

Editors' Overseas Tour

Carnival in Dusseldorf, Army at Soest

(Second Instalment)
Getting away from Ottawa and starting the first leg of the editors' trip to Europe proved to be one of the largest problems encountered. After being briefed by Department of National Defence officers on Tuesday, February 23, we were given our final revised itinerary which called for a departure from Ottawa at 4.30 on Thursday. However, even the armed forces don't control the weather and the blizzard that swept Ontario resulted in a 24-hour delay in departure. Arriving at RCAF Uplands to be told the flight was delayed and a subsequent checking in to the hotel again probably resulted in a bonanza for the telephone and flight insurance companies.

Friday the worst of the storm had abated and a service flight from Ottawa to Trenton started us on our way. At Trenton a transfer was made to an RCAF Yukon aircraft for the flight overseas. The Yukon is the military version of the Bristol Britannia, a turbo prop aircraft with a capacity of 140 passengers plus luggage. RCAF transport command operates three flights each way every week transporting the mail, supplies, service personnel and their dependents. A little disconcerting was the booklet on each seat which dealt in detail with procedures to be followed in the event of many unmentionable emergencies. Needless to say none of these emergencies arose and it is worthy of note that the Transport Command has a safety record envied by many commercial airlines.

Sitting in rows of three on each side of the centre aisle naturally brings passengers close together. Across the aisle from us was a young mother and her four children going to Europe to live for three years with her husband. The three-month-old child lay in a basket and slept the whole trip only waking to cry on landing in France. Seatmates were Yves Gagnon of St. Jean, Quebec, and Roger Alarie of Verdun, Quebec. Roger, who had never flown before, soon overcame his apprehensions and enjoyed the trip immensely. A trip to the flight desk soon convinced

most of us that flying this type of aircraft was not the place for amateurs and instilled in us a new respect for the crew. Dinner and breakfast were served by three airwomen and a steward. Sunrise at 22,000 feet was a sight to behold. The first sight of Ireland pleased not only the Irish.

Landing in Marville at 11 a.m. local time was simple and customs formalities were at a minimum. Lunch at the officers' mess, where the waitresses were all civilian employees, gave us our first touches of a feeling that our school French was going to be inadequate. Back into the Yukon and a flight to Dusseldorf finished off our travelling for the day. At Dusseldorf a group of army personnel were waiting to board our plane for a return flight to Canada. A new crew took over and after refuelling the aircraft started off for Trenton. Air crews make at least one flight a week and the Transport Command has 12 Yukons in service — 10 are 140 seat planes and two are 60 seat versions. Distribution of supplies, personnel and mail in Europe, Cyprus and the near east is made in 10 Dakotas and four Bristol freighters from Marville.

In Dusseldorf the realization that German is the language spoken and the terminus of over 20 hours' travelling pointed to a quick supper and off to bed early. This was just not meant to be.

In the taxi driving in from a very modern airport, one of our members dredged up his high school German and seemed to get us to our proper hotel. The city itself appeared very modern but of course this was not too surprising when you remember 80% was destroyed in the second world war. Along the streets in the suburban areas there are still the gaps in the buildings. Some of the immediate post war shack communities are still in use. And the older buildings show the signs of patching on the exteriors.

As we got further and further into the city it became evident and was confirmed by our limited German that there was indeed some celebration in progress. In the cities and some of the towns in North-Western Germany the period

immediately before Lent is observed similarly to a Mardi Gras. The Fasching was in full swing. At the Hotel with a room that faced on the broad vista of a main thoroughfare it was evident the celebration could continue for some hours — it did.

Dinner at the hotel, the first meal with a German menu — produced wienerschnitzel. The proprietor told us in his best English about the celebration for the evening and suggested a biergarten with a floor show and dinner or a wine festival with jazz and entertainment. Unfortunately too many others felt these were worth attending and the SRO signs were on both doors. A trip to the old city where a full scale carnival was in progress — where all types of entertainment was available and where everybody was in the spirit of Fasching, proved to be the place to spend the evening. Vehicular traffic in the area was prohibited and the German people were certainly prepared to celebrate.

Even with what we in Canada would consider a rather relaxed drinking restriction I must say there appeared to be no abuse of alcohol. We never did see, in Europe or Great Britain, anyone really offensively drunk. However, they certainly were enjoying the festivities.

