

407 and 409 Flex Muscles in Major Exercises

Top Rung Twelve Exercises Comox ADC

DEMONS FIGHT UNDER-WATER FOE



F 102, CF 101, and F 106 in formation.

409 Bangs Bombers and Burners Throughout B.C. Night.

Air defence forces of NORAD, including those units based at CFB Comox, participated with bombers of the Strategic Air Command in a joint training exercise overflying B.C., Alberta and the western United States during the early morning hours of Friday, 6 May.

ers provided high level super-sonic missions during the exercise. A group of F-106s from McCord AFB at Tacoma flew up to do battle from our airport, and in conjunction with the 409 Voodoos, added to the cacophony of noise throughout the night.

A large number of subsonic B-52 bombers flew toward simulated targets at high and low altitudes and several B-58 Hous-

The period of liability for the exercise was twenty-four hours; for Comox, the battle didn't begin until after the Nighthawk's noon was well past. Air and ground

crews kept the short order cooks frying batches of bacon and eggs and SAC, through the SAGE spies, kept activity humming throughout the night.

As a simulated war, the only kind worth fighting, it went well. There was plenty of noise, as any living-in personnel can attest to, no casualties, and lots of flying.

Even more realistically, we weren't told who won the war.

BANNOCK ECHO TESTS 409

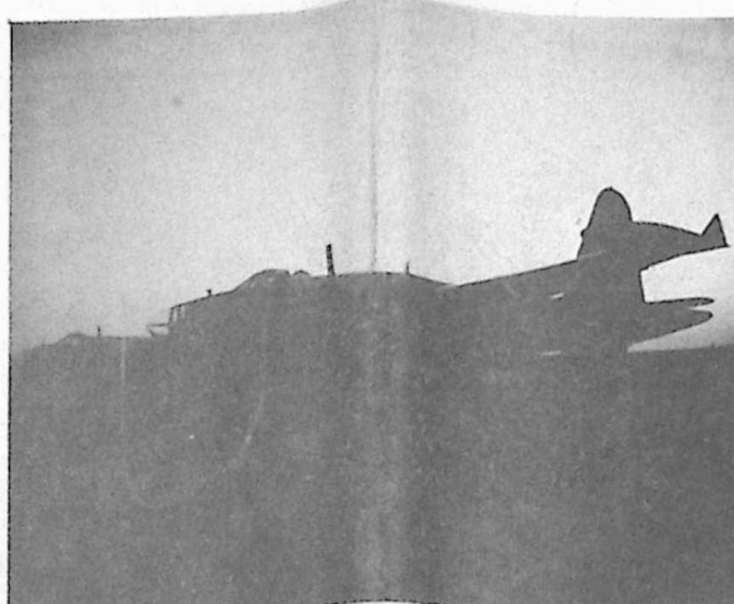
Fresh from its success in the recent Top Rung exercise, 409 Squadron was tested again by Bannock Echo IV, which took place yesterday. The exercise was planned to give the battle staff at sector headquarters even more practice at combatting different raid situations. During these exercises, the battle staff is assisted by the SAGE computer.



Immediately prior to Bannock Echo VI, 409 crews discuss tactics with an American target pilot. Left to right are: F/L Chapman, S/L P Patterson, F/L E. Stefenson, W/C W Vincent, Lt J Schneider, and F/O R Reid.



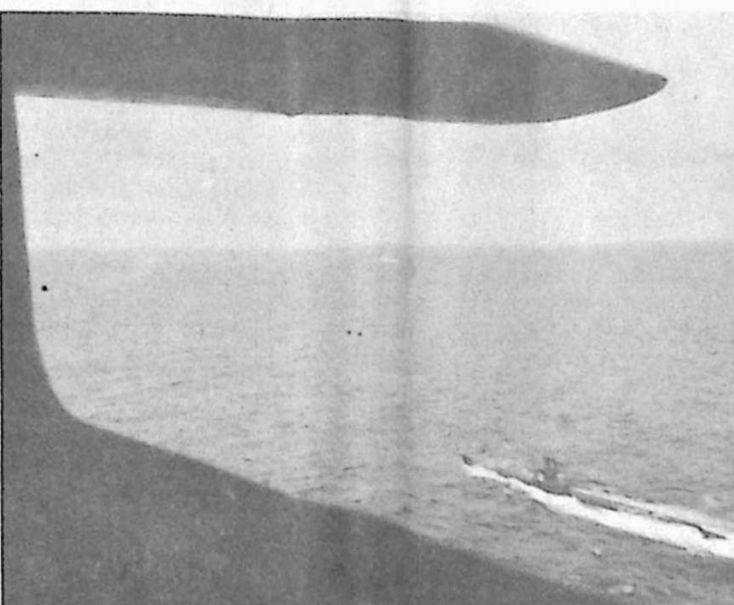
State of battle and readiness of aircraft are determined by NORAD sector at Seattle. In this configuration, aircraft is completely ready for flight. Shortly after picture was taken an order to "scramble" changed the noise level considerably as ground and air crews rushed out to start planes.



Neptune awaits crew in pre-dawn morning.



Last minute Operational decisions are made.



Sub is cornered in net and finally surfaced.



De-briefing team makes final analysis.

The Neptune flattened out of its turn and roared low across the heaving ocean. At precise intervals bombs dropped from its slim fuselage, and then the aircraft soared into a climbing turn, away from the awesome explosion which announced that an enemy submarine had just commenced its ultimate dive to King Neptune's catacombs.

Or at least that is what would have happened had last week's 407 Sqn - HMCS Grilse exercise been for real. Throughout the week the Demons and the Grilse participated in a Maritime exercise which not only disrupted the sleep patterns of 407 crews, but provided them with some of the most realistic anti-submarine training this side of a war. It was even better than watching Seaway.

The training gained in the exercise enabled the Neptune crews to perfect familiar techniques, and experiment with and evaluate new tactics under conditions more nearly resembling wartime ones. It is this sort of practice which produces the best crews.

Sub-chasing is not an easy task, and the level of crew skill needed to sight sub and sink same is high indeed. A Neptune crew comprises eleven people, all with different backgrounds and different histories. These eleven people must be welded into a crew which functions almost as one person. Every attempt is made to keep crews flying together, and it is rare indeed to have more than one crew member transferred in or out at a time. Only in this way can the ultimate in sub-killing efficiency be attained.

Although each crew member has a vital job in tracking down a submarine, the key job (and this is going to startle Treasury Board) is the navigator's, for he is the person who correlates and assess all the information coming in, and directs the attack. He is even busier than the man whose job it is to find judges to run Royal Commissions.

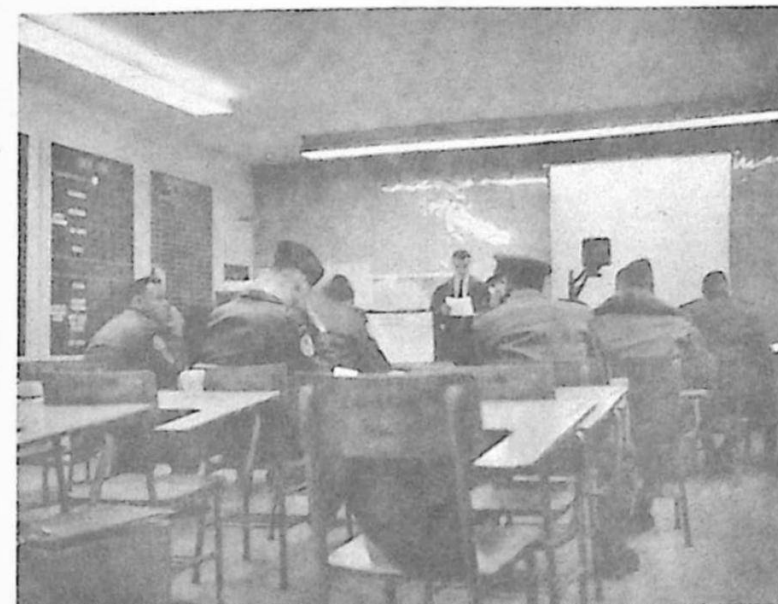
One way of finding a sub is with sono-buoys. Using this method, the Neptune drops sono-buoys into the water, and the buoys listen for echoes from submerged submarines in much the same fashion that radar listens for echoes from aeroplanes. When these echoes return to the sono-buoy, it transmits them to the aircraft as a bearing and the idea is that if you have enough sono-buoys in the water transmitting bearings you have only to find where those bearings cross to find your submarine.

This is all very well, but it demands accurate plotting, and a mistake of only a few yards can easily lead to missing the submarine altogether. To someone accustomed to working in grease pencil on a Canada Dry label it is a staggering concept indeed.

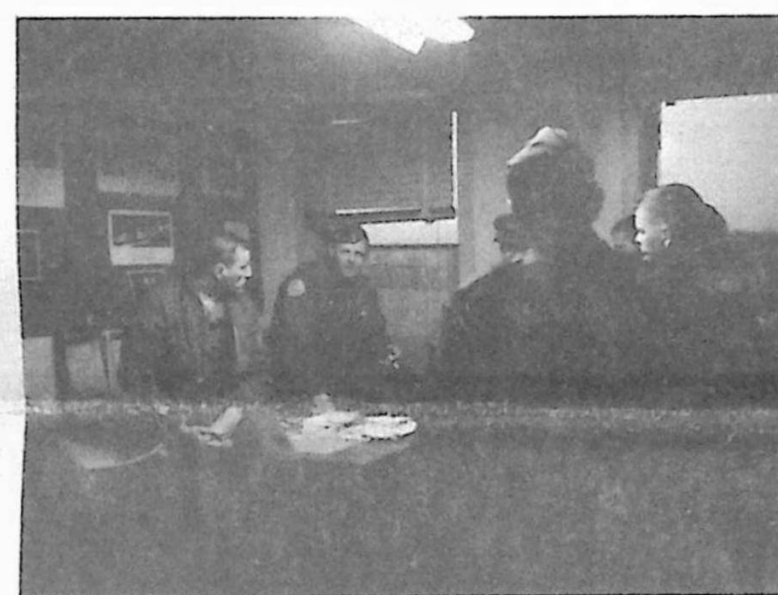
But the sono-buoy method was not the only technique which got a workout last week. Radar is another weapon in the shark-shooters arsenal, and radar operators were sharpening their eyes with runs on surfaced and snorting subs. This too takes considerable skill, particularly in heavy seas, when the sub is all but invisible to radar.

Another way of finding a lurking submarine is with MAD gear, which is that long piece that sticks out beyond the tail of the Neptune. This device works by detecting the changes, caused in the earth's magnetic field by a large metallic object such as a submarine. This too requires a skilled operator.

There are other methods as well, but the one thing they all have in common is that each member of the crew must not only know his job, but he must also know exactly what every other member is doing at any given time. The radio officers on board rotate through the various RO jobs, and the navigators rotate through the nav jobs. Even the pilots change



Initial briefing for crew in Operations.



Captain's final pep-talk before wheels-up.

seats, so that no matter who is sitting where, the Neptune is ready for instant war.

On these sub exercises, the crew cooperation has to be seen, or better still, heard, to be believed. When eleven people share one intercom, it is best if they are all strong, silent types, and one continually finds that on 407, they are. What talking there is done is terse and vital. It has to be if the mission is to be a success.

While exercise's such as last week's are exciting and chal-

enging, they put the Demon crews through an exhausting workout. Regularity of hours becomes a forgotten concept as Neptunes thunder off the runway and across the Pacific at all hours of the day and night.

Exhausting though they are, the exercises are a welcome change from the dreary routine of endless patrols over an empty ocean, often in weather that would ground a seagull. The training enables the Demons to perfect skills which all of us hope they will never have to use.



Lined up smartly as though they were on parade, 409 Sqn. Voodoos await the scramble order.



No air battle is complete without targets, and here they are, just waiting to foil the Nighthawks.



WO2 MS DENTON



FS J. WHITEHEAD



FS MACPHERSON

PICTURE
NOT AVAILABLE

SGT RICHARDS



CPL ANDERSON

COMOX PROMOTIONS

It was announced here today that five Senior NCO's and Airmen of this Base have received promotions. The five are:

G.W. MacPherson, a munitions and weapons technician to Flight Sergeant.
W.C. Richards, military instructor to Sergeant.
W.D. Anderson, a Communications Technician (air) to Corporal.
Warrant Officer Denton was

born in England and enlisted in October, 1941, in Capetown, S. A. He subsequently enrolled in the RCAF in 1947.
Flight Sergeant John Whitehead is from Toronto. He joined the RCAF in 1942 and after taking his release after the war, re-enlisted in 1947. He has since

served extensively throughout Canada and in England.
Flight Sergeant MacPherson has served approximately twenty-three years in the RCAF. He was from Stellarton, N.S., until he joined the service in 1943.
Sergeant W.C. Richards was

born in Extension, B.C. and attended school in Nanaimo. He enlisted in 1943 in the RCN and again in 1953, in the RCAF.
Corporal Wesley Anderson is from Radville, Sask. He joined the RCAF in 1954 and has been trained as a Communications Technician (Air).



At a recent presentation ceremony conducted at this Base decorations were presented to eleven Senior NCO's and airmen. The decorations were the Canadian Forces Decoration signifi-

ing 12 years meritorious service and the first clasp to this decoration which is awarded for 22 years service. The presentation was conducted by Group Captain RS Turnbull, DFC, AFC,

DFM, CD, Base Commander. In the photograph are: front row, (l to r) Leading Aircraftman K. S. Mashell, Flight Sergeant P. Z. Klem, Group Captain Turnbull, Sgt. R. L. Saunders,

Sgt. G. W. MacPherson. Rear row: Corporal G. B. Smith, LAC E. F. Rossell, LAC R. A. Larson, LAC R. L. Leahy, LAC N. Mulholland, LAC R. E. Acason and Sergeant W. F. Moorhead.



Chopper man retires

F/L Earle Neil is retiring from the RCAF this month, ending a service career which began in 1942 when he enlisted as a trainee pilot. He received his wings in 1943, and was transferred to the RAF, where he served for the duration of the war.

In 1948, he rejoined the RCAF and was transferred to 121 C and R flight, which was then at Vancouver. He remained there for two years, and then moved to Centralia, where he was put to work passing on his flying skills to others as an instructor at #1 FTS.

In 1953 he came to the recruiting unit at Victoria, and from there he returned to 121 in 1955. He flew with 121 until 1958, when he was transferred to St. Hubert, where he became A/CADO. His pen-pushing career lasted for three years, and then he returned to flying; this time with 103 Rescue Unit at Greenwood, N.S., this lasted for three years, and then he returned to his old home, 121 KU.

To fritter away his declining year, Earle has accepted a position flying civilian choppers on the west coast. He will always be a welcome visitor.

Recruiting better

The Canadian Forces enlisted 927 recruits during March, 171 in the Royal Canadian Navy, 497 in the Army and 259 in the Air Force. This brings the total number of recruits enlisted during the first three months of 1966 to 2,546. This is a five per cent increase over the recruiting intake for the corresponding three month period in 1965.

The reengagement rate for the first three months in 1966 was approximately 10 per cent higher than the 1965 rate.

The strength of the armed forces at the end of March 1966 was: Navy - 18,439, Army, - 43,914 RCAF - 45,114, for a total of 107,467.

Bomarc pilotless interceptor

As part of her NORAD commitment, Canada maintains two squadrons of Bomarc missiles. These squadrons, 446, and 447 SAM (That's surface-to-air missile, friend, not surplus American missile) are located at North Bay, Ont., and La Macaza, Que., respectively.

The Bomarc, which was christened by combining the initials of the Boeing Company and the Michigan Air Research Centre, is one of the most impressive weapons in the NORAD arsenal. It is always on alert, except for rare periods of maintenance, and can be airborne and cruising at supersonic speeds in seconds.

The Bomarc was designed to work as an adjunct of SAGE (Semi-automatic Ground Environment), and without SAGE there would be no Bomarc. The missile is controlled by the SAGE computer in much the same fashion as one of 409 Squadron's Voodoos. This control is effected by data-link.

The missile, which is 45 feet long, is in other ways analogous to the manned interceptor. Up front it has a radar set, much like the one in the Voodoo, the difference being that the missile's radar is controlled by the SAGE computer. Just behind that is the auto-pilot, which is so smart that it doesn't even need a pilot to turn it on.

The Bomarc is powered by three engines. One is a rocket engine, which provides great thrust to lift the bird from its pad and blast it up to a speed which will sustain the other two engines, which are ram-jets. These engines are capable of driving the Bomarc at speeds well over twice that of sound, and at altitudes of over seventy thousand feet.

The Bomarc's greatest attribute, aside from the fact that it needs no runways, is its quick-reaction capability. No lengthy warm-up is required. No last minute preparations are needed. Once the missile is placed on alert it is ready to go within seconds. It is a most handy thing for a sector commander to have lying around.

Moving changes

In February CFHQ announced that effective 1 March servicemen being posted could apply for authority to defer the movement of their dependents, furniture and effects. The popularity of this more relaxed approach to the move of dependents is reflected in the fact that 39 servicemen were granted the authority during March, the first month the new policy was in operation.

Previously, when a serviceman was posted, he was expected to move his family and effects from the old location to the new at the time of his posting or very shortly thereafter. This did not present too many problems during the summer months when CFHQ posts most married personnel. But postings at other times of the year cannot be avoided and these often create domestic complications, the main one being the interruption to children's schooling.

The authority to defer the move of dependents includes the granting of separated family allowance. Retention of married quarters, where applicable, is covered by existing service regulations.

When applying for authority to defer the move of his dependents, a serviceman is requested to give his reasons on his application, which is then sent to CFHQ for approval.



L. Annis, of Highland Creek Ont., who is retiring after 30 years service in the RCAF.

Changing chiefs

Major General L.G.C. Lilley, 52, of Saint John, N.B., will be promoted to lieutenant-general and appointed chief of technical services at Canadian Forces Headquarters on May 28.

Gen. Lilley has been deputy chief engineering in the technical services branch. He was commissioned in the Royal Canadian Engineers in September 1939, rising to commander, RCE for the 2nd Canadian Division.

He served in various units and headquarters in the Sicilian, Italian and Northwest European campaigns.

Since the war he has held senior command and engineering appointments across Canada. Following attendance at the Imperial Staff College, England, he became commander of Central Ontario Area in February, 1959. In August, 1960, he was appointed commander and chief engineer of the Northwest Highway System. Two years later he was promoted major-general and appointed comptroller-general of the Canadian Army.

On the reorganization of Canadian Forces Headquarters in August 1964, he was appointed deputy chief of logistics, engineering and development. The title was later changed to deputy chief engineering.

In his new appointment, Gen. Lilley succeeds Air Marshal C.

