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AN AIRFORCE NEWSMAGAZINE

VOLUME 8, No. 10

OCTOBER, 1959

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**Cover Story**

Our artist Ernie Carrier combined photography and art work to create the atmosphere of the coming Hallowe'en.

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## EDITORIAL CORNER

### A BULLET IN TIME

BY THE TIME this article appears in print, the hunting season will be well under way. Marshes and lakes across the continent will echo from early dawn to early dusk with the sonorous thunder of shotguns, both automatic and single action. Other intrepid nimrods will be stalking through the woods, rifles of various makes and calibres, loaded and poised in their hands, ready to deal out lightning death to the mighty stag or proud buck, or any other luckless creature that may move within earshot and range. And that is the moral behind this column. Often, far too often, it is not the game animal which dies. It is a well-known fact, that like the otherwise ordinary peaceful citizens who are transformed into maniacal speed demons once behind the steering wheels of their cars, some class of hunters who otherwise are normal gentle people, become unheeding, careless and even downright stupid when they have a lethal weapon in their hands.

Why is this? Possibly some psychologists could answer this question, but most of us can only quote time worn cliches such as, "Familiarity breeds contempt," and dismiss the incidents from our minds. Or one can say quite casually that a hunter handles his guns so often that he eventually gets careless. We do not feel that this is the case. Any hunter who is worth his salt, takes extremely good care of his weapons, when storing them, but particularly when he is using them. It is usually the inexperienced hunter, unfamiliar with the ways of the forests, and unfamiliar with his weapons who is generally to blame for accidents.

It is not the intention of this article to outline the many precautions one should take when preparing for a hunting trip, but we would emphasize that in order to protect other hunters, as well as yourselves, that you be suitably clad for bush survival, coloured vividly enough beyond doubt of recognition, and suitable for withstanding weather encountered. We would strongly suggest that you carefully familiarize yourself with your weapons, and learn the correct and safe method of handling, remembering it is generally the "unloaded" weapon that kills. If it is possible, try to hunt with an experienced hunter, if you are personally inexperienced. It is a deep and satisfying feeling to sit around a camp fire at night, discussing the excitements of the day, but it can be a lifelong nightmare if something has gone wrong.

Remember, be sure it's a trophy that you bring home, and not your best friend. He'll be dead a long time.—E.T.

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## FROM THE WEST INDIES . . .

## TO THE PRAIRIES

by CPL. JACK ALBRIGHT

"ONE man's gain is another man's loss!"

This holds true in the case of VOXAIR'S ex-managing editor, Cpl. "Ron" Baynes, who is, at his writing, tackling a new career with the Saskatchewan Government, namely—Information Officer of the Department of Travel and Information, at Regina.

VOXAIR and its entire staff are extremely proud of the success Cpl. Baynes has experienced with his writing. At the same time, we are indeed sorry to lose the talent and personality that, for the last two years, has meant so much to this publication.

The majority of our readers will be surprised to know that Ron is from the West Indies. He attended school at Antigua, B.W.I. When only 16 years of age he joined the Latin American Division of Pan American Airways as a radio operator trainee, and later worked at the Piarco airport in Trinidad.

The wanderlust struck Ron, as does most young men, in his late teens, and in 1947 he migrated to Canada. It was while employed by an insurance company in Toronto that he joined the number 400 Reserve Squadron. "You could go to a dance, buy a beer, and really live it up—On SUNDAY—In TORONTO," was his emphatic explanation for such a move. Still with the itch



RON BAYNES

to travel, Ron transferred to the "Regulars" and headed for Clinton, Ontario to learn the RCAF style of radio operating.

Cpl. Baynes, (ex,—that is) spent a good deal of his air force career in the north country. Of his 15 months spent at Watson Lake, in the North West Territories, he had this to say, "It felt like 15 years. Definitely no place for a single man. Beer, table-tennis, food, beer, table-tennis, and occasionally,—no tennis." It is possible that this hectic pace of social activity finally forced him to attempt a trip back to Barbados. In early '52, Ron, complete

with leave pass, parka and flight boots, headed home.

From a crackling 50 degrees below at Watson to a languid 90 degrees above in the West Indies is quite a change, but with the help of the RCAF, USAF, and a short civil hop, he made it. His return to the north a month later complete with suntan and vivid memories of lush palms, and rolling surfs, was the envy of the entire station personnel.

The air force continued to keep him on a strict north-south axis for a while, but finally dropped him at Winnipeg where he became misemployed with "Voxair."

In two short years he had increasing success with articles in the Winnipeg Free Press, and Macleans magazine. He has also impressed the CBC with a couple of short TV scripts, and hopes for greater scope in this new and lucrative field.

Recent correspondence from Regina indicates that he is thoroughly at home in the new position, and that the experience gained while working on our own "Voxair" has proven invaluable in editing the department's "Saskatchewan News."

"By Ron Baynes"—a by-line that will be missing in this magazine but one that we will be watching for in others.

"Good Luck, and Good Writing."

# THESE ROCKETS ARE RELIABLE

Among exhibits at the 1959 Flying Display and Exhibition held by the Society of British Aircraft Constructors, at Farnborough, England, from September 7 to 13—20th in the series—were examples of Britain's guided missiles.

by J. W. R. TAYLOR  
London air correspondent

WITHIN the next two years a pilot will strap himself into a seat in a tiny cabin mounted on the nose of a rocket. Soon afterwards, if all goes well, he will be the first man to encircle the Earth in 90 minutes in a satellite.

What are his chances of doing so and getting back safely? The answer at present is none too reassuring, for fewer than half of the attempts to put unmanned satellites into orbit have been successful.

Rocket engineers have motors of sufficient power to send a man into space. They could build his "spaceship" without much difficulty. They know how to guide and control it, and have worked out techniques for getting it back into the atmosphere without its burning up like a dying "Sputnik." All they need, to make the great adventure possible, is the elusive quality and reliability in every tiny part of the rocket and its equipment.

## UNRIVALLED REPUTATION

That is why so many designers and technicians from all over the world visited the 1959 Flying Display and Exhibition at Farnborough, England, from September 7 to 13 (organized by the Society of British Aircraft Constructors); for Britain's research rockets and guided missiles have an unrivalled reputation for reliability, and almost all of those which have been announced are on show there.

There are other, more sombre, reasons for this interest in the products of Britain's missile-manufacturers. Only one life will be in the balance when the first manned satellite is launched. Hundreds of thousands of lives could depend on the reliability and efficiency of a guided missile sent up to intercept an enemy bomber carrying an H-bomb, and Britain leads the world in the development of such weapons.

If proof of this were needed, it was given when Sweden — traditionally neutral — chose Britain's Bristol/Ferranti Bloodhound missile as its main anti-aircraft weapon. Nor is it any coincidence that all four of the Saunders-Roe Black Knight research rockets fired hundreds of miles into the air above

the Woomera rocket range in Australia have worked perfectly, or that the Royal Navy's Seaslug ship-to-air missile is so accurate that it has to be set to miss its targets in practice shoots, so that the targets' photographic records can be recovered intact.

## A "WEAPON SYSTEM"

To find the secret of such successes, we must remember that an anti-aircraft missile like Bloodhound or Seaslug does not replace only a fighter aeroplane. It has to do the job of the man inside the fighter. So, as a start, it needs an electronic brain to calculate its course in flight, and electrical, pneumatic or hydraulic "muscles" to steer it. Add on the complexities of launching ramps, servicing equipment, special fuels, warheads, fuses and all the other parts of what is sometimes called a "weapon system", and it becomes apparent why almost every branch of industry has a part to play in rocket development.

Britain's missile manufacturers can call on the resources of many hundreds of companies with a long experience of pioneering in research and precision engineering.

## KEY TO EFFICIENCY

Radar, for example, is the key to the efficiency of almost all missiles, and Britain has never lost the leadership given it 25 years ago by Sir Robert Watson-Watt. This is why Bloodhound and its English Electric counterpart, the Thunderbird, are able to use a radar homing system to guide them into their target, instead of having to rely on less advanced techniques.

