

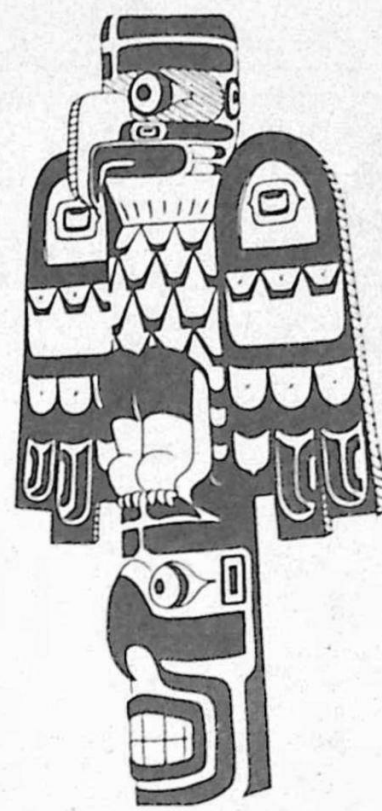


# TOTEM TIMES

VOL. 7

CFB COMOX, THURSDAY, MAY 26, 1966

No. 9 10



## HELLYER MAKES STATEMENT

On 12 May, Defence Minister Paul Hellyer presented the defence estimates for 1966 and 1967 to the Standing Commons Committee on National Defence. In his statement he said many things of interest to all service personnel. Because of this, the TOTEM TIMES has decided to run the statement in full.

I am very pleased indeed to come before you to discuss the Estimates of the Department of National Defence. My colleague, the Honourable Leo Cadieux, Associate Minister of National Defence, and I feel that this procedure of having the Standing Committee on National Defence examine the departmental Estimates is a very useful and progressive step. I assure you that we and our officials in the Department of National Defence will do everything in our power to provide you with as much information as possible to assist you in giving thorough and responsible consideration to these Estimates.

As outlined in the Blue Book, the Estimates for the Department of National Defence for the fiscal year 1966-67 amount to \$1,572,690,000, including \$79,523,733 authorized by statute. This latter sum is an increase of more than \$12,000,000 over last year and is largely attributable to increases in the forces superannuation account. Despite this necessary change, and despite all the other rising personnel and operating costs associated with all aspects of the current economy which particularly affect defence, it is very gratifying to me that we have been able to hold the line in defence expenditures. As a matter of fact, the non-statutory estimated expenditures for 1966-67 total only \$1,493,166,227, a reduction of \$85,835 over the 1965-66 Estimates (See page 260, Blue Book).

My colleague and I are grateful to the Defence and Deputy Minister's Staffs for their active support in not only holding the line in defence spending but also fulfilling more commitments on a world-wide basis than at any time since the Second World War. In addition, our forces today possess more fire-power than at any time in our history.

Before going into specifics of the Estimates, Mr. Chairman, I think that in view of the number of new members to the Committee, it would be useful to first review our current defence commitments and then give you a progress report on the integration of the Armed Forces.

NATO Canada's contribution to the NATO defence continues to be a combination of land, sea and air elements.

1 Air Division - Our air contribution at present consists of eight CF-104 Starfighter Squadrons. Six of these squadrons are located in Germany in the nuclear-strike role. In addition, during the past year these squadrons have been given a conventional-bombing capability. The remaining two squadrons in France fulfill a reconnaissance role. All are fully equipped for their assigned missions and the Air Division is now part of the NATO alert system.

As was stated in the 1964 White Paper on Defence we do not plan to acquire a further order of CF-104 aircraft and, consequently, the numbers of these highly complex and expensive planes will decline through the years as the result of normal attrition.

As Honourable Members are aware, both the Air Division Headquarters and No. 1 Wing are located in France, at Metz and Marville respectively. The recent decision by France in regard to foreign troops on her soil will, of course, make it necessary to consider the best manner in which to reorganize the Air Division. A study is underway jointly between officials of the Departments of External Affairs and National Defence, and the results will be considered by the Government as soon as they are available. It is expected that this study will make it possible to realize savings in manpower and money to meet other requirements and at the same time permit the Air Division to continue to make a contribution to the stability of the European theater. As is well known, the professional calibre of our air and ground crews are second-to-none in the world.

In fact, I do not think it is any exaggeration to say they are unmatched in the European theatre as is evidenced by their consistent winning of air-firing and air-bombing trophies. Canada's NATO Air Division has established an international reputation of which all Canadians may be justly proud.

4 Canadian Infantry Brigade Group - Our other formation in Europe, No. 4 Canadian Infantry Brigade Group, is also a first-class outfit. Manned by excellent soldiers, 4 CIBG is being significantly re-equipped with new and modern weapons such as anti-tank guided missiles, mortars, bridge-laying tanks, Armoured Personnel Carriers, command post vehicles, cargo tracked vehicles, and five-ton trucks, plus communications equipment. In addition, we recently announced plans to procure a number of 155mm self-propelled howitzers, the last remaining major equipment deficiency in the Brigade Group at this time.

As long as No. 4 Canadian Infantry Brigade Group is assigned to a pivotal position on the central front in Europe, it must be well equipped for its mission.

ACE Mobile Force - While I am discussing our contribution to NATO Europe, Mr. Chairman, I would like to say a word about what we are doing in regards to the ACE Mobile Force, the special force directly under the Supreme Allied Commander Europe. The role of this force is to be prepared for quick application in response to any aggression on the NATO flanks or other contingency. Our commitment to this Force is one battalion group.

The professional capability of our forces was dramatically demonstrated in February and March this year when more than 1,000 Canadian servicemen took part in a major test of the ACE Mobile Force in northern Norway.

The aim of this exercise, called "Winter Express" was to test procedures for the rapid deployment of the Mobile Force to this very cold and operationally difficult area. The multi-national force included our Canadian 1st Battalion of The Black Watch together with elements of the Corps of Engineers and Signals.

Winter Express was most successful and we were pleased indeed by the outstanding performance of all the Canadian Forces involved.

The trans-atlantic airlift of our troops and equipment, including two helicopters, was handled expertly by seven Yukons and 11 Hercules C-130E aircraft from Air Transport Command. In addition, the Royal Canadian Navy's operational support ship, HMCS PROVIDER, transported heavy equipment, including three heavy helicopters from Halifax to the unloading port in Norway, 200 miles north of the Arctic Circle. Twenty of the 1,013 Canadian soldiers taking part in Exercise Winter Express also travelled in the PROVIDER.

At the end of the Exercise, the troops were brought back to Canada just as quickly and efficiently, pointing up the feasibility of long-range Mobile Force operations.

We have had reports from neutral observers who reported that the quick shakedown of our troops on their arrival and their obvious capability to operate under Arctic conditions compared most favourably with other participating nations. We also received gratifying comments from SHAPE senior officers on the highly efficient manner in which our stores and equipment were handled by the combined use of heavy transport aircraft and an Operational Support Ship using transport helicopters to lift supplies from ship to shore.