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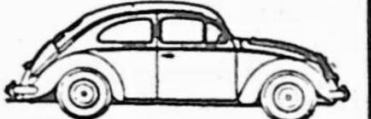
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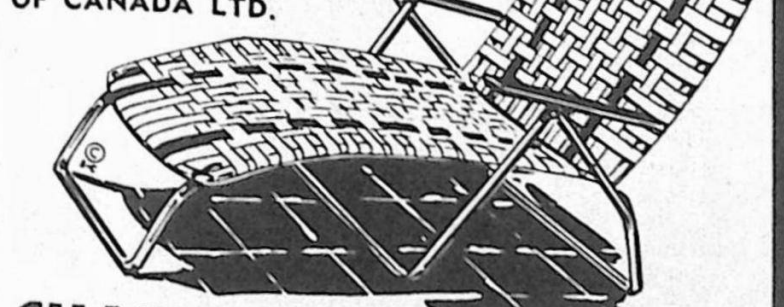
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The men and equipment of 121 KU formed up in review order for the Commander's inspection.



Air Commodore G. G. Diamond, the commander of Transport Command visited CFB Comox on the 25th of April for his annual inspection of 121 KU. He is seen here in a discussion with S/L Brown, OC of the unit, W/C EA Drake, BOPSO, and G/C RS Turnbull, the Base Commander.

The entertainment program at Expo 67 will range from opera to striptease.

Outstanding science films from 70 countries will be shown at Expo in a program called "Insight 67."

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PRANG PROOF DRIVERS

A parade was held recently at this base in which 32 drivers of the Mobile Equipment Section were honored with awards presented by the Base Commander, Group Captain R. SL Turnbull. These awards were presented in recognition of years of accident free driving.

The three leaders of the group

were Corporal Keith G. Carver, who has credit for 14 years driving without an accident, and Mr. Ernest E. Leach and Mr. William R. Harmison who both have credit for 13 years.

The latter two gentlemen are residents of Courtenay. Mr. Harmison was born in Cumberland and is presently employed as a

heavy equipment operator. Mr. Leach was born in Durham, England. His parents, Mr. and Mrs. Ernest Leach presently reside in Powell River.

Corporal Carver is from new Germany, NS, where he attended school prior to enlisting in the RCAF in 1951.



Pilot honored

F/L Fred Hastings, OC of the EWU Detachment here, recently received a scroll honouring his completion of 2,000 hours flying time in the venerable CF-100. He first flew the clunk almost ten years ago, as a member of 428 sqn at Uplands, and went from there to the CF-100 OTU at Cold Lake. He was transferred from there to EWU at St. Hubert, where he remained until he was named to command the detachment here.

F/L Hastings is now well on his way to attaining 3,000 hours CF-100 time, a milestone which he hopes to reach before he retires next year.

Guards in Cyprus

When scarlet-coated Canadian Guards march onto Parliament hill June 25 for the first day of their summer's public duties in Ottawa, almost every man will be sporting his blue and white Cyprus ribbon. The only exceptions will be a few recently joined recruits. The others will be from the Second Battalion, Canadian Guards, who would up a six-month tour of UN peace-keeping duties in Cyprus April 12 as the fourth Canadian infantry battalion to serve there.

And while the guardsmen stand starchy-stiff and resplendent for tourist cameras this summer, they'll have plenty to remember about that long winter in Cyprus.

The advance party arrived by RCAF Yukon on Sept. 26, 1965, and received an enthusiastic greeting from 1 Battalion, Queen's Own Rifles, whom the guardsmen were replacing. Maj. D.D. Graham led the Guard's advance party, and with him came Maj. D. W. Creighton, commanding officer of "W" Battery, Royal Canadian Horse Artillery. His 105-man battery filled out the Guards battalion and gave the gunners UN experience. Lt. Col. C.V. Carlson, CO of the Guards, arrived Oct. 30.

The guardsmen, gunners and the reconnaissance squadron of the Royal Canadian Dragoon took over operational control of the Canadian area of responsibility in Cyprus on Oct. 6.

It didn't take the guardsmen long to spot the UN outpost at Pili, perched in the southern foothills of the Kyrenia Mountains, as one of the major trouble zones. Here the biggest enclave of Cypriot Turks butts against the mountains, where Greek Cypriots are firmly entrenched in commanding positions. Turk Cypriots then occupied facing positions and the two sides continually jockeyed for advantage. Between the hot tempers and pointed guns there - a six man Canadian outpost, the only thing preventing the eruption of a local shooting war. Sometimes bullets flew despite the did their best to intimidate the Canadians. But the guardsmen didn't scare and when both Greeks and Turks found this out, control became easier.

For guardsmen and officers in the field, the Cyprus tour was a continuous round of interminable meetings with both sides and hours of dull outpost duty occasionally enlivened by flare-ups that required quick decisions and cool heads.

A typical meeting with either Greek or Turk Cypriot leaders could cover anything from a stolen sheep to a murdered pea-

sant. Usually there would be complaints about "war materials" - sand and gravel - being driven up the Kyrenia Road, or Turk Cypriots being "provocative" by doing construction work on their roads. You could count on cigars and bitter Turkish coffee over these meetings, no matter whether it was Greeks or Turks on the other side of the bargaining table.

Temblos, a Turk Cypriot village on the north coast, less than a mile from the sea, would win hands down if the Guards were asked to name the most consistent trouble spot during their tour. On the south side of the Kyrenia Mountains the village pokes like a finger out of the enclave towards the sea. It is faced on three sides by units of the Greek Cypriot National Guard and connected with other Turks only by a cliff-hanging mountain track. Hardly a week goes by without at least a few shots being fired near Temblos, and the Guards manned five outposts of six men each just to keep the peace there.

One of the worst incidents the Guards had to deal with took place Nov. 2, 1965, at Hanley's Hill, on the south edge of the Turkish enclave, about 10 miles from Nicosia. Things between the two warring factions had been quiet for ages, so the UN decided to withdraw an outpost perched in no-man's land. Both sides had promised to stay where they were after the outpost was withdrawn. The day the Guardsmen moved out, Greek Cypriots moved in, and you could hear the

ARMED FORCES DAY OBSERVED

Armed Forces Day will be observed by all Canadian servicemen, at home and abroad on the same day this year, Saturday, June 11. Last year Armed Forces Days were observed on different dates at various locations.

Introduced in 1965, the purpose of Armed Forces Day is to give the public the opportunity to learn more about the roles and missions of the Canadian Forces, regular and reserve, and how they are being carried out.

Armed Forces Day incorporates many of the features of the individual service celebrations held in the past. The week preceding June 11 will see a build-up in service activities designed to give the public up-to-date information on Canada's integrated Armed Forces.

Programs across Canada and overseas will vary in form, depending upon local circumstances, but where feasible "open house" programs will be held which will give the public an opportunity to visit Armed Forces installations.

Turkish screams of indignation clear to Cairo. It took weeks of negotiation to settle the matter. Agreement finally came after Lt. Col. Carlson attended a meeting with General Grivas, commander of the Cypriot National Guard. There's been no trouble at Hanley's Hill since then, but the outpost is still there.

The last Guards left Cyprus April 13, all of them happy to be heading home, but most of them with a new soft spot in their hearts for Cyprus where the scenery is glorious.

Choppers superb

Canadian Army cargo helicopters proved to be aerial workhorses that could transport soldiers and supplies practically anywhere in the mountainous country of Norway during NATO exercise Winter Express.

Three CH-113A twin-rotor Voyagers, each capable of lifting 25 fully-equipped soldiers, flew almost around the clock in the month-long manoeuvres of the month-long manoeuvres of the Allied Command Europe Mobile Force completed about the end of March. A reliability record of 91 percent was scored by Canadian "chopper" men in carrying out missions for the 1,000-men Canadian battalion group some 200 miles north of the Arctic Circle.

"We've flown here in Norway under some of the toughest conditions I have ever seen," said Major Harry Reid, of Brandon, Manitoba, officer commanding No. 1 Helicopter Transport Squadron, Royal Canadian Army Service Corps, based at Rivers' Man. "We carried men with their weapons and equipment, up to a total of seven tons, in each of the Voyagers. You might say we were driving big trucks with somewhat special capabilities." Also under his command were two light CH-112 reconnaissance helicopters.

The sky-borne trucking and reconnaissance duties of the Canadian helicopter detachment in Norway were handled by eight officer pilots backed up by 19 men, including skilled technicians under Captain Roy Manning, Royal Canadian Electrical and Mechanical Engineers, of Carrying Place, Ont., who maintained peak serviceability.

Versatility of the Voyager in the "battle" area was demonstrated when the 1st Battalion, The Black Watch, occupied defensive positions blocking advances of the "enemy" forces. Within four hours, at night, the big helicopters had lifted three company groups to new advanced positions on mountain peaks 4,000 feet high. Pilots had only four small red markers to guide them on arrival at the landing areas.

The Voyagers undertook a wide range of tasks, from helping to unload the Royal Canadian Navy's operational support ship, HMCS Provider, which carried the cargo helicopters to Norway, to rapid movement of troops and equipment in the exercise area, to evacuation of casualties. The men of No. 1 Helicopter Transport Squadron, RCASC gave convincing meaning to their unit motto, "By air to battle".

Faithful servant retires

The C-5, only aircraft of its kind, was officially retired from the Royal Canadian Air Force on Thursday, April 26. Designed for high altitude transport training and as a passenger craft the C-5 has flown two-and-a-half million miles in the past 16 years.

Since it joined the RCAF's 412 (Transport) Squadron it has logged 9,500 hours in service all over the world. The C-5 has transported Queen Elizabeth Prince Philip, Canadian governor-general, Queen Juliana and Prince Bernhard of the Netherlands, Emperor Haile Selassie of Ethiopia and many prime ministers, cabinet ministers and high-ranking service officers.

Retirement ceremonies were held at Canadian Forces Base Uplands. The Hon. Paul Hellyer, minister of national defence, accepted the C-5's logbook and inspected a guard of honor. A fly-past and an air salute were included on the program.

The C-5 was built for the Air Force by Canadair and in many respects was a larger version of the North Star, the last of which was retired from service in 1965. The C-5 was equipped to carry 33 passengers, and had sleeping accommodation for 12 so that two full crews could be carried on long range training flights. Its engines were R2800 Pratt and Whitney developing 7,000 horsepower.

NATO meet

RCAF pilots with Canada's air division in Europe, flying CF-104 Super Starfighters, will compete in three major air exercises this summer against air forces within NATO's allied air forces central Europe (AIRCENT).

Leading off the summer's activities May 10 is the three-day AIRCENT reconnaissance competition, Royal Flush XI. The competitors, besides the RCAF, includes representatives from the Belgian, British, German, Netherlands, United States and French air forces.

To test the reconnaissance capability, aerial photographic missions will be carried out over 1,000 targets located in five European countries.

On the ground, photoprocessing and interpretation will be provided under realistic emergency pressure, all procedures being checked and scored on the basis of speed and accuracy. Royal Flush winds up at the French Air Force base at Strasbourg June 16 and 17 when selected aerial reconnaissance equipment will be on display.

Trophy winners from Royal Flush will receive their prizes from General Aerieen Martin, chief of staff of the French Air Force.

During June two major events are scheduled, an air defence competition from June 1-17 and a tactical weapons meet for offensive operations, June 10-24.

The air defence competition will test the proficiency of AIRCENT's four air defence sectors in interception on the flying side, and radar warning and intercept control on the ground. Each sector will be represented by a flying and ground control team consisting of six interceptor pilots and four radar intercept controllers, plus the normal ground crews.

Each of the four sectors will be visited and assessed by an AIRCENT judging team. Trophies will be presented to the winners, July 19 at the winning sector's air base.

In the tactical weapons meet, No. 2 Allied Tactical Air Forces, including Belgium, Britain, Germany and the Netherlands, will oppose the 4 Allied Tactical Air Forces, Canada, France, Germany and the United States, in precision tests in the offensive techniques of strafing, skip-bombing and rocketry and in the procedures for nuclear weapons delivery. All competition operations will be carried out over the Suippes Air Firing Range located between Reims and Metz in France.

Final ceremonies will be held at Chaumont, France, June 24, with General Lyman Lemnitzer, NATO's Supreme Allied Commander, Europe, presenting the trophies.

More than 6,205 Air Cadets have been taught to fly since the Air Cadet League introduced pilot training for senior cadets in 1946.

Forces pay raise mooted

A hint that October could bring pay raises for various service people with skills was dropped in Edmonton, Saturday by Defence Minister Paul Hellyer.

Mr. Hellyer told a press conference that he hoped by October, when the cyclical review of service pay is made, "there would be some changes, especially to take into account extraordinary skills."

Mr. Hellyer had been questioned about recent pay increases for RCAF pilots, which have been the subject of press articles.

He said the government was undertaking a major review of the service pay structure. "I think this is important because the system which has been in the past seems no longer to be suitable."

In some of the most highly-skilled trades, he said, "competition in the civilian economy is well beyond our reach."

"If we are going to keep these people in the forces we are going to have to adjust our pay structure to provide a satisfactory level for them."

"This we are looking at and before October we hope to have a schedule."

Asked about the Munsinger affair, Mr. Hellyer said the whole thing had "had a very serious effect on public confidence."

"I am very sorry to see these developments," he said.

He did not think it possible to have a Parliament without personal conflicts. It was inevitable that in solving problems as diverse and complex as there are in Canada, there would be clashes of opinion and personality.

Asked about Red China, Mr. Hellyer said it was inevitable that its government would have to be recognized. The present situation did not make it difficult to negotiate with China.

Hercs. Homebound

The RCAF oil lift to Zambia ended April 30, the emergency shortage largely overcome. USA assistance had ceased earlier in April.

Since late last December C-130 Hercules aircraft of the Royal Canadian Air Force had airlifted about 5,000 tons of oil products from The Congo into the land-locked country, following a United Nations embargo against Rhodesia, the neighboring country and normal supply route into Zambia.

When the Zambian shortages became critical last December, the Canadian government committed four RCAF Hercules to the international lift, two from 435 Squadron, Namao, Alberta, and two from 436 Squadron, Uplands, Ontario.

The RCAF advance party arrived in Leopoldville, The Congo, December 24, under Wing Commander G. W. Webb, of Hamilton, Ontario, who organized the Canadian lift. First detachment commander was Squadron Leader J. R. Howey of Beamsville, Ont., succeeded by Wing Cmdr. C.C. Cooling of Vancouver, who will bring the remaining 14 RCAF officers and 47 airmen of the detachment back to Canada.

First token lift was made December 27 and the first full load December 30. Loads averaged 19 tons, oil being carried both in 45-gallon drums from Congo stocks or in 500-gallon rubber tanks borrowed from the Royal Air Force.

The four Hercules took the products to Lusaka or Ndola, making three round trips daily and taking eight hours at 335 mph for each trip. The Canadian lift was reduced to two Hercules March 1.

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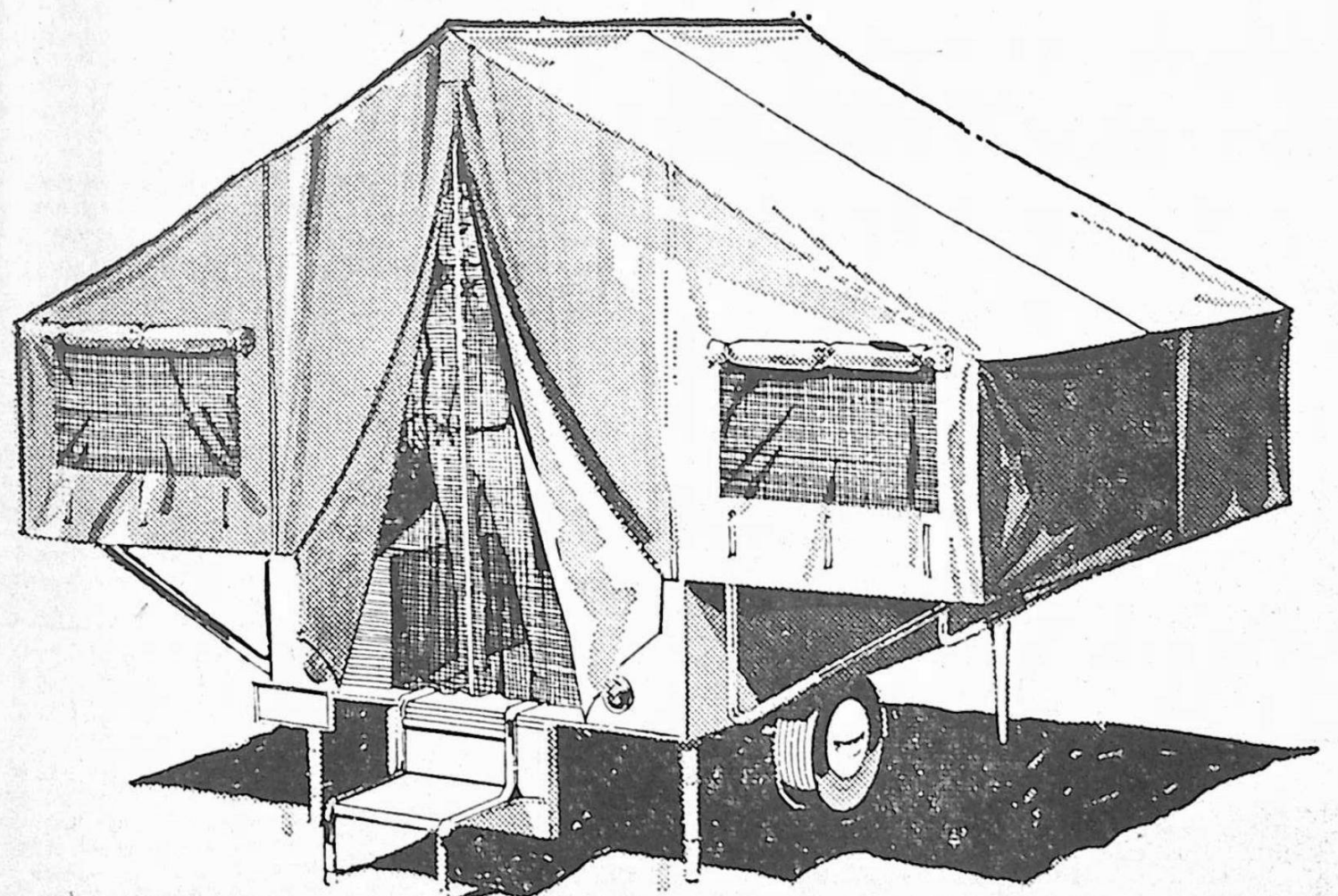
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TOTEM TIMES

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Get out of the airforce

There are too many guys whose careers the air force is ruining. They're good guys who aren't being paid enough money and for whom the promotional prospects are poor. They're being wasted in their present jobs and they've been transferred to every crummy area in this and several other countries. Oh sure, they may have had one or even two good tours, but let's face it, who doesn't? And the apple-cheeked kids they have to work for! Don't know a darn thing. Can't tell a fall-out shelter from a drainage ditch.