In this system, the target is located by a B.T. Sting Ray radar, which "locks on" to the enemy aircraft, "illuminating" it with signals that bounce back and are picked up by the missiles, which simply steer towards the source of the reflections.

"Simply" is a misleading term, for Sting Ray and the guidance equipment packed inside the missile itself are complex and demand the highest standards of engineering craftsmanship. Like all other missile

components, the airborne radar equipment must be not only reliable, but as small and lightweight as skilled design can make it.

The reason becomes apparent when we remember that, because of the enormous fuel consumption of a rocket motor, it was reckoned until recently that 1,000 pounds (453.6 kilograms) of rocket, including fuel, would be needed for every one pound (0.454 kilogram) of payload carried beyond the Earth's atmosphere. New high-efficiency fuels have reduced this 1,000:1 ratio, but it is still vital to save every possible ounce of weight.

## COUNTLESS EXAMPLES

Visitors to Farnborough saw countless examples of how this can be done. On the CIBA (A.R.L.) stand in the display tent are samples of highly-stressed metal structures literally stuck together by "Redux" adhesive bonding, which is lighter and stronger than

riveting. Nor is its use limited to rocketry, for hundreds of aircraft flying all over the world, from the Comet to the Dutch Fokker Friendship turboprop airliner and the revolutionary Rotodyne helicopter, make use of "Redux."

Plessey has developed small self-contained auxiliary power units which can be stored fully-fuelled to give hydraulic or electrical power to a missile. Bristol Siddeley is exhibiting for the first time the Gamma rocket engine, which weighs only about 700 pounds (317.515 kilograms) yet gives up to 19,000 pounds per square foot (92,766 kilograms per square metre) of thrust, sufficient to carry the Black Knight more than 500 miles (804 kilometres) above the Earth.

## THE INFRA-RED "EYE"

At Farnborough too are examples of the infra-red "eyes" of the de Havilland Firestreak air-to-air (Continued on page 29)



The Bristol/Ferranti Bloodhound ground-to-air guided missile shown here on its launcher, is an example of the reliable rockets made in Britain. This is a product of the Bristol Aeroplane Company Ltd., of Filton House, Bristol, England, in co-operation with Ferranti Ltd. (Edinburgh Division), Edinburgh.

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## Air Force Participation at C.N.E.

by E. E. BOYD



DND Photo  
F/O Eric Boyd, F/O Wally Hafker and F/O Tom McNamara discuss the model of the B-29 bomber with four young space enthusiasts at the RCAF display at the CNE.

DO you think the F104 is as good an aircraft as the CF105 was? How many aircraft in the RCAF today? Is that a real missile? Did you fly the spitfire during the war? These questions and hundreds like them were answered each day by personnel manning the RCAF displays at the Canadian National Exhibition in Toronto.

The RCAF static display was of course not the only military exhibit, the Canadian Army and the Canadian Navy were also represented with fine displays. The planning and organization of the overall Armed Forces Exhibit had been done by the Armed Forces Exhibition Committee under the chairmanship of Wing Commander T. J. MacKinnon, DFC, CD, and the officer in charge of the RCAF exhibit was Flight Lieutenant W. J. Read from the Department of Personnel Manning in Ottawa.

The actual airforce exhibit was specially designed to commemorate both the 50th Anniversary of Powered Flight and the 35th Anniversary of the RCAF.

The largest of the airforce displays was one depicting the progress made in Canadian Aviation from the original aircraft in 1909 to the F104 which will be coming

into service with the RCAF in the near future. Aircraft models housed in plastic domes were used to show this progression. The first dome contained a model of the Silver Dart and as you proceed through the display one came to models of: Sopwith Camel, SE5, Newport 11 and the Newport 28, Spad, AVRO-504K, D4, Vickers Vedette, JN4 or Jenny, Hurricane, Spitfire, Lancaster, Dakota, Tiger Moth, T28, Neptune, Comet, T33, CF100, Sabre, Helicopters and finally the Bomarc and the F104.

Directly across from these models were pictures of all aircraft ever in use in the Canadian Airforce. There were eight airforce people on duty in this display answering the many questions and on occasions learning about the earlier aircraft from gentlemen who had flown these aircraft during the First World War and who found this historic display bringing back many old memories, and many interesting stories for the personnel manning this display.

Directly in front of the historic display was a full scale model of the Bomarc missile. This display attracted a great deal of attention and provided an excellent background for the many camera fans.

A World War Two Spitfire, an F86, and the F104 Starfighter provided an excellent opportunity to follow the outstanding advances which have taken place in aviation in the short period of time since the second World War. The Spitfire, thought by many to be the outstanding aircraft of the time, looked quite obsolete beside the Sabre as did the Sabre to the F104.

A 5BX team was in attendance demonstrating the RCAF's programme for attaining top physical condition through a progression of exercises.

Besides the displays, the RCAF also operated a Recruiting Booth. The purpose of the recruiting booth was only to supply information, anyone wishing to join was referred to the Toronto Recruiting Unit.

Displays were open to the public from 10 A.M. to 10 P.M. each day. RCAF personnel on duty at the CNE were employed on four-hour shifts, 10 A.M. to 2 P.M., 2 P.M. to 6 P.M. and 6 P.M. to 10 P.M.

Security for the entire Armed Forces Exhibit is rotated annually among the three services. This year the RCAF was responsible for providing security and some forty

Service Police were on duty throughout the military exhibits.

The air show was held from 4 to 6 P.M. on the last two days of the exhibition. The show opened with two RCAF chipmunks skywriting the figures 35, for the 35th anniversary of the RCAF, and the first 53 minutes of the show were in tribute to this anniversary. Following the skywriting there were fly-pasts by: four Harvards, 8 T33s, 8 M86s, 12 CF100s, a bomb burst by 4 T55s, line astern formation of F86s and CF100s, Transport flypast of C110-North Star and Lancaster, Comet flypast, seat ejection demonstration by T33, Maritime formation and Argus demonstration, helicopter demonstration, high-low speed flypast by Sabre and Chipmunk, airborne interception by CF100s, air sea rescue by H2- helicopter, Prince of Whales by T33s, skywriting figures 50 by Chipmunks, Golden Hawks aerobatics, flypast Canadian Army L19s, flypast RAF Vulcan and Victor, De-Havilland flypast of Beaver, Otter and Caribou, flypast USSR TU-104, Ontario Dept. of Lands and Forest fire fighting demonstration, USAF B52 flypast, USAF KC135 flypast, USAF F102s and finally the USAF's Thunderbird aerobatic team.

For the RCAF personnel on duty at the exhibits, the experience of meeting and talking with so many different peoples from all parts of the world and the opportunity of viewing the wonderful exhibits throughout the whole exhibition was both educational and enjoyable.

F/L Harold Gates from Winnipeg Recruiting unit explains the RCAF Career Plan to Paul White and Sandra McConnell at the Recruiting Booth at the CNE.



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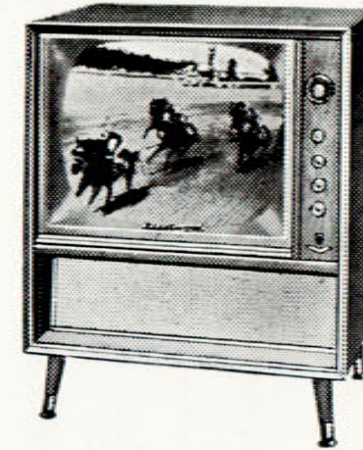
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EX-TOMBOY — Believe it or not but this ultra-feminine eye-ful, curvaceous Karen Steele, once was regarded by the rest of her playmates as a tomboy type. She keeps Randolph Scott highly interested during her co-starring stint with him in Warner Bros.' drama of Civil War days, "West-bound."