In our opinion, this exercise points out in dramatic fashion the logic of our Defence policy in developing mobile forces which can be air and/or sea lifted to trouble spots anywhere at any time of year.

Our contribution to the ACE force has been recognized by the

request of General Lemnitzer, the Supreme Allied Commander Europe, to appoint a Senior Canadian Army officer to command this force. Major-General Gilles Turcot has been designated as Commander and he will take up his duties next Fall.

Maritime Forces - Canada is also making a significant contribution to NATO through its naval and maritime air forces.

During this fiscal year, our fleet modernization program in the Royal Canadian Navy will continue. At the same time we will continue to examine critically the real contribution to the deterrence being made by our older ships.

It is the Government's feeling, Mr. Chairman, that the continued operation of aging, expensive and difficult to maintain vessels is not a useful way in which to spend defence dollars. In this regard, we recently announced that four World War II frigates, now being maintained in reserve status, will be turned over shortly to Crown Assets for disposal.

Their disposal will reduce the number of Second World War frigates to six, one on the East Coast and five on the West. One of those at Esquimalt will be placed in reserve this month, and on completion of summer training, it is intended that most or all of the frigates be placed in reserve, at which time their condition and remaining operational effectiveness will be examined, and appropriate action taken.

Discontinuing the operation of over-age frigates will make available additional personnel for the manning of destroyers and other newer ships of the fleet, and for duties ashore. It will also enable the training of personnel, both in formal courses ashore and in a practical manner at sea, in preparation for service in new ships that will be joining the fleet over the next five years.

This year HMCS FRASER, the last of the St. Laurent Class conversion should be in the water in mid-September.

The Restigouche Class conversion is now in had and extensive sea trials will be carried out this summer on the prototype ship HMCS TERRA NOVA. The program has been telescoped to some extent and the last ship is now due to be completed in September, 1969, instead of September, 1970.

Tenders for two additional Operational Support Ships will close on July 9 of this year. These 22,000 ton ships have the roles of refuelling and provisioning the fleet at sea, and also the capability of carrying heavy equipment and bulk stores in support of our mobile forces on overseas assignments.

HMCS BONAVENTURE has begun her mid-life refit during which time a number of improvements will be carried out making her a first line contribution to anti-submarine warfare until the mid-seventies.

During the next four years, in addition to the ship construction mentioned earlier, plans were underway to construct four new helicopter destroyers or DDH's. These ships will be powered by gas-turbine engines and will feature the most advanced weapons for the ASW role.

In this period, two more "O" class submarines will join the fleet. The continual acquisition of Sea King Helicopters will provide the fleet with an even greater ASW capability.

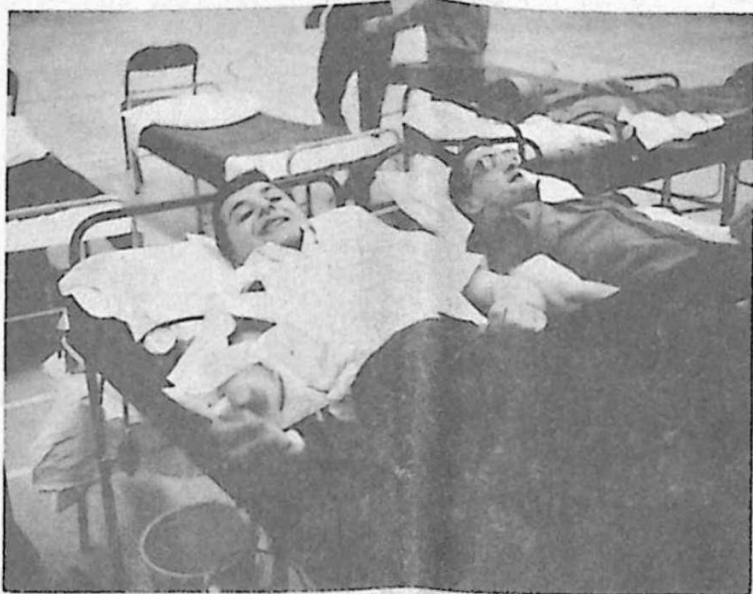
I might add that also this summer the prototype hydrofoil will be ready for a testing in the North Atlantic. We hope by this time next year to have a preliminary capability report with respect to the hydrofoil vessel.

The air elements of Maritime Command add an even greater surveillance and attack capability to our surface forces which will be further enhanced as the Argus, Neptune, and Tracker aircraft are re-equipped.

These improvements and additions to our Maritime Forces, Mr. Chairman, will assure the continued readiness of Maritime

(Continued on page 5)

## Red Cross Needles Airmen



A RED CROSS Blood Donor Clinic was held two weeks ago, Friday, 13 May, at the Base Rec. Centre. Seen in the process of giving a pint of the best are LACs DB Whyte and JL Larochelle of the Base Air Force Police unit. This proves our AFPs have hearts: If they didn't how would all that blood get out?



IN THIS PICTURE, 409's favorite cleaner, Andy Hamilton, noted fisherman, hunter, and girl-watcher, watches girls with his usual smile as the girls watch him. Base Clinic was its usual success, and donors felt the coffee quality has improved.



TRAFFIC WAS REGULAR throughout the day as blood donors registered for the opportunity to speak to a pretty girl while lying around on company time.



SOME PEOPLE did more than talk to pretty girls. Here LAC JH Sutherland puts the arm on Nurse Sheila Laviole.

## Cumberland's Dollard Des Ormeaux Day

C'est Formidable. Je ne suis pas separatiste. Not any longer at any rate.

When first I leave la belle province, I am some homesick. Nothing in Cumbie Britannique is la meme chose. Everything is different. The language is all English, and some of the people here are so radical that they cheer for the Toronto Leafs and enjoy listening to Foster Hewitt. I tell you, these things they grate on the nerves worse than Grandma Miller singing "Downtown". I am start to learn what the RIN mean when they say, "separate".

But now, everything is forgive. I am now happy on the west coast. Porquoi, you ask? It is because of last Monday, when we have that holiday. I am take my voiture for a drive all the way to Cumberland, and I get there about 10 o'clock. Much to my amaze the whole town is up and standing along the side of the main street, just like after Mass in Chicoutimi.