Haven't heard this while lately? What's the matter, have you been on sick leave?

The moaners are here. They're with us constantly. They don't like integration, the airforce, Paul Hellyer, the Government and they've got their doubts about Canada. They cluster like moths around the faint illumination a jug of draught beer provides. They pass the moans on to each other. Not paid enough. So-and-so gave them hell for needing a haircut. Didya hear what old doo-hickey told the OC when he was asked to perform some extra duty?

And so little pride. They justify themselves to each other by martyring themselves. Civilians are out to clip them. They work too hard. For too little. They tell each other how much it cost the government to train them. Promotions are slow but it isn't their fault, it's the airforce's. They're going to get a job as a civilian somewhere and be properly treated. Make big money; work only forty hours a week. The service will be sorry they didn't promote us when we tell them to go choke on it.

Well, buddy, beat it. Take your psychosomatic pains elsewhere. Don't explain why you're getting out, don't sound off to me about the rewards of civil life, don't tell me about the raw deal you've had from the service.

Get out. You and your moaning compatriots: the guys we see at the bar on Fridays who know all the vicissitudes the service has because they've had them all played on them.

Beat it. If you can't toss a salute with a little pride, if you can't find a buck and a half for a haircut, if ten minutes after quitting time is more time than you have to spare, if you wouldn't be caught dead downtown in your uniform, if when you are you have to take off your tunic at the beer-parlour, get the sweet-living irritating devil out of the air force.

But if you can take a joke, if you get a kick out of having at least been reclassified from AC2, if you like to spin stories about service life to gullible civilians, if you like seeing new places and working for and with different people every few years, if you like at least having the credit rating which allows you to get over your head in debt, if you get a kick out of seeing airplanes fly expensively through the air and knowing that you one way or the other helped to put it there, then relax, fellow: you're part of the thing that means servicemen and airman.

And you can afford to cock a snook at the guy who finds the going too rough for his tired blood.

We might even be able to start a campaign to ignore the belly-achers and their boring whines. Or infect them with some other, equally contagious cancer called Pride.

The perfect gift

BY REM

This is perhaps a bit late to be suggesting gifts for Mother's Day, but how many of you procured for the mother in your household the perfect gift? Most of you thought no doubt along the usual mundane lines of diamonds, pearls, rubies, or even a new dishcloth. Probably none of you thought that what dear old mom needed was a computer.

"Gadzooks", you say, "She already knows enough to make life uncomfortable. Why does she need a computer?"

She needs one, of course, for shopping excursions. The average supermarket stocks something like 8,000 different items, and it seems that each of these items is cunningly done up by the manufacturer in 1 1/4 oz cans, or 12 3/17 oz. bags. These are then placed on sale at three for a dollar, or offered with a premium attached. It makes the cost per ounce of the product almost impossible to determine.

Such practices make intelligent shopping quite difficult, but when is added to them such clever tricks as advertising 'jumbo quarts', 25 cents off, and 'new-improved', it makes the problem almost insurmountable.

Many other advertising and packaging tricks make the weekly shopping trip as soul-shattering an experience as a tour through an Arabian bazaar. Quite often the wary shopper congratulates

himself on finding an item on which the price hasn't gone up. Alas, when she returns home she discovers that the manufacturer, say, old fox, has come up with a new 14 oz package that looks just the same as his old sixteen ounce box, and sells for the same price.

It is, then no flaming wonder the mother returns from the store with her eyeballs caged and her brain circuit-breakers popped. The mental gymnastics involved in modern shopping would make Univac smoke a bit.

That is why we say that the perfect mother's day gift would have been a computer. Not the EGB, as it is for non-professional use only, but a really good one, such as a portable Remington.

One thing, though. Don't expect the store manager to plug it in for you.

The RCAF entered the jet age Jan. 23, 1948, by taking delivery of its first jet fighter, the de Havilland Vampire.

First Canadian soldiers of the United Nations Emergency Force arrived in the Middle East Nov. 25, 1956.

Some 2,000,000 spectators have seen the colorful changing of the guard ceremony performed on parliament Hill in Ottawa by Canada's Regiment of Canadian Guards in the past seven summers.

NOTICE

With effect from this issue, Classified Advertising will be free of charge to servicemen at Canadian Forces Base Comox. Ads should be short, printed in Ink or typed, and received the Friday preceding the week of publication. Such items as babysitting services, cars and boats for sale or rent, houses to sell

and miscellaneous items for sale will be printed free of charge, but no commercial or display advertising will be printed gratis.

Address advertisements to: Classified Advertising Dept., The Advertising Editor, Totem Times, Canadian Forces Base Comox.

Canadian hysteria The Pentagon

BY REM

Next year, Canada will celebrate its Centennial, an event which will be marked by provincial premiers across the nation making ringing speeches in favour of national unity, while planning for federal-provincial conferences at which they doubtless impede it. Most Canadians have only a dim idea of their country's history, and are uncomfortable in a discussion of any event more historic than the great flag debate. To remedy this defect, the TOTEM TIMES has, at great expense, hired one of the country's most respected history professors to write the following hysteria. It is obvious what it will do for national unity and understanding.

Canada was discovered many years ago by a Norseman called Eric The Red, who coined the phrase, "Better Red than Dead". With a name like that, Eric had to do some tall talking to get past immigration officials.

Eric was accompanied on his journey by people with names like Leaf The Lucky, Ethelred the Unready, and The Deaf Chef. Leaf's name is today commemorated in one of the country's leading(?) hockey teams, and his daughter Maple designed the new land's flag. None of the others ever amounted to much.

Once the Norse had retired to Valhalla, the tourist trade fell off until John Cabot tripped over Newfoundland while on a government-backed expedition to find India, an event which proves that governments of that day were not much different from what they are today.

Foiled in his attempt to reach India, Cabot blazed a trail around Cape Breton, looking for civilization, but even then, there was none. He then returned to England, where he started a hotel known as the Cabot Lodge, which now has branches in Boston.

The next explorer was the noted bridge-builder, Jacques Cartier, who not only discovered the island of Montreal, but built the bridge enabling people to leave it, thereby earning the gratitude of a later traveler, Lucien Rivard.

About this time, the population started to grow by leaps and bounds, an increase that was not wholly attributable to long winter nights with no televised hockey games. Many people became Canadian settlers because they couldn't afford the boat trip back home, and fly-now-pay-later plans, like the aeroplane, hadn't been invented yet.

By this time, Canada had so many people that the King of France decided a governor was required, so he sent to the young country a man called Champlain who cruised up the St. Lawrence to Kingston, inventing en route Thousand Islands dressing. Arriving at Kingston, he founded CMR, which the British later changed to RMC.

Champlain's great concern, aside from assuring that heking got his fair share of the taxes, was the fur trade. He had noticed, while watching a Changing of the Guard ceremony during a trip to his tailor in London, that the British were exporting furs worth paying duty, thereby starting that great Canadian tradition, the trade deficit.

To help him gain the fur trade, Champlain enlisted the help of the Indians, who remained loyal to the French as long as they were paying higher prices for the furs than the British.

Throughout this period, all efforts to set up a Common Market failed, and finally the British and French fought a battle on the Plains of Abraham. This resulted in defeat for the French, defeat for the British, and years of work for the Royal Commission on Bilingualism and Biculturalism.

After this, British influence in the new colony increased, and centres such as Toronto were established. The British have been trying to live this down ever since, while the French captured all the conventions for Montreal.

About then it was decided that the new country should have a name. Accordingly, a contest was organized, and the name Canada was selected, because it is the Indian translation for: "If you can't solve the problem, set up a Commission to obscure it".

In 1812, the young country united to repel an invasion of American culture which took place when the American government saw all those redcoats and decided that the country must be overrun with Communists. The advice from the military advisers was not good enough and the forces of the north pushed the attackers back to Washington. Canada is the only country ever to enter into a war with the United States and not get foreign aid.

In 1867, in accordance with a report filed by the famous English tobacco manufacturer, Lord Durham, it was decided to unite

Upper and Lower Canada into a full berth. This created some discomfort, which has lasted to this day. Sir John A. McDonald, and Sir Georges-Etienne Cartier celebrated the event by building a magnificent highway through Ontario which enabled residents of Toronto to get to the centres of Detroit and Montreal in a hurry, and still retain the virtue of living in "Toronto the Good."

Confederation was an exciting prospect, particularly for flag manufacturers, who tooled up right away. Also excited were the printers of sheet music, who envisioned large profits from the sales of the new country's anthem. These people became the country's first customers for unemployment insurance.

Throughout the nineteenth century, civilization marched steadily westward, finally reaching the resort city founded by Captain Vancouver. When the government heard of the balmy climate to be found on the west coast, they promptly built a railroad to get to it. The first train out carried wheat subsidy cheques for farmers; the second carried vacationing MPs, complete with golf clubs.

The nineteenth century produced some rebels, such as McKenzie, Papineau and Riel, some of whom were executed for their troubles. As it was winter and embalming fluid hadn't been thought of yet, the Senate was invented.

Pre-World War I Canada was strongly influenced by Victorian England. Drinking, dancing and dating were frowned upon. Anything that looked like fun was either outlawed or disapproved. And then people wondered why the French wanted to separate.

During World War I, the Prime Minister, Sir Robert Borden, whose cow, Elsie, later became quite famous, tried to solve Canada's unpreparedness for war by devising the slogan "Conscription if necessary, but not necessarily conscription". This slogan was so successful at dividing an united country that a new generation of politicians revived it in the next war.

After WWI, William Lyon Mackenzie King became Prime Minister, a post he was to hold for so long that an anti-succession law was passed. This may account for the lack of success some governments have since enjoyed. He relinquished power only through the dark days of the depression, the better to blame it on the Conservatives.

The start of WWII found Canada in its traditional pose of unpreparedness. During the war, a large military machine was built, but the country rose to the challenge and had it dismantled in time for the start of the Cold War.

In the fifties, the CBC-TV network was set up to bring Canada to Canadians. That is why you can sit in your very own front room today and watch on the silver screen such authentic Canadian fold heroes as Perry Mason, Ben Cartwright, and Jed Clampitt. Mr. Ed shone for a while, but some CBC brass felt uncomfortable in the presence of a whole horse.

Throughout the fifties, many people feared for Canadian politics. They were, so 'twas said, indescribably dull, stodgy, and all too, too respectable. Now, these same critics are wishing they had kept their big mouths shut.

Canada now looks to the future. If the next hundred years are anything like the last, future historians should, if nothing else, be able to get good jobs as gag-writers.

Sports Editorial

Physical fitness testing is now taking place daily in the Rec Centre. To date, there has been rather a large number of failures. This failure rate is all more discouraging when one realizes that the tests are officially entitled minimum performance standards. What it means is that we have a fair number of people who are unable to perform to even a physical fitness standard. This is not an advertisement military services like to have.

Rec Centre personnel stress the fact that the tests should present no difficulty to anyone who has made even a weak attempt to get into some shape other than pear. Not only are they practicing, they are practicing. Fitness training is carried out virtually all day every day at the Rec Centre, and there is little excuse for anyone scheduled for testing in the near future not attending some of these classes, particularly if they have any doubt of their ability to pass the tests.

The Pentagon is a place where, like CFHQ, a great deal goes on that is unreported. Laid out in ultimate architectural rebuttal to Professor Parkinson, it is not big enough now. It is a place where postings are invented and occasionally disseminated. It is a depository for all the reasons why you can't have a promotion. It is a depository for all the suggestions people make to improve their service and it is the enclave of tradition-makers and keepers of wholeheartedly innovate in order to compensate for the quartermasters who plan from there.

It is a place of the bitter laugh. Of wry humour and the eloquent shrug. Of taut-lipped personnel whose worries are too large for a mere civilian twenty-four hour day.

It is exactly like CFHQ. Recently, the Pentagon transferred an American exchange officer from Comox. Sad to leave, he nevertheless began the preparations which would take him from one coast to the other, one country to another; one job to another.

He sold those things he had acquired in Canada for his local use. His boat and motor went in seconds. In minutes he had divested himself of the lawnmower. In Comox, if you live in a house which is surrounded by an acre of lawn, you need a good lawnmower. In Comox, if you really like to chase salmon, you need a good boat and motor.

Guess what. They changed and delayed his transfer until late August.

You should see the size of his lawn. Someone told him the blue-backs are running, but you can't prove it by him.

His wife has locked him up now; she's afraid he might have sold off the furniture they plan to use when they set up camp in the street after their house is taken away from them.

The Pentagon is much like CFHQ.

Uniformity an impossible concept

Since the ninth of May we have been transfixed by the sight of people going to work in their summer uniforms, and one is struck by the thought that these costumes are called uniforms because uniform is what they are not.

Suit colours range from green right through to gray, while the pants are of various indescribable hues, depending mostly on the temperature of the iron which pressed them.

Many people have tunics which are one colour, and pants which are another, the result, one supposes, of having one contractor make the pants, while a contractor in the other end of the country makes the tunics. Whatever the cause, it is certainly a vivid and unique sight.

For the past little while - would you believe the past decade? - a new summer uniform has been rumoured, and indeed, some of them have even shown up in the field on a trial basis. It has to be the most thorough trial ever received by any piece of Canadian military equipment, and one sometimes wishes the same thoroughness carried over to the testing of aircraft components.

This has not been entirely a bad thing. Thousands of pleasant hours have been whiled away in discussion of what was wrong with the old uniform, and how the new uniform would fix it. It these discussions can be believed, the new uniform would last for centuries, and require pressing only once a decade. Cleaning could be done even less often. And the wearer would still possess the look of eagles so dear to our hearts.

But, alas, with integration, this will all change. New uniforms will be designed and brought into service without any of these infuriating delays, and without any opportunity for pleasant discussion. It is a prospect which brings a tear to the eye.

Just imagine all this pleasant recreation disappearing. And probably within the next decade, too. We think... Maybe...

What happens to someone who fails the test? His R-211 is annotated accordingly, for one thing, and he is referred to the MO, for another thing. In most MOs, the MO will refer the failures back to the Rec Centre for compulsory fitness classes. This compulsory fitness procedure, is at best a dreary procedure, and one which can easily be avoided.

One way is of course, to take part in the fitness classes before they are made compulsory for you. Another way is to take part in the recreation activities offered by the station and the area. The opportunities for badminton, tennis volleyball, hiking, and all that other sweat-producing and all that other sweat-producing are there. All you have to do is put them to use.

You'll feel better, and so will the Rec. Staff.



THE REAL STORY

Which resulted in the names currently used throughout the valley.

We live in a beautiful valley, peopled with real folks, cougars, bears, deer and grouse. Tall stands of timber fall to the woodsman's axe. Salmon parry the thrusts of eager fishermen. Five channels of television are available at the flick of a switch. The B.C. Lions spend summer training camp in Courtenay.

How did it all begin? How did the names come about? Are there any historical connotations?

Sure. It all started in 1837 when Colonel Edgar F. Comox, a cashiered captain in the Royal Light Dragonflies, arrived at the confluence of a river with the ocean. The self-styled colonel had, as a result of a dispute with a bank in Victoria, been forced to leave that city in some-what obscure, if rapid, fashion. With him, on his voyage by canoe was a Miss Merry Tsolum, on whose behalf the colonel had incurred the debts which were in dispute.

A fierce, great, "stinking fog" had forced the travellers off track, and instead of arriving on the Olympic Peninsula, where the colonel had business interests in the form of a wampum manufactory, the party, as has already been over-emphasized arrived at the forested river's confluence.

The colonel, aghast at this navigational error, but delighted to have come in contact with land, immediately made camp. In short order he erected a trading post, a chapter of the Masons, a cafe, and several rudely surveyed sites for schools, churches, saloons, assay offices, and a sales tax office. In short, all the requisites of modern society.

Regretably, due to a shortage

of numbers, he was unable to establish either a police force or an army, and it was not long before the indigent indigenous populace was up in arms over the price, in goods, given for prime deer pelts and bearskins. The result was that the colonel

aided by Miss Tsolum, was forced to fight a battle with the fierce tribe of Courtenay Indians. Because of the disparity of size between the combative armies: two against approximately three thousand, the colonel, a superb tactician decided to wage guerilla-warfare-style orderly regrouping. Thus, he and Miss Tsolum ran furiously from the enraged Courtenays. At Nob Hill, the colonel was struck on the cranium and suffered a severe contusion, which, however, hardly slowed his pace. The fierce "ki-bai" of the Indians war-screams near a little river in the area caused the colonel to accidentally discharge his pistol square into the face of his recently acquired trusty Indian companion Warlock Holmes. The ball, of inferior lead alloy, did only superficial damage to its unintended target, but Point-blank Holmes, as he was afterwards called, deserted his new-found master on the spot.

The discharge of his weapon had, however, even more unfortunate results, for a tribe of Roystons, hunting in the vicinity, formed a union with the Courtenays at a small bay. Pursued now even more relentlessly, Colonel Comox and Miss Tsolum decided to divest themselves of all encumbrances which were impeding their progress. The booty the Indians found provided the fleeing pair with a much-

needed respite: so disorganized were the pursuers that the Colonel and his lady found time, on a deserted plateau, to play at cards. The Colonel, in the diary he kept of the events, notes that he made a successful four-bid on the plateau.

At last, however, Miss Merry could go no further. "I must," she said, "needs stop for I can go no further." The colonel realizing the lady spoke the truth, abandoned her at the edge of yet another river.

He never returned. The wily colonel, aware that conditions had forever changed, moved instead further north. He changed his name and founded another trading post; this time, a wiser man, he instituted a Chamber of Commerce. Major Campbell, as he became known, was a well-known figure in the area for nearly forty years thereafter; in gratitude, a grateful citizenry named the river near his post after him.

Nowadays, as the loon lurks out of the Tyee pool, as the airforce Voodoos belch staccato thunder over the tourist homes, as the crash of timber cuts the humid air, Colonel Comox is forgotten as a man and only remembered in a commemorative plaque which may still be found on the shelf of the river on which he first parked his canoe.

Ah, but the imagination of the man! He named the area where he travelled with imagination. Even now the locals can readily identify the area he called Comox. Tsolum. Kye Bay. Unencumberland, Union Bay, Four-bid plateau.

And the trading post he called Campbell's River.

Books in review Expo on schedule

THE STATE OF QUEBEC 188pp. Peter Desbarats, McClelland and Stewart, Toronto.

