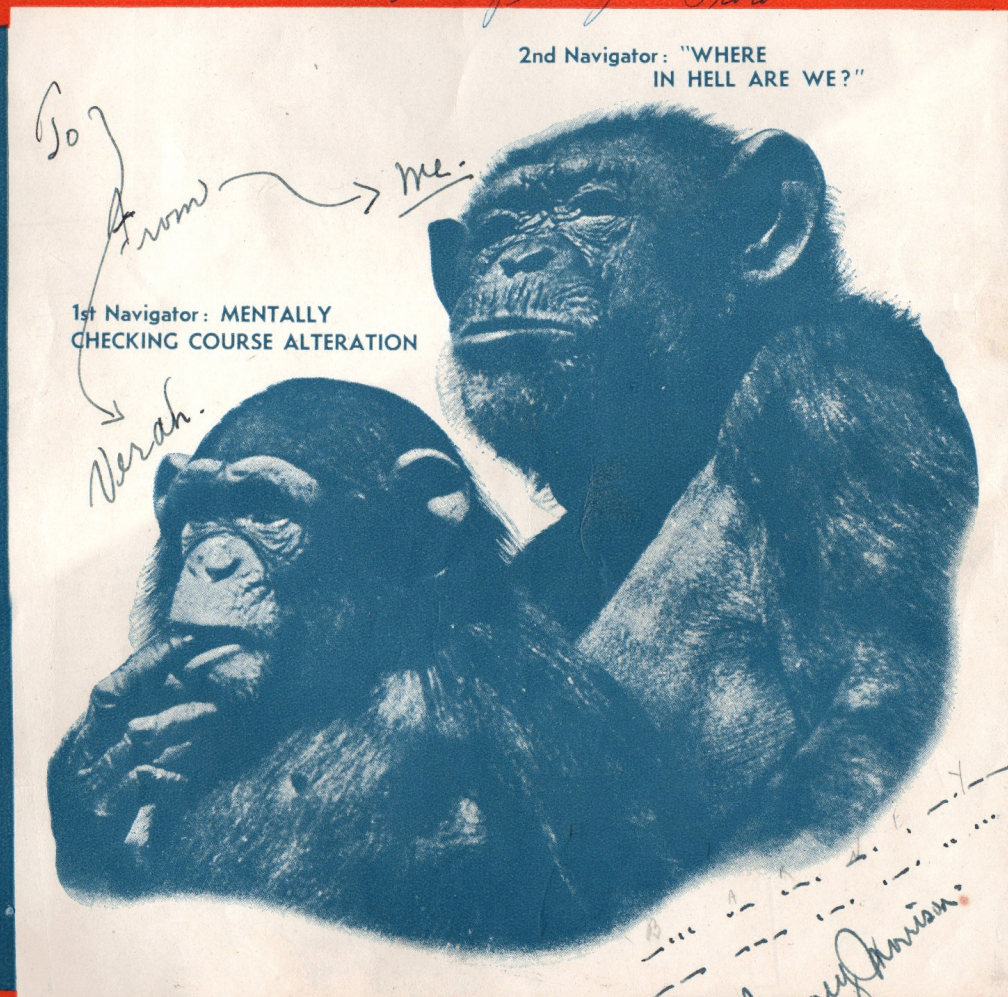


MESSAGE 0 BASE

AUGUST, 1943

Mary Sharp - Photo

VOLUME 1



No. 1 C. N. S.

Jimmy Harrison
RIVERS, MAN.



EDITORIAL

M. T. B.

By kind permission of GROUP CAPTAIN W. A. MURPHY
Editor-in-Chief—P/O D. A. RITCHIE

EDITORIAL STAFF

Sports Editor	Sgt. R. FERGUSON
Women's Division	LAW. M. WILCOX
Chief Cartoonist	LAC. J. HENRI
Distribution	AC1 STREEK
Photographer	P/O W. GRAND
Business Manager	P/O J. M. COULTER

Material for publication must reach the Editor's office by the 25th of each month. Contributors are urged to sign all contributions.

VOLUME I, No. 1

AUGUST, 1943

EDITOR'S CORNER

THE editorial staff and myself sincerely hope that this first issue of M.T.B. will be welcomed on all sides. For some months now there has been agitation for a station house organ. The delay has been regrettable to us, yet unavoidable. The editorial staff underwent a complete transformation when Flying Officer D. Aiken found it necessary to relinquish the editorship and we wish to thank him for his splendid work during his term of office.

We also wish to express our appreciation of the co-operation received from Group Captain W. A. Murray, and S/L Boyd who made the birth of this publication possible. In particular, their generous concession regarding photography on the station enabled us, through our genial photographer P/O Bill Grand, to present this pictorial issue to you.

Advertising is now banned in any RCAF publication, and to offset this disadvantage a nominal price will be charged for the M.T.B. The price will be at a minimum, only sufficient to cover the cost of bringing the magazine to you each month.

Articles, poems, pictures, etc., will be welcomed from any and all sources and should be turned in to the Editor's Office, Room 35, G.I.S. Contributors are requested to sign their names to contributions. Similarly we shall look forward to any criticisms or constructive suggestions for the improvement of the publication. Don't forget this is your magazine and the more interest you take in it the better it will be.

The purpose of M.T.B. is primarily, to bind the many sections of No. 1 C.N.S. into one harmonious unit. On a station of this size considerable difficulty is experienced in keeping everybody posted about current news and activities. A monthly publication

can, and we hope will, serve as a medium in bringing about a closer relationship between all sections and a common knowledge of station affairs.

To facilitate reading, M.T.B. has been sub-divided into several parts including sports, Women's Division, Y.M.C.A., and classroom highlights. These will be included in each issue, and, as often as possible, on the same page each month. In this way handy reference can be made to any particular interest.

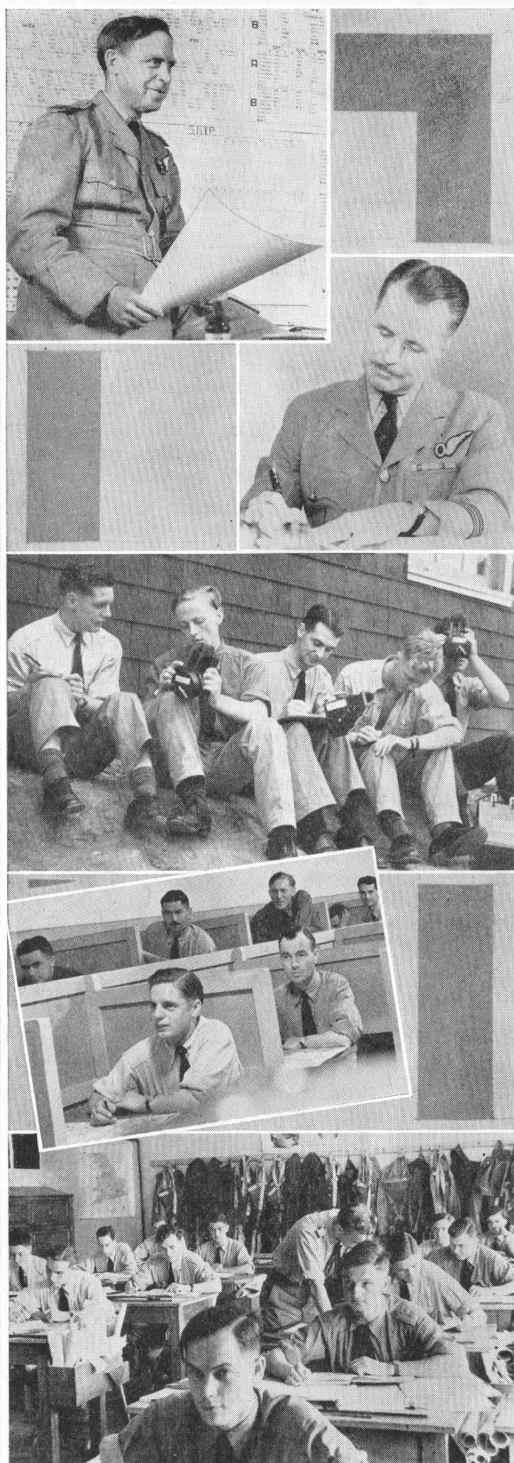
The many fine pictures which appear in these pages are due to the outstanding work of our M.T.B. photographer, P/O Bill Grand, and we are deeply indebted to him for his excellent contributions. Bill was a former newspaper photographer and really knows his job well.

L.A.W. Marg Wilcox is handling the Women's Division section of the magazine, and may be contacted in the G.I.S. Orderly Room at any time of the day. Come on girls, make your section really shine each month and give Marg every assistance. In the field of sports we have secured the able services of Sgt. Bob Ferguson, "C" flight. He will bring you up to date news each month on what's been happening and what to expect. Don't forget to keep him posted on results.

For the cartoons we are indebted to LAC. Jack Henri and his cohorts for a job well done. Jack is the chief cartoonist for M.T.B. and may be contacted in "B" Flight by any aspiring artists.

M.T.B. is started now—let's keep 'em coming! It's your "baby," your mouthpiece, so everyone get in and pitch.





Introducing

G.I.S., which, being interpreted means Ground Instructional School, is the backbone of No. 1 C.N.S. Therefore it was our choice this month ahead of all other sections to feature in the initial issue of M.T.B. It is our intention to feature a different section each month with a view to familiarizing everyone with the station as a whole.

G.I.S. is the seat of learning for student navigators coming to No. 1 C.N.S. for 20 weeks of instruction, as well as for bomb aimers who come from B. & G. Schools for a final six week course prior to graduation. In addition, there are four specialist courses known as the S.N.I.N.'s, SNIP's, N.I.'s and E.O.'s. SNIN's are graduate navigators who take a one month course here in specialized subjects and instructional technique. From here they are sent to the various Air Observer Schools in Canada to give instruction to student navigators. They are under the supervision of F/L Minton, F/L Murray, and F/O Smith.

The SNIP's are graduate pilots taking a two month course in navigation, after which they will be sent to Service Flying Training Schools to instruct student pilots in navigation methods. F/O Watson and F/O Maxwell are in charge of these courses. The N.I.'s come mostly direct from Manning Depots for a 14 week course in navigation, following which they are posted to Initial Training Schools. In charge of them are F/L Weaver and F/L Solin. The E.O.'s are educational officers who come to us from I.T.S.'s for a two month course in navigation. F/L Wellbourne and F/O Tanner are the officers in charge of this course.

There are a large number of student navigators under training at all times, for the most part members of the R.A.F., and in addition, several Air-Bomber courses. Each of these courses is supervised by a navigation instructor who is responsible not only for their instruction but also for their general welfare, recreation, and discipline.

The most looked forward to thrill, generally, on the part of the navigation students is flying. It is quite a surprise to many of them to find their practical navigation is confined to the Synthetic Dead

Reading from top to bottom:

S/L A. F. McKillopp, Chief Ground Instructor, was snapped in a jovial mood.

F/L Arthur Hammond, Adjutant of Training Wing. Shooting the sun in style. Such comfort couldn't be duplicated in the air, boys.

Bomb Aimers learning to map read on the ground. F/O Buckley is seen instructing some student navigators.

No. 1 C. N. S.

G. I. S. . . .

Reckoning Trainer for the first four weeks. In these trainers navigators and Air Bombers learn how to put into practice on the ground the navigation methods they will be using in the air. The rooms are in total darkness except for a small light over each table, as in an aircraft, and by use of projections on the screen they are required to pin-point themselves, using Topographic maps. They must also familiarize themselves with all navigation methods. In addition to the normal navigation instruments, the trainers are equipped with drift recorders, altimeters, air speed indicators, compasses and radio loops. Even rough weather conditions can be duplicated in operating the drift recorder. The value of these Synthetic Trainers is their inexpensiveness in comparison to operating an aircraft. They also familiarize the students with navigation instruments, methods, etc. They are a real advantage for the instructors who may watch their students navigate step by step, correcting on the spot any particular faults.