Up again at 8 on Sunday and walking through the city where the larger activities had either already started (or were continuing) and along the Rhine with its barges and the evidence of the war on the buildings. Through the central part of the city with the families, children through adults, dressed in costumes, the bands and parades, the clowns and the entertainment. This was the family day and they were taking part as families. Many costumes had a Western flavor but the largest single representation was in the striped suits of sailors.

In the afternoon a bus trip to Soest past the Mohndam and into the walled city of Soest. It's reported the city's recorded history goes back to the Seventh century and likely the hotel's did too. Two new things, to us, about the hotel were the double doors between the halls and the rooms. The second was our first experience with the feather ticks on the bed — no sheets — no blankets. Either it was quite comfortable or we were exceptionally tired. An interesting item we discovered on our hotel bill was 1 DM (German Mark or 25 cents) each day for heat. There was a rad in the room — but there is still some doubt in my mind about the heat.

Monday at 8 our tour at the base started. After a welcome by Brig. A. Jones Tedlie and a briefing by a Col. W. Lye on the role of the Canadian Forces we drove through the base, saw the arena with the artificial ice, the theatre with first run movies and ended up in the canteen.

Here the first Acton boys were waiting and we had a chance to talk for a few minutes. Before our arrival at this and all other bases the editors' names and home towns were circulated and the men were given an opportunity to come and talk to us. The first men we met were from the Royal Canadian Regiment. It was here I met Staff Sergeant Charlie Rushmere, a cousin of Sam Brunell, Corp. George Smethurst, who was in Scouts when I was Scoutmaster and Ken Gregory from Georgetown. Charlie is chief clerk of the regiment — yes, he's reduced the size of his moustache — and is completing his second tour in Germany. He enlisted during the Second World War and has been in the Canadian Army ever since. George and Ken are both enjoying their tour in Germany. It was a great pleasure for me to meet these Actonians after having been away only a week.

After a semi-formal lunch it was back to the bus and a trip to the Maple Leaf Stores, which are just like our Canadian Supermarkets except for the stocks of wine, liquor and foreign food.

Editorial Page



WEEKLY NEWSPAPER EDITORS inside an M113A armoured personnel carrier are, on the right, Dave Dills of Acton and A. B. S. Stanley of Nakusp, B.C. Describing the carrier to them, on the left is Craftsman Aussie Finzel. Man in charge of the workshops where training is given in maintenance is former Actonian Capt. Bert Morgan. The carrier holds 11 fully-equipped men, is water-tight and travels at 40 m.p.h. on land and 4 m.p.h. through swamps or rivers. There are two carriers now, but the brigade will eventually be fully equipped with them. The picture was taken at Fort Chamblay, Soest, Westphalia, Germany.

The stores are operated on a non-profit basis — the \$1 1/2 million profit last year was returned in recreational facilities and to the messes. Cigarettes and liquor were tax free but sold only on a monthly ration basis.

A tour of the school at Soest and a briefing explained the school system used throughout all the schools operated by the Department of National Defence in Europe. An inter-mural sports program is carried out in conjunction with the local German schools as well as with the schools in other areas. 137 teachers and principals are employed on the staff and the curriculum is based on Province of Ontario standards.

A stop at the Red Patch club and the Salvation Army canteen in downtown Soest completed the afternoon tour. The Red Patch club and Sally Ann give a downtown base for service men and their families.

In the evening, Charlie and Lou Rushmere picked me up in their car and took me for the evening to their apartment in the permanent married quarters. At the apartment their 12-year-old son was watching television from Holland. Programs are also received from Germany. In the apartment, Lou explained, everything was supplied by the army except for linen and tableware. Tasteful decoration made their quarters enjoyable and their warm hospitality was appreciated. They expect to return to Canada later this year when the Regiment will be rotated. This is their second tour of duty in Germany and all three are looking forward in anticipation to their return to Canada.

The tour started again Tuesday at 8:00 when we boarded the buses and took off to Fort Chamblay to visit the workshops and see the new M113A Armoured Personnel carrier with which the brigade will be equipped this year.