Quebec is a long way from B.C., and Quebec news generally has to be pretty spectacular to rate space in B.C. newspapers. This is unfortunate because Quebec is undergoing changes which can only be described as revolutionary, but these changes are, for the most part, being made fairly quietly. Therefore, the only part of the revolution which sees print out here is the violent part, the separatist rantings, and the occasional bombing. There is more to it than that.

In his short book, Mr. Desbarats has done an admirable job of detailing the pressures acting within the belle province. He has, by guaranteeing anonymity, gained some unusually frank interviews with both Canadians and members of what he calls the Anglostocracy. From these interviews, and the conclusions Mr. Desbarats draws from them one gains remarkable insight into the strivings of the new Quebec.

In his last chapter, Mrs. Desbarats says, "There is no mystery about French-Canada. As individuals and as members of a group, French-Canadians function in ways that are quite comprehensible to English-Canadians if the circumstances of their history and everyday life are understood. The only excuse for labelling this obvious point is that it is obviously not apparent to most Canadians. We still try to psychoanalyze each other as if there were some elusive key which one day will open the door of understanding between the two groups."

"The only key is a sincere effort to see each other as reasonable people driven by the same motives toward the same goals."

Mr. Desbarats has made some of that sincere effort by writing this valuable book. It can only be hoped that a majority of his English-speaking confreres will make the effort of reading it.

MONTREAL EXPO 67 - The world in microcosm is taking shape, according to plan, on one thousand acres of islands in the St. Lawrence at Montreal.

With about a year to go before opening day - April 28, 1967 - the outline of the 1967 World Exhibition, is emerging as a visual document of the theme "Man and His World."

By the end of this year, about 90 percent of all construction will be complete, leaving only such projects as Habitat 67 a few late starting pavilions, and necessary springtime landscaping to be finished during the first four months of the exhibition year. All projects are scheduled to be finished in time for opening day.

About 70 countries will participate, as well as such agencies as the European Economic Community, the United Nations As-

sociation, all the provinces of Canada, at least three states of the United States, and a representative cross-section of Canadian business and commerce, numbering more than 900 companies as participants.

Expo 67 will be the largest world exhibition ever staged. It has given rise to several notable firsts. It will be the occasion for the seven major Christian Churches in Canada, representing 95 percent of all Christians in the country, to join together in a common pavilion.

It will be the first major world exhibition to give tangible expression to a central theme, "Man and His World." More than 20 acres will be devoted to theme pavilions. National participants are co-operating by illustrating the theme in their own pavilions and the same theme areas.



Pretty Adrienne Poy Clarkson is co-host of the popular daytime CBC-TV public affairs show Take 30, seen each weekday afternoon. A native of Hong Kong, Adrienne spent most of her early life in Ottawa. She is a former university lecturer in English poetry. Besides her Take 30 duties, Adrienne has been working on four programs in the religious series called Ferment to be seen beginning in May on CBC television.

407 Squadron's Silver Anniversary

Part



A depth charge explodes by a German submarine being attacked off Canada's east coast during World War II.

WW II 1941-1945

by WING COMMANDER F.H. HITCHINS, AIR HISTORIAN

The war-time history of 407 Squadron, one of seven R.C.A.F. units which served with Coastal Command of the R.A.F. during the Second World War, falls into two distinct phases. For seventeen months (September 1941 to January 1943) it operated as a "strike" squadron, attacking enemy shipping in coastal waters from Heligoland to the Bay of Biscay. Then, reversing its role, the squadron spent the last twenty-seven months of the campaign guarding our own shipping against the undersea foe that sought to prey upon it. In both roles (anti-shipping and anti-U-boat) 407 achieved outstanding success. Four U-boats were credited to its crews and at least seven others were counted as damaged. But it was a "strike" unit that the squadron won its greatest fame and its proud nickname, the "Demons". No complete figure of its anti-shipping successes is available, yet it is certain that the total enemy tonnage attacked by the crews of 407 far exceeded the 400,000 mark. The "Demons" also took part in two bombing raids against Bremen and Cherbourg; and in combats with enemy aircraft they destroyed two, probably destroyed another, and damaged one more.

Formed at Thorney Island, Hampshire, on 8 May 1941, as the R.C.A.F.'s second Coastal squadron overseas, 407 did its initial training on Blenheim IVs before converting to Hudsons early in June. A month later it moved to North Coates, in Lincolnshire, completed its training there, and on 1 September became operational. At the beginning of its career, the squadron, led by a gallant R.A.F. officer, Wing Cdr. H.M. Styles,

had eighteen complete crews (pilot, second pilot, and two wireless operator/air gunners) of whom just over one-half were from the R.C.A.F.; the ground crew were predominantly R.A.F. - almost 80%. Gradually the composition of the unit changed until eventually its personnel, both air and ground, became almost wholly Canadian.

407's first operational assignment was to carry out "Rover" (anti-shipping) patrols at night along the enemy-held coast from Borkum to the Hook of Holland. By means of their radar, the Hudsons picked up enemy convoys as they crept along the Frisian Islands, and then, swooping in on their targets at mast-height, the crews released four 250-lb. bombs with a liberal seasoning of machine-gun bursts. Despite the handicap of much bad weather, the squadron tallied nine attacks (32,250 tons) in its first month on operations, claiming definite hits on three merchant vessels probable hits on four more. In October the crews hit their stride with a total of 28 attacks, highlighted by a strike on Halloween night in which eight Hudsons bombed a convoy off Terschelling and hit at least six ships (28,000 tons). By the end of November the "Demons" could count 52 attacks on enemy vessels, totalling over 200,000 tons, of which at least 32 apparently resulted in direct hits on the targets.

Early in January 1942, Wing Cdr. Styles handed over command to Wing Cdr. E.H. Brown. "Demons" added further laurels to those already won. Although winter weather hampered operations on many nights, the squadron attacked over 26,000 tons of enemy shipping in the last month of 1941 and 35,000 tons in the first month of the

new year. In February 1942 there was only one major operation, the attack on the German battleships "Scharnhorst," "Gneisenau," and "Prinz Eugen," as they fled up the Channel and through the Straits of Dover to home waters. Flt. Sgt. J.W. Creeden, pilot of one of the Hudsons, and his two R.A.F. gunners, Sgts. G. Hancox and H.G. Everett, were all three decorated with the D.F.M. for their part in the strike, on which they dived through intense flak to make a low-level attack on a destroyer and then fought off a Ju.88.

Heavy casualties during the past few months - four crews in December, two in January, and three in February - had depleted the ranks of experienced personnel, and for a month after the "Scharnhorst-Gneisenau" episode the squadron was taken off operation to train new personnel who had been posted in, and to complete the change-over from second pilot to observer in the Hudson crews that had been started late in 1941. During this period, spent at the squadron's birth place, Thorney Island, 407 was largely "Canadianized," almost all the air crew and well over one-half of the ground crew becoming R.C.A.F.

At the end of March the squadron returned to the line, taking up station at Bircham Newton in Norfolk to resume operations in its hunting-ground along the Frisian Islands. During the six months which it spent at this base, 407 normally carried out its strikes from Docking, another air-field about two miles to the north. The first four weeks were a black period. Targets were scarce, resulting in only three attacks with unobserved effect, and the enemy's defences were becoming increasingly effective - as demonstrated by the loss of two crews on daylight reconnaissance along the Danish coast, and two more on night patrols.

Then the tide turned, and, in May 1942, 407 set a new record for damage to the enemy's merchant marine when in the course of seven strikes, it attacked 27 vessels totalling 83,000 tons. Two of the strikes were particularly noteworthy. At dusk on 7 May (the squadron's first anniversary) reconnaissance aircraft reported a convoy of twelve vessels off Terschelling, and Wing Cdr. Brown, accompanied by Flt. Lt. R.N.F. Whalley, his "flying adjutant," led a formation of twelve Hudsons in an attack that resulted in definite hits on four ships and probable hits on two more. Eight nights later the "Demons" struck again at an enemy convoy, with two formations led by Flt. Lt. R. M. Christie and Pilot Officer F. A. Kay. Kay's group which included several aircraft from a Dutch squadron, reached the target just as twilight was fading, and attacked through a vicious storm of flak from the destroyers and escort ships.

Two of the Hudsons went down. Kay was wounded in the hands and legs by a shell that exploded just below the cockpit, but he completed his bombing run and then nursed his badly damaged aircraft back to base. Before he could land, the engine failed, forcing him to make a crash-landing in which the Hudson was wrecked, and all the others were injured. When Christie's formation reached the convoy, the defensive fire was even hotter; three aircraft did not come back, several others were badly shot about, and one crashed on its return to the English coast. In the strike at least six enemy vessels (more than 20,000 tons) were hit. But 407's formation of twelve Hudsons lost five missing or destroyed and three more seriously damaged; 21 men were killed, another was taken prisoner, and four were wounded or injured.

New crews were trained to replace the casualties. When these "freshman" crews began operations it became almost routine for them to score an attack on their first sortie, although none could equal the example set by Sqn. Ldr. W.B. Cooper, one of the flight commanders, who sank two of the three ships which he attacked one night in June. By this time, however, it was evident that mast-height attacks - and that they really were made at mast-height - were being convincingly demonstrated by a crew who left a bomb door unopened on the mast of their target - were becoming excessively costly.

The first application of the high level procedure was in a role quite different from the squadron's normal employment. When Bomber Command delivered its third 1,000-bomber blow at Bremen on the night of 25 June, 407 contributed eleven Hudsons, in crews of which had the unique experience of flying at 12,000 feet instead of their usual few hundred. Another incident in the summer of 1942 has become part of the "Demon" folklore. One night in July six aircraft took off for a high-level bombing exercise on the range at Donna Nook. At the same time the German Air Force set out to make an authentic bombing attack on targets along the Humber. One of the raiders, attracted by the flares and lights on the bombing range and the navigation lights of the circling Hudsons, joined the circuit and released a packet of high explosives and incendiaries which caused great consternation among the personnel on the ground (including the Group Commander who had come out to watch the exercise.)

When high-level anti-shipping strikes were started in July, another new technique was also introduced. One aircraft was detailed to act as "Rooster" to locate the convoy, shadow it while homing the strike force to the scene, and then drop flares to illuminate the ships; later, flame floats were also used to ring the target for the attacking aircraft. Several good strikes were carried out by this new method, including one in which 407's Hudsons co-operated with the Hampden torpedo-bombers of 415 Squadron. But, on the whole, the results were less plentiful than they had been in earlier days, from night bombing of ships being expected to yield as many as five hits. Most sorties ended in "no results observed". Losses in "no results observed" certainly had been reduced despite numerous encounters with enemy night fighters, only one crew being reported missing in the three months following the introduction of high-level bombing; nevertheless, the "Demons" longed for the activity and success of previous months. The aircraft situation too was becoming critical; the only replacements that the squadron received were war-weary Hudsons in relatively poor condition. Faster, harder-hitting aircraft were needed for anti-shipping operations now, and the squadron's future seemed obscure.

On 15 September, 407 reverted again to a straight bomber role for an attack on Cherbourg. A few days later Wing Cdr. Brown completed his tour, with a well-

merited D.S.O., and under its new commander, Wing Cdr. C. Newton (RAF), 407 left Bircham Newton for St. Eval in Cornwall. Here it joined in the Battle of the Bay of Biscay, flying day and night anti-submarine patrols to protect the large convoys en route to North Africa for Operation "Torch". For three weeks the crews were busy, carrying out 79 sorties (each of six hours' duration in contrast to the previous three or four hours'), but it was humdrum work, with no U-boat sightings and little excitement other than depth-charging two enemy merchant vessels and dropping leaflets on Spanish fishing boats. Only the last sortie from St. Eval on 6 November produced any real action. South-west of Brest three Hudsons, captained by Pilot Officer L.H. Jenner, Flt. Sgt. R.C. Dalglish, and Flt. Sgt. J.D. Fergusson, fought a brisk engagement with three Arado floatplanes, two of which they destroyed while damaging the other. One Hudson received some minor damage.

Late in January 1943, the uncertainty which had hung over the squadron for several months was lifted when the crews began conversion training on Wellingtons for anti-submarine operations. The "Demons" days as a strike unit had ended. In seventeen months on anti-shipping operations they had built up a proud record and had won three D.S.O.'s (Wing Cdr. Styles, Flt. Lt. Christie, and Wing Cdr. Brown), seven D.F.C.'s (Sqn. Ldr. P.E. Lewis, Pilot Officers E.F. Paige, F.A. Kay, Flt. Lt. E.C. Kendall, Pilot Officer L.J. O'Connell, Sqn. Ldr. W.A. Anderson, and Flt. Lt. E.

L. Howe), six D.F.M.'s (Flt. Sgt. J.W. Creeden, Sgts. H.G. Everett, G. Hancox, Flt. Sgts. R.C. Mullen, S.C. Cox, and Sgt. D. Moss) and 25 Mentions in Despatches. Almost 180 attacks had been made on enemy vessels. On these operations 24 Hudsons had been reported missing and from their 99 crew members only eight survived (one complete crew of four and four men from all the other crews), as prisoners of war. Other casualties on operation brought the total figure to 102 killed or presumed dead; in training or ground accidents, 28 members of the squadron had lost their lives.

Equipped now with Leigh-light Wellingtons, the squadron rejoined Coastal's Battle of the Bay against the U-boat on the night of 19 April and soon recorded its first contact with the new enemy. On the 21st, a crew captained by Flt. Lt. D.G. Pickard obtained a radar contact which

led to the sighting of a fully-surfaced U-boat. After exchanging fire with the aircraft, the submarine crash-dived while the Wimpy ran in to drop its depth charges ahead of the swirl. A few minutes later the "Demon" crew saw another U-boat silhouetted against the moonpath and hammered it with long bursts of machine-gun fire. In the next four months there were five more attacks as well as several sightings of U-boats that submerged before the aircraft could get within range. Then, in the night of 6 September, Pilot Officer E.M. O'Donnell and his crew scored the squadron's first kill when they caught U.669 on the surface north-west of Cape Finisterre and sent it to the bottom with five well-aimed depth charges.

On their long patrols (seven to ten hours was the normal duration) over the Bay and its approaches, the Wellingtons

sometimes encountered enemy night fighters. One night in June, Sqn. Ldr. R.Y. Tyrnought off five Me. 210s attacked his aircraft, and of the enemy was probably destroyed by the Wimpy's gun. Another Wellington, however, not return that night, and months later a second air was reported missing over Bay. At dawn, Wing Cdr. Jenner went out to search for it, but he too did not come back. The Wing Commander's crew had been shot by enemy fighters.

407 moved on 26 January to Limavady, in Northern Ireland, to carry out patrols of the Western Approaches between Ireland and Iceland. In the months which the "Demons" crews spent at Limavady, they flew 140 sorties and attacked

(continued on page 9)

How well do you and your refrigerator get along?

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Model Number RJG35

FEATURES:	CHECK YES OR NO
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2 Do the refrigerator and freezer sections defrost automatically? Or do you mess with chipping and dripping and puddles?	<input type="checkbox"/> YES <input type="checkbox"/> NO
3 Does it have a 7-Day Meat Keeper that keeps meat, even hamburger, a week without freezing? Or are you constantly thawing and waiting?	<input type="checkbox"/> YES <input type="checkbox"/> NO
4 Does it have a Butter Conditioner you can set for hard, medium or soft? Or do you fear bread trying to spread hard butter?	<input type="checkbox"/> YES <input type="checkbox"/> NO

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Blenheim circling destroyed enemy U-boat.

Chapel Chimes



PROTESTANT CHAPEL

Divine Service - Every Sunday 1100 hrs.

Holy Communion - 1200 hrs

1st Sunday, Presbyterian

3rd Sunday, Anglican

Sunday School - 0930 hrs.

Junior Department (ages 9 to 14). Meet in the chapel.

1100 hrs - Beginners and Primary (ages 3 to 8). Meet in Wallace Gardens School.

Nursery - For the convenience of families with very young children, a nursery department is conducted in the Chapel Lounge during the 11 o'clock service.

Young Peoples Group - All young people 15 and up are encouraged to join this organization. Meets every Sunday.

Holy Baptism - By arrangement with the Chaplain.

Women's Guild - 8 o'clock on the third Tuesday of each month in the Chapel Lounge. President: Mrs. Matthews (339-3529).

Mission Band - For preschool children. Chapel Lounge, every Wednesday at 10:30 a.m. Director: Mrs. Keller (339-3428).

R.C. CHAPEL

Chaplain (RC)

S. L. T. J. Paradis

Sunday Mass - Chapel 0900 hrs and 1100 hrs.

Vicinity-Comox Church. 0900 hrs and 1100 hrs.

Courtney - 1100 hrs and 1700 hrs.

Cumberland - 0900 hrs.

Daily Mass - Chapel. 1635 hrs

Saturday Mass-Chapel. 0900 hrs.

First Friday - Chapel. 1635 hrs.

Feasts of Obligation - Chapel-1130 and 1900 hrs.

Confessions - Chapel. 7 to 8 p.m. Saturday evening and before each Mass.

Baptism - Chapel. By appointment, phone local 274.

Junior Choir Rehearsals - Saturday 1300-1400.

Mrs. Brownrigg, choir director, phone 339-3446.

Nursery-In the Parish Hall for both Masses.

CWL - In the Parish Hall - 1st Tuesday of the month at 8 p.m.

KOC - Canadian Martyrs' Church Hall, Courtney. 2nd and 4th Monday at 8 p.m.

The bachelor airman

The young bachelor airman is in the process of maturing. He is trying to "find himself" in life. Although he may not know exactly what his longrange purpose and goals are, he is on the move.

Will Rogers used to tell the story of a man who was walking down the street one afternoon and bumped his head against a hornets' nest which was hanging from the branch of a tree. He began to run with the hornets after him. He passed the house of a friend who was sitting on the porch. His friend called to him as he went by, "Where you going, Jim?" Jim called back, "Man, I ain't going nowhere! I'm just getting away from where I'm at!"

A young man in the process of maturing may not be sure of where he is going, but he is "getting away from where he is at." He is on the move. He is going somewhere, and while he resents being pushed, he can be led. He welcomes leadership from men who can provide the

kind of leadership which will help him find himself and his place in life. His supervisors and his officers, both noncommissioned and commissioned, who are more mature and experienced, are obligated to keep in mind this characteristic of the young bachelor airman and give him the practical, intelligent guidance he needs. This is one reason the Air Force places such great emphasis upon the importance and responsibilities of leadership. The young airman is on the move, and he welcomes the guidance of mature, experienced leaders whom he can both respect and admire. THE BIG BLAME

One of the indications of immaturity is the tendency to shift responsibility to something or someone else. For example, the child who knocks a glass off the table and is questioned about it, usually replies by saying "It fell off!" rarely by saying, "I knocked it off." This is simple illustration of what could be called "the big blame," and most of us indulge in it at one time or another when we attempt to shift responsibility for our actions to someone or something else. We may do so by saying that the Air Force is responsible or our supervisor, or the first sergeant, or the commander. We may shift responsibility by saying that we never had an equal chance in life, or that we never received the necessary education, or that we came from a broken home. It is easy to shift responsibility and to do it in so many different ways.