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Photo Don Askett

# WINNIPEG

**S/L R. G. WARREN**

IF, in the long and weary winter months to come, you hear the happy strains and thumping beat of Square Dancing emanating from one of the Station buildings, it is more than likely that the caller will be our first personality of this month, S/L Ronald George Warren, who has just assumed office as the Staff Officer Security, Training Command.

Born in Grenfell, Sask., S/L Warren moved to Minto, to the south of Brandon, Manitoba, in 1923, completing his education at Fairfax School, and remained there until joining the RCASC in Winnipeg in 1940. His army career was short-lived, however, as after only a few months he transferred to the RCAF and applied for aircrew training. An unfortunate illness at that time lowered his medical category and he was faced with a choice of waiting or entering another trade. His choice was for the Security Police, and after initially serving as a Security Guard Instructor he found himself at KTS Trenton. This was the Composite Training School of WW2 days, and consisted of about 5,000 men in as wide an assortment of trades as there are bargains in the Bay Basement. His stay there was shortlived and he was transferred to Rivers, Man., in the S.P.

Whilst there he was selected for a special course, and when the Branch came into being, was one of the RCAF's first special investigators, seeing service in Manitoba and Moncton, N.B.

At the end of hostilities S/L Warren left the service, but rejoined in Winnipeg within five months at No. 2 Air Command HQ, soon afterwards being transferred to AFHQ as the NCO i/c of Provost and Security Services. In October '46 he remustered into another new branch in the Air Force, the Intelligence Specialist branch, and had the distinction of being one of the first ISpecs. In this capacity he served in the North West Air Command in Edmonton, and later remustered back into the SP trade as NCO i/c Assistant Provost Marshal's Office, remaining there until his commission in January 1951.

Another brand new organization came into being in the Air Force, that of the Central Region Security Unit with HQ at Toronto, and to that unit F/O Warren was transferred as its first CO. Whilst there he was promoted F/L, and in August 1954 he returned to AFHQ as the Operations Officers for the SIU and other security appointments, being promoted to S/L on

1st May 1957. Among the courses he has attended are ones at the Provost Marshal General School Georgia, USA, the Maritime Police School in Halifax and the Canadian Police College at Regina.

S/L Warren was married in 1941 in Thornton, Ont., to his wife, Mildred, a native of Fillmore, Sask. They have two children, Judith, aged 15, and Gary, aged 17, and are at present living on Davidson Street in St. James. Gary is undecided as yet as to his future, but has already reflected some of his father's resourcefulness and ability by being this summer's Graduate from the Air Cadets Senior Leaders Course at Camp Borden. Mrs. Warren shares equally her husband's love for Square Dancing, and they have become quite expert in it, having for some years been instructing various groups and themselves performing in professional circles. S/L Warren was adamant in that Square Dancing was his only hobby, describing it as "all-consuming," but finally admitted to a fond participation in fast-ball and reluctantly confessed to captaining the all-AFP team which won the AFHQ Inter-Divisional Fastball Trophy in 1955-56-57. He is looking forward, now that

(Continued on page 29)

# PERSONALITIES

**WO1 J. VAN BUSKIRK**



Photo Don Askett

A POLICE CHIEF in any district has a pretty big job to do, and the position requires a pretty big man to fill it in more ways than one. In this respect AFHQ is to be congratulated in their choice of WO1 James Van Buskirk as the new WO i/c Air Force Police on RCAF Station Winnipeg. Standing six feet six and weighing 265 pounds, he is the epitome of law and order, a pleasant and genial person to all with whom he comes into contact, and our second "Vox-air" personality of the month. Born in Charlottetown, PEI, at the end of WW1, he nevertheless claims Nova Scotia as his home province, having spent all but seven years of his life there until joining the Air Force in 1940. Those seven years were spent in New Hampshire where he received the main part of his education. His hometown is Pugwash, and it was there that he worked in the lumber industries after leaving school, coming to love the country as only a man can who has worked and lived among the pine, the elm and the maple forests. He also worked on the family farm among the green fields outside Pugwash, and it is probably due to so active an early life that he has attained such tremendous physical development.

In 1937 he married his sweetheart from schooldays, Mary Jane, and they have six children, five girls and a boy, in that order.

On joining the Air Force, WO1 Van Buskirk attended the Service Police course at Toronto in July 1940, and saw service in that department at Halifax and Moncton, resigning as a WO2 in 1945. It is an interesting comment on the vagaries of service life that during this period of service he was senior as an NCO to our other Personality, S/L Warren, then a Sgt. in the Service Police. The next six years were spent in his hometown. For two of them he worked as a Special Investigator with the Federal Government, and the remainder were divided among employment as a general foreman of a company constructing piers, wharfs and waterfronts, and a business of his own selling autos and farm implements, but the fellowship and communal life of the RCAF had made too great an impression upon him to be disregarded, and in 1951 he rejoined the Air Force as a FS with the Service Police, seeing service in Halifax, Greenwood, Trenton and Winnipeg. Among the various courses he has attended are ones on ABC warfare at Camp Borden, Decontamination at Chalk

River, the RCMP Staff College Course at Rockcliffe, and numerous AFP and SIT courses. During his war service he had had experience as an Identification NCO in Eastern Air Command, and was another of the first airmen to attend the initial RCAF's Special Investigation Course at Ottawa in 1943.

In talking to WO Van Buskirk as a fellow policeman it was apparent that he was a man of great and varied experience in all aspects of police work with a ready sense of humour and tolerance, but underlying all was his deep and sincere understanding of children and young persons and his keen interest in all activities associated with them. In his earlier days he was an active participant in football and hockey, and often wielded a mighty glove as an amateur heavyweight boxer, but in later years these pursuits have given way to more leisurely activities such as hunting, fishing and bowling, making a name for himself in the latter among the best of them at Trenton. He is also a writer of no mean repute, having had many works published in Legion newspapers and Air Force publications, chiefly in "Wings Over Greenwood," and has a distinct ability in prose and

(Continued on page 29)



# STATION HOBBY SHOP

LEN JAMES.

Photos by "BUD" ASKETT

ON HALLOWE'EN night two years ago the serene quiet of St. James was shattered by the strident screaming of fire sirens, their raucous warning being echoed by the fire trucks as they sped towards the Old Site of RCAF Station Winnipeg in answer to an alarm turned in by a patrolling Commissionaire. The summons was to a white and green frame building which had, in its time, given loyal service to countless airmen as a mess-hall and barrack-block, but which at that time was housing the Station Hobby Shop. The warning, however, was too late. Despite the earnest endeavours of the firefighters and volunteers throughout the night the fire had too strong a hold, and as the first November sun of the year dawned on a cold and frosty morning, all that remained to be seen was a black and smouldering pile of distorted debris. Nothing of value remained to be salvaged, and a later assessment of the value of the machinery and equipment destroyed, includ-

ing such items as trailers, boats, and other Hobby Shop projects, placed the loss at many thousands of dollars.

During the winter months that followed it became obvious that the Hobby Shop was too essential to be missing from the Station recreational facilities so plans were made, other buildings discussed, equipment priced, and a hundred and one problems overcome, until on 7 April 58 Building 32, situated on the east side of the Old Drill Hall parking lot and behind the Auto Club, opened its doors as the new Station Hobby Shop. This was another of the older buildings built during WW2 and has been used in many capacities, such as an Aircraft Workshop, Link Trainer School, Auto Club, Scout Hut and Storage Shed. It is a single storey frame building containing one large room in which the machinery and workbenches are located, two smaller rooms which are utilized for larger projects, and a lumber and parts storage room with a service counter. The first project to be completed in the new Hobby Shop was a coffee table; today the two smaller rooms are crammed with three trailers and five boats in varying stages of construction, and many smaller projects are in evidence on the benches and shelves of the larger room.