Everyone on the station is familiar with the sight of navigators shooting celestial bodies by means of the Sextant. The sextant is a very delicate instrument by use of which the altitude of heavenly bodies may be measured. The time to the nearest second that the shot is made must be known. By referring to tables a line of position can then be calculated for use in navigation. To become proficient in the use of a Sextant the student navigators must take some 450 shots in twenty weeks, each one of which must be plotted. In the near future student navigators will be able to navigate under almost perfect air borne conditions in the new celestial link trainers. In these trainers the celestial bodies are represented by projections on the ceiling, enabling the students to shoot them with Sextants.

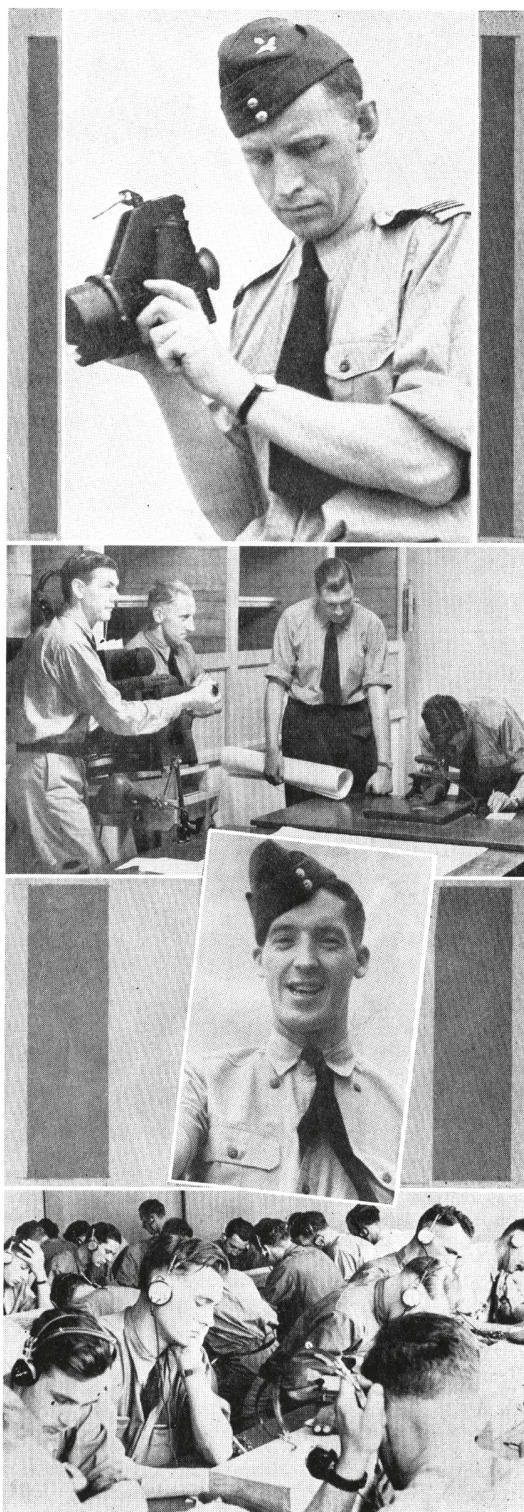
The big job of supervising these courses is the direct responsibility of S/L McKillop, C.G.I., the assistant C.G.I., F/L Derry, and a large staff of instructors. The instructors have been selected firstly, because of their ability as navigators, and secondly because they possess the knack of telling others. Some of them are former teachers, but the majority come from all walks of life. They are doing a fine job as a body and their work, coupled with the application, industry, and enthusiasm of the students, results in a steady flow of graduate navigators from No. 1 C.N.S. every two weeks year in and year out.

Reading from top to bottom:

F/L D. R. Derry, Assistant Chief Ground Instructor, is shown checking his watch just before taking a sun shot.

Learning how to navigate on the ground via the Synthetic D. R. trainer.

Sgt. Dixon needs no introduction at No. 1 C. N. S. DIDIT — DA — DA — DA . . . and so on far into the day.

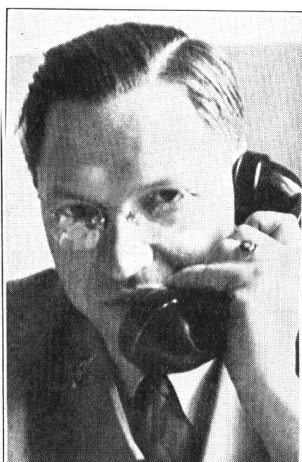


M. T. B. for AUGUST

After Duty **ACTIVITIES**

F/L N. CHAPPELL

ONE of the numerous responsibilities of the Chaplains of this station is to take an interest in the after-duty activities of a social, cultural and recreational nature for the station personnel.



This we have tried to do by initiating or sponsoring the formation of various entertainment, hobby and interest groups. The administration and supervision of the Station Library and Reading Room has been made more enjoyable by the splendid financial support which has been given by the Station Fund Committee, and we can well be proud of the results achieved in catering to the reading needs of the Airmen.

In the entertainment field, the Music Appreciation group was organized last fall, and again with the splendid support of the Station Fund Committee from time to time it has now become a growing concern, presenting two programs each week. The Art Club is one of the newest projects and F/L Janz has recently assumed responsibility for sponsoring both organizations. The Choir, String Orchestra, Debating Club, and the newly organized Brass Band have received my personal direction. Mr. Reg. Taylor, the "Y" Supervisor, has not only given invaluable assistance with the Choir and Orchestra, but has undertaken to sponsor the Photography Club which was recently organized. F/O R. W. Scott, Education Officer, conducts the Crafts and Hobbies Club and is preparing for greater activities this fall. These four men are constantly meeting for consultation to co-ordinate their efforts and make the after-duty hours for the men on the station enjoyable and helpful. All these organizations are attached to the general activities of the Station Recreation Committee which gives invaluable guidance and assistance. As the season advances it is hoped to organize Drama groups and Concert parties which will give budding Histrionic artists on the station a chance to qualify for Hollywood. "If Satan finds some evil for idle hands to do" it is appropriate that the representatives of his main opposition should expend their energies in providing worthwhile activities for idle hours.

Library—The station library and airmen's reading room is located on the balcony of the drill hall. The

reading room is attractively furnished and decorated and presents a very quiet and restful atmosphere. During the last three months 543 new books have been added to the station library to meet the demand. Among these titles were novels such as "The Snow Goose," "Prodigal Women," "The Squad Goes Out," "Now Voyageur," "The Killer and the Slain," "Gideon Plainish," "Happy Land," "Pardon and Peace," "Number One," "The Little Prince," "The Human Comedy," "Mama's Bank Account."

New detective fiction includes "Don't Catch Me," "Shear the Black Sheep," "You Can't Be Too Careful," "The Haunted Book Shop." Among the latest war stories added to the library are "There is Something in the Air," "Miracle and Hellas," "We Thought We Heard the Angels Sing," "Men Crucified," "Representative for Tokyo," "The Mountains Said," "Air Surgeon," "Who Dare To Live," "Commando Attack," "Atlantic Meeting."

The humor section has been brightened up by such books as "See Here Private Hargrove," "The Sergeant Says," "Mr. Winkle Goes to War," "Three Men in a Boat," and several Wodehouse and Thorne Smith books.

New poetry includes collections by Rupert Brook, Robert Frost, Keats, Shelley, Shakespeare, and two volumes by Canadian poets. Biographies added to the library recently include that of George Washington Carver, Louis Fischer and John Buchan.

The reading room is made popular by the daily arrival of 12 newspapers from Canadian cities extending from Halifax to Vancouver. In this way, station personnel are enabled to keep in touch with the old home town. Twenty-four current magazines add variety to the reading diet. The library and reading room are open from 0900 hours to 2200 hours daily under the supervision of AW1 Able and AW1 Bagshaw.

Debating Club—One of the most vigorous clubs on the station, is the Debating Club which meets every Monday night at 2000 hours in the conference room of the drill hall. Stirring rhetorical combats have been held recently on such subjects as "Resolved that all strikes in Industry should be outlawed for the Duration of the War," "Resolved that Canada should join the U.S. in the post-war period," "Resolved that this generation pities its grandchildren." Incidentally, all these motions were lost when the vote was taken.

The future program is based on a series of debates on post-war problems including the place of women in the post-war world, the problem of unemployment, the need for a united nations police force to control the world, and the necessity for voting in a democracy. P/O Warren Taylor of New Zealand is the present chairman.

The Station Art Club—Every Tuesday night at 1900 hours a small but very interested club of budding artists on the station meet at the conference room. Sometimes they go in groups to the surrounding country to sketch landscapes and on other occasions they sketch from human and still life models in the conference room itself. On July 13th they presented an exhibition of 35 Canadian etchings which were made available by the National Y.M.C.A. It is expected that soon they will be able to present an exhibition of their own work. AC1 Bruce O'Connor is the president of this club, and one of the framed pictures hanging on the walls of the conference room is a crayon impression of the Ruins of Coventry Cathedral by Edward Milligan of the class 78 Air Bombers.

Station Brass Band—The station personnel have finally made the leap into the realm of martial music by organizing a brass band under the leadership of P/O Bruce Maitland of Australia. At the first practice on July 14th, 16 instruments were playing and the sounds they made could be considered musical. It is expected that this enterprise will grow by leaps and bounds in the next few weeks, and that soon we shall all be strutting on parade to the rhythm of our new band.

This enterprise has been greatly helped by the loan of instruments from the bands at Minnedosa, Manitoba, and Wapella, Saskatchewan.

String Orchestra—A small but enthusiastic group of players have been practicing for some time now, as a string orchestra. LAC. Carter with his bass viol, P/O Warren Taylor with his 'cello and LAW. MacDonald on the violin, all working under the leadership of Reg Taylor, Y.M.C.A., pianist, are the nucleus of a growing string orchestra. This group is already playing to accompany the singing at the Protestant church services. They have also made a journey to Alexander to assist at a public memorial service.

Choir—The noises that are heard coming from the conference room at 1900 hours every Thursday evening are not, contrary to general belief, the meeting of the association of amalgamated plumbers demonstrating their trade. In reality the cause of it all is the weekly testing of the vocal chords of the members of the choir as a warm-up for the Sunday church parade. This is another growing organization and while several anthems have already been sung by them, their best work is yet to come.

Music Appreciation—For almost a year now, programs of classical music have been presented by recordings to considerable groups of airmen and airwomen. The Music Appreciation Club now presents programs twice each week, i.e., at 1930 hours on Sunday and at 2000 hours on Wednesday in the conference room of the drill hall.

We now possess a very good library of symphonies, operatic numbers and vocal and instrumental solos by outstanding artists, and even the summer heat has not seriously affected the enthusiasm of music lovers on the station for these programs. COME ALONG any Sunday or any Wednesday and get the lift that comes from listening to the works of the great masters.

M. T. B. for AUGUST

Chaplain Services

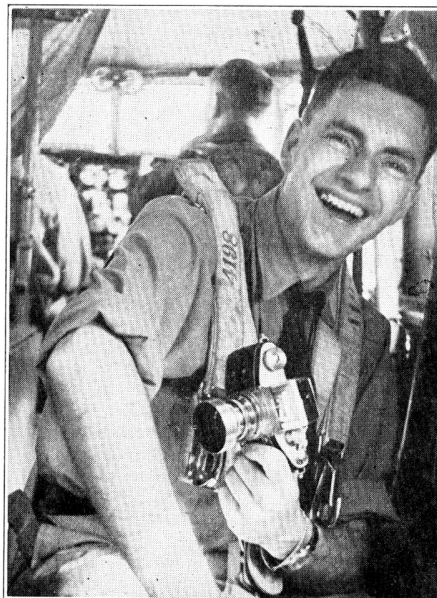
The spiritual welfare of the men and women on this station is in the care of three full-time chaplains, F/L's P. Janz and N. Chappel—Protestant, and F/L J. E. Campbell—Roman Catholic. F/L P. Janz is the newest arrival in this group and comes to us as his first station appointment. He hails from Melville, Saskatchewan, where he was the minister of the Lutheran church. F/L's Chappel and Campbell have been associated with this station for more than a year and a half and are well known to all the old-timers. F/L Campbell hails from P.E.I. and is not ashamed of it. However, he has spent most of his priesthood in Manitoba on the staff of St. Paul's College, Winnipeg, and in parish work. His latest parish before enlisting was at Russell, Manitoba.