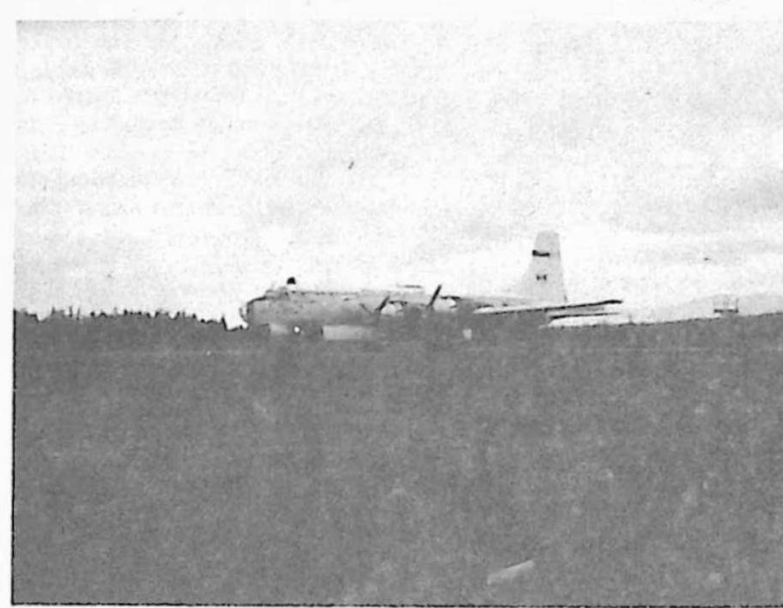
So I am say to myself, "Qu'est-ce que c'est, Jean-Paul", and I am park my voiture and join the throng. Just as I am stationnement along the curb, what to my wondering eyes should appear but une parade magnifique. Tres, tres magnifique. Bands, floats, girls, armies, navies, air forces, (No Marines), horses, bears, dancers and jazz bands all marched down the rue right in front of my very eyes.

After the parade pass by, the crowd she follow it to a park, where they have the big celebrate. First they crown a queen, and a beautiful queen she were. She was surrounded by princesses, and I think to myself this is the best part of the day.

But all the time I am observe this celebrate, I do not know what it is all about. Then suddenly I think, in Quebec we have a holiday on May 24, and while this is only the twenty-third, maybe this what they are celebrate. So I ask the man next to me if they are celebrate the twelfth-fourth of May, and he said, "sure enough".

So at last I know what they are celebrate. But who would think that way out here in Cumbie Britannique that so many people would take it so seriously.

Just wait till I tell that Rene Levesque that the celebration here is bigger than the celebration in Trois Pistoles. I bet all that separatists talk will stop when I tell the people in Quebec what kind of celebration they have out here, on Dollard des Ormeaux day.



## Argus Visits

That large object you see parked on the infield lately is not a new hanger, or even a Centennial Project, or a new improved windsock. It is a Canadian CL-28 Argus, the backbone of the east coast's anti-submarine effort.

The Argus, which was designed by Canadian Ltd., from the Bristol Britannia features all of the most modern devices for catching both wary and unwary subs.

One of its most noteworthy features is its range, which enables it to fly halfway to hell, and back again, and still go to an alternate. It has been airborne for periods in excess of thirty hours, which is surely the slow way across the Atlantic.

This particular Argus is out here on a cross-training mission, attempting to get away from all that fungus weather on the east coast. Throughout its stay it will be participating in anti-submarine training with 407 Sqn.



## Goonies Still Groan



Americans call it "Goonie Bird" or when it bristles with machine guns, "Puff, the Magic Dragon".

But to the Canadian Forces it's "the durable Dakota", the oldest aircraft on inventory and still going strong after 23 years of yeoman service.

The DC-3 Dakotas - the Canadian forces have 103 of them still around - perform odd-job flying chores at points from Comox, B.C., to western Europe, droning along at a reliable 150 miles per hour.

Douglas Aircraft Corporation first built them in 1936 and they joined the RCAF in 1943. The oldest RCAF Dakota, No. 651, came into service in April, 1943, and, with more than 16,500 flying hours on its log, is working at the air navigation school in Winnipeg.

In the war the RCAF Dakotas flew for eight months over the Burma "hump" and has a variety of duties besides. Since the Second World War they have carried paratroops, pulled troop-laden gliders for the airborne school in River, Man., lugged passengers and freight, served as air ambulance, radio-navigation trainers and search and rescue. They have also made good platforms for photo surveys.

From 1946 to the present they have amassed a total of close to 1,000,000 miles in the air; and the aircraft still in the RCAF inventory are adding a respectable 62,000 flying hours annually. Spare parts are easily obtainable, so it is likely that the stubby, twin engine "old faithful" will still be boring holes in Canadian skies for some time to come.



## The Wheels Go Round

Wing Cmdr. Paul J. Roy, 46, of Campbellton, N.B., and Ottawa, will take command of 447 Surface to Air Missile Squadron at La Macaza, Que., in July. The Squadron is a unit of the Air Defence Command of the Canadian forces and is one of two Bomarc missile squadrons located in Canada. Both squadrons form part of the NORAD defence system.

Wing Cmdr. Roy was born in Campbellton on December 3, 1919, and joined the RCAF special reserve in October 1940. He was awarded the Distinguished Flying Cross in October 1944.

Wing Cmdr. Roy has been serving at 1 Air Division in Metz, France.

In July on the operational staff of the NORAD divisional headquarters at Custer Air Force Base, Battle Creek, Michigan. The 26-year veteran pilot of the RCAF has been serving on the staff of the comptroller general at Canadian forces headquarters.

Wing Cmdr. W. G. Paisley, 36, of Prince Albert and Nipawin Sask., has been appointed officer commanding 430 Squadron, RCAF, at 3 Wing Zweibrücken, Germany, effective June 27. During the past year he has been attending the United States Air War College at Maxwell Air Force Base, California.

A pilot since enlistment in 1947 he has served with No. 1 Air Division at Metz, France, and at Canadian Forces base Cold Lake, Alberta.

Wing Cmdr. Ian A. H. MacFarlane, 44 of Vancouver and Ottawa, will begin a tour of duty



## Old Soldier Fades Away

Lieutenant Colonel W. H. V. Matthews, or "Wild Bill" as he is affectionately called by his military associates, is leaving the Canadian Army this month on retirement after 28 years of service.

Well-known throughout the province in military and social circles, his name came to prominence last year during the Grandue Mine Disaster when he led a military detachment into Northern B.C. to give aid to the beleaguered miners.

He is now leaving the military to start a new life as a resident farmer on Gabriola Island. He, his wife and family will say goodbye to their many friends in the Vancouver area at the end of this month prior to taking up residence on Gabriola Island.

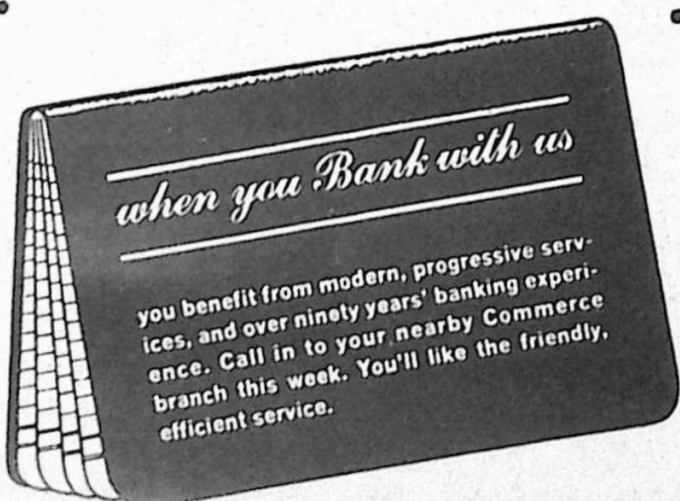
## Germans To Visit

Students from the German Air Force Command and Staff College will arrive in Ottawa May 23 to begin a 12-day Canadian familiarization tour.