The mature man has learned to accept personal responsibility for his actions. He has recognized the fact that, unless physical coercion is used, no one can make him do anything. He realizes that although his actions may sometimes be due to ignorance, indifference or carelessness, more often they are the result of his free decision and deliberate determination. He recognizes "the big blame" for what it is and accepts personal responsibility for what he does. NEXT WEEK: A Real Go-Go.

COAT OF ARMS STAMP



A coat of Arms stamp, 14th and final release in a pre-centennial floral emblem series inaugurated in 1964 to honour the provinces and territories, will be released on the 30th of June 1966, the eve of Canada's 99th birthday. Postmaster General Jean-Pierre Cote announced today.

The stamp, a logical conclusion to the floral emblem series, is issued by the Canada Post Office as a symbolic tribute to the Canadian geographic entity. Mr. Cote stated. It has as its design a blue reproduction of the Coat of Arms, to the right of which, in bright red, is the eleven-pointed Maple Leaf of the National Flag.

Canada's official Coat of Arms dates from a proclamation by His Majesty, King George V on the 21st of November 1921. It shows the Royal Arms of England, Scotland and Ireland as those incorporated in "Armorial Ensigns" granted Quebec and Ontario in 1668 by Her Majesty Queen Victoria. The Coat of Arms includes the British Lion holding the Union Jack and the Unicorn holding the French Fleur de Lis. At the base appears the Canadian motto: "A Mari usque ad mare" or "From Sea to Sea".

HMCS Ojibwa, first submarine built specifically for Canada, took up station in Halifax Jan. 24, 1966. Two more being built will join her in 1967 and 1968 respectively.

The Canadian Army's twin-rotored CH-113 Voyageur helicopter can carry 25 fully-equipped troops, or 15 litter patients, or 5,000 pounds of cargo a distance of 200 miles up to 150 mph.

First recorded RCAF mercy flight was made Oct. 20, 1924, when diphtheria anti-toxin was flown from Victoria Beach, Man., to Norway House on the northern tip of Lake Winnipeg.

BOOKS IN REVIEW

THE BIRTH CONTROLLERS - By PETER FRYER

With the development of a reliable oral contraceptive, and the signs of new thinking about birth control within the Roman Catholic Church, family planning has become a recognized social amenity. But this was not always the case. Hard work and struggle by generations of pioneers laid the basis for what we take for granted today.

The Birth Controllers, by Peter Fryer, describes the careers, not merely of Margaret Sanger and Marie Stopes, whose names are deservedly famous, but also of their less celebrated predecessors; men and women like Francis Place, Charles Bradlaugh, the Drudales, Charles Bradlaugh, and Annie Besant in Britain; Robert Dale Owen, Charles Knowlton and Edward Bliss Foote in America. Such twentieth-century birth control advocates as Lord Dawson of Penn and Robert Latou Dickinson are given their rightful place in the story. There is a short biography of each of the major figures, and each of their public activities in other fields are described.

What the author calls the "pre-history" of birth control is not neglected; primitive techniques mingling magic and science; the archaic shreds and its makers, seller, and users; the movement for family limitation in pre-revolutionary France.

Behind the personalities of the pioneers of contraception, steering them against the hostility and persecution their propaganda aroused, we see the growing desire of women for freedom to decide now many children they should bear and at what intervals. There are careful summaries of the changes as knowledge grew. The connexion of almost all the pioneers with the free-thought movement, and their

challenge to the orthodox Christian morality of their times, is clearly shown. There is an amusing chapter on the lunatic fringe who taught such bizarre contraceptive methods as "male continence".

An unusual feature of this well documented book is the use Peter Fryer has made of out-of-the-way sources of information, ranging from some of the rarest English and French erotic literature of Old Moore's Almanack for 1901.

Hotel - by Arthur Hailey

Once in a generation there is produced a stirring, exciting story set against the background of a great hotel.

This is such a book.

The scene is the St. Gregory Hotel in the lusty, tumultuous city of New Orleans. Time: 1964.

Through five eventful days we share the fortunes, conflicts, and intimacies affecting the hotel, its guests, its echelon of management. Across the novel's pages stride memorable characters: Warren Trent, the St. Gregory's bigoted, irascible owner, his assistant Christine Francis, vivacious, ardent, yet shadowed by personal tragedy; the young general manager, Peter McDermott, competent and honorable but a prisoner of his own past indiscretion; Marsha Preyscott, the teen-age New Orleans heiress; ruthless in attaining her desires; and also an engaging sous-chef and organization genius, an embittered young Negro, a despicable bell captain and purveyor of vice, and a humble disposer of garbage who proves to be the keeper of the hotel's conscience.

And the guests: Curtis O'Keefe, praying, fun-loving tycoon whose chicanery would add the St. Gregory to his world-wide, conformity-stamped hotel chain; O'Keefe's glamorous travelling companion, Dodo Lash; Dr. Ingram, a man of principle who

defied the hotel and reaped the scorn of his own convention colleagues, statesman, aristocrat, and coward, the Duke of Crodon, with is arrogant, ice-maiden Duchess; the modes, kindly ex-miner, Albert Wells, escaping death to become a friend when needed most; and Keycass Milne, a likeable Barabbas.

These and others, people the richly woven texture of HOTEL. More than this; a star of the story is the hotel itself. Seldom, if ever, has there been a more fascinating glimpse into the inner machinery and secrets of a great hotel, laid open to the reader by a master storyteller.

THE STORY OF MY LIFE - by Helen Keller

This famous story of a courageous woman's battle against overwhelming disabilities was first published in 1902. It has become, in its way, a classic of inspirational writing and a lighthouse of hope for the afflicted. Since 1902 a great deal has happened in the life of Helen Keller. But the great struggle which liberated her from the dark and soundless world in which she lived has been won, and this is the story which is told in this book.

The new edition of The Story of My Life contains Miss Keller's original biography plus her letters from 1887 to 1901, and an account of her education. IT tells how, many years ago, a little deaf, mute, and blind girl met Anne Sullivan, herself partly blind. As a result of that meeting Helen Keller has seen light in darkness, and has broken the silence with her voice. She tells with disarming simplicity how she overcame, with Anne Sullivan's help and understanding, the tremendous difficulties of learning to live without either sight or hearing.

NORAD CHANGE

USAF Lt. Gen. Raymond Reeves has been named to succeed Gen. Dean C. Strother as Commander-in-Chief of NORAD. The announcement was made from the White House after consultation with the Canadian government.

General Reeves, who is scheduled to take the post on 1 August, will become the fifth C-in-C NORAD since its establishment in September of 1957 by Canada and the United States. His deputy will be Air Marshall C.R. Dunlop who has held the job for some time.

BRILLINGER - Born to Cpl. and Mrs. Mervin Brillinger, a girl, May 1, 1966.

PEARSON - Born to F/L and Mrs. Arthur Pearson, a boy, May 3, 1966.

MURPHY - Born to Cpl. and Mrs. Edward Murphy, a girl, May 3, 1966.

MEYERS - Born to LAC and Mrs. Ronald Meyers, a girl, May 3, 1966.

MCNEE - Born to Cpl. and Mrs. Thomas McNeen, a boy, May 5, 1966.

CLARK - Born to Cpl. and

Projects approved

The half way mark on Commemorative Centennial Projects approved by the Canadian Confederation Centennial Committee of British Columbia has nearly been reached. A total of 144 projects out of a possible 385 have received Federal and Provincial approval for a total value of \$4,840,781. L. J. Wallace, general chairman, reported to a recent meeting of the Committee. Project applications received from local Centennial Committees total 278, with 107 yet to be heard from. The British Columbia board of Directors has approved 240 applications totalling \$7,453,730.

"Some of the British Columbia projects have been completed and are already in use," said Mr. Wallace.

Applications for Commemorative Project Grants are first screened by the British Columbia Centennial Sub-Committee on projects, and the Board of Directors, and then are forwarded to the Canadian Confederation Centennial Committee at Ottawa, for final approval. Costs are shared by the Provincial and Federal Centennial Committees, and the communities involved. It is expected total investment in Centennial Projects in British Columbia will reach \$12,000,000.

Many of the projects will bear the name Centennial as a reminder of the 100th anniversary of the union of the colonies of Vancouver Island and the mainland in 1866, and of Confederation in 1967.

Catholic women's league

The C.W.L. of "Our Lady of the Airways", Canadian Forces Base, Comox, celebrated the feast day of our Patroness, of Good Counsel, April 26, 1966 with a Day of Recollection.

Mass was celebrated at 7 p.m. in the Base Chapel by Rev. Father Thomas Paradis.

Following the Mass, members gathered at Rev. Father Thomas Paradis' residence, where he spoke on the Eucharistical Council, with members taking part in the form of a discussion, answer and question period.

The very informative and interesting evening was brought to a close with a delightful lunch being served by Mrs. Ruby Bell-euille and Mrs. Joseph Cando.

GRADUATION SUITS



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Congratulations and good luck to you learned young men who will be stepping out into the business world and to those young grads who will be going on to further education and higher things. Remember your selection of Good Clothing will help you achieve the confidence and will bring one needs to be successful. Bill Rickson specializes in just that. Visit your friendly clothing man for your graduation suit, sport coat or blazer and slacks combo.

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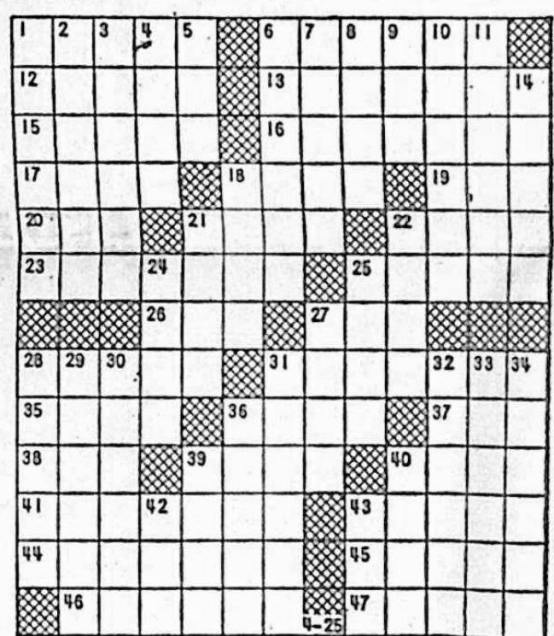
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ACROSS
1. Crinkled fabric
6. Metal device for pulling
12. Fruit
13. Six-sided figure
15. Seed
16. So. Amer.
17. Clamping implement
18. Brawl
19. Deserter
20. Preceding night
21. Incident
22. Theater box
23. Notched
25. Small arachnids
26. Rage
27. Darkened
28. Freight
31. Muffled roars
35. Fantasy
36. Unaspirated
37. Previously
38. Loop and knot
40. Harness strap
41. Disgression
43. Rarer obscure
44. Clock clapper
45. Goddess of peace
46. Composed
47. Worried with dullness
DOWN
1. Spice
2. Antimate

3. Front
10. Lusion native
11. Tenure of land
14. Memoranda
18. Classify
21. Card game
22. Branch
24. Russian seaport
25. Jester
26. Preference
27. Dormouse
28. Quotes
29. Accommo-
30. Depart
31. Hallow
32. Guide
33. Kind of weasel
34. Appeared to be
35. Burdened seaport
39. Fuel
40. Leading character
42. Title
43. Apron part



There are 23 helicopter-destroyers and destroyer escorts in the Royal Canadian Navy, 20 of them completed in the past 10 years.

The RCAF's 136-foot Yukon transport aircraft is longer than the landing distance of another RCAF plane, the Otter.

The RCN operates two types of carrier-borne anti-submarine aircraft with all-weather capabilities - the fixed wing CS2F-2 Tracker and the CHSS - 2 King Helicopter.

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	12 months	18 months	24 months	30 months	36 months	48 months
\$ 100	\$ 8.33	\$ 5.56	\$ 4.17	\$ 3.33	\$ 2.78	\$ 2.08
300	25.00	16.67	12.50	10.00	8.33	6.25
500	41.67	27.78	20.83	16.67	13.89	10.42
1000	83.33	55.56	41.67	33.33	27.78	20.83
1500	125.00	83.33	62.50	50.00	41.67	31.25
2000	166.67	111.11	83.33	66.67	55.56	41.67
2500	208.33	138.89	104.17	83.33	69.44	52.08
3000	250.00	166.67	125.00	100.00	83.33	62.50
3500	291.67	194.44	145.83	116.67	97.22	72.92
4000	333.33	222.22	166.67	133.33	111.11	83.33
4500	375.00	250.00	187.50	150.00	125.00	93.75
5000	416.67	277.78	208.33	166.67	138.89	104.17

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Ask about our evening hours

The Wonderful World of 121

BY ART COLLINS
The old must yield to the new, but if you dig 'tradition, the process can be painful. For instance, we all thought a lot of the CO, but can you work up the same respect for the BCdr? And who can suppress a twinge of fear at mention of the Bado? Then there's the BWO. His former title had such a nice ring but now, because it rhymes with TWO, there may be those who'll pronounce it BOO. And what about the Bops? Is that a new dance, or a laundry detergent? Has the BATCO anything to do with comic books? Isn't the BTO a big time operator? However, all this has been atoned for at one crack. Anyone who has stood in the orderly room waiting to be noticed can tell you it really is a BORE.

All of which inspired the following masterpiece:
In the hangar see our SAMEO Stroll about with swager stick
Maybe soon he'll sport a TAMEO
Integration did the trick.
Take a book and start to CRAM-oo
He will pat you on the back
Misbehave, don't give a DAMEO
From our SAMEO get the sack.

No one can say he's a HAMEO
Pushing paper from dawn to dusk
Being a boss is never JAMEO
But at least it's not wearing him down to a hulk.

Something else that will soon pass from the scene is a portion of Cpl Patty Theiss. "I'm on a diet," he says, "and by the end of May I'll be a trim hundred and fifty pounds."

Speaking of people who make efficient use of the food they eat, LAC Al King is pleased that he's no longer the heaviest man on the crew. "Since Carl Peters came out from repair," says Al, "I feel like a midget."

Only a few weeks ago Lorne McCully was just another cor-

poral. Now he's not only a sergeant, he's the chief trouble-shooter in servicing. They've put him on #2 shift to mediate the running feud between Cpls. Scotty Stokes and Gaston Bedard, who have been violating the guide lines laid down by the B and B commission.

FS White, the boss of Servicing, has always been a careful type, but now he's carried it too far. He's bought a portable garage that is permanently fixed to the top of his Volkswagen. He cleverly had it built to look like a boat but the way it hangs over gives away his purpose.

Another Volkswagen owner got a jolt recently when his car turned out to be a cow. WO2 Ellery met a bull on the road the other morning as he was coming to work, and he swears the beast tried to breed his car.

The Safety Equipment boys are gradually settling back to normal. No longer do they run everywhere, with many a furtive glance over the shoulder. The people peepers have gone! Sgt. Herb Miller says, "We like the MPSU boys, now that they've gone."

Actually, we're told they're very nice fellows, and one of them, Staff Sergeant Jim Reeves of the Army was so impressed by 121 that he has applied for transfer to the Air Force.

GREAT MOMENTS IN AVIATION
The look on LAC Bob Holt's face when he put on his uniform at the end of the day and found a raw oyster in the pocket. When interviewed he said, "Never mind about that. Just announce that I'll pay fifty dollars for an E in the tiger contest."

Cpl. Jack Simpson going around a T58 engine tightening bolts and catching up with LAC Sid Edwards, carefully loosening all the bolts on the same flange.

Sgt. Norm Wright explaining, without any teeth, the intricacies of a superhet radio.

LAC Phil Barnard muttering as the squadron marched from the shadows of the hangar into the

bright sunlight, "This is hard on us mushrooms!"

We have several new faces in the squadron. LAC Dave Davis, a fitter, has arrived from Pakistan and LAC Ross Shuman, SE Tech, has come to us from Borden; Cpl. Jack Papp, another fitter, has come from Cold Lake, Cpl. Jerry Girard, a rigger, hails from Trenton and Cpl. Jack Iwamoto of the Telecom Section has arrived from Rivers. Welcome to 121, fellows.

Other new arrivals were babies born to Mrs. Pruden and Mrs. Murphy. Congratulations, ladies. The happy fathers are LAC Ken Pruden of the Electrical Section and Cpl. Ed Murphy of Log Control.

Then there are departures. Cpl. Ed Way, a veteran of 121, has left for Col Lake. At a little gathering in the hangar Ed accepted a small gift and a wig hand-crafted by some of his comrades. The wig pleased him so much that he put it on immediately. It was a memorable sight to see Ed, the curls falling to his collar, delivering his farewell address to the boys. Good luck, Ed.

FS Jack Bumby, the most faithful customer on the passion run, has retired. Jack felt so bad at the end that he had to resort to happiness pills to stave off his fits of depression. The feeling many of us have for the Air Force was neatly summed up when Jack said as he left, "I'm glad to be leaving for a more settled life, but it's fellows like yourselves who are the Air Force, and the comradeship we've shared is what I'll miss."

Then as he went to leave a large two-wheeled cart was brought in, a chair was placed in it and Jack was placed on the chair. FSW Stamm and LAC George Fenwick wheeled him out and right into the waiting chopper. No Chinese mandarin ever had a better exit. Good luck on civvy street, Jack.

Detachment 5 USAF news

BY SMSGT WALT TURNER

It's good to be back "home". By home I'm referring to that 28 room mansion I live in known as Barrack Block 6. I went on a 10 day leave to the states, just to refresh my memory of my native habitat and things are just as hurried-scurried as ever down there. The weather was magnificent in California - climbing up to the mid-eighties - but we here in Canada certainly have no complaints in the weather department. It looks as though we're in for another beautiful summer here (at least I hope so). Our Detachment is buzzing with VIP's this week. Our Squadron Commander, Lt. Colonel Herbert Burton is paying us a visit and I might add enjoying your Canadian hospitality at the same time. I can't help but feel that we are being envied by the inspectors who sojourn up to our neck of the woods every once in awhile. Major Vadais, the gentleman who will replace our Detachment Commander in August is also paying us a visit. He is looking forward to the tour here and with his guidance I'm sure Detachment 5 will continue to function as an "out-standing" unit.

Congratulations are extended to SMSgt. William Jesse for winning a Flyrod and reel in the Sergeants Mess Fishing Derby. His 2 pound trout was the winning fish in the derby.