Sgt. "Ted" Tyers of 16 Hangar, a native of Edinburgh, Scotland, and the manager of the Shop, beamed proudly as he took me around the building. "I've been in charge since June," he said, "and each month we've added something extra. Now we have the equipment to undertake any project you may care to mention," and pointed out a big heavy-duty ten-inch table saw, a radial arm eight-inch table saw, a thirty-six-inch woodworking lathe, a six-inch jointer, two drill presses, a disc and belt sander, a band saw, eight work benches, electric hand tools of a quarter-inch drill, orbital sander and sabre saw, plus over \$300.00 worth of hand tools. In answer to

my query about handling the machinery, Ted explained that the staff are there solely to assist and advise on any of the projects, especially in the use of the heavy equipment, and added that the incidence of accidents was extremely low and to his knowledge had been confined only to the odd skinned knuckle or minor cut, and incidentally, so far only officers had been victims.

F/L "Wilf" Michaud, equally well-known in 2AOS as he is as Officer i/c the Hobby Shop, grinned but refused to bite at the bait. "We're very proud of what we've achieved," he said, "and we encourage any type of project, especially those in which members of a family can work together. We have had many instances in the past where wives have come out and helped their husbands, and older children have learned much from working with their fathers on projects for the home, but I should like to see more of the single airmen and airwomen on the station using the shop. There are many small projects they could work on . . . bookcases, night-tables, record stands, shelves, anything that they would like to make for their barrack-rooms. We have the facilities, the equipment, the tools, and a large variety of various types of wood and fixtures . . . all that is needed is for the personnel to come along and use them."

The wood and fixtures referred to are kept in the storage room, and among the items in stock are sheets of mahogany, birch and fir ply up to 4' x 8' size and between 1/4" and 3/4" thickness, all types, sizes and thicknesses of block wood, nails, screws, hinges, glues, fillers, even a shelf full of ready-made table legs, finished and unfinished, ranging in size from four inch to twenty inch. If a required piece of wood or other item is not in stock the staff will speedily obtain it. Also available are a small number of "do-it-yourself" plans, but usually the hobbyists bring their own. There is a tale going round of the airman who brought along his own plans to make a kennel for his hound-dog and ended up with a garage for his Volkswagen, but this could neither be confirmed nor denied. What could be established, however, was the size and scope of some of the projects presently under construction, such as three trailers and five boats, and by the waiting list for space for similar projects which is booked up until the middle of January 1960. This lack of space is a cause of concern to the staff. "We could do with twice what we now have," said F/L Michaud, "because I should like to see extra rooms set aside for hobbies such as leather-work, model building, painting and other handicrafts, but we do have hopes of moving to larger premises or expanding these in the future," he added hopefully. "At present we have a paid-up membership of 116, and the number is increasing every week." He went on to explain that the annual membership fee is \$2.50, and this entitles the member to use the shop any time he may want to do so on any day of the year. However, should a person want to use the shop for a small project, such as a repair job requiring only an evening or two's work, he can do so at a nominal cost of 25 cents per day, and he can be assured of space in the large room as



SGT. "TED" TYERS

this is kept free for such small projects, the waiting list only applying to the large projects in the two smaller rooms.

As an example of the willingness of the staff to help all who use the shop I found out that Ted Tyers has enrolled in the University of Manitoba's Fall Evening Classes for Furniture Repair and Refinishing, so may I suggest that this coming winter would be a very good opportunity to take along to the Hobby Shop all those odd pieces of furniture which are showing signs of wear and tear and scratches and patches, and with the assistance of F/L Michaud and Sgt. Tyers and the use of their equipment, the old homestead could greet the coming spring with a smile as bright as Genser's front window.

See you next month in the Station Auto Club.

Exterior view of the Station Hobby Shop.



Interior view showing some of the equipment.



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## RCAF SUPPLY TECHNICIAN:

# P.N.E. AWARD WINNER



LAC BOILY

Two years later, after a concentration of body building exercises and a proper diet, he won his first title, "Mr. Chicoutimi" and a few months later the "Mr. Saguenay" contest.

LAC Boily enlisted in the RCAF in 1955 as a supply technician and was stationed at Downsview, Ont., and RCAF Station Holberg on the northern tip of Vancouver Island before his transfer to RCAF Station Vancouver.

While in Vancouver he won the "Mr. B.C." contest in 1958 and later the same year added an international title to his list when he competed in the "Muscle Beach" contest in Los Angeles, California.

Weighing 160 pounds and only five feet five inches high, he has a chest measurement of 45 inches, arm 16 inches and waist 30 inches.

Mr. Hercules of B.C.



A 26-YEAR-OLD RCAF supply technician from RCAF Station Vancouver, B.C., has walked off with the top award in the body building contest held recently at the Pacific National Exhibition, the Air Force announced recently.

Leading Aircraftman Gerald Boily, son of Mrs. Charles Desmeules, 37 Rhains Street, Chicoutimi, Quebec, won the three-day contest over 12 other contenders and now carries the title of "Mr. Hercules of British Columbia."

Sponsored by a Vancouver radio station and a theatre group to publicize a new picture, the contest was judged by the former "Mr. America of 1948," Alan Stephan.

Besides the new title, LAC Boily is also known as "Mr. Chicoutimi, Mr. British Columbia, Mr. Pacific Northwest, Mr. Muscle Beach and Mr. Saguenay."

He was educated at St. John Baptiste High School in Chicoutimi and played all sports, but really excelled on the hockey team. He became interested in body building in 1953 and began to develop himself.

# HUNTING

and

# FISHING

... with Joby



THE coming of cooler weather and the first frost heralds the approach of fall and that ever wonderful sport of duck shooting, officially opened Friday, Sept. 8.

Reports from all over the province have been coming in and each new report has been more encouraging than the last. The heavy rains of late have certainly played havoc with the farmers and their crops but they have also helped to put water in every little pot hole and this in turn has helped to scatter ducks all over the province.

Good concentrations are reported from Delta, Libau and Netley marshes. Large flocks are also south of us from about Manitou on and from number 75 highway west. Of course the Minnedosa country has its full share as always and will receive a lot of attention from Winnipeg hunters.

Bag limits this year are down to seven daily with a possession limit of 21. Of the daily bag no more than four may be Canvasbacks or Redheads or any combination of the two. Poor hatches and heavy shooting pressure has caused the clampdown on these species.

Daily bag limit for geese is five with a possession limit of 10.

There is no season limit on either ducks or geese again this year.

Our upland game birds season opened October 2 and runs until November 7 inclusive. Bag limit for Sharp Tail Grouse, incorrectly called Prairie Chicken, is daily 8, possession 16. Hungarian Partridge: daily 4, possession 8.

Once again this year our lack of pheasants has necessitated a closed season. It is to be hoped that they will stage a comeback and the hunters of Manitoba may once again enjoy the sight of this majestic bird rising over their gun barrels.

Although it may seem rather odd to be talking about duck shooting and deer hunting in the same

breath, have you thought about your deer for this fall?

Now is the time to be sighting in your rifle and making any adjustments that may be necessary. I can't think of anything more annoying than to get a shot at a deer during the season and THEN find that your rifle is shooting a foot to the left at 100 yards.

The days get colder and shorter the closer we get to deer hunting so it is wise to take these longer and warmer days that are supposed to be with us now, and try out the old trusty.

Manitoba will enjoy the longest season in its history this year, running from Nov. 2 until Nov. 28 in area 1. This area is bounded by the Saskatchewan border on the west, highways 4, 10, 2 and 18 on the east, and the U.S. border on the south.

This section contains the most deer anywhere in the province and usually supplies the biggest majority of the kill during the course of a normal hunting season.

Area number 2 is bounded by highways 18, 23, 34, 3 and 17 and the U.S. border on the south. The season here runs from Nov. 16 to Nov. 21. This area generally receives a lot of hunting pressure and as a result the deer population the last couple of years has dropped off.

Bag limit once again this year is one deer. That gives the hunter a choice of looking for a buck, a nice fat doe or a tender young fawn. Everyone to his own liking.

