ambulance whisked Larson to hospital.

Yeomans Leave for England

Flying Officer Elaine Yeomans (RCAF)—now a civilian—and Squadron Leader John A. Yeomans (RAF), married at RCAF Station Winnipeg in September, 1955, will sail on the Saxonia from Montreal on October 26 for England. Mrs. Yeoman's who has just completed five years' service with the air force, will accompany her husband on the trip as he returns to England after being stationed at Winnipeg since April, 1954, as an RAF exchange officer. He expects to attend the RAF Staff College at Bracknell. Mrs. Yeomans, daughter of Mr. and Mrs. K. J. Pettersen, Estevan, Sask., is a graduate of Estevan Collegiate Institute and holds a Bachelor of Arts degree from the University of Saskatchewan. She enlisted in the air force in October, 1951, and served as assistant adjutant at RCAF Station Saskatoon prior to her transfer to RCAF Station Winnipeg in March, 1954, where she has been employed as assistant administrative officer. S/L Yeomans, who enlisted in the RAF in March, 1941, is a navigator. His home is in Manchester where his mother, Mrs. E. Yeomans' resides.

(See page 3)

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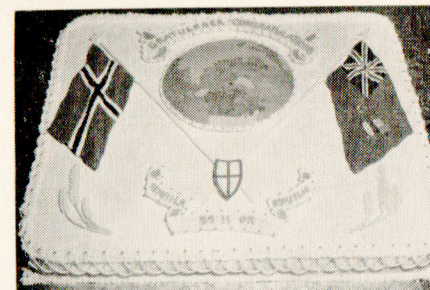
. . . FAREWELL.



F/L LEACH

Flight Lieutenant Jack D. Leach, 33, camp commandant at 14 Training Group Headquarters, Winnipeg, since May, 1953 left Manitoba to attend flying courses at RCAF Station Saskatoon and RCAF Station Trenton prior to being transferred to RCAF Station Centralia next April. Flt. Lt. Leach, son of Mr. and Mrs. G. R. Leach of Tilbury, Ont., enlisted in the air force in 1942 and served in England, Egypt and Italy during the war. He calls Windsor, Ont., his home. His wife is the former Joan Deneau, also of Windsor. The couple has two children, Mark, 4, and Timothy, 1.

"I KNEW YOU WERE COMING, SO . . ."



This beautiful cake was made by the kitchen staff of the aircrew trainees mess for the graduation dance of courses 5510 (RO), 5511 (LR) and 5511/12 (AI).

This masterpiece of the confectioners art was on display throughout the dance and was later presented to a children's hospital in Winnipeg.

Cakes similar to this one are prepared on various occasions throughout the year as decorative features for a variety of functions, and are later given to institutions in the greater Winnipeg area.

* * *

St. Jean Cadets Tour RCAF Bases
45 RCAF officer cadets from College Royale Militaire at St. Jean, Que., are

engaged in an extensive 6-week tour of RCAF bases in Canada. The tour is designed to familiarize the future Air Force officers with the work and organization of RCAF operational stations and commands.

French Jet for RCAF

Headed by Air Marshal Slemon, Chief of the Air Staff, senior RCAF officers began, this month, an inspection of a jet trainer which may be adopted by the RCAF. The plane, a low slung Fouga CM 170, is France's latest contribution to the jet age. It appeared at the Air Show of the Canadian National Exhibition this month and develops a top speed of 440 mph. It is used from the primary jet training stage through to operational training. "The plane is at the disposal of the RCAF," said H. G. Buckley, director of the Parisian company. "They can give it as many workouts as they like." A two-seater trainer with a tricycle landing gear, the Fouga is powered by 2 jets of 880-lb. thrust each. Its landing speed is comparatively low, 75 knots.

(Continued on next page)

INTERNATIONAL BEAUTIES

On the roof of the Savoy Plaza Hotel in New York City the photographer catches three Miss Universe competitors — Elaine Bishenden, Miss Canada; Sara Tal, Miss Israel; and Can Uysal, Miss Turkey.



**RCAF VETERAN GETS
CANADAIR POST**



Curtis F. Fincham, a veteran officer of the Royal Canadian Air Force, who has been appointed to head a new liaison office of Canadaair Limited in Ottawa, the national capital. Mr. Fincham, whose RCAF assignments have included postings to the United Kingdom and the Southeast Asia Command during the war, and to the USAF air materiel command at Wright-Patterson Field later as an exchange officer, has been in charge of aircraft programming for five years until his recent retirement from the RCAF. He has been made assistant to Canadaair's vice-president for sales, Peter H. Redpath.

NATO Scientists Meet

Outstanding guided-missile and aeronautical scientists met in Brussels recently to pool plans and projects, designed to strengthen the combat power of NATO. Simultaneously announced was the establishment of a new NATO "training centre for experimental aerodynamics" in Belgium. The primary aim of the centre will be to give field training to engineers in advanced aerodynamic techniques and practices. Dr. Theodore von Karman, known as the "Einstein of Aerodynamics," opened the assembly.

"Air Speed Battle of the Century" was touched off in 1953 by Sir Neville Duke in a Hawker Hunter with the establishment of a record 727 mph.



The "going up" ceremony.

**"QUEEN'S SCOUT"
BADGES
PRESENTED TO
CANADIAN
SCOUTS**

The four scouts who were invested with Queen's Scout badges. Top: Albert Saunders and Charles Frogley; Bottom: Robert Drysdale and Gerald Saunders.



A MOST impressive and worthwhile ceremony was held in Winnipeg's drill hall on Saturday, September 26 when W/C Davy, Chairman of the Group Committee, presented Queen's Scout badges to four members of the station boy scout troop.

In order to qualify for this award a scout must have passed his first class tests, and have four proficiency badges of which two must

be Ambulance and Pathfinder. Gerald Saunders, Robert Drysdale, Charles Frogley, and Albert Saunders received the coveted Queen's Scout badge from the Wing Commander.

Six Wolf Cubs participated in the "going up" ceremony, and Mike Hale was presented with a "Leaping Wolf" badge, given to boys who receive two stars while they are cubs.



The presentation was made by W/C W. F. Davy, Officer Commanding Central Navigation School.



Akela (cub leader) Thorington presenting the "Leaping Wolf" badge to Mike Hale. Six cubs went up from cub pack to scout troop.

The four boys who received Queen's Scout badges also received Queen's Scout certificates from Premier Douglas Campbell at a later ceremony in the Legislative Building on Saturday, October 6.

(Photos by LAC L. A. Gratton)

**WINNIPEG'S
BATTLE OF
BRITAIN
PARADE**

**QUEEN'S COLOURS ON
DISPLAY**

Over 700 personnel of the RCAF, including air cadets and NATO students, paraded in downtown Winnipeg on Sunday, September 16, 1956 to commemorate the anniversary of the Battle of Britain.

The ceremony started with a church parade at 11 a.m. after which the officers and men marched the Cenotaph on Memorial Boulevard.



THE PARADE

Proceeding down St. Mary's Avenue past the Winnipeg Auditorium with the Colour Party in the lead.

The Cenotaph was flanked by the station band and a colour party bearing the Queen's colours. The colours were flown in from Trenton especially for this occasion and was the first time that they had been seen in Winnipeg.

Taking the salute during the march past were His Honour Lieutenant Governor J. S. McDiarmid, attended by his aide, S/L A. Appleby, Winnipeg's O.C. Flying. Also present on the dias were Winni-



At the Cenotaph S/L Appleby assists the Lieutenant Governor with the laying of his wreath. In the background the colour party and part of the 5 squadrons on parade. In the foreground F/O Hollingsworth.