The yanks made an impressive showing in the Tuesday night Mixed League Bowling circles by coping several noteworthy awards. Lucille Bowdridge, the charming wife of our First Sergeant won two trophies; the high game and high average woman's trophy. TSgt Frank Niccum also copied two trophies for having the high series and high game of the season in the men's division. Beatty Kea won the "most im-

proved player" award and MSgt Dick Hall won the same award in the men's division. At the annual bowling banquet celebration, SSgt Herbert Lansaw and his pretty wife "Bobbie" won the spot-dance award and have a silver beer mug and some wall plaques as testament to their good fortune.

When you consider that only 12 yanks are involved in the Tuesday Night Bowling League, it's quite remarkable that they managed to attain as many awards as they did. Your 5-pin game has us a little baffled but that 10-pin game is a horse of another color.

To CMSgt. Harry Amundson we offer our sincere regret and salutation. He didn't come in the money as far as the "Fishing Derby" was concerned but he did manage to win a Tackle Box from the sportsman Night Bingo. I can still see the tears in his eyes when he told me of the one that got away, (with over a hundred yards of his monofilament line to boot).

Keep with it Chief, your day

will come.

See you again in a couple of weeks and in the meantime "keep smilin'".

AFP NOTES

BY MAYBEE

With all our recent transfers in and out it is becoming quite hectic keeping abreast of arrivals and departures, the transfers out read like a travelogue.

A pleasant farewell get-together was held recently for Cpl.

Jerry Brillinger, LAC Roger Irwin and AC Bill Perry. Plaques were presented by the B Sec O, with words of appreciation from Sgt. Robinson, of the Guardhouse. Incidentally, Jerry was passing the cigars around recently as he had become the proud father of a baby girl.

One newcomer since our last issue is LAC Yeats from Stn. (or is it CFB) Lowther. Welcome to Comox. We know you

will enjoy your tour here.

We learn that Cpl. Ted White, a recent arrival at Comox, is hospitalized. We trust it is not too serious Ted and hope to see you around again real soon.

Cpl. Lorne How and LAC Danny Dowe have received word that they are posted overseas at a date TBA. Both are well known members of the section and are going to be missed around here. However, they are looking forward to the tour with all its many new challenges.

The B Sec O informs us that the Rockets, the bowling team on which he and Sgt. Al Hall play in the Monday Service League, have won that section. They beat out the highly touted CE Section.

We understand that tears of anguish were shed by that team, but that they have now recovered. Sgt. Hall also travelled to Chilliwack during the past weekend to compete in the B.C. Tri-Service Bowling, playing for the Base team, once again he emerged on the winning side. Nice bowling sarge.

A staunch supporter and active member of the recent physical fitness campaign is Sgt. (15laps) Robinson. He is taking the calisthenics and other exercises in his stride. He also urges on us less active but none-the-less eager partakers of the muscle stretching activities.

On this note we will close our column and await further tidings to pass along in the next

Senior NCO's

Congratulations are extended to WO2 Denton, FS Whitehead, FS MacPherson, and Sgt. Richards on their recent promotion. The Mess Committee welcomes Sgt. Richards and his family to the mess and hope that they will partake of the many fine functions to be held in the near future.

Approximately 150 members and guests attended the Sportsmen's Bingo held in the mess on Saturday, May 7. Prizes were a Saturday, May 7. Prizes were a Coleman stove, cooler tent warmer, rods, reels, fishing tackle box, fish gaff, bag, and numerous other goodies. Winner of the Jackpot was Mrs. Hall. Mrs. Hall's haul consisted of \$25 cash and a tent.

Prizes were presented at this function for the mess fishing derby. 131 fish were weighed for a total weight of about 70 lbs. Winner for the largest salmon was Sgt. Steve Palylyk. Hidden wight - Sgt. Peter Plewes. Large

gest trout - M/Sgt Bill Jesse. Twelve best dressed - Sgt. Bob Chapman. Hidden wight trout - Sgt. Pete Plewes. Congratulations fellows, and to those who didn't win, better luck next time.

Dancing was to the music of Doug Baird's aggregation, and many fine remarks were heard about the quality of the music. Food which was supplied by the mess kitchen was enjoyed by all.

Don't forget the cocktail party to be held in the mess at 2030 Sunday evening. Dancing to the music of the Swinging Shepherds, and its all for free, free, free.

At this time the mess committee wishes to welcome any new members and their families to the beautiful Comox Valley. May your stay here be enjoyable.

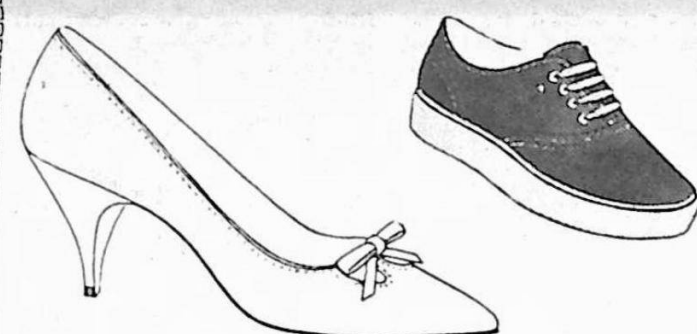
NOT
Nothing is so full of victory as patience. When you speak of chivalry to a man nowadays, he will most likely reply, "I just traded it in on a new Buick."

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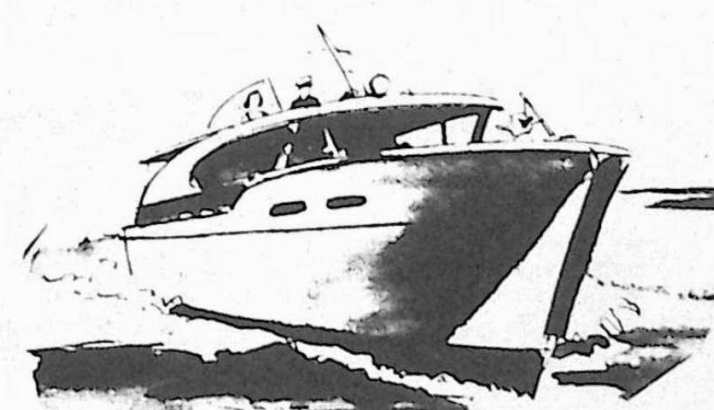


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NIGHT HAWK'S NEST



FLASH:—Effective immediately, all pilots have permanent commissions. Also immediately, if not sooner, two hundred and fifty (no less) PC's will be granted to navigators. Oh happiness, joy, and ecstasy! That was five weeks ago. Maybe they just plumb forgot, or something.

The mysterious "they" that we keep referring to, reside in the city of Ottawa, where the nation's great stag parties are held. But no one knows who "They" are. Although "they" seem to be colourless, odourless, and tasteless, we know they are not LSD. We also know that like Mr. "X", they cannot be reached. It does not matter. "They" are still up there, or down there or over there, or somewhere. "They" are shaping your future. "They" are the masters of your destiny; and like your bank manager, "they" have your best interests at heart. Cheer up marines. We've been promised new green uniforms, improved housing, and more pay. "They" said as much.

Meanwhile, back at the squadron, the loyal watchdogs of the fighting 409th remain dedicated to the performance of their perilous task. In keeping with our policy of perfection, the past few weeks have been spent sharpening our spears for the McBrien Tournament of Champions, beginning

May 16th. Several of our outstanding knights will be performing in the various events, and they will ride four of the fastest supersonic chargers our stable can provide. Aled by Sir "Galahad" Patterson and Sir "Lancelot" Popham, our gallant group will attempt to spear the brass ring in the high speed, high level lance charge, and the low speed, low level ball and chain event. If, in the heat of battle, one of our crew develops rusty armour, they will be replaced by "King Arthur" Vincent and his crafty court wizard "Merlin" Button. Following Lancelot and Galahad into the fray are crusaders Morwick, Britain, Dale, Pellow, Steffen, and Tomkins. The gauntlet has been thrown. May we thrash and bash all the black knights from Bagotville and Chatham. On the eve following the battle, it is rumoured that King Arthur will preside over a round table discussion in the great castle bar, where all knights will continue their endless quest for the holy grail.

Farewell to F/L Luke Caron, long time member in good standing with the 409th. Best of luck Luke. Your discretion and sound judgement will be appreciated in the PC branch.

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VANS VERBALITY

BY WO1 J. W. VAN BUSKIRK
WHO ME?

I have the most uncanny ability for getting into jackpots of anyone I know. Innocence and good intentions are quite frequently contorted into what appears to be wrong-doings.

Like one day last Winter, I was walking through a toy department already decorated for Christmas. Children were plentiful and as I casually strolled along I glanced at the electric trains and other mechanical toys that were more in my class. While standing in front of a large display, a young girl tugged at my trouser leg and held up a broken doll to me. I took the doll from her outstretched hand to assess the damage. I should have realized that the doll belonged to the toy department and not her but I did not even consider this at the moment. I tried to rejoin the doll's leg with its torso but it was quickly obvious that it was broken beyond repair. When I turned to comfort the child and to establish just where the doll had come from, I was quite surprised to note that she had disappeared. I looked all about but couldn't see her any place.

At exactly this time I was approached by a floor walker who looked with askance at the broken doll and asked, "Are you having trouble?" "Not me", I quickly assured him (or tried to). A little girl handed me this broken doll and I was seeing if I could fix it. "What little girl," he asked, in what I thought was a rather loud and suggestive voice. I had been afraid that he would ask this question. "She must have gone", I suggested but it seemed to fall on deaf ears.

He took the doll from me and asked if I would step into the office with him for a few minutes. It now became quite obvious how things were shaping up so I

Dependents' Doings

Are you ever lost for words when you have a deadline to meet? You sit and look at the keys on the typewriter in hopes of - I don't know what because you've got to make the typewriter work, it doesn't work by itself! You gaze out the window in hopes of some inspiration but all you can do is "gather wool!" Well, Let's do this logically or some such; What activities are there? Well, there's softball - there is a league for 9-10-11-12 year old girls which consists of four teams. Two from Comox and two from PMQ's. There is a ladies softball team and there is a "Teach Softball" team of boys, ages 7-8-9 years. Then, there's baseball - there are four Little League teams from PMQ's in an eight team league with Comox. And there is Juvenile "A" and Juvenile "B" teams that involve over thirty-five boys. It's a terrific "ball" programme but, as usual, there comes the problems. Where to play? That took some thinking and, finally, a solution was offered. Behind Pine Cres-

get on my high horse and told him off, using a refined type of language in view of the large crowd that had collected and who were standing about, grinning.

"Alright, you may go, Sir", he pronounced in an officious manner, "But please don't touch anymore toys on the way out". How do you like that!

Feeling the need for a quick cup of coffee to try and get my temperature down again, I went over to the lunch counter and sat down on a stool. I was still fuming. Lo and behold! To my surprise there was the same little girl sitting on an adjacent stool with a stout lady. "Hello Mister", she said with a big smile. I pulled my eyebrows down in a stern manner and just glared. I suppose her mother said, "What a grouch".

How about that!

cent there is a large field where, at one time, there had been a baseball diamond. We are now in the process of restoring it and, possibly, getting a softball diamond in the opposite corner. This will be done by volunteer labor with the use of heavy equipment. In a couple of weeks we should be all settled and well underway.

Track and Field, this year, will be the CFHQ competition only but we hope to make it a large one. This will be for all Air Force dependents, not just those living in PMQ's.

The next addition to the summer activities will be swimming. Courtenay will be having lessons starting at the end of this month for which you would register at the CRA. July classes will possibly see registrations done here and for which we will have transportation. August classes will again be on your own with registration at CRA again. More information can be had at CRA, phone 334-4552.

The summer programme is still in the planning stages with not too many applications for programme leaders as yet. Forms may be obtained at the Rec Centre. Later on this month or early June there will be a Leadership Clinic to train the persons obtaining the jobs and for those who are interested. This clinic, similar to the one last year, is an excellent training, not only for Summer Playground Leaders, but also for anyone working with groups of children. It is an excellent course run by Mr. Len Ryan and Mrs. Shirley Olafsson of the Vancouver Parks and Recreation Board.

Just got a baseball report and all our Little League teams have won a game each and our Juvenile "B" team has won both games played so far. Keep it up kids. Umpires are sadly needed for the Juvenile "A" and "B" home games.



The happy winners of the big prizes in the recent Ssr. NCO's fishing derby are seen here just after receiving their awards from the PMC, WO2 Tounignant, M/Sgt Bill Jesse, Sgt Pete Plewes, Sgt Steve Palylyk, and Sgt Bob Chapman.

Business development bureau

MONTREAL (Expo 67) - Invitations are being sent out by Expo to some 15,000 foreign and Canadian businessmen offering them the use of the International Trade Centre when they attend the Exhibition next year. Its purpose is to provide an opportunity for businessmen to discuss commercial relations with colleagues and officials from the other participating countries at Expo.

It will provide a special and specific meeting ground, and through Expo Club a social centre, for foreign businessmen and their Canadian counterparts. Sponsorship of the Trade Centre has been underwritten by the Canadian chartered banks, and will cost approximately \$600,000. Personal contacts are being made through the offices of the Canadian Trade Commissioners in 42 countries and foreign trade associations plus the network of foreign branches that the chartered banks maintain overseas.

The centre, which will be situated on Cite du Havre (Mackay Pier formerly), will be open to all businessmen, although Expo Club will be available only to members. The building will contain three main areas:

1. One part to accommodate trade counselling experts for the federal Department of Trade and Commerce and some provincial industry and commerce representatives. This section will be known as the Business Development Bureau, and will include a trade library.
2. One part to accommodate the chartered banks. Each bank will have individual space for consultation between business development representatives and foreign businessmen. This area

will be referred to as the Bank- ing Hall.

3. One part for social activities to be known as Expo Club, which will include a dining room, lounge and bar. In addition there will be conference rooms adaptable for seminars or private entertaining, and which when used together can form an auditorium for showing trade promotion films.

Replies to the invitations from interested foreign businessmen have already started to come in. The first response came from a businessman in Zambia, and there have been other acknowledgements from commercial interests in New Zealand and a group of bankers in France.

Contacts are being established with Canadian industries through correspondence and visits to establish co-ordinating committees in the larger Canadian cities to help visitors reach Canadian firms for discussions.

The members of the Canadian Bankers Association which has announced its sponsorship of the International Trade Centre are: The Banque Canadienne Nationale, The Provincial Bank of Canada, the Canadian Imperial Bank of Commerce, the Bank of

Hall of flame

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1. Be familiar with the fire provisions of your insurance policy, and keep this policy up to date.

2. Make sure you have enough insurance to cover all the damage a fire, lightning, smoke caused by fire or means used in fighting the fire can do to your home. Water or smoke can sometimes cause more damage than the fire itself.

3. Take an inventory for yourself and your insurance agent of all furnishings and personal property, and insure these effects properly and fully. Be sure that such irreplaceable possessions as antiques or paintings are adequately covered.

4. Make sure your policy includes adequate provisions for maintaining you and your family away from home while your fire damaged residence is restored. This is an automatic provision in many policies, but not all.

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Montreal, the Toronto Dominion Bank, the Bank of Nova Scotia, the Royal Bank of Canada and the Mercantile Bank of Canada.

Cpls. wives' club

Twos on the Tuesday - May the third
From out of the lounge a noise was heard
Only the Wives Club meeting there

Making their plans with utmost care
At 8:55 right on the nose
To make us quiet, the president arose

Banged her hammer on the wood
To bring some order if she could.

This is a bit delayed but as you probably noticed - since you didn't come - we didn't have the Mothers' Day Smorgasbord. We felt that a proper atmosphere could not be created and within existing finances. Instead all our efforts will be put toward the entertainment and luncheon on May 25th.

Members of the Cpl's Wives Club

Club and one friend are invited to meet Carol Lane of the Shell Oil Co. Also included in the guest list are the Srs. NCO's Wives Club, the Cpl's Club exe-

cutive and wives, and the entertainment committee. But let's not forget the imported entertainers, presenting a new skit and cast.

Our funds are slowly growing for the Beaufort School. Tickets are going on sale for a white crocheted bedspread. Large size. We hope this will take the funds up a couple of notches.

One new member came out to join ranks with the staunch 14 regulars. And after all the steamed-up fuss over a mis-read article.

Our collection of Nabob coupons is over 1400. Now we have to agree what to purchase and raffle. That's the difficult part.

The collection of pocket novels is exceeding the sales. Soon have to have an auction.

The meeting on May 3rd was taken up mostly with dry business talk. With only one business meeting left before we close for a summer rest not too many new things can be discussed.

Next meeting June 14th, 8:30 p.m. Hope to see you.

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ANNOUNCES

CHANGE OF OWNERSHIP

Mr. Fred Wilander, a Flight Engineer with 407 Squadron Comox until his recent retirement from the RCAF, has become the new proprietor of Tyee Cartage. Mr. Wilander's 20 years of service with the RCAF included an overseas tour during World War II, an instructor at Maritime Operational Training Unit, Summerside, P.E.I. and two transfers to Comox, where Fred and his family have become permanent residents.

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UBC GROUP

A grant of \$2600.00 has been made by the E.A. Baker Foundation for the Prevention of Blindness to a UBC Faculty of Medicine Research Team headed by Doctor Geoffrey C. Robinson, Associate Professor, Department of Paediatrics. The grant will finance the first year of an in-depth study of the physical social and educational development of congenitally blind children living in British Columbia during the past twenty years.

The study which is the first of its kind is being made in co-operation with the B.C.-Yukon Division, Canadian National Institute for the Blind. It is unique in that the children to be studied have had continuous contact with the same social worker over the 20 year period. When the study is published, its findings will be of value to physicians, social workers, educators and parents in planning for the future of blind children.

The E.A. Baker Foundation was established in June, 1962 by the National Council of the Canadian National Institute for the Blind. Its aim is to further the prevention of blindness by offering fellowships and scholarships to young doctors for training in ophthalmology as well as grants for eye research.

Mobility of the Canadian Army in the field was greatly increased in 1965 with the introduction of the M113 armoured personnel carrier. The 10-ton, amphibious, tracked vehicle can carry 12 soldiers across country at speed up to 40 mph.

The 20,000-ton aircraft carrier Bonaventure which heads the RCN's anti-submarine warfare team, is named after Bonaventure Island, a sea bird sanctuary in the Gulf of St. Lawrence.