The offices of the three chaplains are located on the balcony of the drill hall—a very central place in the life of the station. Here the airmen and airwomen come with their joys and sorrows, their grievances and hopes; and find someone always ready to help them.

Apart from the very important work of personal counselling and the public observance of religion on the station, the chaplains are active in the promotion of the social and recreational life of this station. The various clubs and organizations find them willing sponsors and guides to give freely of their time to promote interest in every wholesome project.

F/L Chappel hails from the East originally but has spent all of his ministry in Western Canada. His last church was in Saskatoon.

“HOLD THAT SMILE”

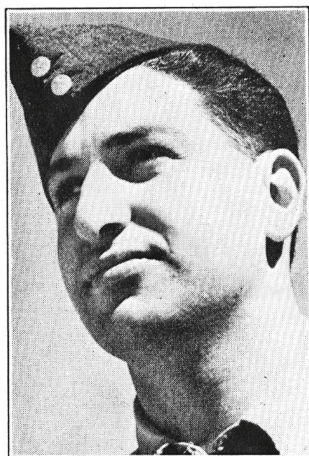


The tables were turned when our genial photographer, P/O Bill Grand was snapped. He's the man who has been going hog-wild on the station with his camera as M.T.B.'s official photographer—and doing a “grand” job—sorry for that one.

Chords AND Dischords

By ROSY

GREETINGS all you hep-cats! Here we go on the downbeat with a column in which I'll try to give you the low-down on jive, swing and sway,



and as much inside stuff as I can dig up on station dance and recreation events, plus a bit of news on the doings of the big band.—Sounds like a big order? Well, never let it be said that I'm not ambitious, even though it may lead to a Caesar finish. I only hope that you'll bear with a novice journalist in his attempt at a gossip column, and if you have any complaints, criticisms, etc., just remember "Silence is Golden"

but I'll have to pay you off in silver just now.—Good old hush money!

To get on with the business at hand—I think the right start is a bit of gossip about the station dances in the drill hall that you all seem to enjoy so much. I know they're a lot of fun, but do you know just how much work there is in connection with these dances? Having watched the dance committee go through their paces, I have found out that it sure isn't all play. The committee deserves a big hand for their efforts and they will always be glad to receive a helping hand, if you care to extend it.—And, I have it on good authority that if that helping hand knows how to make sandwiches, a certain few W.D. Cpls. will be extremely happy.—Right, H.M. & D.C.?—The committee hopes to give you bigger and better dances, and with your co-operation I'm sure it can be done.

Your station dance band, the "Ansonaires," inform me that they can always use all the musical talent available, and they do wish that you musicians would make yourselves known. At present, they need a sax player, so if any of you sax tooters want to get back in the groove again, how about contacting any one of the band, and they'll welcome you with a beautiful sustained chord in any key you desire. Don't worry about instruments—the band has them waiting for you.

The band had its first fling at the art of jitney dancing, and I believe No. 17 S.F.T.S. at Souris can vouch for the fact that they caught on fast. Say, those dances were over in such a short time that I doubt if the dancing crowd ever found out if they were doing a rhumba or a waltz. Oh, well, orders are orders, and it as for a good cause! For the infor-

mation of all the wolves who wanted to know who the vocalist with the band was at the last airmen's dance—she's Miss Gloria Quayle of Brandon. Gloria has been warbling with the Manning Depot band for some time, and is well known to the Brandon dancing crowds. Talking of vocalists, the band is still looking for a warbling W.D. to do the honours, so come on you gals, get those vocal chords in their best shape and let the boys know that you're a prospective Dinah Shore. They'll be glad to have you in the band (they're really a poor bunch of wolves, so don't worry).—Am I right, Miss B.?

The station has lost a versatile musician in the person of Carl Thatcher. Carl, as most of you will remember, was outstanding as a pianist. He could play any song, at anytime, and in any key, and yet couldn't read a note of music.—I'll bet the canteen piano at Vulcan, Alta., is getting a going over these days.

To complete the whereabouts of the originals—Frank Atkinson, who led the dance band for some-time, is now in London, England. These musicians do get around, don't they? (Did you ever see the smirk on their faces when they play "don't get around much anymore"?)

And so, all you music fans, we'll have to call it quits for this time. Don't forget, if you have any complaints, send them along to the editor of M.T.B. I'm sure he'll reply, if you enclose a self-addressed, stamped envelope. As for me, I'll be hiding behind the eight ball, as usual.

Until next time, keep swingin'. . .

A RIDING ENTHUSIAST



S/L Boyd, Administrative Officer, was snapped in an informal pose astride his favorite "sorrel." He is the man behind the gun in the majority of No. 1 C. N. S. activities. He has been largely responsible for this latest sport now available to all ranks on the station and is an outstanding rider himself.



AIR CHIEF MARSHAL
SIR CHRISTOPHER COURTNEY

Last month Air Chief Marshal Sir Christopher Courtney, K.C.B., C.B., C.B.E., D.S.O., and Legion of Honour, air member for supply and organization at the British Air Ministry, paid a brief visit to No. 1 C. N. S. He is shown above just prior to take off with Group Captain W. A. Murray on his left. On his right are Air Vice-Marshal Lawrence, Major-General Barney M. Giles, Air Marshal Sir William Welsh and Group Captain E. N. Lowe.

A Quiz To End All Quizzes

CPL. G. S. AMM

- | | |
|--|---|
| <p>Q. Who is Oscar, that little black devil,
Who sits on the desk quite at ease;
Can be dumb as a carrot, or talk like a parrot?</p> <p>A. He's the phone of the Service Police.
(The ten dollar question.)</p> <p>Q. If an airman's expecting a letter,
From his mother; his sweetheart or niece,
Will he call at the Station Post Office?</p> <p>A. No! he'll call up the Service Police.
(Any mail for me?)</p> <p>Q. When a new film is booked at the Movies,
And you're in doubt of the current release,
Will you read D.R.O.'s, which are under your
nose?</p> | <p>A. No! You'll call up the Service Police.
(What's on at the show?)</p> <p>Q. With a soiled uniform and some undies,
To be washed, to be ironed or creased,
When we get in a quandry, do we call the
Laundry?</p> <p>A. No! we call up the Service Police.
(Is my laundry back yet?)</p> <p>Q. With a Time Table staring right at you,
(Measures eight to ten inches, at least)
Should you bother to heed it, or trouble to read
it?</p> <p>A. No! ask one of the Service Police.
(What time's the next bus?)</p> |
|--|---|

Promotions in July

Flight Sergeant A. M. Park, to Warrant Officer 11—Pilot.
 Flight Sergeant F. J. W. Hart, to Warrant Officer 11—Pilot.
 Assistant Section Officer M. A. E. Leach, to Section Officer—W.D. Equipment.
 Flying Officer G. W. Gardner, to Flight Lieutenant—Pilot.
 Flying Officer C. D. Solin, to Flight Lieutenant—(Nav.).
 Flight Sergeant J. M. Binns, to Warrant Officer 11—Pilot.
 Flight Sergeant C. W. Soles, to Warrant Officer 11—WO/AG.
 Sergeant G. H. Dunaway, to Pilot Officer (Pilot).
 Sergeant W. J. Freisen, to Pilot Officer (Pilot).
 Sergeant B. R. Cuthbert, to Pilot Officer (WO/AG).
 Sergeant R. F. Lang, to Pilot Officer (WO/AG).
 Flight Sergeant A. R. Taylor, to Warrant Officer 11—Pilot.
 Flight Sergeant R. G. Waddell, to Warrant Officer 11—WO/AG.
 Sergeant O. N. Hagen, to Flight Sergeant—Pilot.
 Flight Sergeant R. S. Ewart, to Warrant Officer 11—Pilot.
 Flight Sergeant G. H. Spiers, to Pilot Officer—Pilot.
 Sergeant J. D. Haigh, to Pilot Officer (Pilot).
 Sergeant B. A. McCorquodale, to Pilot Officer—(Pilot).
 Flight Sergeant W. H. Hallding, to W.O.11—WO/AG.
 Sergeant R. W. Hamon, to Pilot Officer (Pilot).
 Pilot Officer A. E. Walters, to Flying Officer (ACCTS).
 Pilot Officer R. A. Lambert, to Flying Officer (AC).
 Pilot Officer F. C. Leroux, to Flying Officer (NAV).
 Flight Sergeant B. Morrison, to Warrant Officer 11—(Pilot).
 Flight Sergeant J. Tass, to Warrant Officer 11—WO/AG.
 Flight Sergeant D. E. Mathison, to W.O.11—WO/AG.
 Flying Officer H. Kemp, to Flight Lieutenant—(Admin.).
 Flying Officer J. R. Pollock, to Flight Lieutenant (Nav.).
 Flying Officer K. L. M. Dodd, to Flight Lieutenant (A.E.).
 Flight Sergeant W. E. Phillips, to W.O.11 (WO/AG).

Marriages

Pilot Officer K. J. Ralph married to D. M. Kridel, June 15th, 1943.
 Flying Officer W. J. Kerr married to N. E. E. Sinclair, June 19th, 1943.
 A.C.1 N. Frankland married to N. M. Gynane, July 10th, 1943.
 LAC. C. J. Long married to F. M. Hudson, June 26th, 1943.
 LAC. G. E. Easton married to M. Y. Loiselle, June 14th, 1943.
 LAW. Harper married to W. E. Kane, June 22nd, 1943.
 LAC. W. A. S. Cook married to J. W. Hanson, June 23rd, 1943.
 Pilot Officer W. H. Walker married to M. V. Fenny, June 15th, 1943.

LAC. C. N. Harris married to D. L. Embree, July 8th, 1943.
 A.C.2 A. L. Canfield married to M. T. Stokes, June 12th, 1943.
 LAW. Wilson married to R. L. Cross, July 14th, 1943.
 LAW. E. A. Rolph married to S. L. Wasney, July 20th, 1943.
 Sergeant Eggertson married to P. J. Irwin, July 17th, 1943.

Births

To LAC. and Mrs. H. E. Wurster, a son—Daniel Charles—June 21st, 1943.
 To Sgt. and Mrs. A. E. Buchanan, a son—Robert Bruce—June 23rd, 1943.
 To Cpl. and Mrs. G. W. Bennett, a daughter—Elaine Mary—June 5th, 1943.
 To LAC. and Mrs. G. Judson, a daughter—Claudia Dianne—June 20th, 1943.
 To LAC. and Mrs. H. Derbyshire, a son—Denis Charles—July 5th, 1943.
 To Cpt. and Mrs. W. Schellenberg, a son—Kenneth Lyle—July 2nd, 1943.
 To Flight Lieutenant and Mrs. U. J. Bezaire, a daughter—Jacqueline Anne—June 23rd, 1943.
 To Flight Sergeant and Mrs. R. G. May, a daughter—Lynda Elizabeth—June 22nd, 1943.
 To Pilot Officer and Mrs. W. H. Earl, a daughter—Louise May—June 27th, 1943.
 To Pilot Officer and Mrs. F. C. Leroux, a son—James Grant—June 21st, 1943.