(Photos by LAW B. Hossack)



At the saluting base. Left to right: Mayor Sharpe, Mayor Findlay, G/C Jacobsen, S/L Appleby, His Honour the Lieutenant Governor, Major General McGill, A/C Rutledge, Commander McIlhagga and F/L McNabb.

peg's Mayor George Sharpe, Mayor J. B. Findlay of St. James, A/C H. H. C. Rutledge, Group Commander No. 14 Training Group,



THE COLOUR PARTY

Left to right: Sgt. Tesky, W.O. Learmonth, F/L Morton, LAC Considine, W.O. Brown, F/O Baily and F.S. Wilbur. Cpl. Woodhams is in the rear rank behind W.O. Learmonth.

G/C G. F. Jacobsen, Major General McGill, GOC Prairie Command RCA, Commander McIlhagga, Commanding Officer, H.M.C.S. Chippewa, and F/L McNabb, EA to the Group Commander.

Scarlet coated members of the Royal Mounted Police lined the route as the parade made its way to the Cenotaph where His Honour the Lieutenant Governor of Manitoba laid the customary wreath.

Rabat Range Moved to Sardinia

RCAF officials at Air Division Headquarters in Metz confirmed this month that the establishment at Rabat, Moroc-



co, used for air-to-air-firing practice, is to be moved to Southern Sardinia. For over two years Canadian NATO wings have used the Rabat range to keep their gunnery up to standard.

By
F/L PAUL
CHARBONNEAU

Chaplain's Page

Roman Catholic
Chaplain

THE REAL CHRISTIAN

A REAL Christian is one who follows Christ. That means living up to the teachings and the standards which Christ set for his followers. The mere fact that we possess certain virtues or heed a part of Christ's admonitions does not entitle us to call ourselves Christians. Many content themselves with a watered down version of Christian living which falls short of the real thing. The reason for this in many cases is a vague and confused idea what constitutes the true standards of Christian living. Too many people seem to set their own standards and forget that Christ Himself gave us His pattern and design to follow. Others think it quite alright if they abide by some of Christ's standards but not to all of them. Our Lord gave us the outline for true Christian living in His Sermon on the Mount. The introduction of that Sermon on the Mount offers a good test of Christian character. In eight short sentences Christ analyzed Christian Character and gave us His description of a real Christian. Check and

see how well you measure up to what Christ expects of you.

The Eight Beatitudes from the Sermon on the Mount:

"Blessed are the poor in spirit for theirs is the kingdom of heaven. Blessed are the weak for they shall possess the earth. Blessed are they who mourn for they shall be comforted. Blessed are they who hunger and thirst after justice for they shall be satisfied. Blessed are the merciful for they shall obtain mercy. Blessed are the pure of heart for they shall see God. Blessed are the peacemakers for they shall be called children of God. Blessed are they who suffer persecution for justice' sake for theirs is the kingdom of heaven."

A true Christian has all of these marks of character in the way Christ expects us to have them. And the more we possess these qualities the happier we will be. For when you are blessed you will have happiness. Christ gives us a blueprint of living which will give us happiness. Being a real Christian is not easy. In fact Christ said it

would be difficult. "Unless you take up your cross daily and follow me you cannot be my disciple." But He hastens to add "For my yoke is sweet and my burden is light." Christ never asks us to do the impossible. If we are one of His disciples we accept Him and His words completely. We try to put into practise all his admonitions to us from his Sermon on the Mount. It is not enough for us to develop a few of these qualities. A true Christian has all of these characteristics mentioned by Our Lord. For these characteristics are so closely related that one merges into every other and all combine to make the ideal Christian character according to Christ's own specification. Christ's words were meant for all of us. As St. Mathew says in Chapter V: "Seeing the crowds, He taught them and when Jesus had finished these words, the crowds were astonished at His teaching, for He was teaching them as one having authority."

Anyone who wishes to be a real Christian should check these marks of character against his own.

ROBERTA MAUNDERS'

LIBRARY CORNER

Welcome!

A word of greeting to the new members of the station. The library is located in the drill hall and is open to all station personnel and their dependents.

New books added to the station library during the month of September:

Fiction

- A Bar of Shadow
Laurens van der Post
- Beyond The Black Stump.....
Nevil Shute
- Don't Go Near The Water.....
J. H. Peters
- Lieutenant Hornblower
C. S. Forester
- The Mary Deare.....*Hammond Innes*
- Operation Heartbreak
Sir Duff Cooper
- A Single Pebble.....*John Hersey*

Non-Fiction

- Against the Sun (The Story of W/C Roland Beamont).....
Edward Lanchberg
- The Central Blue.....*Sir John Slessor*
- Commander Crabb.....*Marshall Pugh*
- Great Men of the Sea.....
Felix Riensenberg
- I Flew For the Fuhrer.....
Heinz Knoke
- In the Long Run.....*J. H. Peters*
- Lorraine Squadron
Paul Lambermont
- Landfall at Sunset.....*David Bone*
- The Quick and the Dead.....
S/L W. A. Waterton
- The Story of Dr. Wassell.....
Charles Coombs
- Travel and Traditions of Waterfowl.....*H. Albert Heckbaum*

A convention for the regulation of aerial navigational flight was held in Paris in 1919 to lay the foundation for all present-day international air regulations.



THE
MILDEST
BEST-TASTING
CIGARETTE

BOOK REVIEW

The Quick and the Dead
by S/L W. Waterton, AFC, GM

S/L Bill Waterton's description of the only two kinds of test pilot—the quick and the dead—contains something of the outlook of the man, and from the book one is

"Ladies and Gentlemen:

These things are books . . . They keep quiet. They do not suddenly dissolve into wavy lines or snow storm effects. They do not pause to deliver a message from their sponsors. And every single one of them is three-dimensional . . . they have length, breadth and thickness for convenience in handling, and they live indefinitely in the fourth dimension of time."

—George Stevens

able to build a fairly solid picture of him.

The story is really an account of his 7 years as a chief test pilot with Gloucester Aircraft Company and of his constant fight against money-conscious executives and stereotyped designers. Of his frequent requests for control changes which were all refused, and of his long fight to get full recognition for the test pilot and the job he is doing.

For the aviation enthusiast the book contains a first-hand opinion

on many aircraft, especially their relative performances, including the Gloucester Meteor (Marks 1 to 8), the Javelin and Canada's CF100. Also included is a discussion on Allied and Axis aircraft of World War II.

S/L Waterton's remarks on the British Aircraft Industry have drawn many cries of indignation from those circles, and one rather gets the impression of the bad boy telling tales after school.

However, it all adds up to a very enjoyable book which moves at a swift pace as it conveys the reader to all parts of the world and to tales anew concerning the experimental test pilot and his most exacting job.

—A/P/O C. A. Deakin

LIBRARY HOURS

Monday to
Friday0830 hrs. - 1300 hrs.
1400 hrs. - 1700 hrs.