The group of about 30 will receive briefings at each of the six Canadian functional command headquarters and will visit the RCAF staff college. Similar tours are conducted between all NATO countries with Canada's National Defence College visiting many world centres each year.

Carried out in a German air force DC-6 aircraft, the tour will also include Winnipeg, Portage La Prairie, North Bay, Toronto, St. Catharines, Niagara Falls, Trenton, Montreal and Halifax.

The 27th Canadian Infantry Brigade Group, Canada's first contribution to NATO landforces in Europe, arrived in Germany Dec. 31, 1951. A Canadian infantry brigade group has served there ever since.



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## 121 KU Part Of Vast Transport Network

Canada's "new look" in national defence is centered on mobility. Providing that mobility is the job of Air Transport Command (ATC).

Charged with the responsibility of maintaining an air transport capability to meet the requirements of the Department of National Defence is Air Commodore Gordon G. Diamond, commander of ATC, with his headquarters located at Trenton, Ontario.

Priorities outlined in the 1964 White Paper on Defence indicated that the main transportation requirements of the forces are threefold: to provide mobility to forces for the direct protection of Canada; to provide mobility to Canada's contribution to collective security through NATO, and to provide mobility to national forces committed to United Nations operations.

Air Transport Command plays the major role in all these areas. In addition to its main task as air carrier for the defence department, ATC is responsible for a number of complementary tasks. These include maintenance of transport flying standards, development of joint doctrine and training for air/land military operations, air search and rescue policy, training and operations, aircraft survival training, and control of RCAF Auxiliary units.

To carry out its job the command is composed of some 8,000 regular force personnel, 900 reservists and 1,700 civilians. They operate 218 aircraft which fly, collectively, about 130,000 hours each year.

A measure of the dynamic nature of the command is found in comparing achievements of last year with 1950. By using new equipment and improved techniques the total airlift was increased sixfold during the period. In airline terms, ATC in 1965 produced 65.6 million cargo miles and 263.5 million passenger miles.

The fundamental purpose of ATC is to provide an airlift capability to meet war or other emergency commitments. With this in mind, the command has developed a realistic concept of

peacetime operations. Worldwide activities under both scheduled and emergency conditions have developed a degree of skill that indicates to command authorities that they are ready for whatever task they may be asked to perform.

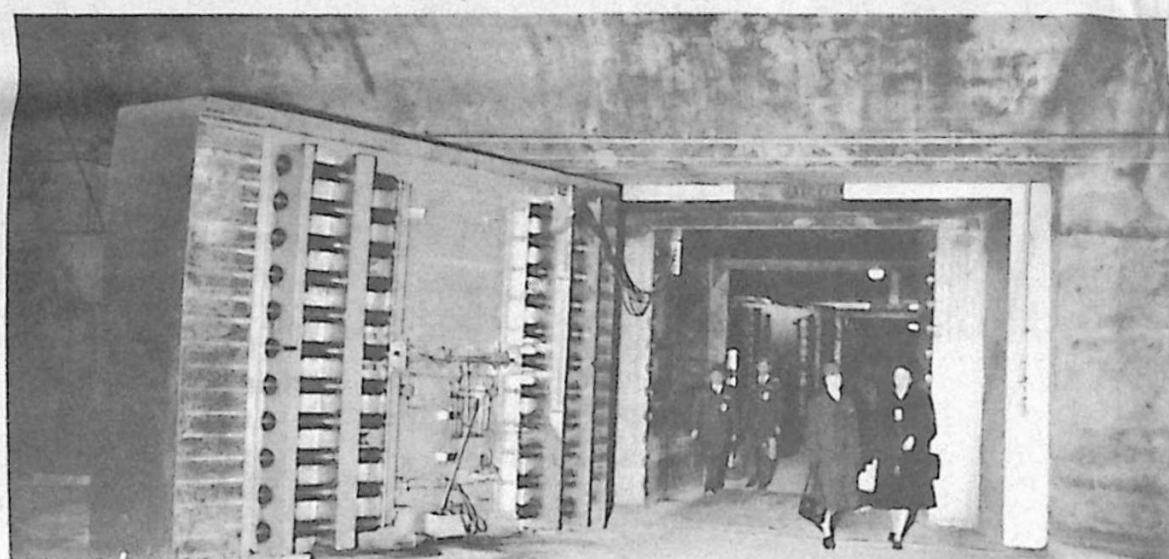
On regular flights over established routes productive loads of material or passengers provide realistic training. These flights absorb about 45 percent of the command's capability and currently occur between points in Canada, and overseas to Marville, France; Dusseldorf, Germany; Cyprus, and El Arish in Egypt.

Non-scheduled transport flights take up a further 35 percent of the capability and involve the movement of cargo and passengers in Canada and throughout the world. These tasks range from the annual resupply of the Arctic weather stations to the support of the United Nations observer group (UNMOGIP) along the India-Pakistan border.

A major standing commitment is to airlift the Canadian component of the Allied Command Europe Mobile Force (land). In a recent deployment of this force for Exercise Winter Express ATC made 86 trans-Atlantic flights carrying a total of 1,000 troops, 197 vehicles and 100,000 pounds of stores into the Norwegian Arctic in mid-winter.

ATC operates on the principle of centralization of control and decentralization of execution. The nerve center of ATC is in the air transport operations centre at Trenton. Here information on aircraft positioning, serviceability, tasks to be performed and ability to perform them is gathered and assessed and from here appropriate orders issued to carry out the mission of ATC in the most efficient and economical manner.

Throughout Canada and at many points overseas ATC squadrons, detachments, units and bases support the varied requirements of this unique command - with the appropriate motto - "Versatile and Ready".



## Thirty-Ton Swingers

Gigantic blast doors swing open to let the underground people from the North American Air Defence Command's combat operations center head for home. Closed during normal operations, they are opened only to allow vehicle and pedestrian traffic to flow in and out of the complex deep inside Cheyenne Mountain. The finely balanced 30-ton steel doors are

operated electronically and can be closed in 30 seconds. Located 50 feet apart and encased in 17-foot-thick concrete collars, they are another survival precaution employed in the mountain to guard the people who would direct aerospace defense of North America in event of an enemy attack. (NNS)

## Musical Military

Armed Forces Day will be observed in the nation's capital on the evening of Saturday, June 11, with a massed band performance at Lansdowne Park to which the general public will be welcomed.