Here I met Capt. Bert Morgan, who used to live in Glenora and is a close friend of George Gold and a brother-in-law of John O'Gorman. Bert is in charge of the repair workshop for all the equipment. At the Recce Squadron of the Fort Garry Horse the scout cars and helicopters were on display. The demonstration of the ENTAC anti-tank rocket was by the Royal 22nd Anti-tank Company. This weapon, developed by the French, has a truly remarkable accuracy and effectiveness. The Royal 22nd is a French speaking unit. The demonstration by the Fort Garry Horse in the afternoon was wiped out because of the adverse weather conditions so it was impossible to see this group in action.

Back in Soest that evening, our group had dinner in one of the hotels with a group of German journalists of the Soest area. The evening in discussion with this group produced interesting parallels in the professions here and there. The one interesting point that did emerge was the fact that all papers in the area are controlled by the minister of justice and it is impossible for anyone to start a new newspaper in competition.

Wednesday's train trip from Soest to Marville took us down the Rhine and Mosel valleys where the vineyards stretching almost to the top of the peaks showed agricultural methods to which we are not accustomed. The day long trip gave us our first taste of rail travel in Europe. Except for the lack of a dining car on the train through Germany, Luxembourg and France the day indicated a very efficient system. Arrival at Montreuil (the Marville station) was right on the dot although the 45 seconds allowed for getting off the train with our luggage did stretch to a minute and a half. From there the Air Force bus took us to the RCAF station for the start of our Air Force portion of the trip.

Sugar and Spice ...

BY BILL BAILEY

Rather an interesting time to be a teacher, the spring. Even before the snow has completely gone, school boards and principals are flipping over logs and stones, in the forlorn hope of finding a teacher under one of them.

There are three reasons for the frantic spring scramble. The first two are deaths and retirements. The third and major cause for the panic is the population explosion. Classrooms are multiplying with the rapidity of rabbits.

Every one of these classrooms is full of kids. And the kids, like baby robins, expect to have something stuffed into them. Therefore, according to tradition, there must be a body, however little it resembles a Momma Robin, standing up there in front of the class, stuffing something — pebbles, or pearls, or even worms — into the gaping maws.

It is the time of year that has principals grinning wildly at old teachers, pouring on the charm with potential new ones, snapping at their own wives and biffing their own children about the cars, because they've heard by the snakeskin — that's the vine that runs from the staff room to the bridge club to the Saturday night party to the after-church coffee — that they're losing half their staff.

It is the time of year that has school board members deciding to take a holiday in Jamaica, or if they can't afford it, going to bed with the flu. On the one hand are the taxpayers, shouting that school taxes are away out of hand. And on the other hand are other taxpayers, declaring that the board must hire the best possible teachers.

And in between are the teachers, with 10,000 jobs open to them, every one, at first glance, better than their present one.

Last weekend, I was in the city, and out of sheer curiosity, it says here, dropped in at the

hotel which is the centre of teacher hunting for the coming year. It was interesting.

My first impression was that the whole thing was being run by one of the metropolitan newspapers. This enterprising sheet, in an effort to crack the monopoly on the lucrative acreage of teacher advertising held by another newspaper, had hired half the ground floor, and was passing out free papers, free coffee, free interview, arranging (whatever that is) the only thing missing was free teachers.

Picture an old-fashioned slave market, New Orleans, 1855, O.K.? Now, picture a slave market in which every slave has the latest market report on slave prices tucked under his left arm, in

(Continued on Page B4)



This Sunday's Church Calendar

THE CHURCH OF ST. ALBAN THE MARTYR ANGLICAN
Corner Willow and St. Alban's Drive
Rector:
The Rev. D. L. West, B.A., F.S.T.
185 Jeffrey Ave. Phone 853-2694

SUNDAY, MARCH 28th, 1965
Lent IV
Mothering Sunday
9:00 a.m. — Holy Eucharist.
10:30 a.m. — Church School.
10:30 a.m. — Choral Eucharist.
No Evensong.

PRESBYTERIAN CHURCH IN CANADA
KNOX CHURCH, ACTON
Rev. Andrew H. McKenzie, B.A., B.D., Minister.
Mr. E. A. Hansen, B.A., Organist and Choir Master

SUNDAY, MARCH 28th, 1965
9:45 a.m. — Church School in Robert Little auditorium.
9:45 a.m. — Minister's Church Membership Class in Church Choir Room.
11:00 a.m. — Divine Worship in Robert Little school, Sermon theme, "Personalities of the Passion, (2) Pilate."
7:30 p.m. — Youth Fellowship meeting.
Everyone Most Welcome.