* * *

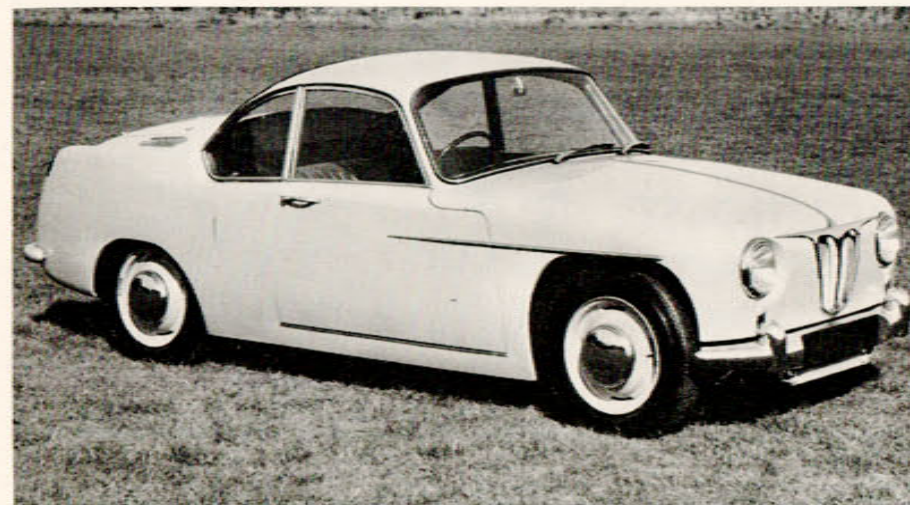
First non-stop crossing of the Atlantic was made in 1919 by Capt. Alcock and Lieut. Brown.

Silverwood's DAIRY PRODUCTS

- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter

AUTOMOBILES

A REVIEW OF TRENDS AND DEVELOPMENTS



THE ROVER T-3

FOR the first time anywhere you are about to read some sound information on what your first gas turbine car will be like, and for that reason we have gone into this beautiful little car in considerable detail, for the benefit of enthusiasts from "blow torch" stations. The Rover Company are to be congratulated on the foresight which led them to design this fascinatingly beautiful little car and I hope it is a portent of Rover lines to come. This car is being shown at the London Show in October, but the company state that it will not be going into production yet as a couple of snags have to be overcome, and some further testing completed. This model is a roomy two seater Gran Turismo car. However close study of the specifications leads one to suspect that there are few reasons stopping the design of a larger family model for normal production, which could use the same engine and drive.

To fill in your background knowledge I'll mention that Rover designed the first jet car in 1950, which took the first jet speed records at 151 mph. A second car designed in 1955 had a gas turbine fitted into a normal Rover sedan—in the rear. The T3, shown here, is the first practical car to be developed anywhere for a jet engine. The work that has been done between the first and third model has dropped the engine weight by over a half, and is now so advanced that Britain has a comfortable lead in this field. The T3 features, amongst other items, four wheel drive, independent four wheel suspension, and a fibre glass body.

A short test produced the following figures:

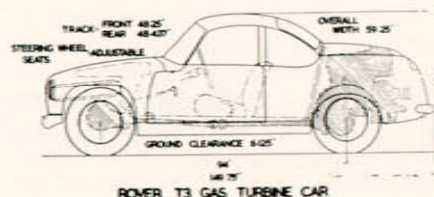
Fuel consumption:
40 mph—13.8 mpg.
69 mph—14.3 mpg.
80 mph—12.8 mpg. Using kerosene.

Acceleration:
0-60—10½ secs.
0-80—18 secs.

A maximum of 102 was reached with power to spare.

TECHNICAL DESCRIPTION

The most important feature of this latest Rover turbine engine car is the fact that it was designed from the start in order to take full advantage of all the features which go to make this kind of power unit so attractive. The main advantages are the lightness of the engine relative to the power it is capable of giving, the absence of a radiator and other water cooling equipment, clutch and multi-speed gear box.



The result is a roomy two-seater sedan of small overall dimensions and light weight. With the engine mounted at the rear it has been possible to design a body having a low hood line



By PETER McLOUGHLIN

NEW ROVER GAS TURBINE

THE ROVER T-3 MAY BE THE WORLD'S FIRST PRODUCTION MODEL

which, together with a deep wrap-around windscreen and large rear window gives exceptionally good all-round visibility.

Such features as 4-wheel drive, De-Dion rear axle and a fibre-glass body are included in the technical specification. Four wheel drive is considered a desirable safety factor on a car with its high torque to weight ratio. The drive to the front wheels is via a free-wheel similar to the arrangement employed on the early Land-Rovers.

The engine is a development of the well known S/60 industrial gas turbine, and consists of a single stage centrifugal compressor with a maximum speed of 52,000 R.P.M. driven by a single stage axial turbine redesigned so that it takes only sufficient power from the gas stream to drive the compressor and fuel and oil pumps. A second single stage power turbine has been added which takes the remaining power from the gas stream and drives through a 7.45/1 reduction gear the front and rear differential units. This reduction gear also incorporates a reverse gear which can be selected by a central control lever.

The plate type secondary surface contra flow heat exchanger is mounted on top of the engine and takes heat from the exhaust gases to heat the compressed air before it enters the combustion chamber. The exhaust is ducted at about 200°C to a square opening in the top of the trunk lid, which also incorporates an ejector hole to ventilate the engine compartment. At 52,-

The large rear window gives exceptionally good all-round visibility. Note the square hole in the trunk lid through which the exhaust gases are ducted, and which incorporates an ejector hole for ventilation of the engine compartment.



000 Compressor R.P.M. the engine develops 110 B.H.P. with a pressure ratio of 3.85/1, a maximum temperature of 830°C, and an air mass flow of 2 lbs/sec. The self-sustaining speed of the engine is 15,000 R.P.M.

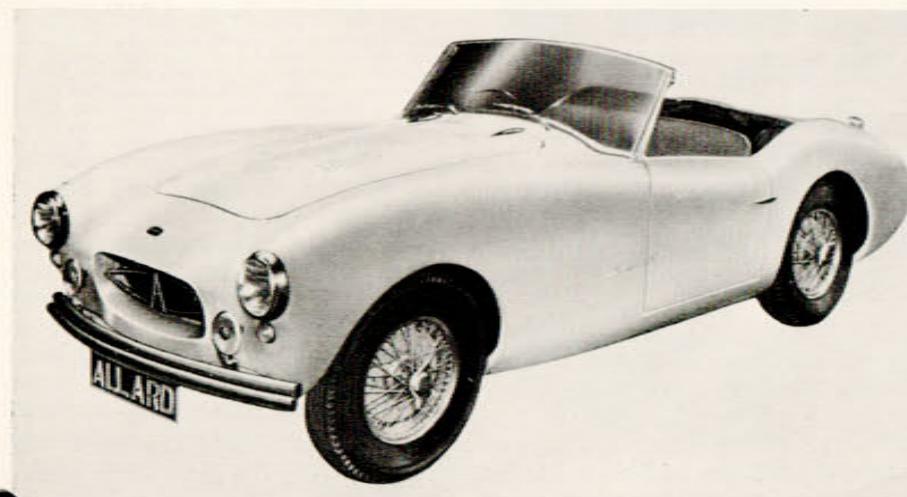
The engine is started by means of 12V. electric starter motor which drives the compressor shaft through a 10/1 step up ratio and is cut out by an electrical switch operated by compressor pressure at the self sustaining speed. Above this speed the engine is controlled solely by the accelerator pedal, movement of which is transmitted hydraulically to a lever in the engine fuel system which varies the setting of an all speed centrifugal governor, which also limits the maximum

speed. The rest of the electrical system is of the normal car type with the dynamo being driven from the transmission.

In the event of a failure to light on starting, surplus fuel is drained from the combustion chamber and engine casing by means of an automatic air operated valve in the bottom of the main casing.

As with all turbo cars, the only pedal in addition to the accelerator is the brake, which together with the hand brake and the reverse gear constitute the total controls. The four instruments under the eye of the driver are for, jet pipe temperature, compressor R.P.M., speedometer, and combined oil pressure, fuel level and ammeter.