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Detachment 5 Sports Roundup

by SGT. CLOUGH

The bowling season ended last Tuesday night and our Det Team finished in sixth place. Although this doesn't sound too impressive it is somewhat of a small consolation to the members of the team in that we only managed to accumulate 17 points last season and this season we ended with some 70 points. We also finished approximately 30 points out of the top three positions which indicates the calibre of competition which is so typical of the Tuesday night encounters. The winning team, Accounts, wasn't officially declared until the final game last Tuesday night. There were only five or six points separating the first four teams going into the final contest. To wrap up the final contest, it might be significant to mention that we entered the contest with the absolute minimum amount of keglers and managed to score a thousand points in each of the three games. Most of the credit should be reaped by two individual bowlers Sgt. Turner and Airman Lipko who bowled the high series of 669 and 668 respectively. Airman Lipko's sparkling high individual game of 247 was the highlight of the contest. Congratulations on one of the most memorable nights of the season. Next Tuesday night the bowloffs commence so here's hoping that our team displays another exceptionally hot night in the alleys and goes on to the finals. Now that the bowling season has come to an end, we can put the nil piggy bank into storage for the next season when once again the alleys will be buzzing with the sounds from the irrepressible "Eagles". Special thanks must be extended to those who made the special effort to comprise the necessary keglers each Tuesday night, and congratulations to all members of the team who showed improvement in the "Maple Leaf" game of 5 pins.

Lt. Noyes informs me that the boating equipment is in, ship shape and ready for use by all members of the Detachment for their boating pleasures. However, there is a requirement. Each person who intends to use these facilities must attend the "safe boating" lecture which is conducted by Lt. Noyes prior to operation.

Many of the fishermen are welcoming the warmer weather which is more to their liking. Sgt's Hall, Lansaw, and Airman Clayton have been out the past few weeks and have caught some sizeable trout. Sgt's Bowdridge and Maassen had a sojourn in the briny deep in that fabulous boat of Sgt. Bowdridge's and caught a few bottom fish. Sgt. Bowdridge said he has caught a few nice "Springs" but now that the weather is improving he intends to get out more often and really enjoy the waters around our area.

407 SILVER ANNIVERSARY

(continued from page 5)

U-boats, one of which they sank while two were counted as damaged. The kill was credited to Flying Officer P.W. Heron and his crew who, on 10 February, put an end to the career of U.283 some 250 miles southwest of the Faeroes.

In the next four months (30 April to 21 August) the "Demons" flew 332 sorties over the Bay of Biscay and the English Channel, in the course of which they attacked four U-boats, destroying one and damaging two others. Flying Officer L.J. Bateman's crew scored the first kill in Coastal Command's pre-D-Day offensive when they went in through an intense barrage of light flak to sink U.846 about 200 miles north of Cape Finisterre in the early morning of 4 May. Noteworthy attacks were also made by the crews captained by Flying Officers C. M. Bolger and F.H. Foster. Bolger made four runs at zig-zagging, fire-spitting sub before he could get his depth charges away, and Foster seriously damaged a second U-boat that was later sunk by another unit.

Late in August, when the U-boats had to flee from their bases on the Bay of Biscay to the fjords of Norway, 407 followed them, moving to Wick in northern Scotland to keep watch over the Northern Transit Area off the Norwegian coast. The next ten weeks, 20 August to 7 November were a very busy period, with 236 sorties; but contacts were few and the crews could count only three attacks. A spate of engine trouble, which caused some concern for a time, led to an incident that is unique in the squadron's history. Forced to land on the Norwegian coast in the early morning of 26 September, Flying Officer G.A. Biddle and his five companions made contact with members of the local "underground", who took care of the men until they were able to arrange for the crew to return to Britain by boat a fortnight later. By early November, the focal area was not the coastal

REC. CENTRE NEWS

We make apologies for missing the last publication and in this issue we will attempt to make a new of the news already known.

INTERSECTION HOCKEY
Courtenay under the reliable and excellent leadership of Mr. Oliver Watkins won the intersection trophy presented by R. N. Carey Agencies again this year. This is the second time Courtenay has won the trophy.

"A" LEAGUE VOLLEYBALL
Champion is the H.Q. team which won without any doubt over all comers. It was a well-fought league and the HQ team deserves every credit for its win.

"B" LEAGUE VOLLEYBALL
Winner is 409 squadron. This was a hard fought 8 team league with play on Tuesday and Thursday nights from 1630 to 1800 hours. The final 4 teams were well matched and the winners showed top form all through the series. Our congratulations to the 409. Some team.

BROOMBALL LEAGUE
The broomball league had an excellent year with the Torpedo's taking the series all the way. This team won the league play-offs and the league championships although they had some very close wins. Congratulations to Lac Pelletier and his Torps. STATION ZONE ONE REPRESENTATIVE BROOMBALL Playoffs were held in Cold

around our area. Sgt's Hall, Lansaw, and Airman Clayton have been out the past few weeks and have caught some sizeable trout. Sgt. Gilliam and Lt. Noyes have been zeroing in the Elephant gun that Lt. Noyes sent for through some out-let in New York. Both have been complaining about shoulder bruises, but should be in great shape if anyone is interested in a safari later this year.

Plans were welcomed to get the Spring Det Golf Tournament under way. Each person interested in competing was requested to turn in five scores before the end of the month so that the tournament could be set up in June. This year the first tournament will be a partner contest which will no doubt prove as interesting as the last one, which was full of surprises. So fellows if you're interested, get the scores into Sgt. Darreff. Also on the golf scene is the driving range which is slowly coming into realization and should be operational in a month or so.

Well in a couple of weeks we are losing one of our prime athletes to another overseas assignment, and the loss of him will be felt by the sports program to which he has contributed a great deal of time and effort. John Clayton, to you, from all of the Det and members of the sport activities that you participated in, many thanks and good luck in your next assignment.

Waters around England - the South-Western Approaches, the English Channel, and the Irish Sea - where "schnorkel" U-boats were operating close inshore. In the last days of 1944 three sightings in quick succession were followed by a lethal attack to give 407 its fourth kill of the war. Spotting a "schnorkel" cutting through the water of the English Channel early in the morning of 30 December, Sqn. Ldr. C.J.W. Taylor, D.F.C., dropped his stick of depth charges so accurately that U. 772 never rose to the surface again.

After the usual seasonal decrease in the winter months, the tempo of operations quickened again in the spring, rising to a peak of 110 sorties (1036 hours) in March 1945 and 116 sorties (1062 hours) in April. The only action in these last weeks of the war, however, fell to a detachment which was sent in Mid-April to Langham, in Norfolk, to hunt down midget submarines that were operating in the North Sea. In a fortnight this detachment made nine attacks on the little U-boats, the lion's share of the work going to the crew skippered by Flt. Lt. O. Olsen, which tallied six of the attacks.

The detachment was congratulated by Group Headquarters for its excellent work in tracking down the small, elusive targets. 407 Squadron flew its last sorties on 2 June 1945, and two days later was officially disbanded with a farewell message from the Air Officer Command-in-Chief of Coastal Command for its "splendid contribution...to the victory in the war at sea." It took several weeks to complete all the details of disbandment, but by 17 July the task was finished and the "Demon" squadron ceased to exist.

During its anti-submarine tour 407 had eleven D.F.C.s (Flt. Lt. W.A. Armstrong, Pilot Officer S.J. Cramp, Sqn. Ldr. C. J.W. Taylor, Flying Officers P.W. Heron, L.J. Bateman, C.M. Bolger, F.C. Lansdall, Flt. Lts. (Continued from page 11)

Lake this year and our team bought home the top award. The team was under the capable hands of Sgt. McKenzie and the base is indeed proud of the Zone one final champions.

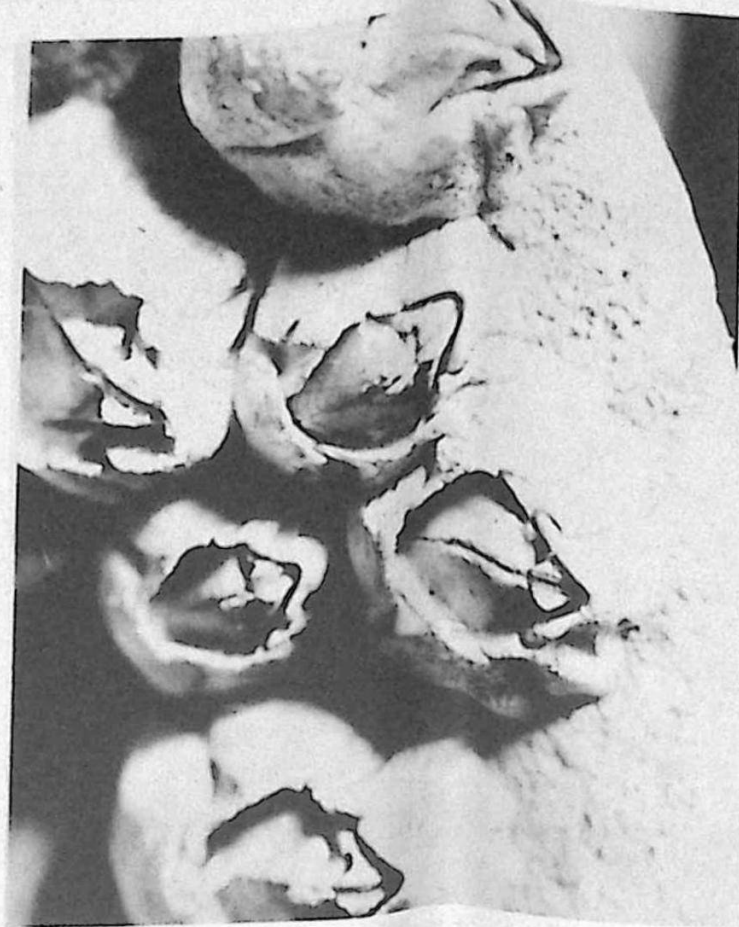
Intersection basketball
The intersection basketball league was won by a very hard fighting team which had to play hard in every game to chalk up the win. This team, the USAF, had the smallest group of personnel to choose from yet won one of the most difficult (physically) sports to win. Our sincere congratulations to the USAF Basketball team.

SUMMER ACTIVITIES
The base, upon recommendation of the Base Recreation Council has purchased 16 memberships to Sunnydale Golf Course and these memberships will be resold on a daily basis at the bargain price of 50 cents per day. The Base Golf Club, is now organizing and further detail will be available by calling the Rec Office at local 315.

SOFTBALL
Many meetings have been called and the response has been poor. We are attempting to form an "A" League for the Best players and a "B" League for the other players. Watch DRO's for further notices or call the Rec Centre local 315 for any information you need.

FISH AND GAME CLUB
Possibly by the time of printing of this issue you will have heard or read some definite word on the forming and operation of this club. We need members who are interested and would appreciate your call at local 315. Call us now so we can act on your behalf.

PHYSICAL FITNESS
HERE AT LAST. Your time to be tested will be in DRO's you will be tested during the month or your birth and on the six month anniversary of your birth month. Get Fit Classes are open to all and a check through DRO's or a call to Local



What is it? A group of hot dogs? See page 11.

315 will tell you can come and get fit. Don't delay, get ready for your test.

TRACK AND FIELD
CFB Chilliwack will play host to the B.C. area Armed Forces Track and Field Championships on or about 11 June. The RCAF participation in this annual competition has been nil in the last few years but this year we are making a determined effort to produce a team. Though winning times or distances cannot be predicted a guess can be made and with one month training time left it is possible for our competitors to place in the top bracket.

If you can now, or with a mon-

ing training, equal or better the following guesstimates you should enter in this tri-service competition. 100 yard dash 10.7 sec, 220 yard dash 24 sec, 440 yard dash 55 sec, 880 yards 2min and 14 sec, 1 mile run 5 minutes, 3 miles 16 minutes 30 seconds, High Jump 5 foot 6 inches, Broad Jump 18 feet, Hop Step and Jump 34 feet, Javelin 150 feet, discus 105 feet, Shot put 34 feet, and Pole vault 10 feet. Call F/L Hill at local 315 NOW to join our team.

CFB COMOX SPORTS

You too can be a sports reporter

The large numbers of people who participate in the many sports events held in or around CFB Comox can often be heard complaining about the total lack of coverage they receive in the TOTEM TIMES.

There is an explanation for this. The TIMES suffers from a dearth of sports reporters that would make the Sporting News give up in disgust. It is true that the paper does have a sports

editor, but his job is to take all the incoming submissions, file the edges off them, and fit them onto the sports pages. He just cannot cover all the games in all the leagues of all the sports which exist around here.

Therefore the way is wide open for YOU to become one of the TIMES' ace sports reporters. All you have to do is attend the game of your choice, write up what you

see, and send it in. The editorial staff will do the rest, even down to sending Pulitzer prizes you may win along to you. What could be fairer?

It is preferable that your opus be typed, double-spaced, but the TIMES' staff will consider anything except hieroglyphics chiselled on pyramid walls. So come, on already. Get out to that ball game and tell us about it.

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FAMILY OF TWO	5.00	15.00	30.00	60.00
FAMILY OF THREE OR MORE	6.25	18.75	37.50	75.00

C. SUBSCRIBER WITH NO TAXABLE INCOME IN 1965

	MONTHLY	QUARTERLY	PER HALF YEAR	PER YEAR
ONE PERSON	\$.50	\$ 1.50	\$ 3.00	\$ 6.00
FAMILY OF TWO	1.00	3.00	6.00	12.00
FAMILY OF THREE OR MORE	1.25	3.75	7.50	15.00

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The Honourable Wesley D. Black, Provincial Secretary

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by Shulton



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MICRON PRESSED
POWDER

A beautiful translucent make-up accessory to give the complexion a subtle matte finish — and control the oil for hours. Corn Silk has no artificial color so that it will not discolor or cake on the skin. Use sparingly — gently blot puff over face.

PRICE: \$2.00



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IN 4 SHADES

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PRICE: \$2.00

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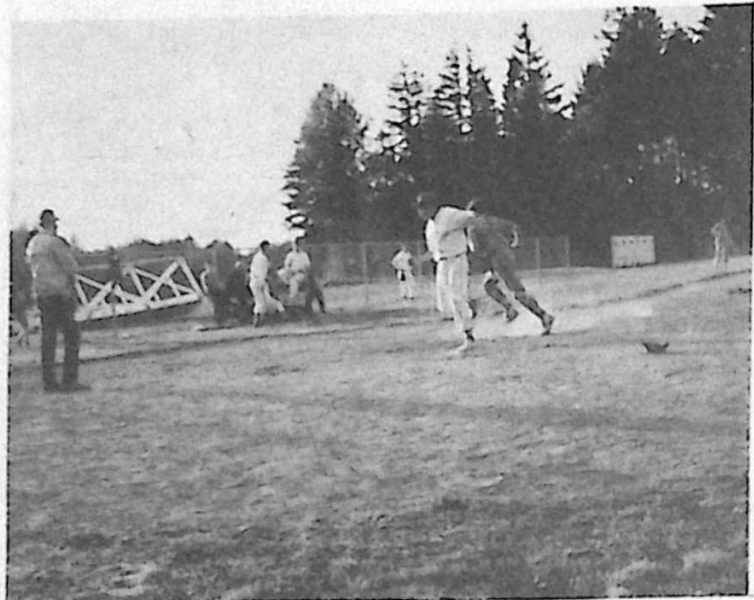
11 a.m. to 11 p.m.

Fri., Sat. to 1 a.m.

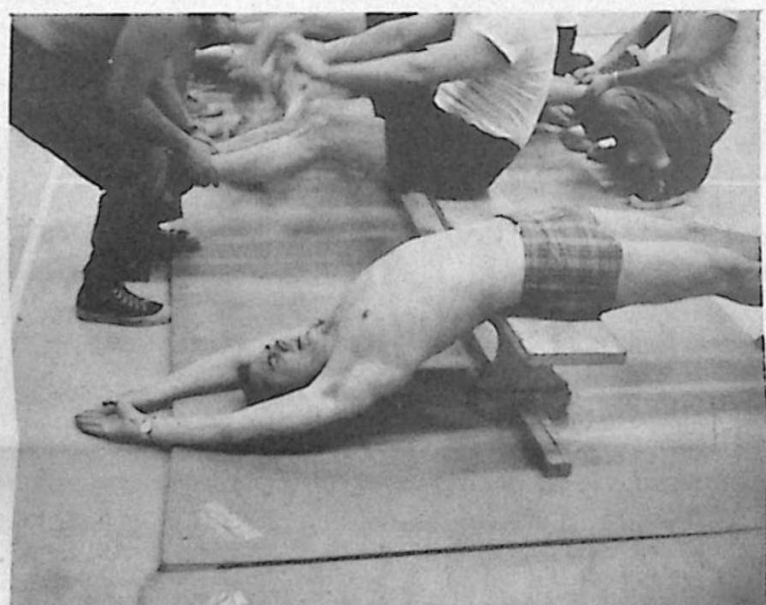
Comox Ave. Airport Road
Phone 339-3124



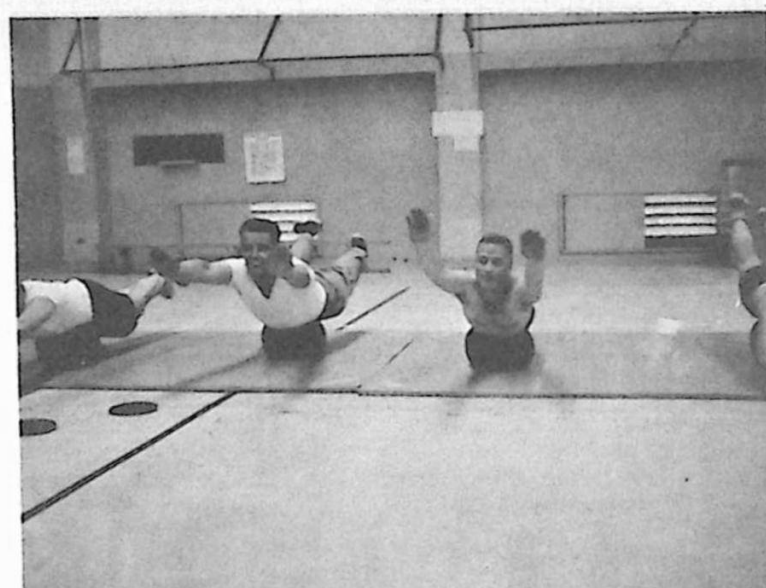
Juvenile baseball is in full swing at the PMQ diamond, as these two pictures show. Catches Eric Pascoe has a firm grip on the old horsehide after Rick Cochrane had taken a mighty cut at it. Although Rick missed this time, he walloped the next pitch for a standup double.