About 500 regular and reserve forces bandmen of the navy, army and air force will perform. Bands will come from Ottawa reserve units, Toronto re-

serve units and local regular force bands.

Further details will be announced later.

Armed Forces Day is being observed by all Canadian servicemen, at home and abroad, on June 11. Programs across Canada and overseas will vary in form but will share the common aim of giving the public an opportunity of learning more about the Canadian Forces.

Heavyweight of the Canadian forces' air transport fleet is the RCAF C-130E Hercules. This "air truck" carries better than 12 tons of cargo or 64 fully equipped paratroops as far as 3,400 miles, nonstop.

Canada will be one of the first countries to build warships of destroyer size propelled solely by gas turbine engines. They will be installed in four helicopter-destroyers to be built between 1967 and 1971.

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## BRIDGE AS WE SEE IT

by TOM AND GILL

Beginners: During the past 4 articles we've dealt with basic bidding and we feel from now on that an introduction to the conventions used in our partnership and other conventions as used by the standard American bridge system are in order. We'll also explain the differences between duplicate and rubber bridge. This week we'll give the list of our conventions and explain a few of them.

The short club; Open one club with 13 to 15 points with no biddable suit, you answer 1 diamond with 6 points or less, 1NT with 10 to 12 points, and give a jump shift with 13 or more points.

1NT; Open 1NT with 16 to 18 high card points unless you are forced to overcall eg; pass pass 1 spade you should double any bid by the opponents or bid your best suit. If you bid 1NT as an overcall you should have 19 to 21 points. 2 Clubs; If your hand contains 19 to 21 points bid 2 clubs. If the opposition has bid, you should bid 1NT, in this case this indicates 19 to 21 points. Your answer to this bid should be 2 diamonds with less than 5 points, 2NT with 10 to 12 points and with 12 or more points give a jump shift. Expect a slam contract with this many points.

Other conventions used by our partnership to be covered in later articles are, weak 2 bids, demand 3 bids, Stayman, Gerber, Blackwood, Jacoby transfer, the takeout double, the cue bid, the preempt 3 clubs, and the Swiss convention.

Advanced Playing:  
Below is last week's problem, the bid was 7 clubs doubled by west.

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

## New NORAD Commander

COLORADO SPRINGS — (NNS) — U.S. Air Force Lt. Gen. Raymond J. Reeves has been named to succeed Gen. Dean C. Strother as commander in chief of the North American Air Defence Command, headquartered at Colorado Springs.

The announcement was made from the White House after consultation with the Canadian government.

General Strother, head of the U.S.-Canadian command since April 1, 1965, has scheduled his retirement from the Air Force for July 31. He has 35 years of commissioned service.

The 57-year-old General Reeves also was nominated by President Johnson for the rank of full general. He is now commander in chief of the Alaskan Command, with additional duty as commander of the Alaskan NORAD Region, both headquartered at Elmendorf Air Force Base at Anchorage, Alaska.

Alaskan Command is a unified organization, with U.S. Army, Navy and Air Force elements, charged with the mission of defense of Alaska. As head of the NORAD region, General Reeves is responsible to the commander in chief of the North American Air Defence Command for all aerospace defense activities in the 586,000-square-mile area of Alaska.

General Reeves, who is scheduled to take the post Aug. 1, will become the fifth commander in chief of NORAD since its establishment in September of 1957 by Canada and the United States. The NORAD chief is the man responsible for determining whether an aerospace attack has been launched against North America and for alerting retaliatory forces and civil defense agencies.

In the absence of the commander in chief, his deputy, who is now Canadian Air Marshal C. R. Dunlap, takes over the responsibility.

S 4  
H AKQ4  
D -  
C -  
S 987  
H -  
D QJ  
C -  
S J  
H J1098  
D -  
C -  
S 10  
H 652  
D -  
C 5

South leads the club 5, sluffs the 4 of spades, no matter which card east sluffs South will make either the fourth heart or the 10 of spades. This type of play is called a Vienna Coup.

Our new problem for the week;

S 876  
H AK10  
D K753  
C 864  
S KQJ109  
H 7652  
D 4  
C 732  
S A432  
H 43  
D A826  
C AQ2

The bidding;  
South West North East  
1 club pass 2 diamonds pass  
2 NT pass 3 NT pass  
pass pass  
West leads the king of spades.



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AMOUNT OF LOAN	MONTHLY PAYMENT PLANS					
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200	4.00	5.00	6.00	7.00	8.00	9.00
300	6.00	7.50	9.00	10.50	12.00	13.50
400	8.00	10.00	12.00	14.00	16.00	18.00
500	10.00	12.50	15.00	17.50	20.00	22.50

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# 407 Sqn. Airwomen Of The Month



Pictured above: LAW Yerex, F/O Bilodeau, LAW Tash.

This month we feature two 407 MP airwomen in our monthly selection of noteworthy personnel.

Shortly we must bid farewell to Norma Yerex, a clerk typist from standards who is being transferred from 407 Sqn to CFB Bagotville. The entire squadron will miss her excellent work and pleasing personality. Morna, who comes from Innisfail, Alta., joined the RCAF in 1960 and was sent to Stn Aylmer, where she graduated from the clerk admin course. In 1961 she married Cpl. E. C. Yerex, and they are now living happily ever after in Courtenay. The squadron wishes the Yerexes best wishes and Bon Voyage.

The other airwomen of the month is Iona Tash, who, fortunately is not leaving, and squadron members will still be able to see her hard at work in the sqn central registry.

Iona has an ambition to become a school teacher, and is currently attending night classes in Courtenay to achieve this goal.

A native of Drumheller, Alta., Iona joined the RCAF in 1961, and graduated from the clerk admin course at Camp Borden. She is now married to LAC G. A. Tash, and lives at Comox Lake.

Both of these airwomen have been doing a very fine job in their respective trades, and 407 is happy to salute them as "Airwomen of the Month".

## Demon Doings

At last the Squadron has been offered a little gravity to their Officer ranks during the past week. As has happened to other squadrons and the whole station, a large PC list has come forth from CFHQ. The list has been long overdue (would you believe six years). Having arrived at such a time as this the list has taken the form of a gift to those "other aircrew". This list and those to come in the next few years will certainly be detrimental to the future of the Air Force and the entire Service. It is a period of readjustment and a time of great upheaval. Let us hope that those of you who accept this supreme challenge will stand tall and true. Congratulations to: F/L's Graham, Scott, Mackinnon; and to F/O's Barnett, Brown, Buglass, Envik, Gauthier, Graham, Heier, Holmes, Ilean, Langlois, Manne, Mascotto, Nunnikoven, Whitson, and Vouriot.