ALLARD "PALM BEACH" MARK II



THE Allard company are dropping their other models and concentrating on two versions of this interesting newcomer for 1957; that is, excepting the J2R with the Cadillac engine which continues. This 2-3 seater, equipped with bucket or bench seats, can be bought with either the 3½ litre Jaguar engine or the 90 hp Zodiac power plant. In Jaguar form the Canadian price is likely to be around \$4500 and with an overall weight of only 2400 lbs. it should prove to be one of the fastest

performers on the road. The well-designed body is of aluminum, mounted on a tubular frame, all weather equipment is fitted and a radio and heater may be added. Colour and trim to customer's choice. Steering has been improved on this model by the adoption of Marles high ratio cam and roller gear, with full adjustment. Front suspension has also changed to laminated torsion bar springing. Twelve inch brakes and a variety of rear axle ratios complete the specification.

EUROPEAN CARS FOR 1957

The following cars plan no great changes for the coming year:

- Lagonda**
- Aston-Martin**
- Wolseley 15/50** — introduced earlier this year.
- Porsche**
- Morgan**
- Hillman** — introduced earlier this year.
- Humber**
- Rover**—minor change in side lights.
- Vauxhall**—new grille and raised compression ratio.
- Jensen**—541 deluxe model introduced with disc brakes.
- Frazer-Nash**—Additional model, the 2½ litre "Continental," with a BMW V-8 engine, any body available.
- B.M.W.**
- D.K.W.**
- Ford**—New Consul, Zephyr and Zodiac introduced earlier this year.

DOMESTIC CARS FOR 1957

- Buick**—All four door cars are hard tops. Fins climb high in the rear.
- Cadillac**—5" longer in the rear deck. Air conditioning behind the dash.
- Chevrolet** — Oval alloy grill. Heavy bumpers. Fenders and hood are lower. Sculptured lines to break the hood line.
- Chrysler**—Lower and wider. Larger windshields. 8 passenger station wagons, with third seat facing the rear—stairs up to a rear platform!
- Continental**—No changes planned.
- DeSoto**—Large unadorned grille. Fins. Flush door handles.
- Dodge**—Fins. Toothed grille. Extra lamp position — filled with flashers and side lights.
- Ford**—Lower, longer, and finned (they broke down!). Wide grille.
- Hudson**—Little early change. Air-suspension in mid-1957.
- Imperial** — Larger windshields, rear wraps into the roof.
- Lincoln**—Horizontal grille. Tapering hood. Dual lights, one above the other. Limited slip differential.
- Mercury** — 3" lower, 5" longer. Push button transmission, with starter. Turnpike cruiser later in year.
- Nash**—Dual lights and a flared rear end. Shift to air suspension in mid-year.
- Oldsmobile** — Station wagon at last. Maybe a sports 'type' car. Glass insert in top.
- Packard** — Who knows, may not be around.
- Plymouth**—Longer, lower, wider. Allow grille, larger windshield. Air scoop in centre.
- Pontiac**—Fins and a new hydro-matic.
- Studebaker**—Little change but a super-charged Hawk.



Frankie James of Reading, Irene King of Portslade and Sandra Penders of Kentish Town in the gay military opening of one of the Vivian Van Damm productions at the Windmill.

THE FABULOUS "WINDMILL"

The home of Vivian Van Damm's "Revuedeille," this tiny theatre in the heart of London's West End never closed its doors.

By F/L L. W. F. BEASLEIGH

FOR the benefit of the uninitiated the "Fabulous Windmill" is the Windmill Theatre located in the heart of London's West End, roughly between Leicester Square and Picadilly Circus. For reasons that we will leave to your imagination, the Windmill has been a "Mecca" for RCAF personnel on leave in London since the earliest days of the War, or for that matter, a mecca for any red-blooded male.

The home of "Non-Stop Review," the Windmill presents six shows a day, the principle ingredients being girls, vocalists, girls, comedians, and more girls. The now famous slogan "We Never Closed" was gained by playing throughout the blitz in World War II. At the peak of the blitz in September 1940, the Windmill alone of all London theatres remained open. Most members of the cast and staff ate and slept in the theatre. There was bomb damage and casualties but still the show went on, to the delight of the tired warriors who crammed London in those times. The theatre operates on a system closely approximating a production line. Six shows a day for five days a week is considered too much for one cast, so two complete casts are employed. In this way performers can use their "off" days to rest or rehearse, and a break between different productions is obviated.

Inevitably the Windmill is a target for every stage struck girl in the south of England and even beyond. Here again the production line method is discerned. Those who possess the necessary qualifications—personality, figure, talent and beauty (not necessarily in that order) are engaged, and taught dancing, singing, elocution and deportment, and

in addition they are groomed by the best hairdressing and beauty establishments in the city. So fresh and lovely are the girls, the Windmill claims, that the RAF uses their pictures to illustrate flying "dos" and "don'ts" in official publications and so "play their part in helping to reduce the accident rate." True or not, it's an interesting thought.

To maintain this freshness the theatre starts the girls very young—some are only sixteen—with good minimum salary which can rise with ability and length of service. To give the girls incentive principal performers are hired—the stars graduate from the chorus line.

In order to achieve the required standard of art and entertainment, certain of the girls appear on stage clad in considerably less than the normally acceptable minimum of

clothes. In a word—if you will pardon the word—they are to all intents and purposes nude. The guardians of public decency permit such things on condition that the nudes remain perfectly still whilst on stage. It is assumed that any movement, if observed and duly reported, could result in the privilege being withdrawn from the theatre. The only recorded instance of such a performer moving took place during a raid on London in 1940. Over the noise of the orches-



Three of the "Windmill" beauties are pictured relaxing in the hot room of the Finnish Sauna Baths in London. A type of steam bath, it is the latest method of toning up the system. The attendant in the foreground has what is probably one of the softest jobs in existence—he splashes the girls with ice cold water! He is happy in his work and there is a large waiting list—so please, let's not get ambitious.

tra and performers bombs were heard falling, coming closer and closer until one fell right in the street at the corner of the theatre. Plaster and glass fell on performers and audience and parts of the scenery collapsed. Orchestra and performers paused momentarily then continued. One nude, part of a tableau, put thumb to nose in the well known gesture of contempt, then resumed her original position. This incident was widely publicized, but apparently the powers-that-be endorsed her sentiments there were no reprisals.

And so dear reader—when you get to London, miss seeing the Tower of London or the Houses of Parliament if you must, but don't miss the "Windmill"!

THE SUEZ CANAL CRISIS . . .

(Continued from page 4)

Courses of Action Open To User's of the Canal

If the Egyptian authorities should refuse passage to a convoy of ships operated by the users' association and guided by associated pilots, what then?

Egypt would be interfering with the free use of the canal and "once more be in breach of the Convention of 1888" (Eden).

What action could be taken to deal with the situation? The Western powers could send warships to shoot a way through the Canal. The mood of Britain and France had at first favoured the use of force, but world opinion has pretty well ruled this out as an immediate solution. The dispute could be referred to the United Nations. To this Sir Anthony Eden has at last consented but it is a method that could be long drawn out and indecisive.

Another solution suggested by Mr. Dulles would be the boycotting

of the canal. Such a boycott would be costly to Britain and Western Europe, but Mr. Dulles believes that with financial aid from the United States, the oil needs of Western Europe could be met by sending tankers around the Cape and by getting additional supplies from the Western hemisphere. The weak economy of Egypt could not long withstand an economic boycott. The various Arab states whose oil has been flowing in such rich streams to the "exploiting" West might weaken in their support of Egypt's defiance of the West.