There will be several moose seasons this year depending on the locality and also an elk season. Information on these may be obtained from the Big Game regulations which will be out shortly.

There is a special archery season for deer again this year which runs from Oct. 9 to Oct. 17 and is for residents only.

There has been a further change in the archery regulations this year which allows any anxious yeoman to hunt anywhere in the province with the exception of the Duck Mountain, St. Charles, Whitshell and Spruce Woods Forest game preserves.

Outer garb for deer hunting this fall will still consist of a suit of white or red. The much talked about yellow suit has not appeared but you can look for it in the near future. That will put most of us in the position where we will have to either dye a white suit yellow or buy a complete new outfit.

One point that I would like to stress here and one that is hammered home by every outdoor writer and broadcaster the world over. Hunters, regardless of the type of game they may be after, are required by law to obtain the permission of the owner of private land before they may enter. This is one of the sorest points in our outdoor field today and it causes a tremendous amount of arguments and bitter feelings between landowners, game groups and hunters.

If you wish to hunt on private land go to the owner and obtain his permission. I have found that most of them will let you hunt, even though their land may be posted, provided that you use common sense and courtesy and shut gates behind you, leave their cattle alive and their buildings in one piece. If you respect the owner's rights and show him the courtesy that he deserves quite likely he will welcome you back again next time.

This can apply particularly to the hunters who dig pits for duck or goose shooting. This is extremely dangerous and can be a death trap to any unsuspecting farmer who may blunder into an open pit with his machinery. If these points are observed you may help to prevent another "No Hunting" sign from being erected and in this field we need all the help that you as a sportsman can give.

Although the season is getting on and the weather is cooling off the fishing can still be good for any of the old die-hards. Many fine catches are made until freezeup when a lot of the fish go on a mad feeding spree much like the bear before hibernation.

After quite a lot of kidding by my good spouse about the cost of fishing I decided this year to keep an accurate record of all fish I caught and just how many miles I had to drive to do it. This of course put into pounds against the gas and oil consumption of my old buggy would give me an idea of the expense.

Of course any fisherman knows that fishing is relatively cheap. After all who considers expense when the trout are jumping wildly or the bass smashing surface plugs.

Anyway here is the score up to September and I doubt if much more fishing is done in our house once duck shooting starts.

My catch consisted of 60 Rainbow Trout, 7 Speckled Trout, 11 Pike, 32 Pickerel and 1 Sauger. I did not take into count the dozens of bullheads



A day's bag of ducks from Manitoba's fine shooting grounds. There are lots more where these came from.

from April 18 to August 20. Fish were caught on and perch that were caught. My personal season ran worms, wobblers, spinners and flies. In all I travelled some one thousand three hundred and seventy miles to catch the above and I might add, never even had one flat tire.

What was the cost per pound of fish? I never did find out. After taking one look at the number of fish, remembering their size and considering the mileage driven, I threw my record book away and resolved that next spring I would take up some quiet and cheap sport like knitting.

Fine catches such as these Speckled Trout took our outdoor editor over one thousand miles of highways this year.





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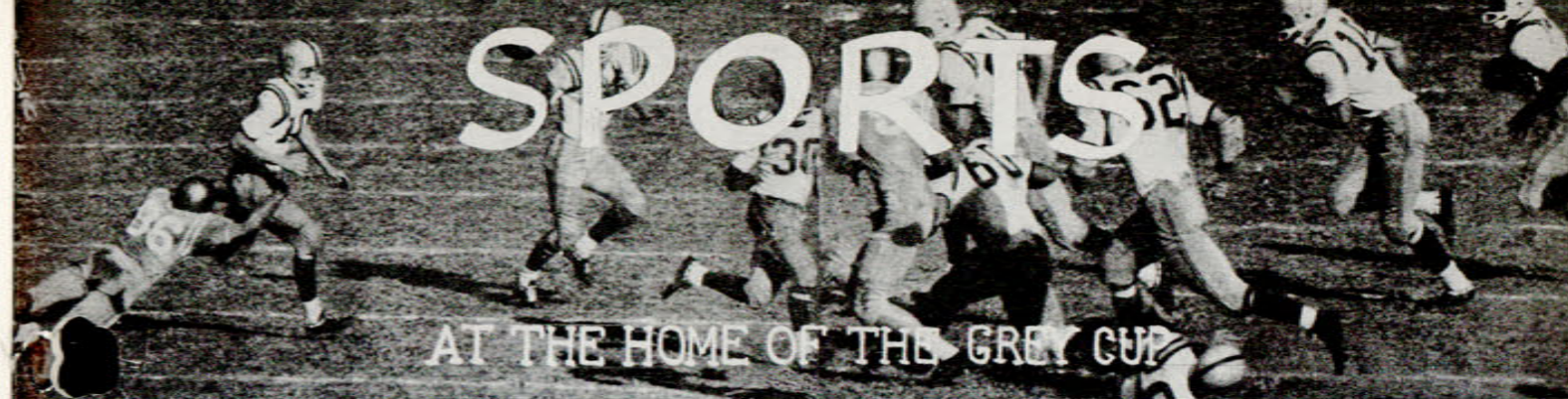
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Edited by JACK DUNN

## STATION GOLF CLUB WINNERS

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G/C Mitchell congratulating LAC Burns.

Playing the St. Boniface Golf and Country Club as though he had designed the lay-out, LAC Terry Burns once again captured the Championship Trophy, as the Station Golf Club held its wind-up tournament on 16th of September. Touring the course in a one over par 73, LAC Burns had a six stroke lead on the runner-up, F/L Leyne, who posted a 79. Running in third place in the low gross department was F/O (Smiley) Cerafinoff. For a change, the tournament was run off under cloudless skies, and close to 70 members took advantage of the ideal weather to play some of the best golf the tournament has produced in some years. Following the day's play the contestants remained at the Club for dinner and the presentation of the prizes by the Commanding Officer, Group Captain Mitchell. Winners in the various events were as follows:

Low Gross—LAC Terry Burns; runner-up—F/L Leyne.

Low Net—S/L Crouch; runner-up—Cpl. Paul.

Championship Flight—1, LAC Burns; 2, F/L Leyne; 3, F/O Serafinoff.

First Flight—1, S/L Crouch; 2, F/L Enns; 3, F/O Lewis.

Second Flight—1, Cpl. Paul; 2, F/L McBeth; 3, LAC Gatsky.

Third Flight — 1, F/L Logan; 2, LAC Webber; 3, Sgt. Barnes.

Fourth Flight—1, F/L Wood; 2, Captain Gillis; 3, Cpl. Slaght.

Ladies' Flight—1, LAW Wahl; 2, Lorraine McNeice; 3, F/O McNarry.

The highlight of the prize presentation was the query to one of the contestants as to how he managed to take a 13 on the 17th hole. His answer: "Easy, I missed a short putt for a 12."

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F/L Leyne receiving the Commanding Officer's congratulations for his 79.

## RCAF LITTLE LEAGUE ENDS SEASON

The RCAF Station Winnipeg Little League has completed another successful season. After a season-long series of games, the wind-up tournament and the Tri-Station playoff brought to an end the second year of organized Little League baseball at Station Winnipeg. It proved once again that the public-spirited efforts of parents and other interested people can successfully carry out a project which is beneficial and useful to the community as a whole by providing young people with wholesome spare-time activity.

This writer is certain that all of us, as residents of the RCAF community in Winnipeg, feel that we owe the personnel responsible for making Little League successful a debt of gratitude for their untiring efforts and selfless devotion to the welfare and happiness of the youngsters.

The people responsible for Little League this year are: W/C Davy (Players agent), S/L J. R. F. Johnson (Chairman), S/L Whitehead (Equipment), Cpl. McOrmond (Beginners Clinic), FS Haggart, WO2 Reynolds, WO2 Serne (Umpires), and the following coaches and managers of the various teams:

Pony League team — F/L A. Booth (manager), F/L A. H. McMillan (coach), AC Fanning (coach).