Romance at Rivers

While in most cases men and women from this station, setting the sail on the broad piece of matrimony, usually do so in their home towns, an exception to this rule was provided on Tuesday evening, July 20th, when AC1 "Stan" Wasney, Garson, Manitoba, and AW1 Eileen Rolph of Hamilton, Ontario, were married in Rivers by F/L Chappel. Airwoman B. Cross, who had herself made the venture only a few days previous, was bridesmaid, and A. W. Prosser supported the groom. LAC. and Mrs. Orren Claire were gracious host and hostess and served refreshments to the guests following the ceremony.



Don't answer it. It may be my wife.



ROYAL CANADIAN AIR FORCE

OUR FILE.....
REF. YOUR.....
DATED.....

8 August,



To All Personnel of No. 1 C.N.S.

I have been asked by the editor of M. T.B. to address a few remarks to the station personnel on the general sports program and facilities available to all ranks.

First, let me outline briefly, the main objectives of the sports committee. Primarily, we strive for 100% participation - we want everyone to take part either actively or as a booster of at least one sport. To date our efforts have been largely rewarded but there is much to be desired in furthering this aim. I take this opportunity on behalf of the sports committee to urge each and every one of you to do your part either actively or as a booster.

I believe, in the whole of the British Commonwealth Air Training Plan, no station is offering its personnel a more diversified program of recreation than No. 1 C.N.S. The credit for this goes, not to myself, but rather, to an aggressive sports committee with whom it has been my pleasure to work, and to each member I would like to express my personal thanks at this time.

While our principal objective is 100% station participation, we also consider station teams in various sports such as, baseball, soccer, basketball, etc., essential for the establishment of a station reputation in the sports world. This minimizes the number who can participate, and therefore station inter-section leagues are organized to take care of the larger numbers wishing to play. In regard to station teams more support by way of spectators is urgently requested.

With the M.T.B. as a medium, we shall be able to keep you all better informed on station recreational activities, results, and schedules. May we count on your cooperation to help us achieve our 100% participation objective?

M. C. Minton

President - Sports Committee

Sports Editor

SEC. R. FERGUSON

AS THE first issue of "M.T.B." goes to press it gives me a great deal of pleasure to have "my finger in the pie." With M.T.B.'s introduction all of us at No. 1 C. N. S. will be able to see and read "etchings" of the lads and lassies we associate with every day.



No. 1 C. N. S. has entered into the sports picture as one of the leading stations in the Command. Our equipment totals in the thousands of dollars, covering a very large variety of sports.

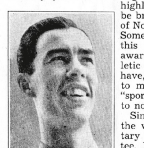
My position as Sports Editor requires a great deal of co-operation from all the sport leaders and if M.T.B. is to be a success individuals concerned must submit their "sport gossip" to me or leave same in the M.T.B. office by the 25th of each month at the very latest.

As a parting thrust, sports fans, you all realize that the backbone of any sport is its audience, the peanut-chewing-bottle-throwing mob, that inspires the players to break their hearts for them. So come on fellows, how about a hundred percent turn-out every time a C. N. S. team carries out its colors.

Sport Secretary's Comments

F/S BOGEMAN

It is with a feeling of pride I pen a few remarks for this first issue of M.T.B., our forthcoming "monthly journal." Through its publication sport highlights of the day can be brought to the attention of No. 1 C. N. S. as a whole.



Some of the inhabitants of this "settlement" are not aware of this, but the athletic teams of our school have, and are continuing, to make No. 1 C. N. S. a "sporting fraternity" second to none.

Since 1943 commenced, the writer has been secretary of the sports committee. I might add, a number of our trusting brothers let me spend their money at a moment's notice for teams on the road. With many thanks to our Station Services Committee and the Accounts section those who let me have that bottom dollar have been reimbursed pronto (I hope). Rather than write about the fine record of our teams I would like to give you a

thumbnail sketch on how the sports committee has been a benefit to me.

When yours truly became more than a sport representative on the committee he was like the grass in June, pretty green. Seated with me at the head table of our monthly meetings was that quip writer and ace-high Navigation Instructor, F/L Minton. "Mint," as fellow officers call him, has shown me what the business of organization really means. If things pop up I know little about, then I try to catch up with a fellow who has no thinking the "clavie Scarlet Pimpernel" was tied down. His name is Minton, a dandy President.

A feature I will always remember that sports connections has brought to me, is the opportunity to meet people. Those lads and lassies who like spending their leisure time in organized sports, portray a fighting spirit, patience to improve their capabilities, and fine sportsmanship. Yes, I believe as many folks as possible should come out to games and see and get to know those who strut their stuff on our sports field.

In closing this corner, I want to congratulate our M.T.B. editor and staff for all they have done in the printing of this magazine. May its success be another milestone to remember at No. 1 C. N. S.

When the one great score comes
To write against your name,
It counts not if you won or lost,
But how you played the game.



Swimming

F/O MARSHALL

With the opening of the new Swimming Pool recently, another major sport makes her debut at No. 1 C. N. S. Fortunately the contractors were able to finish up just before the heat wave hit us. It certainly is nice to be able to go over to the tank and "dog" in after a hot day's work. If the size of the crowd is any criterion then the brand new "Ole Swimmer's Hole" is going to be one of the most popular places in camp.

Now just so that everyone gets this straight. That tank is not a tank! It's a reservoir for station water requirements and has been modified with a seat around the outside for our use. So actually the designer didn't have a nightmare the night before he designed it.

We still have a few problems in filtering and drainage to overcome but we're pretty sure that the

modified with a seat around the outside for our use.

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Sports

Works and Building Gang can handle them without any difficulty. Incidentally, a hearty vote of thanks to F/L Wally and his section for some speedy improvisation and work on tank accessories.

Now about plans—Before we could get the wheels of organization grinding we received a challenge from the Birle Swimming Club to attend their Gala Day up here on August 4th. Apparently a contingent from No. 1 C. N. S. went up there two years ago (when they didn't even have a tank to practice in) and managed to cop some of the prizes. Now that the B.S.C. has heard that we have a new tank they are right after us for a return match. Well, it's short notice but we'll get there on the 4th and we may give them a bit of a surprise again. However, after we get these section eliminations run off this week we'll be able to tell you a much better story.

As a result of the swimming events run off last month and the team selected to accept Birle's challenge. No. 1 C. N. S. will be represented at the Command Sports Day to be held in Winnipeg on August 28th. We are confident of sending a powerful team and shall give the result in the next issue of M.T.B.

In passing, we'd like to say that many visits to the tank these days keeps bringing the poem about the "Fied Piper" to mind somehow. How did it run now?

And out of the Barracks the backs came tumbling.

Great backs, small backs, lean backs, brawny backs,

Brown backs, red backs, white backs, tawny backs,

Grave old plodders, gay young friskers, . . .

Now?

And out of the Barracks the backs came tumbling.

Great backs, small backs, lean backs, brawny backs,

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Grave old plodders, gay young friskers, . . .

Now?

And out of the Barracks the backs came tumbling.

Great backs, small backs, lean backs, brawny backs,

Brown backs, red backs

Sports

Physical Training and Drill

F/O BULLIS

At the present time the P.T. Staff is conducting classes in callisthenics for 55 groups per week. These are groups that normally do not get enough exercise and the gymnastic training helps to keep them in shape for the work they have to do. Sgt. L. Linton and Sgt. R. M. Coupar are the P.T. assistants.



All of the Trainee classes are given a thorough knowledge of RCAF Drill, and their training includes "Mutual Instruction" when each member of the class is given his turn in instructing the group. This gives the individual confidence in himself.

A large number of General Duties personnel are now receiving their Basic Training at this Station in RCAF Drill and the progress they have made in a short time has been remarkable. The aides in this work are WO II Jones, Sgt. Dickson and Corporal Stevenson.

Owing to the large number of personnel who must pass drill tests before being eligible for promotion, and the lack of opportunity for the majority to secure any drill practice, I stand ready to offer instruction at nights or shall give instruction in my office if requested.



Cricket

P/O BRUCE MAITLAND

Despite numerous appeals in D.R.O.'s attendance at cricket meetings has been poor. However, several interesting matches have been played and keen rivalry exists between the Sergeants and G.I.S., both having even teams. A station team has been selected and is now hoping to meet some other stations. It is quite a strong team and should meet with success but it would like your support. Perhaps you have never seen a cricket match. If so, come and improve your education. Heckling will be permitted.



With so many R.A.F. personnel on this station, cricket should prove one of the most popular sports of all.



Bowling

At the time of writing, it is the intention of the parties concerned to keep the alleys in operation throughout the summer months, provided enough people are desirous of bowling. You will remember the alleys being closed for a short time. This was done mostly because of the hot weather, but by the request of so many they were reopened. The alleys will remain opened until such time as arrangements may be made for their re-surfacing.

It will be necessary to have the alleys re-surfaced because of the great deal of use they have had since first opening last January.

What are the possibilities of organizing another Station League? Provided enough Sections are interested, it may be arranged, perhaps in the Fall. Open bowling gives everyone a chance to participate in a sport which is gaining increasing popularity each day, while on the other hand, a league has a tendency to keep some out of the sport to a certain extent. So the question of League vs. Open bowling is up to you.



Gymnastics

P/O JUD ARMSTRONG

The Gymnastics Classes have been suspended temporarily due to hot weather, trade classes, and summer activities. However, the sprinkling of enthusiasts who are turning up in the gym for an occasional workout will be on hand to help all newcomers as soon as the classes begin again. There is no surer way of remaining in condition because, to be able to execute the stunts, you must be in condition and practice will put you there.

Do not let any feeling of inferiority prevent you from enjoying the progress you can make in a very short time. You will amaze yourself, so remember to turn out. Watch this column for dates and times for classes.

Solution to Crossword Puzzle

P	S	S	A	C	I
C	R	I	T	I	C
A	L	P	O	I	N
G	I	A	H	N	D
R	E	M	O	R	S
E	E	D	T	C	C
A	I	R	A	L	M
T	O	R	K	W	T
C	A	S	T	O	R
I	E	P	A	T	N
R	O	A	D	A	S
C	R	T	C	A	S
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D	E	V	I	A	T
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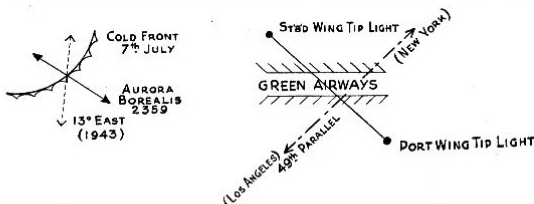
Aids to Navigation

LAC. VAREY and BROWN

The authors realizing the difficulties encountered by would-be navigators at this school began a close study of the methods adapted by the more successful members of Course 75B, and after due consideration, have formulated the following memoranda, primarily intended to be a supplement to AP 1234.

Hints to the Trainee

If, when in the air, ye olde sporte of chasing ye bauble prove impracticable, the position may be



found in many other ways, such as by the following examples of unnatural position lines.

These two fixes depicted above are guaranteed to give a position between Reno and North Pole. Never use in Southern Latitudes.

All other methods failing an accurate position line may be obtained as follows:

1. Moisten the index finger.
2. Thrust into Airstream.
3. Calculate T.T.D. (time to dry) by chronometer.
4. Determine Relative Humidity.
5. Take up Met. Report and by careful study of Station Circles determine position.

Star Identification: By practice it has been established that Heavenly bodies are more easily found in the Moviesphere than in the Planosphere.



Three Guesses???

M. T. B. for AUGUST

Why M. T. B.?

The most popular question in the average reader's mind is, we feel sure, the above—"Why M. T. B.?"

Translated, of course, it simply means Message to Base, but let us explain further.