The hope at time of writing is that such a costly economic war may be avoided and a compromise reached which would recognize Egypt's ownership of the canal, give her a substantial share of the revenue, but at the same time provide international guarantees for freedom of navigation, reasonable tolls, efficient operation and costly enlargement.

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ENTERTAINMENT AND RECREATION

By LAC TERRY LaBROSSE

DRAMA COURSE AT SASKATOON



Winnipeg personnel at the drama directors course. Left to right: Sgt. H. Corgo, F/O D. G. Oliver, LAC T. Hond and LAC T. G. LaBrosse.

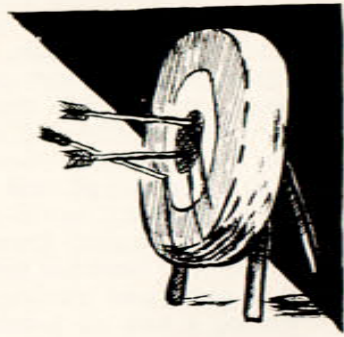
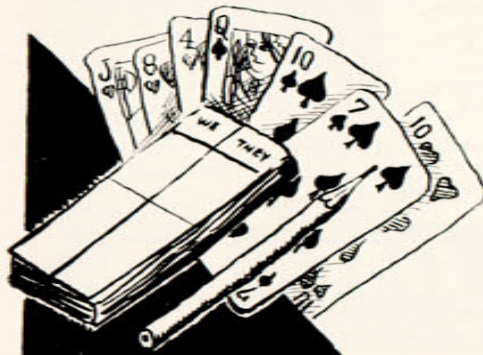
IN MID September four local thespians joined nine other drama enthusiasts at Station Saskatoon to attend a drama directors' course. The participants were from various stations in 14 Training Group and represented the many people throughout the group who are interested in the theatre.

During the six day course we were kept on our toes and had theatre for "breakfast, dinner and supper." The instructor was Mrs. Mary-Ellen Burgess who is known throughout Canada for her work with "little theatre" groups and who is presently employed by the Saskatchewan Government Recreation and Fitness Division. Her knowledge of the theatre is un-

doubtedly extensive and she was more than generous with it. The course covered every phase from directing, acting, presentation, make-up to set design and construction—as much as was possible during the short week at our disposal.

Needless to say every one attending the course reaped the benefits of Mrs. Burgess' skill, and are certainly now more qualified to produce and participate in any venture that drama clubs have in mind. We had the honour of displaying our efforts before the president of the Dominion Festival and he very warmly encouraged us to set our sights on the D.D.F. to be held in May at Edmonton. The Navy has won a regional festival in the east and certainly there is no reason on earth why the Air Force can't do as well or better anywhere.

True theatre is teamwork and as in anything teamwork is essential. That is a thought to keep in mind for this coming season. Notices will be posted throughout the station as to when and where meetings, rehearsals and readings will be held. Watch for them, come out and let's keep our trophy and win a few more awards.



Station Drama Club Plans Theatre Night

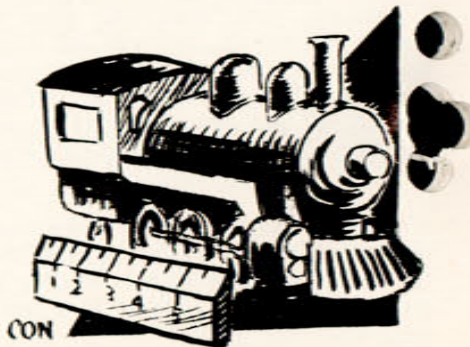
Tuesday, October 2 saw the opening meeting of the season for the Station Drama Group.

Although turnout was not great, the interested people of the station were there, together with a goodly number of people from last year.

Since time is an important factor in the success of the club, it was imperative to establish a solid foundation for the season. Elections were held and F/O Ron Anderson was elected to the position of chairman. Marge Mathews accepted the job of secretary.

Suggestions were accepted from the floor for plans, long range and otherwise, and all agreed that a theatre night be presented on or about November 15. This presentation will consist of two one act plays and by the time you read this both of these plays will have been decided upon, and in production.

We are not too downcast at the small turnout for our first meeting as we are certain that our membership will grow as we progress, in time and experience. Just a reminder though . . . if you have the urge, get up your nerve and join us! We need you and your help!



OVERHEARD ON RECORD

POPULAR

The Deep River Boys
(Camden 12" LP)

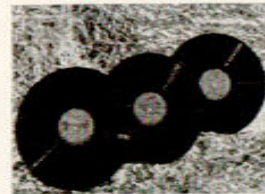
Pleasant, inspired singing without the influence of today's hit parade trend.

Speak To Me Of Love
TONY MARTIN
(Victor 12" LP)

Tony's lady friends will melt to this remarkably sentimental offering.

Deer Lodge Radio - TV

have a large stock
of



the latest

CAPITOL RECORDS

See Gerry Chipman
AT THE RECORD BAR

Portage at Sharpe
St. James, Man.
TELEPHONE 6-1016

WATCH FOR . . .

"THE VALIANT," a tragedy
AND

"SUNDAY, COSTS FIVE
PESOS," a gay comedy.

Both one act plays, to be presented by the STATION DRAMA CLUB. To be presented SOON in the Station Theatre . . .

The Music of Lecuona

STANLEY BLACK
(London 12" LP)

Luxurious performance impeccably played by Britain's best Latin-American orchestra.

JAZZ

Four Freshmen and Five Trombones

THE FOUR FRESHMEN
(Capitol LP)

One of the best vocal (jazz) groups to come out of America in many a year, giving a fresh performance of old tunes.

Stan Kenton
CUBAN FIRE
(Capitol LP)

For Kenton fans, the hottest and best as only Kenton can do it.

CLASSICAL

"Haffner" Serenade in D Minor
**VIENNA STATE OPERA
ORCHESTRA**
(Vanguard LP)

A lesser known work to celebrate Mozart's bi-centennial year.

CLUBS AND GROUPS

Listed below are the Hobby Groups in full operation at present on the station.

GROUP	LOCATION
Leather craft	Hobby Shop
Model craft	Hobby Shop
Photo Club	Hobby Shop
Drama Group	Room 2, Drill Hall

Someone once said that procrastination is the thief of time and we are inclined to believe he is quite right. So get with it and find out for yourself what enjoyment you can derive from a hobby or pastime. You'll find that you are helping yourself and others to make life a little more enjoyable.

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Edmonton, Alta.
Phone: 25802

Everything for the Theatre

SPORTS

By

LAC AL RAMSAY

RIFLE

Members of the station rifle team competed at the Dominion of Canada Rifle Association meet in Ottawa during August. The Connaught rifle range is the mecca for the shooters in Canada and each year several hundred smallbore (.22 calibre) shooters and approximately seven hundred fullbore (.303 calibre) shooters gather for over a week of competitive shooting with one main goal in mind—a place on the Canadian Bisley team, the top eighteen men in the Dominion to shoot in England against all the Commonwealth countries.

Types of shooting in smallbore include matches at 50 yards and 100 yards using both telescope sights and iron sights. Special match rifles weighing 12 to 15 pounds are used for these events. P/O Hall competed in these events and learned much from the tricky Ottawa winds and sudden thunderstorms, placing third in his category. Fullbore includes the Queen's medal for service type shooting, a match including ranges up to 600 yards utilizing snap shooting, rapid fire, fire with movement, and deliberate fire. Other matches during the week are fired with a heavy match type rear sight on the Lee-Enfield service rifle.