The "Hawks"—F/L J. S. Brock.  
The "Indians"—S/L E. N. Kipp



Stn. Portage "All Stars" receiving the Tri-Station Shield, emblematic of "Little League" supremacy for Winnipeg, Portage and Gimli. Presenting the shield: S/L Johnson.

Photo LAC Carrier

(manager), F/O J. L. LeFrancois (coach).

The "Warriors" — FS Barlow (manager), F/O Cook (coach).

The "Eagles"—FS W. J. Thompson (manager), Sgt. E. Smith (coach).

The "Chiefs" — Cpl. D'Amico (manager), Sgt. D. A. McLean (coach).

The "Braves"—LAC M. Skorka (manager), F/L D. A. WIMM (manager), F/L O. R. Stirling (coach).

Car Drivers—F/L McMillan, F/L Booth, F/L Fanning, S/L Kipp, FS Barlow, LAC Skorka, F/L Stirling, and Cpl. Taylor.

Number One Fans—Cpl. and Mrs. Taylor.

Winners of Wind-up Tournament —The "Chiefs."

Winners of Regular League Schedule—The "Braves."

The annual Tri-Station All-Star Tournament was held in Winnipeg this year between teams from Gimli, Portage and Winnipeg. Winners of this All-Star classic were Station Portage, who won both their games in the round-robin playoffs. Winnipeg placed second with one win and one loss, while Gimli suffered two straight defeats. The Winnipeg All-Star team was coached by F/L Stirling and managed by LAC Skorka.

In all, a very successful season. The boys learned much about baseball, and just as much about sportsmanship and fair play. To them, and to the Little League committee, congratulations—a good show and best of success next year.



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## RCAF "ON LOCATION"

L to R: Flight Lieutenant G. H. Knight, RCAF technical advisor talks with Larry Matanski, of Tiger Productions of Edmonton, Group Captains W. F. M. Newson, Commanding Officer of RCAF Station Namao, and Flying Officer A. D. Price, amphibious Otter pilot from 111 KU, Winnipeg. Actors from Hollywood and Edmonton are "on location" at Station Namao filming RCAF sequences of a film. Both 435 Transport Squadron and 111 Communications Unit co-operated to make the scenes authentic.



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# BATTLE OF BRITAIN PARADE



Photo Sgt. Ross

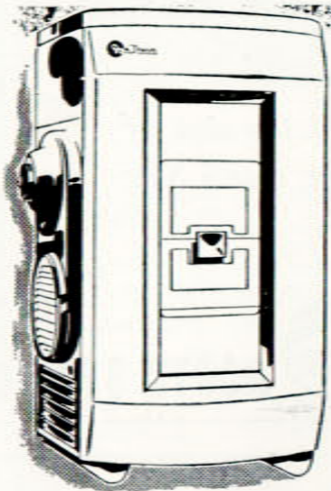
Left to right: Air Vice Marshal Bryans, Air Officer Commanding Training, Command, the Lieutenant Governor and Group Captain Mitchell, Commanding RCAF Station Winnipeg, take the salute at Battle of Britain parade.



Photo Cpl. Metcalfe

Representatives of Wartime Pilots' and Observers' Association lays wreath on Cenotaph at Winnipeg Battle of Britain ceremony.

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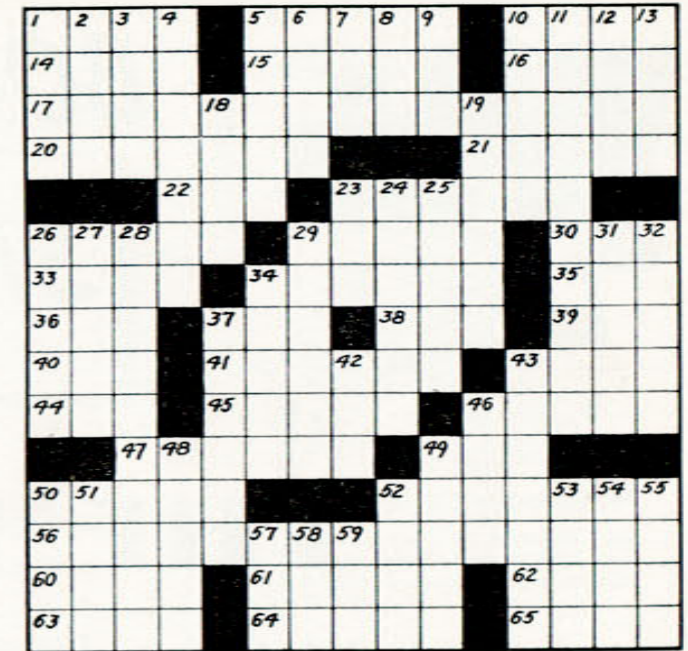
## VOXAIR CROSSWORD PUZZLE

1. Literary Composition  
2. Smudge  
3. Step  
4. Circular plate  
5. Frankie Carle's instrument  
6. Hebrew month  
7. Interpretation of dreams  
8. Breathe  
9. Summer places for youngsters  
10. ——— Luck  
11. County in Texas  
12. Mark of omission  
13. Glacial ice  
14. Clock in the form of a ship  
15. Finished  
16. Bring to mind  
17. Thrice (musical)  
18. Mocassin  
19. Writing tablet  
20. Pit  
21. Southern Constellation  
22. ——— de Janeiro  
23. Proper  
24. Speaker  
25. Every one  
26. Take another sunburn  
27. Receiver of money  
28. Dented  
29. By means of  
30. South African farmers  
31. Foot pedal  
32. Lack of understanding  
33. Slices  
34. Rabbits  
35. Directory of services  
36. Abstract being  
37. Insertion  
38. Drugs

### DOWN

1. Smell  
2. Languish  
3. Utilizes  
4. Master of a craft  
5. Fun  
6. Rodents  
7. Hearing organ  
8. Tropical American cuckoo  
9. Nonsense  
10. Nut  
11. Nutritious  
12. Point of a crescent planet  
13. Shade trees  
14. Disorder  
15. Pendant mass of ice  
16. Dry  
17. Former Spanish kingdom  
18. Dried coconut  
19. Help  
20. Remembers  
21. Grave

31. Weird  
32. Form  
33. More unusual  
34. Corollary  
35. Gamin  
36. Sun umbrella  
37. End of a hammer-head  
38. Stood  
39. Prepared  
40. Blue green pigment  
41. Burden  
42. Pronoun  
43. Dreadful  
44. Metal bearing vein  
45. Son of Seth  
46. Greek letter  
47. Sped  
48. Bitter vetch



(For Solution to Puzzle see page 31)

## Joyce Hahn TV Beauty





# BOOK SHELF

## THE MARK

CHARLES E. ISRAEL  
(MacMillan)

A man has been released from a state penal institution after having been detained for five years. The time is about five years ago, and the locale is set in California.

James Fuller was placed in the institution after having had a mental breakdown, and after having had carnal knowledge of a young girl. He is released on probation, with his probation officer being his former prison psychologist, now his friend. Part of the probationary periods are to enable Fuller to continue his treatments.

The pattern unfolds itself steadily and surely. He had been a rising young executive prior to his imprisonment, and he obtains a similar job from the somewhat unorthodox but progressive head of a sales agency. He meets his employer's secretary, a widow with a young daughter, and the inevitable happens. They fall in love. Fuller is still being haunted by the thing he has done, and this is one of the deterrents to his acceptance of the situation. Is the mark still on him? Is he normal, or will he relapse? The widow along with his employer knows that he has been in prison, but not the reason, and although several times he attempts to tell her, somehow the situation is changed so that he never does.