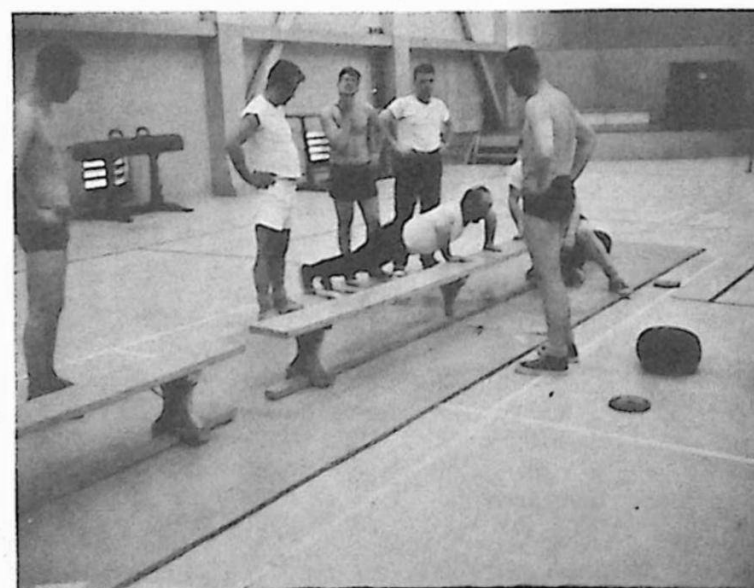
Umpire Don Shuman watches as catcher Eric Pascoe chases a ball which came in from centre field several degrees off course. Meanwhile, an unidentified Courtenay runner trots smugly home with another run.



Before I broke my back I was fit as a fiddle.



I've been here for twenty minutes, and it hasn't hatched yet.



Gee Flight, do you really think you can press that bench right into the floor?

SPORTS ODDITIES

The baseball world was set right on its ear lately when Kgnatz Hitchswing, third alternate shortstop for the Chatahoochie Ignobles set a world's record for the number of times a left handed swinger scratched the pointy end of his head with the first time such a record had been shown on coast-to-coast television.

test when he scratched his head nine hundred and eighty-six times in the process of striking out. Said Hitchswing proudly, "gee, I really didn't think I had much of a chance at such a longstanding record, but when those termites started bothering me, there wasn't much I could do but scratch". His feat was all the more notable, because it marked the first time such a record had been shown on coast-to-coast television.

WEEKDAYS ON THE CBC-TV NETWORK



Friendly Giant, one of the most popular CBC children's programs is now in its eighth season. During this time it has won several awards including the Ohio, the Sylvania and the Liberty Award. Above, Friendly (Robert Homme) helps Jerome make like the Pied Piper during one of the recent programs.

Bonaventure sails

The berth line of HMCS Bonaventure drop into harbor waters today as the 20,000-ton Canadian aircraft carrier slips away from her dockyard jetty for an extensive year-long refit at Lauzon, P.Q.

The 704-foot carrier is scheduled to clear port at 4 p.m. At an estimated cost of more than \$8,000,000, the major refit and modernization program is expected to be completed with sea trials finished for April 27, 1967.

Normally, on operational duty the "Bonnie" carries a complement of 1,300 officers and men, but for the three day voyage to the Davie Shipbuilding Company at Lauzon, the ship's company will comprise of a skeleton crew of 500-600 men.

The Davie Shipbuilding Company were awarded the major overhaul of the Bonaventure after a choice of bids from various Canadian shipbuilders.

Halifax Shipyards Ltd. did not offer a tender for the assignment.

Since returning to Halifax on March 25, following a winter exercise-cruise to the south-Atlantic, the carrier has been humming with activity as more than 12,000 ship-board items have been carried ashore to remain in Halifax.

These ship-stores, all classified non-essential to the voyage to the Quebec shipyard and the period the warship would be out of service will go into storage here or be re-distributed throughout the command.

After reaching Lauzon on Monday, the ship's company will remove still other items in the de-storing program. Following this, the crew will be reduced to 18 officers about 200 men who will remain with the ship during the refit period.

Included in the general refit and modernization program are a new operations room; new types of mirror landing aids to assist aircraft landings, new radar and communication equipment, revised living and working quarters and increased ventilation and added efficiency in air conditioning, etc.

Commanding officer of the Bonaventure, Captain Harry Porter will remain master of the vessel until a new posting is reached in about two months. Before today's sailing, the officers and men donated a portion of their ship's fund to Halifax and district charities.

The fund, represents profits of the ship's canteen which have accumulated from sales to personnel serving aboard the "Bonnie" since her commissioning in 1957.

A total of the more than \$5,000

X-WORD—APRIL 25

CRAPE CLEVIS
LEMON HEXAGON
OVULE ORINOCO
VISE RIOT RAY
EVE FACT LOGE
SERATE MITES
TRE DIM
CARGO RUMBLES
IDEA LEVE ERE
TAT CAVE NAME
EPISODE BEDIM
STRIKER IRENE
SERENE BORED

BRIDGE AS WE SEE IT

by TOM & GILLES,
BEGINNERS - This week we will look at different ways to answer your partner's opening when you have a strong hand yourself.

Always remember that 26 points will normally produce a game. There are different opinions of how to get there. For example if your partner opens one spade and you hold 13 points with spade support you may choose to bid 3nd - 3 spades or even 4 spades. Here the best bid would be 3 spades. 2nd would indicate the same number of points but shows less support in spades. A bid of four spades is a definite cut off bid and the disadvantages of it is that you might miss a possible slam.

With 16 to 18 points you should always give your partner a jump shift ex 10 amount to 2 hearts 1st to 3 of a suit.

ADVANCED - Let's review last week's hand.

the bid was 4S by south

S - Q5	S - 72
H - A976	H - KQ
D - AQ52	D - K10876
C - A3	C - KJ75
S - 643	S - AK1098
H - J104	H - 8532
D - J3	D - 94
C - 109842	C - Q6

plays S7 South plays S9 West plays S4. The declarer now stops to consider. He has lost 1 trick already, and is sure to lose at least 2 more tricks; (in hearts). The contract there fore seems to depend on a diamond finesse, as the one trump which is still outstanding seems to prevent any elimination plays. However, he sees one chance and goes after it.

Trick 5 - South leads H2 West plays H4 North plays HA East plays HQ.
Trick 6 - North leads H6 East plays HK South plays H3 West plays H10. Here East is thrown in the lead for an end play at the seventh trick. He holds no more spades and no more hearts. A diamond permits the declarer to discard a diamond. South really did not think he would succeed when he made this play, but he simply took advantage of this extra possibility. The hearts have to be lost anyway, so why not lose them at once. New problem -

S - A43	S - J752
H - AKQ4	H - J1098
D - 9	D - 7643
C - 97632	C - 4
S - K986	S - Q10
H - 73	H - 652
D - KQJ10852	D - A
C - -	C - AKQJ1085

South 2 clubs, 4 clubs, 4NT 6 C
West 3 diamonds, 4 diamond, Pass Pass DBL
North 3NT, 4S, 5D, 7C
East Pass Pass Pass Pass
Opening lead diamond King.
Tips - The cue bid - The cue bid is an artificial bid indicating a strong hand and an invitation to slam - for example East bids 18 and you as South bid two spades.



Judo is an increasingly popular sport among the youngsters at CFB Comox. In this picture we see Gary Stevenson giving Ken Milne the business with a stomach throw.

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Comox Co-operative Creamery

"In The Heart Of The Comox Valley"

Station Theatre

Thursday, May 12
BRASS BOTTLE
Tony Randall
Barbara Eden

Saturday, May 14
FOR LOVE OR MONEY
Kirk Douglas
Gig Young

Sunday, May 15
ART OF LOVE
James Garner
Dick Van Dyke
Elke Sommer
Angi Dickenson

Tuesday, May 17
ECCO
Be warned these scenes are true - some are shocking - signed R. W. McDonald, censor.

Thursday, May 19
WORLD OF SUZIE WONG
Nancy Kwong
William Holden

Saturday, May 21
ROMMEL'S TREASURE
Paul Christian

Tuesday, May 24
TWO ON A GUILLOTINE
Connie Stevens
Dean Jones

Sunday, May 22

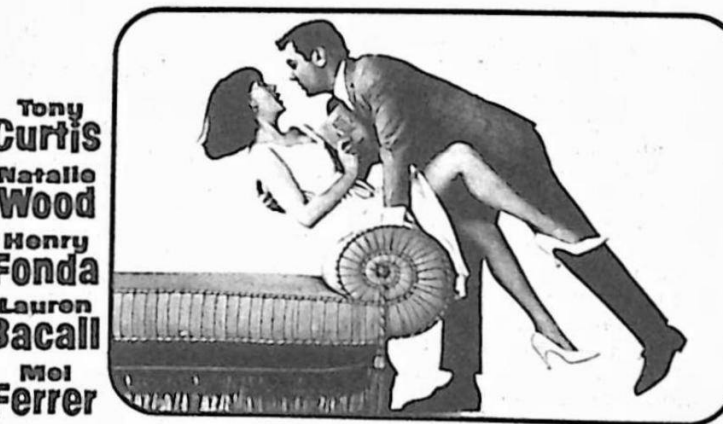
WHERE LOVE HAS GONE
Susan Hayward
Betty Davis

Thursday, May 26
SEX AND THE SINGLE GIRL
Tony Curtis
Natalie Wood

Saturday, May 28
THE GIRLS TAKE OVER
Joan Greenwood
Cecile Parker

Sunday, May 29
20 THOUSAND LEAGUES UNDER THE SEA
Kirk Douglas

Tuesday, May 31
CHALK GARDEN
Deborah Kerr
Hayley Mills
John Mills



Sex and the Single Girl

THE CAST

PAUL HENREY - LITTLE PINKNEY - EDWARD EVERETT HORTON - COUNT BASIE AND HIS ORCHESTRA
A PIONEER FILMS PRODUCTION. Screenplay by JOSEPH WELLS and DAVID R. SCHWARTZ. Music by WALT DISNEY
Directed by ROBERT ALTMAN. Release Date: May 1966. Running Time: 100 minutes. Technicolor. All Rights Reserved.

"SUZIE"...THE GIRL EVERYBODY WANTS TO DATE AGAIN!



Coboc Cacophony

Boating season is certainly upon us; not only has Gord Kruger covered everybody's car with dust from his hours of boat sailing, but this last Saturday as I sat up in bed, pulled back the curtains, and looked out the window while reflectively scratching my head, who should gawk in at me but car loads of boaters and foot-borne dependents on their way to Air Force beach. I think that I shall have to take up summer residence on the top floor.

Last Sunday evening marked an annual COCOC occurrence—the award to the COCOC "Mother of the Year". All the mothers attending the candle-light dinner put their names in a container, during the dance a draw was made. Mrs. Diane Swift, wife of F/L Ed Swift of 407 sqn, was the winner. She was presented with a bottle of champagne and a dozen roses.

The parking lot behind the barrack blocks is taking on the appearance of a fly-by-night used car lot. Hank Klein is driving around with half his front end missing after trying to pass a semi-trailer by going underneath it. Gary Thain is now working on his fourth car this year, and the parking lot is littered with a couple of his previous castoffs. Gord Kruger, in addition to his boat, has two "one owner" used cars on his hands. Bob Lemm is engaged in an uphill struggle to get his Sprite, the only four-wheeled motorcycle on the base, running like a car, instead of a constipated go-kart. Baz and Roy Mascotto have traded cars: a '50 Austin for a '65 MGB. I understand there was a little cash in the deal, however. Al Nihei had a fender-bender last week, and Bill Tuthill got his Rambler back from the body shop after he ran out of road one night. Don Hanson's truck is still with us, looking ready to collapse into a heap of iron molecules, but nevertheless indestructible. All this leaves only two good drivers about: me and thee, and even thee's a bit goofy.

CAMERA CORNER CLUB

by J.G. TREMBLAY

Why is it that when I mention using High speed Ektachrome fellow photographers say, "I would not touch that film. You always get washed-out pictures with it."

Then I say you're wrong. A washed-out picture results from overexposing the poor beast. For instance Kodachrome 2 has an ASA rating of 25, High speed Ektachrome rates at ASA 160. I never have problems and I shoot in all sorts of conditions. The colors are always as they should be; natural.

You must use a light meter to shoot color, because for instance when you take a picture of flowers against a bright sky use the light meter to take the reading of the flowers; not the sky. In instances when you have a composition of flowers with a person, then take your reading of the two, and vary your F stops in the subject you are most interested in.

Another thing with this film is that you can process it yourself and mount it too. We do that at the camera club. You should come and see us and we will show you. We take pictures of small insects with our micro lens used on bellows, and these small things look like monsters of another era. We also do Infra red photography, and portraiture. We have a good time and there is always something exciting to try.

Mind you the pictures sometimes are awful and we admit it, but with all the equipment that we have and good advice from the professionals, these are soon corrected. So if you like to learn more about photography join us. If you know too much then tell us a few points that we may not know about. We will appreciate that. And if you have an Ektachrome film to process come and we will show you how nice it is to see the results under your very own nose.

COMBAT OPERATIONS CENTER

The nerve center and hub of the whole system is the NORAD combat operations center at Colorado Springs where information from the entire network is received and evaluated. This center is linked by the communications system to all NORAD subordinate commands and command posts and all key agencies over the continent. From here an attack warning would be given to the air defense system, to Ottawa and Washington, to the Strategic Air Command, the Civil Defense agencies of both countries, the Pentagon and the Canadian National Defence Headquarters.

COMBAT READINESS

To be able to defend North America against a surprise attack, NORAD must keep all elements of the air defense system in top condition. This is achieved by constant training of the various parts of the system and of the system as a whole in realistic exercises.

Classifieds

1960 MERCURY Monterey 2-door H.T., Pwr steering, Pwr brakes, Auto trans, radio, black with red interior. Contact F/L D. Mayne, 339-2360, Local 241.

1961 CHEVROLET Biscayne, white, 6 cly., two-door, standard transmission, radio, two extra mounted snow tires. Phone local 202 or 339-2693.

GENDRON baby carriage - \$25.-
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20' DAY Cruiser - moulded plywood hull-2 berths-vinyl covered canvas convertible top-deck and hull completely refinished, 75 h.p. Evinrude - electric start-generator-controls, 5 1/2 h.p. Elgin for trolling-stern bracket for 5 1/2 compete for \$2,000.00. Contact F/O D. Hanson local 308 or 339-2365.

Answer to Page 9's What is it?

That mangy looking doings-piece portrayed on page nine has you baffled hasn't it? It could be a large group of wieners, hot dogs, hovering together in an unlit oven in a futile attempt to keep warm. Or it could be a group of secret missiles waiting for someone to launch them. Or it could be a photograph of the moon, as taken by one of the Totem Times's intrepid photographers who was trying to fulfill the paper's famous slogan of "All the news that fits, we print".

But, unfortunately, it is nothing also esoteric as that. What it is really, is nothing more than an intimate snapshot of some barnacles that have set up house-keeping inside a seashell. It was taken by the Photo Club, using a micro-lens. The picture alongside is an infra-red shot taken with a No. 25 Deep Red filter at f22, 1 second with a Voigtlander camera.

COMMUNICATIONS AND CONTROL

Tying the whole detection, tracking and weapons system of NORAD together is a vast communications network. Information from the detection system is transmitted rapidly to control centers located all over the continent where it is assessed and evaluated. Instructions are passed quickly to the interceptor pilots and missile crews. This information is processed and displayed rapidly and accurately so that the commander can make continuous estimated of the situation and, if his area is attacked, direct the air battle.

Elaborate duplication is found within the system to allow for survivability after battle damage. Command control can be passed from region to region as the situation demands. Since July 1958, NORAD has moved into the electronic date-processing field through use of the Semi-Automatic Ground Environment system. SAGE added high-speed digital computers to the control process. It is able to receive, process and display aerospace surveillance information, and, as directed, send guidance instructions or information to weapons.

Backing up SAGE is the Backup Interceptor Control, or BUIC. This is a dispersed system of transistorized and automated control centers designed to provide, as the name implies, back-up capability in the event SAGE becomes inoperative.

407 SILVER ANNIVERSARY

(Continued from page 9)

Goodman, and O. Olsen), one Bar (Sqn. Ldr. Taylor), and then Mentions to the honours won previously. Twelve Wellington crews 72 officers and airmen - were lost on operations, and one member of another crew was killed in a crash-landing. Accidents on training flights had taken the lives of 30 men.

The story of the "Demons" four-year campaign with Coastal Command would not be complete without a tribute to its ground crew. "The real guardians of any squadron's traditions are the airmen. Aircrew come and go, but the airmen remain to keep alive the distinctive spirit of the squadrons.....407 has good reason to be proud of its airmen. Their capacity for hard work performed in all kinds of weather, their unflinching cheerfulness, the scrupulous care with which they serviced the aircraft, all these factors have largely contributed to the squadron's success." Saluting V.C.s - In answer to a letter to the editor, the "R.A.F. Flying Review" corrects a common misconception: "Holders of the V.C. are not entitled to a salute because of the decoration. There is probably some confusion here with the Medal of Honour - the American V.C. - which is honoured by a salute."

Book Portrait

When a world traveller, journalist and university lecturer undertakes to show the church's role in Canada's emerging national life, the result is impressive. THE CHURCH GROWS IN CANADA by Dr. Douglas J. Wilson, is the first comprehensive book on church growth in Canada, the book is an important contribution during Canada's Centennial year. Readable, interesting to the layman and concise, it contains important geographical details for clear understanding.

Published by The Ryerson Press, THE CHURCH GROWS IN CANADA is divided into four sections: The church in early Canada; the growth of the Protestant churches including Anglicans, Presbyterians, Baptists, Congregationalists and Methodists; the church in Western Canada and recent developments. Here, Dr. Wilson includes the Student Christian Movement, Mormons, Unitarians, Seventh Day Adventists, Jehovah's Witnesses, Unity Truth and Baha'i World Faith. A final chapter discusses Facing the Future and the Quest for Unity in Canada.

Douglas J. Wilson, M.A. Ph.D., is Religious and Educational Editor of the Montreal Star. He was formerly Associate Professor of Psychology at the University of Western Ontario.

Supplies airlifted

Two C-130 Hercules airplanes of 435 Squadron, RCAF, Namao, have completed the first stage of their annual supply of northern bases.

Last week the big transports logged about 120 flying hours between Resolute Bay, on Cornwallis Island, 1,550 miles north of Edmonton; Isachsen, 300 miles farther north and Mould Bay, 450 miles northwest of Resolute.

More than 120,000 gallons of fuel oil and 100,000 lbs. of cargo were flown from Resolute to the two stations.

The serviceability of the Hercules permitted the operation to be completed within three-and-a-half days—12 hours ahead of schedule.

During the last 24 hours of the operation the planes were each airborne for 21 hours and 30 minutes.

The planes have now flown to Thule, Greenland, to start the second part of the operation, flying supplies to Alert, on Ellesmere Island, 518 miles from the geographic North Pole.

They will make a total of 88 round trips between Thule and Alert, returning to Edmonton May 2.

Each summer, 60 outstanding Air Cadets representing all parts of Canada are chosen to travel abroad as goodwill ambassadors for Canada.



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