Competitors are many and varied, including all from the newcomers to the Dominion matches to old time competitors who competed at Ottawa over thirty years ago. Men who have competed at Bisley are very commonplace. The Manitoba team recorded the best performance on record, scoring wins in most of the major events. The RCAF overseas was conspicuous with a strong team in attendance from the 1st Air Div. Cpl. Goddards of this team was successful in winning the Queen's Medal for champion shots of the Air Force.

LAC K. E. McRory fired as a member of the Manitoba team in winning the London Merchants' cup. Over two-thirds of the Mani-

"EAGLE-EYE" HALL

at home, with some of his guns and trophies. He is holding the Hollies Cup in his right hand, with the Manitoba Individual Championship Cup on the left. The medals on the top shelf were won by P/O Hall at this year's Provincial shoot for individual events, together with the platter top centre. There are over \$1,000 worth of rifles in the picture, and Don is sitting on the skin of a 500 lb. Grizzly he shot in the Yukon.



toba team including LAC McRory and P/O Hall qualified in the top 300 shooters to fire the Governor-General's match, the final stage of which is fired at 300, 600 and 900 yds.

Events fired since the Dominion matches include an international smallbore tournament at Winnipeg and the 14 Training Group .303 championship at Moose Jaw.

P/O Don Hall Sets New Manitoba Record

Firing in the two day smallbore shoot over the Labour Day weekend in Winnipeg P/O Don Hall shot a 3182 x 3200 to set a new provincial record. Targets used are shot at 50 yards and 100 yards using special .22 calibre match rifles weighing 12 to 15 pounds on the average. 1600 points of the international meet was fired using telescope sights and the remainder with iron sights.

At the end of the first day Bob Vangene of Minneapolis took over first place using telescope sights, dropping only 3 points of 1600 in a cool day with gusty winds. Runner-up was a many times Manitoba winner, Don Sewell, with 5 points lost. P/O Hall dropped 11 points. Coming from behind the second day however, P/O Hall won every event in the iron sights aggregate and finished with a 5 point lead over his nearest competitor and 15 points above the previous mark so

The result of the two days was both the open and closed championship. In addition P/O Hall fired with the Hollies Rifle Club of Winnipeg to win the MSBRA trophy for a four man team. Also from the RCAF association, LAC Ken McRory fired consistent scores winning a 100 yard event in the marksman class.

CRICKET SEASON CLOSES



Some of the station "Nomads" taking the field in the last match of the season at Assiniboine Park. A new organizer will be needed for next season, and any interested volunteer is asked to get in touch with F/O Genno at 216 or 524 as soon as possible.



STATION GOLF CHAMPIONSHIPS

All ranks were represented in the 63 participants, from LAC to Group Captain, at the Charleswood Golf Course last month on the occasion of the RCAF Stn. Winnipeg Golf championships.

When the shooting was over Cpl. Hec Paquette, regular member of

the Charleswood Club, came out top of the heap with an 82, two strokes better than anyone else could accomplish in the cold wind.

Runner-up honours went to Cpl. Gordie Forth, with 84, which he shared with F/L Stew Reid. Stew, however, won a prize for closest

to hole with his tee shot on the 8th, so was not eligible for the runner-up award. Third was F/L Mike Piercy with 85.

Low net honours in the tournament went to LAC Chris. Christianson who with the lowest score of his career, 100, and a 36 handicap, had a net 64, a 5 stroke lead on his nearest opponent.

Flight awards for the day were: F/O Bob Glover, S/L Tom Cook, F/L Bill Sparks, F/O Bud Wier, F/O Ed Penwell, F/O D'Andrea.

The prizes were presented by the CO, Group Captain G. F. Jacobsen, with Cpl. Paquette as master of ceremonies. Other officials in attendance were, president F/L Piercy, and committee members F/L Sparks, F.S. Joe Reardon and F.S. Bob Mayo.



Left to right: F/O Bud Wier (fourth flight winner) and Cpl. H. Paquette, championship flight, received their prizes from the Commanding Officer.



Group Captain Jacobsen presented prizes to LAC Chris Christianson (low net), F/O D'Andrea (sixth flight winner), F/O E. Penwell (fifth flight winner), F/L W. Sparks (third flight winner), S/L T. Cook (second flight winner), F/O R. Glover (first flight winner).

SWIMMING

Royal Life Saving Classes are now in the third week, and the attendance has steadied at fifteen out of the original twenty-two. All members of the class are enjoying the course and of the fifteen two are taking an instructor's rating



The class practicing breaking the strangle holds usually applied by a drowning person.

and one is working towards an examiner's certificate.

Mr. Bruce McIntosh, the father of Cathie (of Lake Winnipeg fame), who has sponsored and supervised many Red Cross and Royal Life Saving Society classes has been very kindly making periodic checks on the progress of our boys and girls, and offering some very welcome advice.

From this first class Sgt. Sargent hopes to be able to form a Life

SWIMMING POOL HOURS	
Daily	1215 to 1645 1830 to 2100
	Open for swimming
Tuesdays	1715 to 1845
	Royal Life Saving Classes
Thursdays	1715 to 1845
	Royal Life Saving Classes
Saturdays	0930 to 1130
	Children's Classes as follows:
	6 to 7 years 0930 to 1000
	8 to 9 years 1015 to 1045
	10 and over 1100 to 1130
	1130 to 1200
	Adult Classes

Guard Corps to carry out guard duties at the pool. This move should go far towards solving our safety problem.

Classes are held each Tuesday and Thursday evening from 1715 to 1845 under the supervision of Sgt. Sargent of the Rec Centre.



A method of towing a drowning person by the lifesaver.

Swimming Instruction

Swimming classes are being held in the station pool each Saturday, for children and adults. To date a round dozen grown-ups have learned to swim, and many others have taken this opportunity to improve their style.

This is an excellent opportunity for all of us to make ourselves safe swimmers. We would like to see more station personnel and their dependents taking advantage of these wonderful new facilities.

DIGGER DAYS

"Hi, Sarge," I remarked as I strolled through the door,
"Can you possibly find me some technical chore?"
"On Sabres and such I am brimming with lore!"
"Here's a broom," said the Sergeant.
"Now sweep up the floor."

My thoughts they were dark as a thundery day:
How dare he belittle my talents this way!
But, sternly repressing the instinct to slay,
I took up the broom and I murmured "O.K."

My task half-completed, I paused for a rest;
But a bellow, expelled from a forty-eight chest,
Soon told me the Sergeant was somewhat distressed:
"Get up on your feet! You're on open arrest!"