MAPLE AVENUE BAPTIST CHURCH
(formerly Evangel Baptist Church)
SUNDAY, MARCH 28th, 1965
Bus leaves YMCA at 9:15 a.m. Calling at Lamchouse 9:30 a.m.
For information call Acton 853-1956 Georgetown 877-6665

BETH-EL CHRISTIAN REFORMED CHURCH
Acton, Ontario.
Rev. Wiebe Van Dijk
Phone 853-1585

SUNDAY, MARCH 28th, 1965
10:00 a.m. — English Service.
2:30 p.m. — Dutch Service.
3:45 p.m. — Sunday School.

ACTON PENTECOSTAL TABERNACLE P.A.O.C.
31 Churchill Road
Rev. S. M. Thoman, Pastor
853-2715
SUNDAY, MARCH 28th, 1965
10:00 a.m. — Sunday School for all ages.
11:00 a.m. — Morning Worship.
7:00 p.m. — Evening Evangelistic Service.
Tuesday, 8 p.m. — Prayer Service and Bible Study.
Thursday, 8 p.m. — Christ's Ambassadors.
Friday, 7 p.m. — Crusaders.

ACTON BAPTIST CHURCH
Founded 1842
Pastor Rev. Stanley Gannon
Res. 144 Tides Ave. Ph. 853-1615
SUNDAY, MARCH 28th, 1965
9:45 a.m. — Sunday School and Adult Class. (Scripture Press material used.)
11:00 a.m. — Morning Worship. "The Hungry and the Thirsty."
7:00 p.m. — Evening Service. "Our Indian Work at Ohsweken." Mission Circle ladies in charge of this service. An open invitation to everyone is extended.

Wednesday — Prayer and Bible Study, 7:30.
Thursday — Choir practice at 8:00.
Friday — B.H.E. at 7:00.
Holy Week Services April 11, 12, 15.

TRINITY CHURCH (The United Church of Canada)
The Rev. Dwight I. Engel, B.A., B.D., Organist.
Mr. George Elliott, M.A., Ph.D.
SUNDAY, MARCH 28th, 1965
9:30 a.m. — Grade 5 and higher.
11:15 a.m. — 4 years to Grade 4.
DIVINE SERVICES
9:30 and 11:00 a.m.
6:30 p.m. — Young Adults.

MEDICAL
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Entrance River St.
Acton, Ont.
Phone 853-0441
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Closed Wednesday afternoon
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DR. CEDRIC DEY
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Suite No. 3 Hinton Bldg.
17A Mill St. E. Acton, Ont.
For appointments phone 853-1300

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Optometrist
6 John St. S. Acton
In Acton Wednesdays only
2:00 p.m. — 6:00 p.m.
For appointment, phone 853-1041
If no answer, phone Waterloo
742-8867

ARTHUR A. JOHNSON
184 Main St., Milton
Phone TR 8-9972, Res. TR 8-9678
Tuesday Afternoons
Thursday Evenings
Friday Mornings

ROBERT R. HAMILTON
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PHONE GEORGETOWN, 877-3971
116 Mountainview Rd. S.
Acton Office: 109 Mill St. E.
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TRAVELLERS' GUIDE
GRAY COACH LINES
COACHES LEAVE ACTON
Standard Time
Effective October 25

Eastbound
6:31 a.m. (Daily, except Sun and Hol.), 8:54 a.m. (Daily except Sun and Hol.), Express, 8:58 a.m., 11:33 a.m., 2:08 p.m., 5:04 p.m., Sat. and Sun., 5:08 p.m., 6:23 p.m., 8:33 p.m., 10:08 p.m. (Sun. and Hol.)
Westbound
7:37 a.m. (Daily except Sat. Sun. and Hol.), 10:27 a.m., 12:57 p.m., 2:57 p.m., 5:27 p.m., 7:27 p.m., 9:12 p.m., 11:32 p.m., 1:07 a.m. (Sat. only).

CANADIAN NATIONAL RAILWAYS
Standard Time
Effective October 25
Eastbound
6:50 a.m. to Toronto, daily Mon to Fri.; 7:22 p.m. to Toronto, Sun day only.
Westbound
12:05 a.m. to Stratford, daily except Sunday; 6:27 p.m. to Stratford, daily Mon. to Fri., change at Guelph for London etc.