No. 1 C. N. S. is, first and foremost, a navigation school and it was in order, therefore, to select a first and foremost navigation term. Hence M. T. B. The accompanying diagram tells the story of a message

To:	BASE
Aircraft:	4190
Position:	135 HARTNEY 4
Tr:	274 T G/S 118 K Ht. 7000
Next Position	PORTAGE
E.T.A.	1427 1/2
T.O.O.	1352
T.O.D.	1355
No.	2

to base. The importance of Base being informed periodically need not be emphasized here. Since it is the duty of the navigator and wireless operator to keep Base posted, so it now becomes our very pleasant duty to keep you all posted on station activities with our monthly Message-to-Base.

WOMEN

SGT. WHITNEY

Women are what men marry. They have two arms, two legs, two eyes but seldom more than one pair of stockings, or one idea at the same time.

Making a wife out of a woman is one of the highest plastic arts known to civilization. It requires faith, hope and charity—mostly charity!

Generally speaking, women may be divided into three classes: (1) Girls; (2) Wives; (3) Widows. Girls are orated masses of human obstinacy. Wives are of three types; prizes (e.g., myself); surprises and consolation prizes. Widows are remnants with possibilities.

If you permit a woman to make love to you . . . she'll leave you in the end. If you don't . . . she'll get tired and leave you in the beginning. If you wear three hooks, she hesitates to go out with you. If you don't, she stares all night at some other Sergeant. If you believe her in everything she says, she thinks you are a fool. If you don't—she thinks you are a cynic. If you are the hugging type,—she doubts if you have a brain. If you are the modern, independent chap—she doubts if you have a heart.

If you approve of her gaities . . . she swears you are driving her to the devil. If you urge her to give up her gaities . . . you are a nagging man. If you are not popular with other women . . . she hesitates to marry wallflowers—so what the hell!



Women's D I V I S I O N



LAW. M. WILCOX

We, The W. D's.

WITH the first edition of M.T.B., the W.D.'s (those of us who are Rivers' veterans) take this opportunity to look back and reminisce over the months that have passed.



We W.D.'s are some 170 strong now and almost fill a whole barrack block. It is not so many months ago that the first W.D. contingent arrived at Rivers, one lone sergeant and a few A.W.2's. The horizon was scanned hopefully for signs of the airport but the sight that greeted our eyes was more like that of explorers first viewing arctic wastes. It was all very new and strange.

The first day in the Mess Hall was quite a day. It seemed very unusual but nice to be surrounded by airmen rather than W.D.'s. Like everything else, however, we soon became used to that. Now it would no doubt seem odd to be back at Manning Depot surrounded by airwomen.

Rivers' climate at the best of times is not very inviting. Most W.D.'s remember the tunnel through the snow from our barrack block door to the road and two or three wild storms that never seemed to let up, but for the most part spirits were cheerful. During the long winter months the skating rink and bowling alley provided recreation for off-duty hours. At that time none of us imagined there would be a swimming pool and horses by summer.

Despite all these attractive improvements in the station we are now temporarily without a canteen. However, our makeshift canteen did serve for the winter months, and it is pleasant to recall some of the impromptu donces held there with music provided by members of the Ansonairres.

The move to the new barrack block came at a time when the weather, unreliable at the best of times, came through with cold showers of rain. This, coupled with A.F.H.Q. orders that heat should be turned off, dampened our spirits considerably. We had just decided to build wigwams out of blankets and campfires in each room when the radiators miraculously warmed.

Several airmen's and sergeants' dances, held since the opening of the Drill Hall, have done much to raise our spirits. Of course we all remember the Mart Kenney dance, a highlight event in June.

We have long awaited the station magazine and we are pleased to have a section allotted to the Women's Division each month. In these pages we are hoping to keep everyone posted on our affairs and I urge the co-operation of every girl in making this possible. All your contributions must be sub-

mitted by the 25th of each month. Let us make the Women's Division of M.T.B. the liveliest section of all.

Morning Parade.

Just to prove there is always a lighter side to morning parade, herein are recorded a few things that make most of us chuckle behind our ties.

It is always most interesting to choose the rear rank, being at a better vantage point to observe life's little merry-go-round. One gets a preview of what has not yet struck some unfortunate brother or sister-in-arms as the inspecting party goes the rounds—the shaggy neckline, the W.D. hairdo gone awry, the ostrich-like habit of coat collar turned up. Of course there is a moment of well-deserved tension when the rear line must needs stand at attention too and more than likely the laugh is on the chronicler.

What is always so amazing is that there are a few who sleep in much later than the majority and who, strangely enough, manage to arrive at breakfast ahead of everybody else, including the lineup. Such airmen and airwomen who start later and get there sooner have no doubt taken a course under the able instruction of "Superman," but it is very disgruntling to the average mortals who arrive in varied states of wild disorder.

Roll Call is a source of some amazingly quick thinking. "Forty-eights" and "Excuseds" and "Fatigues" leap into the air always a little querulously, wondering how much the Corporal knows.

Then, of course, there is much hubbub in the different command voices—some resemble a sharp yelp like a coyote, others a clearing of the throat with only half success, some start out well and end with a grunt. There is the command that runs together something like this: "Squadronstandatihh!" There is, as well, the command directly opposite, spaced so that the whole squadron sways perilously on one foot.

I always admire the W.D. officers whose clear strident voices ring out with such lovely "to h— with you!"

The line up of officers after it is all over, all shapes and sizes, suits bagging at the knees a little, some with belts twisted, all dignity and decorum, never fails to put the finishing touches on the whole entertainment.

The Airmen's Dance.

Most people (meaning mostly airmen) speculate with what they imagine to be witticism on the W.D.'s social life, and they find an exceptional opportunity at the airmen's dance.

A dance is a dance, Air Force or no Air Force, and despite the garb common to all, the W.D. reverts to type and becomes her civilian self. No longer is she a co-worker in the familiar field. She is again one

with millions of girls all over the universe. She is categorized with respect to her personal appearance, her capacity for entertaining, and last but not least, her dancing ability.

I think the W.D. should have an opportunity to talk back.

Donning mental judicial robes let us put the airman on the carpet. Since all these dances are ours as well as theirs, we have an opportunity to speak our minds. Let the jitterbug fans temper their dancing to the inclination of the girl they ask to dance. If she wants to jitterbug, well and good, but why toss her around like a rag doll when it is evident that it is not her style. And where are the pals of those who weave around the floor with the gait of a sailor on deck under a stormy sea, rather "under the weather." Why not relegate these to the background, rather than have them held onto their feet by some frail W.D. who was too polite to refuse to dance.

And a word to the "half hearted" airman who complains of the lack of dancing partners. Let him think of all the great men in history who have won their way by persistence and take them as an example. And if he feels he isn't a very good dancer there is no time like the present in which to learn.



W. D. Sports.

SGT. KIRSTINE

The most active sport in which our W.D.'s take part is Softball, and in the writer's opinion there is no better Softball in any women's force in the Mid-



West area. Our girls started from scratch, with very little knowledge of the game, and under the patient coaching of F/S Boughen, the team has worked itself into second place in the league, and by the time of printing, we should be at the top of the heap. We have played seven games, and by really "heads up ball" have come out on top of five of these, and lost two to clubs who were at that time superior. Our girls are the

smartest dressed team in the league, and our supporters claim, the smartest playing team in the league. Only one thing is lacking and that is the full support of the Station personnel. By the time this magazine gets into print, our girls should be hard at work winning the play-offs. Watch your "Digest" for game dates and make sure you are on hand to cheer the girls on to victory. Here is a line-up on some of our players:

Irene Baker of Windhurst, Sask.: our catcher who was injured in the game on July 20th and will be out of the game until the finals at least, with a fractured finger. Keep your fingers crossed for Irene.

Eva Trainor: a peppy little blonde who plays left field and substitutes on third base if necessary, from Hilton Beach, Ontario.

"Bunny" Baxter: our hard-hitting first base-man

from Winnipeg. She is full of vim, vigor, and vitality, and raring to go.

Dinty Moore: Covers the hot spot on third base. This little girl hails from Woodrow, Sask.

Pepper Colton: From Isley, Alta. Fully living up to her name, and playing a peppery game of short-stop.

Lilian Walton: Covers the area in the centre pasture. She is a smart little player and death on high balls.

Mac McAllister from Kisbey, Sask. Our swift outfielder, playing "Rover" and covering lots of territory with a good arm and a good stick. Fully a treat to watch.

Ann Kowal: our right fielder from Iterna, Sask. Ann is another one of our sturdy little out-fielders with plenty of spirit and very valuable to the team.

Olive French: From Saskatoon, covering our second base. Olive is away on annual leave, but will soon be back into the game again.

Edith McCallum: From Margathorpe, Alta., our centre and right-fielder who is doing a good job at it. Phyllis Harrod from Regina.

Jean "Red" Reddon from Calgary.

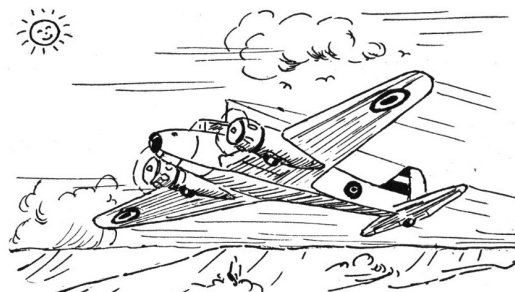
Lilian Wisbrodt from Regina: These three girls are ready to fill in at any time in any place.

Maureen Kirstine: our pitcher, and general pepper-upper, and manager. Our "sergeant" works hard and faithfully for the ball team, and much of its success is due to her ability to keep the girls pepped up and to pitch a fast hook. (Editor's note.)

Sergeant Dangerfield represented this Station (W.D.) in the 75-yard and 100-yard dash in the Scottish games in Winnipeg on July 1st. She took first place in the first event and second place in the second event. It has been requested that a track team be sent to the "Fall Meet" in Winnipeg.

The officers, N.C.O.'s and airwomen attended the first W.D. picnic of the season on July 19th. The bonfire was built by the "Little Saskatchewan River" and everyone enjoyed the swimming, the supper, the sing-song, and the outing. During the summer months, picnics are being planned by each "Barrack-room" of airwomen for the W.D. personnel of this station.

On June 20th a compulsory drill period was started, with an aim to train the airwomen in "Mutual Instruction." The drill period, of one hour, shall be held once a week hereafter. It was received with enthusiasm, and the airwomen enjoyed giving drill to their flights.



M.T.B.: "According to my D.R. position we are upstairs in Eaton's but I may be a LITTLE out."



y m c a



REG. TAYLOR

Being a newcomer to No. 1 C.N.S., Rivers, I wish to take this opportunity to say a really hearty "hello" to all ranks, and I know of no better way than



through the medium of this excellent magazine. In the absence of Jack Purves who at the time of writing is spending a well-earned holiday at Clear Lake, I have been trying to fill in to the best of my ability. I wish to thank all those who have helped to make the job a little easier.

Some of our readers may be newcomers to this station and for that reason may not be acquainted with the complete setup of the Y. M. C. A. We

have one purpose on this station, and that is to make the off-duty hours of the airmen and airwomen a little easier. Many of you are in a strange country and have trouble locating a place to spend 48's and furloughs. We have excellent connections with the United Services Centre in Winnipeg for those wishing to see that city and at the same time do it cheaply. We can arrange for private hospitality at no cost to you. In connection with furloughs, we have many excellent folders explaining the fine points of various beaches and resorts.

Should you wish to send a wire to your wife, girl friend, or boy friend, etc., drop in and see us and we can arrange for messages to be sent at various prices. You can send wires to England that will take anywhere from 24 hours to five days.

In connection with the cultural end of the station activities, working closely with the chaplain's office, the Y.M.C.A. has decided to sponsor a photography club and a crafts and hobbies club. The former is a club that should interest all ranks regardless of your ability in the field of photography. In our membership at present we have a few professionals and many rabid amateurs, and others, like the writer, definitely interested and profoundly ignorant of the subject, but very willing and anxious to learn everything about the subject. Our plans for the future are shaping up well and we intend to include many trips off the station for the purpose of securing good snaps and from time to time will hold exhibitions of good prints, with suitable awards being given.