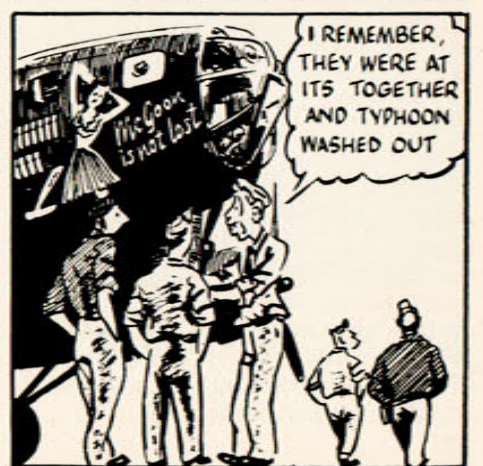
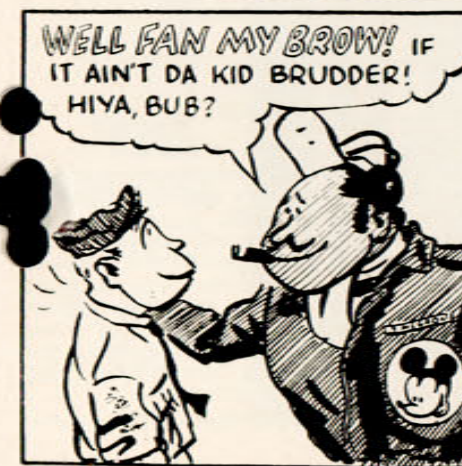
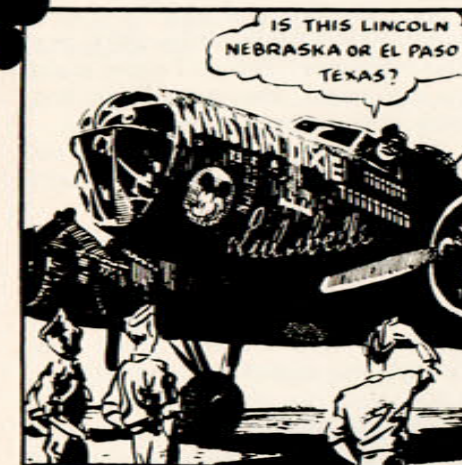
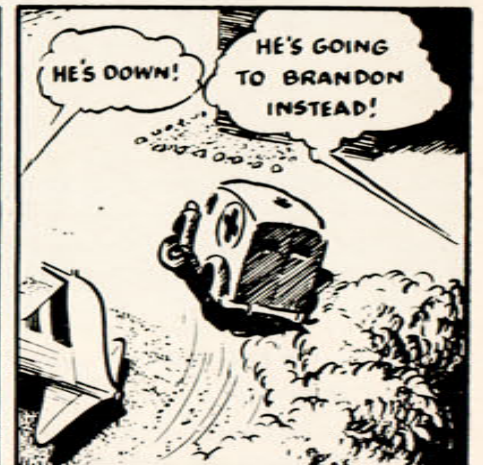
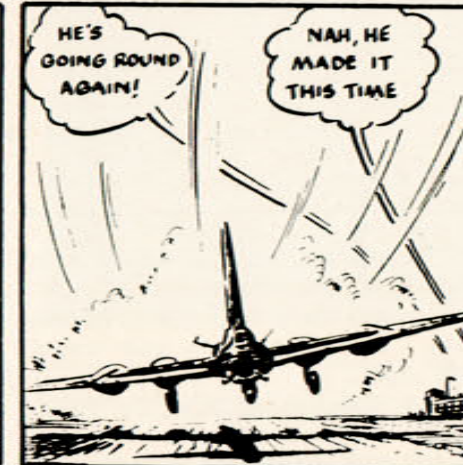
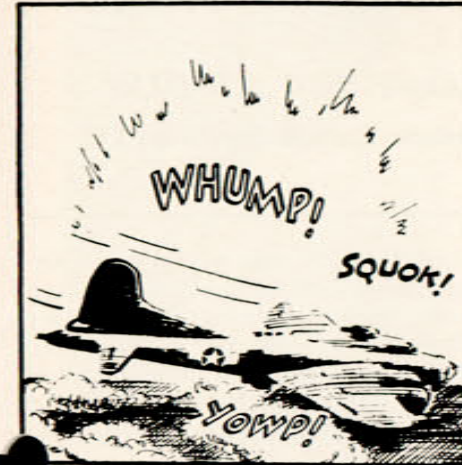
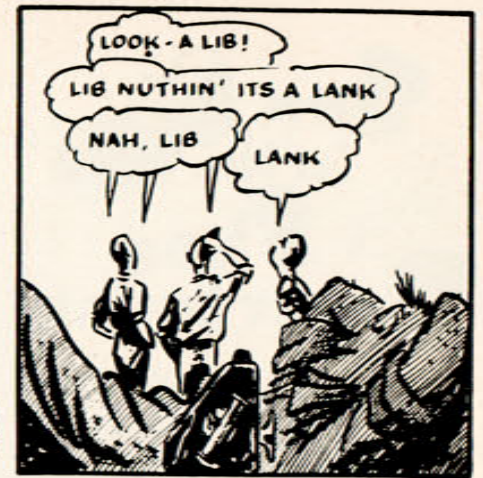
Oh, was I affronted! I flew in a rage
And the things that I said would do colour this page;
But I fear I was more like a lion than a sage—
For the next thirty days I'll be pacing a cage!

—L.A.C. G. H. Bowering,
RCAF Station MacDonald,

TYPHOON MCGOON



Lt. Col., Air Corps, U.S. Army - 32 Citations
Clewless McGoon's Big Brother!



Shea's

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Sex in the Shoe Department

By ERIC NICOL

I GUESSED it was time for a new pair of slippers when the split in the front of the old ones grew from a quiet smile to a vulgar guffaw. When I went to the door in the old slippers, gents selling shoelaces took one look at them, pressed a quarter into my hand and hurried away wordlessly.

I sought a new pair in the shoe department of one of our leading department stores. As I stood toying with an Irish brogue, a woman came up to me and said:

"Can I help you?"

"I want to buy a pair of slippers," I said. I presumed she had strayed away from a lingerie counter.

"Take a seat, please," she said.

Astounded, I sat down and watched her pull up the little stool in front of me. Never before in Vancouver had I been accosted by a female clerk in the men's shoe department. The world seemed to be crashing around my ears.

I watched her start undressing me briskly. She wasn't a bad-looking woman, quite young really. To have her taking off my right shoe—throwing herself at my feet, you might say—gave me a peculiar sensation. Sort of pagan revelish.

"What size do you take?" she asked.

(From "Shall We Join the Ladies"—Courtesy Ryerson Press)

"I don't know," I said. Some people would say that I really didn't know. Others would say that I just wanted her to measure my foot. When she gently pressed my sole against the measuring rule, I cursed all the years I had wasted being waited on by male clerks. My toes kept curling, but she managed to measure the foot.

"You haven't," she said, picking the slipper off the floor. "It's too big for you."

"I hate to trouble you," I said.

"That's what I'm here for," she said.

Yes, but it didn't seem right to refuse a slipper after she'd been kind enough to put it on. I won-

"What sort of slipper had you in mind?" she asked.

I looked deep into her eyes and said, "Something soft and warm and cozy."

She disappeared into the store-room. While she was gone I started at my sock, expecting it to develop a hole in the toe before she could get back. I hastily took off the left shoe to make sure that a hole hadn't developed there. I was lacing it up, perspiring, when she brought me my slippers.

I have always dreamed of having a woman bring me my slippers, and my pipe. (A bubble pipe. I don't smoke.) As she slid the slipper onto my foot I could imagine us sitting together, gazing into the fire. If necessary I'd build a fire in the middle of the shoe department.

"How's that?" she said.

"Wonderful," I said, walking around. "Very comfortable. I wouldn't know I had it on."

MANITOBA DIVISION
Western Canada Breweries Ltd.

dered if this was what the management had in mind when they put a woman in men's shoes. Were they playing me for a sappy old gallant? I dismissed the notion as a slur on the store. After all, the suburban shops hadn't made that big a dint in downtown business.

At that moment a man on crutches came into the department. A regular customer? Before I could make up my mind, the lady clerk was back with more slippers.

"Fine, just fine," I said, as she slipped on a woolly one. "I'll take them."

She put my shoes back on. To save her from the humiliation of lacing up the shoes, I leaned forward abruptly and our heads came together with a sharp crack that started two elevators up empty.

She took the slippers away to be wrapped, and when I left with them she was already smiling at another male customer. I don't think she even saw me wave. Oh, woman, ever fickle.