Crews 8, 6, 4, and 3 were given a tour of the local islands and waterways a week ago Tuesday. The Captain of HMCS Yukon invited officers and airmen to a day of sea duties. From the nose turret to the fantail we tramped on through the belly of the destroyer. We were briefed on the numerous pieces of equipment throughout the ship. It was most enjoyable and eye-opening from beginning to end. All of you amateur admirals just try to picture yourself taking a five hundred foot cutter out for a Sunday spin. It was a unique experience to watch the six barrel squidfire

five hundred pound bombs half a mile over your head in front of the ships. The combat centre in the very guts of the ship is where all tactical actions are planned and executed. The room is manned by as many as twenty people during certain operations. You can get the picture if you can imagine twenty people, two plotting boards the size of billiard tables, three radar consoles, two status boards, innumeral intercomms and radios stuffed into a room no bigger than 15 by 20 feet. Not much better than a P2V7.

Tuesday evening was the social phase of the Yukon's visit as the officers from the Yukon and VU-33 at Pat Bay joined the ranks of 407 to a steak barbeque at the Officers' Mess. A good deal of cheer was displayed and consumed in the games room. As the evening became early morning most of the troops began to disperse to the tune of "What should we do with a drunken sailor".

Our east coast compatriots have sent out a big bird with eighteen "e's" and a thousand eyes. This bird is known to migrate from east to west in early spring and is often found around golf courses and fishing streams. It is also known to take a southern journey during late fall to lands of warmer weather in the Caribbean or South America. Along with the Argus crew VP-17 sent up Crew 10 captained by Lt. Klett from Whidbey for an exchange visit to Comox.

(Continued on page 8)

## NIGHT HAWK'S NEST

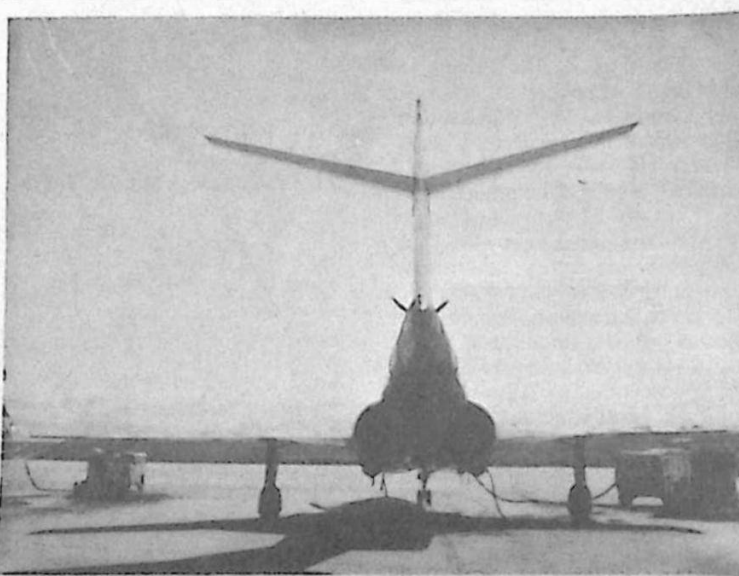


In the last Nighthawk column we complained bitterly about the PC situation. Many PC's had been promised, but none had been granted. It would seem that if you snivel and whine long enough and loud enough, "they," (who we discussed last time), eventually hear you. The Totem Times reached the station Friday afternoon. By Friday evening it was raining PC's. The great, galloping green list was so long that it took a Wing Commander, two Squadron Leaders, and four Flight Lieutenants to carry it from the message centre, into the mess, through the gent's latrine, and into the bar proper. The Wing Commander read twelve or thirteen thousand names when it became apparent that he was slowly being mummified in mountains of green goop message. He was rescued from his pedestal, untangled, and medically revived (a tripe scotch). As the beer grew thicker, the smoke turned to smog, and the hand-shaking turned to back-thumping, the party regrouped for a second offensive. As the motor-

cade approached Fellow's A-Go-Go, someone was heard to remark, "Dis must be deplace." And apparently, it was. Congratulations to all officers involved. You are now faced with the choice of two careers: Staying in the Air Force, or selling encyclopedias. The former guarantees security, the latter guarantees education.....in poverty.

Now how about that pay raise for navigators. With any luck we'll have it by this Friday night, following the issue of this paper. I wouldn't mind having egg on my face twice in a row.

Last week we had the McBrien Trophy shoot. Are there any questions? The aircrew and groundcrew were outstanding as usual. The airplanes had spring fever and for three days coughed up engines, pumps, and turbine blades. We are however, still in the game. The eastern squadrons will need good luck and good management to better our score. By the time this paper comes out, "A" Flight will be "Gone Fish'n," which proves survival can be fun.



**POISED AND READY** — One of 409 Squadron's Voodoo fighters is shown poised and ready to roll during this week's Tac Eval of the 25th NORAD region. This exercise was held to determine the efficiency of the SAGE sector at controlling an air battle. Special emphasis was placed on the sector's ability to function in a degraded environment. Tac Eval's of sectors and squadrons are part of a continuous campaign to improve NORAD, and so provide the North American continent with the most effective defence possible against air attack.

First Canadian Army fighting unit to reach Korea was the 2nd Battalion, Princess Patricia's Canada Light Infantry, which arrived in Pusan Dec. 18, 1950, for United Nations service.

The RCAF's CT-114 Tutor jet trainer, which came into service early in 1965, can land and take off from sod fields and is the first RCAF trainer with side-by-side seating.

## The Wonderful World of 121

by ART COLLINS  
In baseball ERA means earned run average. Not so in 121. On our personnel board we place an E or an R or an A opposite the name of each person awaiting release. E means elective at the end of a term, R means release by request and A is retirement due to age. If each letter beside a name represented an RBI even Casey Stengel in his darkest days with the Mets would have been shattered by our ERA. Do we need a new pitcher? Or should the batters be offered a bribe?

If you want an interesting conversation, talk to Cpl Earl Sinclair. He and his wife have just come back from Pakistan where they lived with the Pakistanis and learned much about their habits and customs. His accounts of their farming methods and of their religious and dietary customs are fascinating. When it came time to leave, the Sinclairs flew home via India, Japan and Hawaii and can now boast that they've been around the world.

Other new arrivals in 121 are Cpl Doug Calberry, a rigger, and Lac Ray Parthenais, a fitter, both from Pakistan. Cpl Lorne Stuart has also arrived recently from El Arish. Lorne is an old Comox hand, an ex-employee of 407. Welcome to 121, fellows.

Getting back to Earl Sinclair, have you noticed his shadow these days. Sgt. Jim Baker is posted to Pakistan and is soaking up information like an alcoholic in a brewery.

Another departee from Actionland is Lac Gerry Green, bound for Trenton to help with the Air Cadets. Cpl George McNeil, one of his straw bosses in the orderly room, says, "We're a little worried. Gerry looks so young he may be mistaken for an Air Cadet."

And then there's Cpl Steve Kuchma, posted to Portage to work with the team that will be flying Tutors for the centennial celebration. Steve says, "They're calling the group the Gilded Vultures."