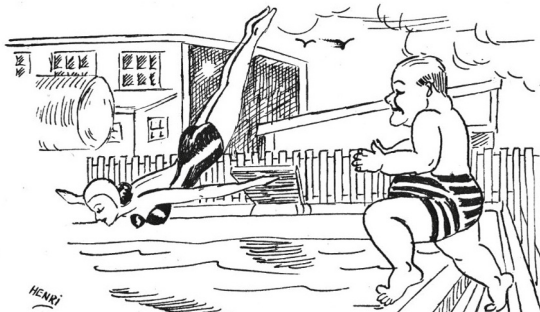
With reference to our crafts and hobby clubs at the time of writing, very little has been done. On

July 21st, the first meeting took place and plans were made for further activities. You will hear much more about this club in a further issue. All personnel interested in any type of crafts and hobbies, especially woodwork, model aircraft building and leather tooling, will be given a hearty welcome on our Wednesday night meetings.

ORCHIDS TO HENRI



LAC Jack Henri, B. Flight, deserves high praise for his outstanding work as M. T. B.'s chief cartoonist. He spent many hours over his work bench in the preparation of this issue.



SOERENSON: "Im on the water wagon but still taking in all the dives."

Classroom Highlights



CLASS 73A

After weary months of journeying through a vale of darkness, the light is now beginning to show ahead, and all are feeling brighter. Even Gillingham's moustache is losing its droop, originally caused by prevarication of the truth on morning parades. Sgt. Dixon claims that he can tell the number REALLY on parade by the angle of depression of the face fungus. Gillingham is not the only one with worries. Lewis is afraid that if he loses any more equipment it will be impossible for him to get a clearance but with "Pride of the Force" Miller on the job most of it will probably be traced. Pynn assures Lewis that the loss of AP1234 is inconsequential as it is outdated and will soon be replaced by PYN 1234 which he is now writing.

We have had some brushes with authority as Hoar can tell, while Clark is certain that it has only been with great care on his part that he has avoided a charge. Should he venture in the attention area with a South wind blowing his hair would APPEAR long. Shaw doesn't think his cap went through the last war, but it was certainly contrived shortly afterwards. Cap-making has improved since then.

Hammond and Hopton are thought to be organizing a purge. It is suggested here that they start with Lyle and Ling whose chattering is driving Kerr to distraction since his knowledge of English is very elementary.

CLASS 72B

"Noli Illegitimae Carborundum Sunt." Each paragraph is sponsored by the Coca Cola Company of Canada, and disinfected with a well known disinfectant.

The rumor that P/O Maitland used an interpreter to converse with Allan and Archibald in reconnaissance is false. The rumor that any instructor needs an interpreter to converse with Allen and Archibald is untrue.

The rumor that Allen and Archibald need an interpreter for their own conversation is entirely unfavoured. **Famous last words:** "It's one of ours."

We are pleased to report that pneumonia has left Stephenson. It developed through shaving suddenly when he heard that marks were being given for personal appearance. The net result is a report from the comforts-for-the-troops society, announcing the manufacture of ten scarves, six pullovers, four blankets and a

wire mattress. **Famous last words:** "Are you sure there is no mail for me?"

The chief turn at the flight party was a trio consisting of Stephenson and Nicholson, voice, (Sotto, we think) with whistling obligato by Woods (blotto we're afraid) Naish accompanied them on the piano during the performance, and out in the street on their necks half way through. **Famous last words:** "Of course I locked the astro hatch."

The tin of floor polish which was missing from the sick quarters last month was finally found in Freddie Fox's locker. Neglecting the hair brush for the polishing rag eh, Freddie?

Flash! "The 'Shiek' has gone! What W.D. will mourn the loss of her Dear Stanley?"

P/O Maitland, when taking a reconnaissance final was mildly surprised to notice that each trainee, in turn, ceased momentarily his frantic scribbles, leaned back nonchalantly in his chair, gazed thoughtfully at the ceiling, then, after a short period, proceeded again to write. This amazement increased upon noticing that while those at the back derived inspiration from a comparative upright position, the poor fellows in front attained a perilous angle before inspiration reached them, two of them, indeed, completely overbalanced, knocking their heads on the desks behind. It was not until too late that P/O Maitland discovered the maps of Europe drawn on the ceiling.

For his attempts to cultivate the friendship of a W.D. in the "Met" Section, a certain member of this class met with a cold front. All attempts at an occlusion were accompanied by poor visibility, (at least she took a dim view) and thunderstorms.

CLASS 74B

(The bane of Sgt. Dixon's life)

At last, after a period of 15 weeks, the individual characteristics of certain members of our little community are merging together to reveal the more general character of the class as a whole. As this takes place the tendency is towards co-operative effort to help surmount any difficulties encountered by individuals. This co-operation, to some extent, may be attributed to our regular appearance on the detail for any special parades which may be scheduled.

We sometimes rue the day when our rumble fund was instituted as the

treasurer, Davison, is unfortunately too observant for some of us. He spares no one, much to the dismay of Camkin when he leaves his desk untidy, or Jones when he has a little nap during a wireless theory lecture—not to mention most of us who at odd times commit minor offences against the code. Such major offences however, as the application of variation or deviation the wrong way, cause great mirth to all except the culprit on the rare occasions when they occur.

It is to be hoped that when the next issue of M.T.B. is published, everyone of our already sadly depleted class will be on his way home, having successfully passed all his exams.

CLASS 74A

"Close the door, please, quietly." The instructor's asleep after his leave. Now, is everyone here?"

"One missing, sergeant—LAC Dav-enport—he's probably in the music room or helping to wash-up in the snack-bar."

"Hm-m, that makes 21, and there are only 12 here. How many barrack-room orderlies today? I shall HAVE to call the roll—LAC Baker!"—He's gone to tell the Magnetism and Compasses Instructor that Dead Beat is the morning after the night out in Rivers."

"LAC Barnett"—"Room orderly, Sergeant!"

"Hollingsworth"—"Just a mo, Sarge, one more shot to work out"—and somebody from the back mutters, "Never seen him with a sextant!"

"Morgan"—this gentleman's already talking: "I tell you, there was a fog and a 60 mile an hour gale in the Congo"—that is his favorite subject; he also drinks whisky and uses "phoney" winds to get "phoney tracks (the Air Flight is most hurt).

"Lambert"—"Room orderly, Sergeant."

"Mossdrop"—"Where's our ambassador to the Canadian Ukrainians?"

"LAC Packer—Oh, there's a note for you from the C.G.I. It says, 'Pilots are instructed to fly compass courses, not ground-speeds.'"

"Rogers"—"Room Orderly, Sergeant."

"Russell, R. G. S."—"Wait a minute, Sarge, can anybody tell me what a curve of equal bearing is? It isn't anything to do with Hollywood is it?"

Ssh! The instructor's still asleep.

"Russell, P." (He can always be distinguished from R.G.S. by the fact

that he's definitely the one who carries the sextant.) "Someone wake him up!" Somebody throws a piece of chalk at him. He starts up, "Eh, what's all this? We haven't done nightmare photography yet. If the bomb-aimer wants the latest wind, tell him it isn't out yet and the weighted groundspeed is still waiting. Oh, a roll-call! Er—, I'm here, Sergeant."

"Salt"—The wit at the back pipes up again. "He's with the Air Flight, breaking off relations with them once and for all. He says his patience is exhausted."

"LAC Shimmin—Did you have a shave this morning, Shimmin?"—"That's me moustache, Sergeant, it's coming on nicely."

"Corporal Strange!"—somebody explains his absence. "He's force-landed—filled up his log-form and didn't know what to do."

"Sibbons"—"Room orderly, Sergeant!"

"Verity!"—He is loudly trying to explain to somebody the new jitter-bug step he was doing while taking a bearing on CKY. (He's also been heard muttering "Athwartships! athwartships!" in his sleep.)

The noise is too much for the instructor. He gets up and says, slowly, "Well, I guess we'll have a sight-test!"

THROUGH DJRT AND MUD WITH 72A

We hear—

That the Great Lover, Les (Profile) Homes, will be back 'in circulation' shortly. A small matter of final exams, plus a spot of bother with Aircraft Rec. has somewhat limited his activities of late. However, the Welsh Ambassador proved a willing deputy and it is reported that the path to the river is well worn and free from weeds. Verb sap . . .

That the "Unfair to Kenworthy League" has definitely been disbanded. Pete has agreed to meet the Instructors at least half way, and admits that sometimes they are correct in their assertions.

That our Mathematical Genius, Bob Wade (not to be confused with the Wizard of the Computer), is all in favour of Mental (or sentimental) D.R. and is willing to meet all comers without even the requisite Toilet paper on which to draw a Mercators.

That Geoff Tarry is a little peeved at the exploits of his colleague 'Jumbo' Ellerker whose recent explorations of the North American continent caused such a stir. Not only did Mr. Ellerker delve deeper into the hitherto impenetrable depths of the Dakota Jungle but he ignored Mr. Tarry's motto: "Always carry a Tooth-Brush and Pyjamas when heading South." . . .

That it is quite untrue that the crash crew greeted old Jumbo with the expression "Dr. Livingstone, I presume." Everybody knows that this well worn expression was originated by Spencer Tracy.

That it is quite untrue that the Class Senior 'Halo' Swift (Janawalla to his friends) has been canvassing for extra assistance in the cookhouse by reporting absentees from parade.

That Red Walker (The Dewsbury Bottler) is hardly likely to consider the offer of a commission as Instructor—due to the decline of the Vaudeville business. His lecture on the Relativity of E.T.A. has to be seen to be believed.

That after nineteen weeks of experiment our two ex-flight sergeants (A.T.C.) have at last agreed to abandon Multi-drift Winds in favour of other means of Navigation. Furthermore, they decided to dispense with revision of E.T.A.'s at the turning point. (It is said that F/L Bentley was visibly shaken when he heard of his epic marking decision.

CLASS 75B

More than half way through the course with a fair measure of success, 75B, an ardent body of gen'men, exuding wise and diverse knowledge are looking forward with determination and hope.

Mild horseplay indulged in by certain members of the class includes dousing comrades in the showers or pushing a collie dog or a couple of boulders in bed to disturb the blissful dreams of a sleeping colleague. A superabundance of energy is usually dissipated in the swimming pool where keen swimmers have been known to assume otterlike tendencies when the patrol car passes in the dead of night.

Although this is hardly the place to relate nocturnal activities on a 48, a highly enjoyable evening was had by all when eight pleasure seeking U/T Navs. spent a few hours at Winnipeg Beach. A drug store provided some delightful company (address on application). "Entertainment provided by Winnipeg females this weekend was evidently of a high standard," was one observer's comment on our return to work.

"Dox" is becoming known as the wag of the class. His description of his LAC partner, "You are a perfect illustration of a Somerset Maughan character, a besotten teaplanter, who looks as if he has spent the rainy season with another man's wife," achieved fame, especially in view of the fact that the description is considered pointedly applicable.

But who is the fellow who has been trying to book two single rooms at Clear Lake . . . ?

The class has for some time noticed one member's pride in his knees

and envied the concession of shorts.

His expression, "A bit foxy don't you think," may earn the title "Foxy" for another member of the class.

From "Fox" to "Wolf" brings up our once proud bearer of a flowing moustache (visible from the rear) and former pursuer of Rivers females. He has evidently given up his quest for the more profitable pursuance of study.

Herman, still true as far as we know, to some sweet English A.T., habitually sits at the same table in the mess to flash his eyes around in certain quarters—with some success we believe.

"Jammy" Joe continues to weed his mysterious way with surprising results while his namesake, our class leader, keeps the flock together with difficulty—especially after 4.30 p.m. when the boys tend to wander tea-wards.

There is a constant pleas for someone to do something about an unruly shock of hair obstructing the view in the front of the class. However, in view of the wearer's art on the blackboard, a concession may be made.