He has other problems also. His landlady's husband, an aged sex-

talkative reader of trash magazines, is sure that he is familiar with Fuller's face. Will he remember under what circumstances? There is the daily suspense of wondering if some morning he will suddenly be found out, and have to start afresh. An old employee in the agency is jealous of his ability, and the trust placed in him. How soon before he too finds out, or remembers what Fuller's past conceals?

Thus the problem begins to resolve itself into a frightening question. Can he live as a normal person, enjoying love and companionship, or will he succumb to the strain of his daily living in fear, and revert to a sexual deviate.

Events occur quickly, and in the end his background is uncovered and his shame revealed, but not through any fault of his own. A sexual murder of a small child occurs, he is brought in for questioning, a reporter from a trash magazine recognizes him, gains his confidence, and from then on he is finished.

By a malicious twist of circumstances his story is printed in the trash magazine and his past revealed. He loses his job, his home, all that he has gained and almost his love. Most important, however,

is the loss of self-respect and pride he is slowly recovering.

The story is warmly, even sympathetically, told in a series of neatly dove-tailed passages. Each part is full of suspense and fits in place firmly and smoothly. The author is careful in his approach, and the flashbacks to the crime itself and to those portions of Fuller's life which show how his tendencies developed are drawn in without lewdness or lasciviousness.

This is not a story on sex or sex deviation, and neither does it condone it. Rather, it is a human interest story of a man's attempt to climb out of the moral abyss into which he has sunk, and to cast off the mark of shame surrounding him, which was brought about by a combination of upbringing, world upheaval and a search for a companionship that lacked direction and purpose.

It is made more real because the story is based on some events that were true and actually occurred, although the tale in its entirety is fiction. Possibly its message will clash with some readers' preconceived ideas on the treatment and rehabilitation of such individuals, and if it does that, then food for thought has been provided. If not, it is so well written a story that it will provide several hours' quiet enjoyment.

By F/L E. TED TIEMAN

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Storage

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## SAT 3 AI

RECEIVES OBSERVERS WINGS

From left to right: F/C's Reside, Egan, F/O Hodgson (Course Director), F/O's Morin, McArthur.

## SAT 3 RO

RECEIVES OBSERVERS WINGS

Back row: F/C's Litua, Hutchison, Bulger and Balke. Front row: F/C's White, Tool, F/L Teiman (Course Director), F/C's Conrod, Andersen. Missing: F/C Kipiniak.



## SAT 3 A

RECEIVES OBSERVERS WINGS

Back Row: F/C Hyslop, F/O Waden, F/C's Watts, Wood, White, Shark, F/O Tremblay, F/O Stankua, F/C MacDougall. Front Row: F/C's McKeown, Kubas, Fafard, F/O Hodgson (Course Director), F/C's Jordan, F/O Poliquin.



# HELLO SAM

HELLO, Sam? THAT time is here again! That's what SHE says, and SHE ought to know, after all, didn't SHE go out?

What say, Sam? Of course, Sam—DUCK SHOOTING! Sure, SHE and I went out to Beausejour a couple of weeks ago. What say, Sam?

Yes, I know Netley is closer—but last year SHE got frightened at Netley by a T bird. What say? Yes, that's the one, Sam. Well, SHE thought that the T bird was a bit too low, and you know HER—so she let him have it. What say? No, only blew a tire and punctured the hydraulic lines. Yes—too bad that fire truck got in his way when he landed. Oh, well, no injuries any-

Well, we went out to Beausejour this year. SHE wanted to stay in the hotel. I don't know why—but she did. Oh, yes, Sam—you heard about it, eh? How did it happen? Well, I don't exactly know. We had just come into the room, and I was sitting on the bed taking my boots off, and SHE was trying to tie Fred (that's my dog) to the bedstead. Well, FRED bit HER, and SHE swung her gun at him, and I heard the blast. When I looked around,

there was this hole in the wall and I could see some idiot in the next room trying to hide under a card table with a bottle of V.O. Imagine, what a heck of a place to be drinking. What say, Sam? Oh, no—only \$300.00.

Well, next day, after the police left, WE went out for a shoot. We didn't go too far because SHE and FRED both get car sick. Well, we sure had a day. SHE shot about two dozen ducks I guess. What kind? Well, as you know, Sam, I don't have a clue as to what the names of all these ducks are, but SHE said they were Barred Rocks—anyway we got them sitting on this fence near some old barn. SHE kept saying, "Hurry up and let's get out of her." I guess she was cold and wet and didn't want to catch cold.

After SHE caught FRED, we went home. What? Yes—he's scared of loud noises. He can run very fast, but SHE'S faster!

Well, so long, Sam. What? She's there? Oh, I see. What? No? YOUR car? Is that right? How much damage? FIVE HUNDRED? My heavens, Sam—what happened? She was showing your WIFE how to shoot? What? OK, Sam, come on over; yes. I know how you feel.

### PERSONALITIES

(Continued from page 12)

he has returned to Manitoba, to visiting a sister in Winnipeg, a sister in Warren, and his brother who is a Veterinary Surgeon in Killarney, but he is also looking forward to calling the turns and "scratching the flea" and "matting the gnat" while the fiddlers sing the reels. If you require any explanation as to those terms, phone him up and ask and perhaps enjoin him to start a Square Dancing class here. Of one thing you can be sure, there is no more enthusiastic an exponent of the art anywhere in the whole province.

### PERSONALITIES

(Continued from page 13)

poetry. He is very interested in communal activities, and on his previous stations has been active on Publicity Committees, Red Cross and Home and School organizations. He is also very proficient in Pistol Shooting, and in 1958 was rated as fourth in the RCAF Pistol Shoot across Canada. Both he and his wife are very happy at being transferred to Winnipeg and intend to become active participants in our communal life. If his size is any criterion, he should make quite a large mark in his contributions.

PATRONIZE YOUR  
ADVERTISERS

### THESE ROCKETS ARE RELIABLE

(Continued from page 5)

missile. Launched from a fighter aircraft, Firestreak uses these "eyes" to seek out and home on to anything warm, like the jet exhaust of an enemy aircraft, and they are so sensitive that they could detect the heat of an ordinary household electric fire from more than a mile (1.6 kilometres) away.

The Venner company is displaying silver-zinc batteries which are not only the smallest and lightest in the world, but can be moulded to fit into any odd-

shaped space available inside a missile. Nor are they the only striking examples of miniaturization, for Accles and Pollock have produced the smallest-ever precision metal tube, with an outside diameter of one-thousandth of an inch (0.9254 millimetre).

Such items and thousands more, explain the success achieved by Britain's rocket industry. And there is another side to the story, for many of the ideas and inventions conceived for missiles and space flight are helping to give us better, more efficient radios, television sets, refrigerators and motor cars.

All Photos DND



# HOW TO TAKE BETTER PICTURES!

## Snapshot Day Extends Round the Clock

THERE is no need to put away your camera when the sun goes down. Excellent pictures can be made at night with any camera capable of a time exposure and a tripod to keep the camera steady.

Illuminated buildings, flood-lighted monuments, reflections on water, fireworks, and silhouetted objects all make good subjects for night photography.

The best way to learn is by trying—for photography, like all other sciences, welcomes experimentation.



Your camera does not have to be put to bed at sundown. This picture was made by the reflection of the street lights on the wet pavement, with a time exposure of about 20 seconds at f/4.5.

Scenic pictures can be taken by the light of a full moon. The exposures are long, but the results are well worth while.

Street lamps also permit interesting pictures. A time exposure will record residential street scenes. If the street is wet, less time is needed and an even shorter exposure if the scene is covered with snow. Brilliant business section lighting permits short exposures.

People walking in front of a camera during a long time exposure are not likely to stay "on stage" long enough to register on film, but the headlights of passing automobile will record as long streaks of light. To prevent these streaks, hold your hand in front of the lens until the automobile has gone by.

Bad weather conditions—rain, snow and fog add fascinating character to night street scenes.

Many public buildings are floodlighted at night and this light reduces the necessary exposure time.