Incidentally, Steve was the cause of an interesting incident in the hangar the other week. Seems he'd promised his boat steering wheel to Cpl Dick Bruce and then, forgetting his promise, gave the wheel to Lac Sam Fatt. This would have been bad enough with most guys, but with Dick Bruce's French temperament, it was an eruption. Both Sam and Steve look like gunslacks these days, peering around corners and always keeping a wall at their backs.

We had another rhubarb recently when FS Dick Murray, in a fit of temper, ripped up FS Bob Stammers' twelve year old cap. The older flight Sergeant (you can tell he's older by his serious manner) became angry, but managed to control his temper. As it happened, FS Jack Bumby was just getting out so the old flight was able to purchase his hat and thus save a few pennies. There was some problem with the difference in head sizes but by skillfully stuffing the sweat band with a weekend edition of the Vancouver Sun the old flight was able to make the hat fit. And don't any of you blabbermouths tell him he looks like a Turkish flight cadet.

That is not the end of the hat affair, though. Sgt Nick Rawluk, throwing his money around like a pilot, has bought a new

66 Olds and a new hat. The old flight is dicker for the used one. Hat that is.

Cpl Ray LaFlamme has moved to the suburbs. In fact it's so sub, he has to start at five a.m. to get to work on time. You take the Dove Creek Road and follow it, and follow it, and follow it until it sweeps around Constitution Hill. Then you carry on a few more miles until you come to a huge house with many bedrooms. This is the LaFlamme estate. Drop out the next time you have a weekend to spare.

Lac Al Rowley became a proud father about three weeks ago. Congratulations to you and your wife, Al.

Bill "Calona Red" Brown has bought a blueberry farm in green Richmond. How's that for a colorful statement! Sgt. Brown, now retired, was the guest of honour at a recent party in the elks attended by many of his friends. He was presented with a cocktail shaker from his crew, a drink container from the squadron, and one hundred plastic airplanes from Cpl Scotty Stokes. Guess which gift he'll treasure the most.

Another party took place at Lac Mel Wilson's home in honour of Lac Raul Remillard, another prospective civvy. Pete Kury, Phil Barnard, Ken Ned, Tony Gosselin, Rick Bryson and Robbie Robinson were there with their wives. It must have been quite a brawl because no one will divulge in any details. All we can find out is that they gave Paul a nutcracker set. Should be dandy for splitting the skins off his mink.

It was very hard to dig up any news for this issue. Everyone we spoke to stared back blankly and muttered something about "twelve salmon in twenty minutes!". Hope the run is over soon!



### NEW SKIPPER

Cdr. William Rikely, 41, Kingston, Ontario, and Halifax will take command of the destroyer escort Kootenay of the first Canadian escort squadron, based at Halifax, N.S., June 1.



**A JOB WELL DONE** — Sqn. Ldr. HE Hemming of 436 Squadron, RCAF (right), is welcomed home at CFB Uplands by Hon. Leo Cadieux, Associate Minister of National Defence, following completion of the Zambian oil lift in Africa.

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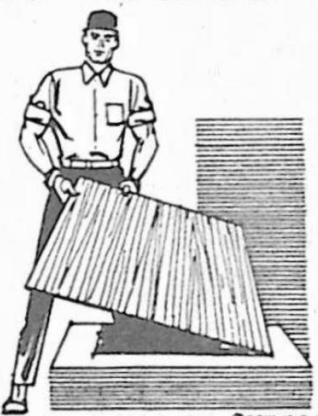
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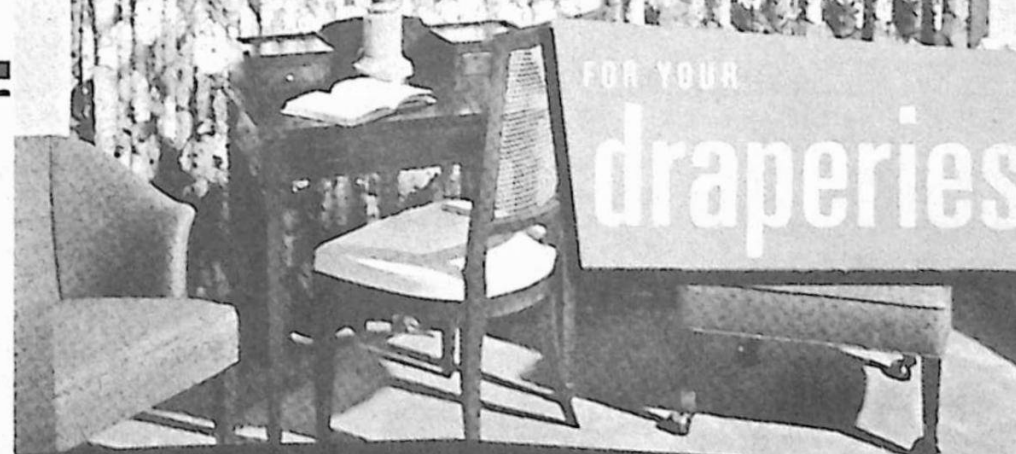
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# TOTEM TIMES

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## A Couple Of Things

Delight and discombobulation struck us the other day when we took a look at our mail. We finally got printable letters addressed variously to "Fatuous Centralia graduates" and "S&S" and other, lesser sobriquets. There seems to be a lot more writing talent on this unit than previously suspected.

The particular umbrage taken by the writers was the editorial in last issue's paper. The rebuttals are printed elsewhere on this page. It seems as though only the airmen on this station read the editorial page. At least, no navigator or hostile RO had the moxy to read all the way to page four. (Pilots can't afford the time; Time being money and all.) There is a certain, nearly justifiable hostility in the tone of the letters, but the trouble is that the fatuous Centralia graduates don't have control of the necessary purse-strings to put things back on an even keel. Certainly, they don't deny the points made by the writers to the editors.

Ah, but still. If you can't take a joke, don't join. And if, finding the joke's on you, you can't roll with the guffaws, choke up. But let's have no illusions that the piece was beamed directly to the Sgts' Mess, Cpls' Club, Airmen's Mess, or Officers' Mess. It aimed, blindly, at everybody. This is a business that we go into because we have illusions. Most of Canadians lack our illusions; that's why we're the minority. The point of the editorial was really that it is a fine minority and would be even better if the misfits who couldn't get another job quit their snivelling and went back on welfare rolls. Nobody joins this outfit to make a financial success of himself, but the editors agree with the point suggested by the writers (and telephoners) that you should at least be able to raise kids on it. Still, the national defence budget isn't our problem, thank God. Our problem is to get together with a few guys on a Friday and, instead of complaining about it, be glad that at least we know, if no one else does, that the job we do is worth doing well and that we get a modicum of satisfaction out of it.

The other guys, with the better offers, can go to whatever material hell they wish.