Photography has provided an abundance of material for line shooting. Concentrating on hand held ogliques, one keen photographer failed to notice the door opening. Caustic remarks rewarded his wouldbe rescuer. One crew has been troubled by one fellow's persistence in having two runs over the objective and obdurately refusing to vacate the nose of the aircraft when once esconced there.

However, we glide over life's little difficulties, our noses glued to the grindstone by P/O Collyer.

—W. Fieldhouse.

CLASS 76A

I HEARD THESE RECENTLY:

Suggestion that the navigator should take a shot on a shooting star and get a running fix!

Variation on the proverbial fishing story:

"It was the best log I ever did—worth at least 98—but somehow I lost it through the window!"

Excuse for absence from briefing: "I fell asleep on the bed—the next thing I knew I was being awakened by kites taking off."

Heard in class: Instructor—"Countries bordering on the N. Sea?" Voice from back of class: "SCOTLAND."

Suggested trip for student finding difficulty in navigation: **ROUTE**—Base—Winnipeg (48 hours)—Base.

WHO?

Which of the two Scotsmen took a shot on the Port Wing Light on his first night trip? (He thought it was Vega!)

Who got housemaids knee and lockjaw keeping an airplot on the floor of the kite with a torch in his

mouth on a recent night trip?

Who's been shooting a line about his recent promotion to corporal? (not officially confirmed).

What is the attraction down at the riding stables. Until last week a certain party spent all his time in the Met Office (not improving his Met!) We are buying him a blackboard and a box of coloured chalks for Christmas.

He told the pilot to circle over the turning point until he worked out a course for base. Ten minutes later . . .

He insists on relating every subject with cosine curves, hyperbolics, exponentials (curves with x^e) etc.

He thought a continuous Air Plot had to be kept for the whole 20 weeks of the course—until somebody told him last week.

N.B. Lesson 2 in log cooking. Cookhouse tonight (0739 G.M.T., 1239 C.D.S.T.; 12 1217 ZT)
(Lesson 3—How to cook flapjacks.)

CLASS 80A

Starting the way of all Navigation students, viewing the Station, weed by weed, row by row, lawn by lawn, the course succeeded to the viewing of the Station from the air. From the reports of a small minority of the Course, the first views were by far the best for the internal situation.

After sleeping in the lecture room for a few nights the boys are wondering if the plot sets are a joke or if it is just their own mental lapse.

Who was the fellow, when being fitted with his parachute harness, asked the N.C.O. i/c where the seat was?

CLASS 76B

This is introducing 76B Nav.—a 'gen' course. Even though we are now in our 10th week our full complement remains with us.

This statement may have to be amended later because of the forthcoming 11th week. We have been, up to the present, under the guiding half wing of F/O McFadden and we are sincerely grateful for his guidance, enthusiasm and tolerance.

Course 76B may be called a typical air-crew collection, readily illustrated by the high standard of morals present, as well as the complete absence of grumbling. We eat our flap-jacks (regularly) and drink our hard boiled eggs. We never have more than eight barrack orderlies in the morning. Also we have seen "Training Table" twice—and we believe it fully both times. And we haven't seen the one horse in Rivers yet.

Like all courses we have our own notables, not the least of which is LAC Joseph Soobiah. He is a young Mauritian—short, dark and handsome. He's a master in the arts of court, having broken hearts in three continents and is now very interested in

the mess-hall. He insists that beer is detrimental to the health, and so does not drink beer. However, he is very fond of gin.

LAC Joseph Walters—

Is very athletic and excels in running. When an officer asked for someone who could run, Joe volunteered. That's the story of how Walters ran over to headquarters and back.

LAC Joseph Oeholi—

Is renowned because no one can pronounce his name. Listen for it being spelt on Pay Parade.

—J. Nixon, 76B.

CLASS 77A

High, Wide & Anson

One of our a/c is missing
With all of its gallant crew,
The first "gen" man was Charlie Bann,
Now what the heck did he do?

He assumed the course was being steered,
He assumed the track was true,
He assumed the drift was still to port,
Assumptions never do . . .

The moral of our little tale,
A point we hope shows well,
He assumed, he assumed, alas,
alack,
We assume he is now in hell.

—R.E.A.

CLASS 78A

A sextant shot of our class would give a fair representative picture of the usual navigation class. We have all the types as follows:

1. The 1st navigator who when told that his T.M.G. is the reciprocal of the required track says, "Oh really."
2. The 2nd navigator who map reads most diligently down his reciprocal track and does not realize he is on the wrong track.
3. The navigator who always flies on the required track and is never lost is peeved because he is given lower marks than the former two (what a world we live in).
4. The humorist who laughs when he is on the carpet—as it tickles his feet (thro' the holes in his shoes.)
5. The married man who grumbles at his wife's extravagance. She has hammer toes and keeps knocking the nails out of the soles of her shoes.
6. The pessimist who is quite convinced that he will never be a navigator.
7. The optimist who states that the pilot always knows where he is.
8. The cadet who always loses things, and myself up the creek without a paddle and wondering why.

—I. T. Collins.

CLASS 79A

Cpl. Hunt (Age 33)—known of course, as Mike, class senior—rather brutal looking but who wouldn't hurt a fly really—misses his pint of beer thro' having to work so hard at night to keep up with the young 'uns. Thinks it about time someone organized a concert somewhere.

LAC Hickey (Fred)—famed for his curly hair. Continues to delight thousands by his brilliant piano playing—agrees with Mike that they are happier when together on the stage than they'll ever be in the air.

LAC Davies (Taff)—another pugilistic looking specimen—first favorite of the Nav. Instructor. Is quite certain he will catch up one day. Conducts a permanent cross-talk act with his countryman, young Taffy Edwards, quite unintelligible to the rest of us.

LAC Copestake (Wilf)—Known as "Wilf the Wolf" or the "Great Lover." Likes to sit facing the W.D.'s table at meals and feast his eyes as well as his stomach. Has good baritone voice. Favorite song—"It's Murder He Says."

LAC Boyd—A nice enough chap in his way—comes from Bonnie Scotland as anyone who has to listen to his perpetual chatter is soon (painfully) aware.

LAC Dunham (Les)—A real hard worker at navigational exercises, has to be, as having lost his class partner, is now teamed up with our Nav. instructor himself.

LAC Bright (age 34)—a willing lad, tries hard. Inclined to be rather forgetful when taking his equipment on a flight. Never hard up for a question to ask the Instructor. Gets into an awful mess with his laundry.

LAC Downe (Stan)—Like Fred Hickey has trouble with his hair falling in his eyes—comes from Devin—has wistful memories of the beer he left behind him. Very nonchalant when it comes to buying silk stockings, stepins.

LAC Hill (Frank)—the type that stands out—makes an excellent worker—sits in class and mutters all day about something being a waste of time and why can't we get on with it. Very keen on gas lectures.

Cpl. Cork (Harry)—very dry type—figures that "Alice in Wonderland" would read much better if it were enlivened with a few quotations from AP 1234—Has quite a few friends in England, to judge by his mail.

LAC Gosling (Gozzy)—Fatherly type—quite young, looks about 50—gets very annoyed when people whistle or generally make a noise. In such times of stress is inclined to hint darkly to these offenders that all is not well with their family tree. The third curly-headed boy in the class.

CLASS 79B

We haven't "got much in." Four weeks, to be exact—a brief span but rich for us with a wealth of acquired knowledge. Did we know four weeks past that a rhumb line varied inversely with the square of the flexible drive on the T.A.S. vector? Did we know that to invert T.M.G. to L.M.S. and then back to normal was a procedure of unexampled simplicity? Could we a month ago have informed you where, when, and why the red light burned continuously without incurring your contempt for so blatantly mentioning the unmentionable? No! Emphatically no! We could not. But we can now. For us now the red light is merely a part of the dear old aerial camera, and a part of nothing else.

It is the same with all our little subjects. Everything has taken on a new light. Perhaps the light is often dim. But then dimness is so pardonable amid the technical complexities of this Siberian outpost. For you must understand that the Air Navigator is a very delicate instrument. Corrections must be applied to his operations just as they must be applied to such perverse contraptions as the Airspeed Indicator. You have, with one as with the other, to allow for density (and density rears its moron's head not a few times in a class of Air Navigators). You have to allow for lag (and mental lag always sets in at 1500 hours for Course 79B, just as physical lag sets in after a few minutes' drill with that quaintly wagging N.C.O. who so graces our station). And, of course, you must allow for the manufacturer's error. But perhaps that is rather a delicate point.

—N. Gulley.

CLASS 80B

Sport—Course 80B are willing to challenge any other course at football. Any course wishing to accept the challenge can get in touch with B.B. 33B.

Swimming—Wish our entries in the swimming contest all the best, and incidentally, we hope to bring home the bacon through them.

Common Gossip—Who was the certain party who was in the S.M.R. room with the wrong Topographical Map and still managed to pick out three pin points. Who were the cadets that went to a recent dance in Rivers and couldn't resist the charms of the opposite sex and came away with Savings Stamps, instead of dollar bills in their pockets. How did a certain cadet in the flight manage to get bitten all over with mosquito bites. Perhaps a certain party in the post office could explain the reason for the cadet's condition.

An Irish Letter from Home

Dear Cousin:

Your welcome letter received and me and your Aunt Bridget thank you kindly for the money you sent. We had seven Masses said for your Grandparents, God rest their souls.

You have gone hight place in America. God bless you. I hope you'll not be putting on airs and forgetting your native land.

Your cousin, Hughie O'Toole, was hanged in Londonderry last week for killing a policeman, God rest his soul and may God's curse be on Jimmy Rogers, the informer; and may he burn in hell, God forgive me.

We had a grand time at Pat Muldoon's wake. He was an old blatherskite and it looked good to see him stretched out with his big mouth shut at last. He had too many friends among the Orangemen. God curse the lot of them.

Bless your heart, I almost forgot to tell you about your Uncle Dennis. He took a pot shot at a turncoat from in back of a hedge but he had too much drink in him and he missed. Damn the whisky.

I hope this letter will find you in good health and may God keep reminding you to send the money.

The Brennans are 100% strong around here since you stepped to America. They have kids running all over the country.

Father O'Flaherty who baptized you is feeble-minded, and sends you his blessing. Nellie O'Brien, the brat you went to school with, has married an Englishman. She'll have no luck. May God be good to you and yours.

Your devoted cousin,

TIMOTHY.

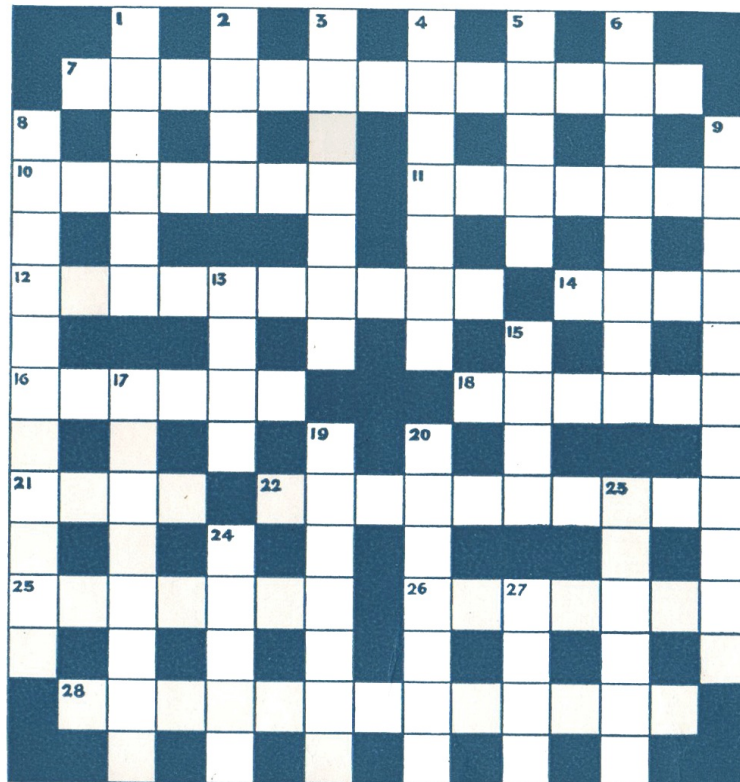
P.S.—Things look bright again, every police barracks and Protestant Church has been burned to the ground. The Saints be praised.