*All photos in this series courtesy the Baker Advertising Agency,*

Public fireworks spectacles at night yield dramatic pictures. Rest your camera on a firm support, aim at the sky where the bursts will occur, set it for "time" exposure and open the shutter. An interesting effect can be had if you leave the shutter open for several bursts.

Because of the wide variations in lighting, it is desirable to keep an accurate record of exposures. Use this data as a guide when you revisit the scene to make more pictures.

Take pictures of the same scene in daylight and at night to make an interesting comparison in your photo album.

Pictures can be made at night with any camera capable of a time exposure. This shot of a woman silhouetted against the evening sky was made by the light of moon's reflection on the water. The figure adds emphasis and interest to the landscape. When shooting a scene such as this, be sure the subject stands very still for the length of the exposure.



# TV TALK

Edited by ERNIE CARRIER

## Audience Research

AFTER months of planning, preparation, and publicity for CBC's Royal Tour coverage, the question that might arise is: "Was anyone listening or viewing?" And the answer, provided by CBC's audience research division, would be an emphatic yes.

The data is still coming in, of course, reports John Johnson, supervisor of audience research in Toronto, "but one special survey we had conducted indicates that approximately 5¼ million Canadians viewed the historic opening of the Seaway by the Queen and President Eisenhower. An additional 650 thousand heard the ceremonies via CBC radio."

Besides contracting for special surveys of this nature and for regular monthly ratings data with market research firms (audience research does not conduct rating surveys), the research branch of the CBC is called upon to perform many other research tasks. Among the special problems they have been called upon to answer recently were problems relating to the characteristics of the audience for CBC TV's information program Scan, and the general question of how TV has affected uses of leisure time."

To find the answers to such varied questions important to long-range planners, Neil Morrison, the director of audience research, has recruited a staff of statisticians, psychologists, sociologists, and mass media analysts. With the pooling of these many talents at the head office in Ottawa and in offices at the two major production centres of Toronto and Montreal, audience re-

search is geared to relate vital audience information back to the decision makers behind the desks, as well as in the control booths.

The influence of TV on leisure time habits was studied by means of two surveys in Halifax—one survey before and one after television had come to that city. The initial survey was made in December, 1954, and just last December a contingent of audience researchers returned to Halifax to see how four years of television had affected the leisure time pursuits of the Halifaxians. When the final reports are written on the Halifax study CBC audience research may well make a major contribution to the better understanding of life in Canada in this "age of television."

"Researching the audience for the local Toronto program Stereo Style was also quite an exciting task," said Johnston, "because here we were trying to evaluate the impact of something completely new in radio broadcasting. We had some indication from the letters that were sent in that the experimental stereo broadcasts were being received quite enthusiastically. However, we wanted more systematic data than the letters provide. For example, we wanted to learn, among other things, about the kind of radios used and the quality of sound that was being received. We had Bill Bessey recruit survey participants for us by asking the listeners to the ninth program in the series to call audience research and leave their names and addresses so we might send them a questionnaire. Well, we soon learned for certain that Stereo Style had built up an enthusiastic following. Seven

phones were kept busy for two hours and we received a total of 1,050 calls in addition to over 100 letters which arrived from out-of-town the next day.

When the questionnaires were returned and tabulated we found a number of interesting facts about this group of enthusiastic listeners. First, they were found to be a rather special kind of people with rather specialized mass media tastes, since percentage wise there were many more who owned FM radios and fewer who owned TV sets than would be found in the general population. In addition, over half owned either hi-fi or stereo phonograph equipment; an overwhelming majority considered the stereo effect a notable improvement in hi-fi reproduction. The most frequently used set combination during the series was a table model and a console model; the program dealing with serious music and with music from Broadway musicals were best received, and, with the exception of Broadway show music, the sample preferred serious to light music. This description of the tastes and opinions of the really eager stereo fans will be, we feel, an important contribution for future planning of stereo broadcasting on CBC.

While across the country, columnists, pundits and self-appointed radio and TV critics continue to sound off about audience tastes and opinions, CBC's audience research team, with the emphasis on the scientific measurement and analysis of audience data, stands as a necessary link between the great Canadian audience and CBC administrators.

**USAF EXCHANGE OFFICER IN WINNIPEG**

A fighter ace of both the Second World War and Korea, Major Victor E. Bocquin, USAF, poses with his wife, Lorie, and their three children at 446 Lindsay street, Winnipeg, which will be their home for the next two years. The Major, who is attached to RCAF Training Command Headquarters here as an exchange officer, was decorated three times—winning a Silver Star, Distinguished Flying Cross and Air Medal for his part in operations over Europe as a Mustang pilot. In Korea, flying similar aircraft, he was awarded clusters to the DFC and Air Medal.

Major Bocquin is a native of Reading, Kansas, and his wife is the daughter of Mrs. L. L. Merrit, of Plantersville, Alabama. Since returning from Korea, the Major has been employed in training duties for the USAF, and comes to Winnipeg from the United States Air University of Maxwell, Alabama.

The Bocquin children are (left to right): Jean 3, John 1½, and James 4.



DND Photo

**CAMPAIGN UNDERWAY**



are served every day of the year. Wherever the Red Feather goes—in nurseries and settlements, in youth centres and homes for the aged—it brings new hope, new faith, new courage to thousands—regardless of race, colour and creed.

Your Community Chest slogan this year is "Care Enough to Share Enough," and it is hoped that

everyone will care enough to share their blessings with the less fortunate of our thriving community.

The General Campaign Chairman for 1959 is Mr. Fred J. Caine, supervisor of the Royal Bank of Canada, with Mr. John Bruce, advertising manager of The T. Eaton Company Limited, as Public Relations Chairman.

**SOLUTION TO CROSSWORD PUZZLE ON PAGE 25**

- |                     |                     |                |             |
|---------------------|---------------------|----------------|-------------|
| <b>ACROSS</b>       | 38. Gee             | 2. Pine        | 29. Sedate  |
| 1. Opus             | 39. Ara             | 3. Uses        | 31. Eerie   |
| 5. Smear            | 40. Rio             | 4. Skipper     | 32. Frame   |
| 10. Pace            | 41. Arator          | 5. Sport       | 34. Rarer   |
| 14. Disk            | 43. Prim            | 6. Mice        | 37. Porism  |
| 15. Piano           | 44. All             | 7. Ear         | 42. Pad     |
| 16. Elul            | 46. Payec           | 8. Ani         | 43. Parasol |
| 17. Oniurocriticism | 47. Laired          | 9. Rot         | 46. Peen    |
| 20. Respire         | 49. Per             | 10. Pecan      | 48. Arose   |
| 21. Camps           | 50. Boers           | 11. Alimentary | 49. Prest   |
| 22. Pot             | 52. Treadle         | 12. Cusp       | 50. Rice    |
| 23. Sabine          | 56. Incomprehension | 13. Elms       | 51. Onus    |
| 26. Caret           | 60. Cuts            | 19. Icicle     | 52. Thee    |
| 29. Serac           | 61. Hares           | 18. Riot       | 53. Dire    |
| 30. NeF             | 62. Ordo            | 23. Sec        | 54. Lode    |
| 33. Over            | 63. Esse            | 34. Aragon     | 55. Enos    |
| 34. Recall          | 64. Inset           | 25. Baler      | 57. Phil    |
| 35. Ter             | 65. Lees            | 36. Copra      | 57. Phi     |
| 36. Pac             |                     | 27. Avail      | 58. Pan     |
| 37. Pad             |                     | 28. Recollects | 59. Ers     |
|                     | <b>DOWN</b>         |                |             |
|                     | 1. Odor             |                |             |

The Community Chest of Greater Winnipeg 1959 campaign for funds on behalf of their forty member health and welfare agencies opened on Thursday, October 1st, with an objective of \$1,163,000.

Through the forty Red Feather agencies of the Chest, the needs of children, youth, the family, health and the aged of Greater Winnipeg

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