To get behind the wheel of a car on the street side is discourteous to other drivers. Passing cars are either forced to stop, causing traffic tie-ups, or they are made to swerve into another lane. The practice is dangerous too, because it may force passing cars into collision, and has been known to cause serious injury to the thoughtless person when a passing car has collided with the open door, trapping him between the door and the body of the car.

Emily Post's "Motor Manners."

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Back row, left to right: F/C A. W. Foster, F/O K. Stubbings, F/O E. B. Fletcher, F/L N. J. Smith, F/O F. P. Harvey-Smith, F/O J. L. M. Bourgeois, F/O I. R. Atkins, F/O T. G. Phelan, F/C J. J. McLellan. Front row, left to right: F/C J. B. Templeton, F/C W. M. Spornitz, F/C J. E. Houghton, F/L L. Chambers (Course Director), F/C J. C. Eggenberger, F/C V. D. Cretney, F/C E. P. Parsley.

GRADUATING CLASS 5513 (AI)



Back row, l. to r.: F/C's Neilson, Gladders, Jankowski, Huras, Barker, Venus and Kerr. Front row, l. to r.: F/C McGoroughty, F/L Martin, F/O Fabro (Asst. Class Director), F/L Simpkins, and F/C Martin.



GRADUATING CLASS 5512 (LR)

Back row, l. to r.: A/P/O Hailstones, P/O Brown, F/C Engebretsen, F/O Pragnell and F/C Smith. Front row, l. to r.: A/P/O Harrington, F/O Johnson (Class Director), and A/P/O Turk.

A/P/O John Turk

Home: Reading, England.
Nickname: "Jack."
Appearance: Very swish.
Usually Seen: Arguing with F/O Johnson.
Favourite Expression: "I'll bite! What is it?"

Ambition: To buy a motor cycle and race hell out of it.
Probable Destination: CD at Winnipeg.
Pet Peeve: Instructors who golf too much.

F/O Gordon Pragnell

Home: Hook, Surrey, England.
Nickname: "Mr. Prangwell."
Appearance: Like a worn-out astro-dome.
Usually Seen: Crossing off days on a calendar.

Favourite Expression: "Had a great time; don't remember a thing!"
Ambition: To be a "bone dome chewin' gum type"
Probable Destination: Bar officer at Cambridge Bay.
Pet Peeve: Not getting his share.

A/P/O Roy Harrington

Home: Horsham, England.
Nickname: "Big Brother."
Appearance: Colonial.
Usually Seen: With inane grin.
Favourite Expression: "I don't agree."
Ambition: To develop 'survival' knee.
Probable Destination: Chief Instructor at St. Trinians.
Pet Peeve: Course 5512.

A/P/O Robert Hailstones

Home: Peebles, Scotland.
Nickname: "Jock" (surprising, isn't it?)

Appearance: Only if really necessary.
Usually Seen: In the pit.
Favourite Expression: "Let's face it."
Ambition: To get back the Coronation Stone.
Probable Destination: Scottish Liaison Officer in Winnipeg.
Pet Peeve: Manitoba Licensing Laws (only 19).

F/L Lawrence Smith

Home: Huntingdon, Quebec.
Nickname: "Red".
Appearance: Just after his moustache.
Usually Seen: Deer Lodge.
Favourite Expression: "What answer do you get for this, Jack?"
Ambition: To retire as soon as possible with as many shekels as possible.
Probable Destination: G.I.S.
Pet Peeve: Morning after.

(Continued on page 32)

FASCINATING NAMES . . .

(Continued from page 8)

Violence and fear is indicated by the names Battle Harbour, Terror Point, Fury Strait and the Savage Islands, while loneliness is suggested by Cape Desolation and Cape Farewell. The name Resolute is suggestive of determination and Hopes Advance Bay, Cape Comfort, Bay of God's Mercy and Home Bay steer our imagination in still another direction. Was the faith of some northern explorer confirmed as he rounded Cape Comfort or sought refuge in the Bay of God's Mercy?

In contrast we find disappointment in Deception Bay and Repulse Bay, and uncertainty in Wager Bay. What adventure, we wonder, ended in success at Victory Point? Honour and respect is registered

in the names Cape Lady Simpson, Queen Maud Gulf and King William Island, while Maiden Island gives rise to wild speculation. And who was honoured in the naming of Farmer Island?

The natives of the country are also recognized widely on our map of Canada's north where we find Tunungayualuk Island, Povungnituk Bay and hundreds of other names in which our runaway mind detects the mystery of the legends of the Indian and the Eskimo.

Here then, in this north country, we can turn our imagination loose and interpret these names to suit our own will and thus at least partially satisfy our longing for sus-

(Continued on next page)

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No. 2 Tops, Say Overseas Men
If you go to No. 2 RCAF wing you're going to the best wing on the continent. That's what they say around the other wings. And nobody knows why. No. 2 wing, although it has good base facilities, is situated near a flock of small villages. Its buildings are not as well-built as those of other wings. Heat is pumped to the homes through outside, overhead pipes from large boilers, and 80 per cent is lost en route. But, its morale is the highest of any of the bases. It may stem from the fact that it was the first wing in Europe and moved in as soon as the runways were finished. In those first few years the men worked in a sea of mud to build the base and during this toil, a high spirit developed. This spirit has held.

**Crack Air Cadet Squadron
Recruits Fliers**

WINNIPEG — This may come as a surprise to the Kremlin, but any Russian bombers that try to penetrate Canada's air defences stand a good

chance of being shot down by the Winnipeg Optimist Club. In the past 15 years the club has played a small but significant part in keeping Canada prepared against enemy air attack. Today, many of the men who pilot our Sabres and CF-100's first learned the difference between an aileron and an altimeter in No. 176 Optimist Squadron of the Air Cadet League. The squadron, one of the first to be formed here, was started during the Second World War.

Russian Aircraft Superior

OTTAWA — Some defence officials express the opinion that the RCAF may be two years behind the Russian Air Force in fighter craft capability. And some senior RCAF aircrew officers say they have doubts whether their CF-100 jet interceptor, Canada's chief defence weapon, could fly high enough to get at the latest Russian bombers if they attacked North America. In a White Paper on defence tabled in the Commons, the Government said there is an "urgent requirement" for the super-

sonic CF-105 jet interceptor, now being developed by A. V. Roe (Canada) Ltd., Balton, Ont., to succeed the subsonic CF-100. No mention is made in the White Paper of any successor for the Sabre jet short-range day fighter, used by the 12-squadron RCAF air division in Europe. One defence authority said Canada has fallen about two years behind other countries in the field of short-range day fighters. Gen. Earle Partridge, chief of the U.S. Air Force's Continental Air Defence Command, has described the CF-100, as well as American interceptors under his command, as "slow".

FASCINATING NAMES . . .

(Continued from page 29)

pense and adventure. Or at least we can until some wise guy comes along with some simple and colourless explanation to rudely shatter our dreams!

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5512 (LR)

(Continued from page 28)

P/O Anthony Brown

Home: Harrogate, England.

Nickname: "Yon".

Appearance: "Yaarkshire Puddin".

Usually Seen: When no work to be done.

Favourite Expression: "*/&*/@ *z/*".

Ambition: To join the Navy.

Probable Destination: Bankruptcy Court.

Pet Peeve: Temperance Society.

COVER STORY

Heap high the farmer's wintery hoard!

*Heap high the golden corn!
No richer gift has Autumn poured
From out her lavish horn.*

JOHN GREENLEAF WHITTIER
(1807-1892)

(Photo by LAC L. A. Gratton)

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