P.P.S.—Keep sending the money.



It worked!!

No. 1 C.N.S. Crossword Puzzle . . .



CLUES ACROSS

7. "To turn or not to turn, that is the question." (8, 5)
10. After failing in signals? (7)
11. No such training here. (7)
12. For 2 down work, use this and 9 and 22. (3, 7)
14. Rightly associated with 18. (4)
16. Useful course, check here. (4)
22. See 12. (10)
25. An every-day occurrence. (7)
26. Not a man who makes Mercators. (7)
28. It presumably shows your wanderings from the straight path. (9, 4)

CLUES DOWN

1. 1234. (6)
2. See 12 across. (4)
3. Crashed into a 2. (7)
4. 2 25. (7)
5. Simply projected. (5)
6. The altimeter should this 19. (8)
8. A gathering of eminent? (5, 6)
9. "Rhine Apples" (anagram). (11)
13. Man is not lost with this. (4)
15. What we want on our 24. (4)
17. Usually square. (8)
19. See 6. (7)
20. Instrumental pro. (7)
23. Where we like the wind. (6)
24. See 15. (5)
27. Parts of 8. (4)

(Solution on page 14)

2nd 4th 6th 8th 10th 12th 14th 16th 18th 20th 22nd 24th 26th 28th 30th 31st

CANADIAN PACIFIC RAILWAY

WORLD'S GREATEST TRAVEL SYSTEM
CONVENIENT FAST TRAIN SERVICE

To WINNIPEG AND EAST

From	DAILY	DAILY	DAILY	DAILY	DAILY
CENTRAL NAVIGATION SCHOOL					
By BUS					
Lv. SCHOOL	11:45 a.m.	1:00 p.m.	1:00 p.m.	6:00 p.m.	6:00 p.m.
Ar. BRANDON	1:00 p.m.	2:15 p.m.	2:15 p.m.	7:15 p.m.	7:15 p.m.
By TRAIN					
Lv. BRANDON	FRI. ONLY No. 4	No. 8	DLY. Ex. SUN. No. 2		
Lv. BRANDON	3:00 p.m.	3:50 p.m.	4:45 p.m.	5:30 p.m.	5:25 a.m.
Ar. WINNIPEG	5:50 p.m.	6:45 p.m.	7:45 p.m.	9:00 p.m.	8:45 a.m.
Lv. WINNIPEG	7:30 p.m.	9:30 p.m.	10:00 p.m.		
Ar. TORONTO	7:10 a.m.				6:45 a.m.
Ar. MONTREAL			11:15 a.m.		6:45 a.m.
Ar. SAINT JOHN			6:45 a.m.		6:45 a.m.
Ar. MONCTON			10:15 a.m.		10:15 a.m.
Ar. SUMMERBROOK			6:10 p.m.		6:10 p.m.
Ar. CHARLOTTETOWN			6:35 p.m.		6:35 p.m.
Ar. HALIFAX			6:30 a.m.		6:30 p.m.

On Sundays Ar. Montreal 2:00 p.m. On Sundays Ar. Halifax 3:40 p.m. Daily except Sundays.

RETURNING from WINNIPEG

By TRAIN	SUNDAY ONLY	DAILY Ex. SUN.	No. 3 DAILY	No. 7 DAILY	No. 1 DAILY
Lv. WINNIPEG	10:50 p.m.	9:00 a.m.	10:30 a.m.	11:10 a.m.	9:00 p.m.
Ar. BRANDON	1:50 a.m.	1:05 p.m.	1:35 p.m.	2:15 p.m.	12:40 a.m.
By BUS					
Lv. BRANDON	DAILY-BUS	DAILY-BUS	DAILY-BUS	DAILY-BUS	DAILY-BUS
Ar. SCHOOL	8:00 a.m.	5:00 p.m.	5:00 p.m.	5:00 p.m.	2:15 a.m.

DAILY SERVICE WESTBOUND

Leave NAVIGATION SCHOOL	11:45 a.m.	1:00 p.m.	6:00 p.m.
Ar. BRANDON	1:00 p.m.	2:15 p.m.	7:15 p.m.
Leave BRANDON	1:50 p.m.	2:30 p.m.	1:00 a.m. for Regina, Moose Jaw, Medicine Hat, Calgary, Banff and Vancouver.

Travel Information and Reservations from Ticket Agent, Wheatland, Phone 18 Ring 3, or write W. Horder, General Passenger Agent, Winnipeg, Man.

Canadian National Railways

The Direct and Fast Service. Effective June 27th, 1943

To WINNIPEG AND EAST;

SASKATOON, EDMONTON, JASPER PARK, VANCOUVER.

EASTBOUND DAILY FROM RIVERS "The Continental Ltd."

Lv. RIVERS 3:30 p.m. (Toronto Section)	Ar. WINNIPEG 6:45 p.m.
Lv. RIVERS 4:35 p.m. (Montreal Section)	Ar. WINNIPEG 7:45 p.m.
Ar. TORONTO 7:20 a.m. (second morning)	
Ar. MONTREAL 11:15 a.m. (second morning)	
Lv. RIVERS 6:10 a.m. to Winnipeg only.	Ar. WINNIPEG 8:55 a.m.

WESTBOUND DAILY FROM WINNIPEG "The Continental Ltd."

Lv. WINNIPEG 10:15 a.m. (Toronto Section)	Ar. RIVERS 1:40 p.m.
Lv. WINNIPEG 11:20 a.m. (Montreal Section)	Ar. RIVERS 2:50 p.m.
Lv. WINNIPEG 6:15 p.m. from Winnipeg only.	Ar. RIVERS 10:20 p.m.

WESTBOUND DAILY FROM RIVERS

Lv. RIVERS 1:50 p.m. and 3:00 p.m. "The Continental Ltd." for Saskatoon, Edmonton, Jasper Park and Vancouver.	
Lv. RIVERS 10:30 p.m. for Saskatoon, Prince Albert and Edmonton.	

Air Conditioned Cars and Dining Car Service on all Trains.

Berth Reservations, Fares, etc., from Ticket Agent, Rivers. Telephone 30
For Travel Information, write M. J. DUPUIS, District Passenger Agent, Winnipeg
W. E. DOBBS, General Passenger Agent.

MOVIES OF THE MONTH

A -	K -	August 16th and 17th—	S -	August 21st and 22nd—
B -	L -	DuBARRY WAS A LADY	T -	WHITE SAVAGE
C -	M -	Lucille Ball—Red Skelton	U -	Maria Montez—Jon Hall—Sabu
D -	N -	August 19th and 20th—	V -	August 23rd and 24th—
E -	O -	BOMBADIER	W -	HIT PARADE OF 1943
F -	P -	Pat O'Brien—Ann Shirley	X -	John Carrol—Susan Hayward
G -	Q -	August 26th and 27th—	Y -	
H -	R -	BATAAN	Z -	
I -		Robert Taylor—Thomas Mitchell		
J -				

MacArthur Transportation Co. Ltd.
Brandon

BUS SCHEDULE No. 1 C.N.S., Rivers

Leaving Rivers	Leaving Airport
6:30 a.m.	6:45 a.m.
7:00 a.m.	7:15 a.m.
7:40 a.m.	8:00 a.m.
8:45 a.m.	9:00 a.m.
9:30 a.m.	9:45 a.m.
12:40 p.m.	1:00 p.m.
2:00 p.m.	2:15 p.m.
4:00 p.m.	4:30 p.m.
4:45 p.m.	5:15 p.m.
5:30 p.m.	6:00 p.m.
6:30 p.m.	7:00 p.m.
7:20 p.m.	8:00 p.m.
9:30 p.m.	10:00 p.m.
10:30 p.m.	11:00 p.m.
11:30 p.m.	12:00 p.m.
12:30 a.m. (Sat. Night Only)	

Phone - Rivers 45

LAKE OF THE WOODS — TRAIN SERVICE, 1943

EASTBOUND—READ DOWN				WESTBOUND—READ UP			
No. 8 Daily	No. 4 Daily	No. 2 Daily	STATIONS	No. 3 Daily	No. 7 Daily	No. 1 Daily	
PM	PM	AM		AM	AM	PM	
8:30	7:30	10:00	Lv. WINNIPEG	9:30	10:05	7:45	
.....	9:45	12:25	Ingolf	.....	7:56	5:11	
11:30	10:30	12:58	Lac du	.....	7:55	4:37	
11:40	10:40	1:15	Kenora	.....	7:15	4:25	
		1:25	Ar. KENORA	.....	7:45	4:15	

(*) No. 4 will stop to detain passengers at Ingolf and Lac du on Fridays and Saturdays.
(*) No. 7 will stop at Lac du and Ingolf each Monday for passengers to Winnipeg and beyond.

LAKE WINNIPEG RESORTS — TRAIN SERVICE, 1943

NORTHBOUND—READ UP				SOUTHBOUND—READ DOWN			
No. 1 Daily	No. 2 Daily	No. 3 Daily	STATIONS	No. 4 Daily	No. 5 Daily	No. 6 Daily	
PM	PM	PM		PM	PM	PM	
8:30	7:30	10:00	Lv. WINNIPEG	9:30	10:05	7:45	
.....	9:45	12:25	Ingolf	.....	7:56	5:11	
11:30	10:30	12:58	Lac du	.....	7:55	4:37	
11:40	10:40	1:15	Kenora	.....	7:15	4:25	
		1:25	Ar. KENORA	.....	7:45	4:15	

(*) No. 1 will stop to detain passengers at Ingolf and Lac du on Fridays and Saturdays.
(*) No. 2 will stop at Lac du and Ingolf each Monday for passengers to Winnipeg and beyond.
(*) No. 3 will stop at Lac du and Ingolf each Monday for passengers to Winnipeg and beyond.
(*) No. 4 will stop to detain passengers at Ingolf and Lac du on Fridays and Saturdays.
(*) No. 5 will stop at Lac du and Ingolf each Monday for passengers to Winnipeg and beyond.
(*) No. 6 will stop at Lac du and Ingolf each Monday for passengers to Winnipeg and beyond.

Canadian Pacific Transport Co. BUS SERVICE

AIR NAVIGATION SCHOOL WHEATLAND - BRANDON

EASTBOUND				WESTBOUND			
Lv. AIR SCHOOL	Ar. BRANDON	Lv. BRANDON	Ar. AIR SCHOOL	Lv. BRANDON	Ar. AIR SCHOOL	Lv. AIR SCHOOL	Ar. BRANDON
11:45	1:00	6:00	6:13	6:45	7:15	7:45	8:15
11:55	1:10	6:10	6:20	6:50	7:20	7:50	8:20
12:05	1:20	6:15	6:25	6:55	7:25	7:55	8:25

Passengers not carried facility between Air School and Wheatland and Rivers unless space available.
CORRECTIONS AT BRANDON WITH C.P. TRAINS
EASTBOUND
Train 2 Daily 5:05 a.m. 5:25 a.m.
Train 4 " 3:35 p.m. 3:55 p.m.
Train 54 Ex. Sun. (to Winnipeg) 4:45 p.m. 5:05 p.m.
WESTBOUND
Train 1 Daily 12:40 a.m. 1:00 a.m.
Train 53 Ex. Sun. 1:25 p.m. (from Winnipeg only) 1:50 p.m.
Train 2 Daily 1:35 p.m. 2:00 p.m.