The other point we wish to make is that it is pleasant beyond belief to know that some of you are reading the editorials. We know because we've been told by a few people that some servicemen think the paper's pitched to the officer cadre. We can't help it if most of the authorship is by officers; No one else seems to want to contribute a column or a short story without being told to do so. There's our stalwart, Van. And Art Collins, and BFTK occasionally. And Mac McCaffrey, and, when he's pushed, John Hope. The PMO Council and Mrs. Geary. But what about those other people who read and criticize, but won't contribute?

End the intolerable tyranny! Write a column!

## Committed Canadians

Lately, it seems, just about every Canadian periodical is carrying articles on what has come to be known as a "committed Canadian." A "committed Canadian", we find, is one who is committed to the abolition of bathtubs, barbers, and razors, and one who prefers to live rent-free on the sidewalk in front of the nearest US consulate, or Canadian nuclear installation.

This is quite a commitment. There is a great deal wrong with this old world, and it is good that we have someone around to point out what it is. However, one can be forgiven for wondering if these "committed Canadian" are interested in contributing to the solution, or just remaining part of the problem.

It takes very little skill to lie on a sidewalk in front of a building, or on a roadway in front of a Canadian Forces base. In fact, it doesn't take much of anything, other than the carfare to get there. "War is horrid," they say, "and we shall lie here and put a stop to it." It might not stop wars, but it sure gets publicity. Some commitment.

But there is another form of committed Canadian. About the only time he gets publicity is when someone remarks that he is a drag on the taxpayer. This committed Canadian is the Canadian serviceman, who is committed to Canada and its ideals in a fashion that no sidewalk squatter could ever understand.

Consider, for instance, the lonely AFP patrolling the north 40 of a nuclear installation in thirty-below zero temperatures. He's committed. Or the equally lonely soldier keeping Greeks and Turks at arm's length on some God-forsaken Island. He too is committed.

If you were to ask the AFP or the soldier why they were doing their unpleasant tasks, chances are they would not be able to tell you. They might, as did a DND questionnaire circulated last year, list such reasons for joining the service as unsatisfactory love affairs; always interested in such things as guns and tanks; and other such superficial reasons. The commitment, however, goes much deeper than that.

Because the commitment is so deep, it is hard to articulate. There is, of course, pride in being Canadian, and there is the pride of doing a difficult and demanding job well. But it still goes deeper than that.

The Canadian serviceman is committed to the maintenance of peace in an unstable world, and it is to this goal that he has devoted his life. It is an ephemeral, perhaps unattainable goal, but it is one to which the services are committed.

It is quite one thing to devote a few days to a well-publicized peace march, which really proves very little, and quite another to devote twenty or twenty-five years to the unsung existence of a military peace-keeper.

That is why, if you are looking for a "committed Canadian", you should look no farther than your nearest serviceman. He has committed his whole life, and not just a few days.

The Royal Military College of Canada produced three Rhodes scholars in 1965. RMC awards baccalaureate degrees in arts (honours or general), science (honours or general), or engineering (chemical, civil, electrical, mechanical or engineering physics).

Air Transport Command aircraft logged more than 1,500,000 accident-free air miles in personnel rotation and supply flights to Europe in 1965. Nearly 200 return trips from Trenton, Ont., to Germany involved more than 16,000 passengers and 4,000 tons of freight, baggage and mail.

## Letter to the Editor

The Editor, Totem Times

Dear Sir:  
Having just reread the editorial dated May 12 I feel it deserves an answer.

I will be the first to agree that there is a lot of griping going on in the ranks. More than usual. So, why the sudden surge? Behind every grumble must lie a cause, whether real or fancied. Spend ten and twelve years as an L.A.C. or a F/L and not complain? Maybe some do not, but most do. Human nature I would call it.

By keeping an ear tuned to most of the bellyaches heard around the hanger it would appear that we are all paupers. Maybe not but let's face reality, the cost of living is zooming while pay remains static.

This business of defence has one big drawback when it is compared to industry. We can't run to the shop steward to go to bat with our grievance. We can't strike. We can gripe though.

It is fine so say, "Get out!" Please Mister Editor, you don't really mean that? If all the grumblers in the airforce took you to heart I fear there would not be too many new uniforms issued when the big switch takes place.

I agree wholeheartedly with your views on the petty grippers who single out their respective bosses because they get dressed

## Letter To The Editor

The Editor, Totem Times, Sir:

This editorial should be placed in a Recruiting Centre, no doubt this would pull in recruits by the hundreds. This is the sort of writing and thinking that inspires us lower ranks to deeds of valour, to keeping our aircraft flying in such a manner that we are known throughout the world as the best. This is the sort of inspired leadership we need to let people in Ottawa and the rest of Canada, realize the plight of the airmen who hear of truck drivers, who take home \$600 to \$800 a pay after deductions; of "Sanitary Engineers" in Vancouver striking for more pay, their wages now higher than a Warrant Officer. This is inspired thinking that keeps our airmen in the service, when we know our superiors think so highly of us that they go all out in their efforts to support us, this is the type of loyalty - to us that brings us in at 0400 for a Mass Load. This is the type of leadership we need in the Service today. Many more editorials like this and you, Sir, will be in the Air Force all by yourself.

G. Shields, Sgt.  
NCO Explosives Area

down for haircuts and sloppy uniforms. Or the guy who is continuously late for work, or the fellow who makes a stupid mistake on the job, etc. But please Mister Editor, let those of us who feel the bite of the wallet who feel more every time we go shopping; those of us who find the moth-like clustering around a jug of draught subsiding into mere memory; those of us who are eating more and more bacon in lieu of exorbitantly priced bacon and hamburger; those of us who ponder the promotion policy; don't deny us this one pastime. It is about all we can afford.

When people with ten and twelve years, some with more, are leaving the forces every day to compete on civvy street for the almighty buck there must be a motive. It does not sound feasible that after all this time, half a career, they suddenly do not like their job. These people do not just leap brightly out of bed some morning and say, "Well now, I think I'll pull the pin". Most give it months, or for that matter, years consideration. A man over thirty with a family to feed is not usually fool enough to believe things will be easier on the outside but look at just how many are doing it.

Many of these men are truly sorry that they have to chuck it all after so many years but chuck it they do.

We are in the unique position whereas, if one is a Munitions and Weapons tech, or an Air-frame tech, that is conditions and pay do not suit us, we cannot move from squadron to squadron competing for something better as a civilian might. We take the knocks as they fall...and gripe about it. Or leave.

In my own case, I have a friend who has been in the Ironworker's Union for about the same length of time I have been in the service. He pays more in income tax per week than I earn. OK, if I don't like it, get out and be an ironworker. I choose to be an airman. I don't expect to make anywhere near what my friend makes as an ironworker but it would be nice if, after twelve years, I could have a buck or two left over after the grocer, landlord, doctor and dentist get their cut. Maybe I could do a bit more of my complaining with my hand wrapped around that glass of draught of which the taste is becoming a memory.

Most of us will continue griping until the pay raise is announced. Then, some of us will cease, some of us will say, "To hell with it", and get out...and let's face facts Mister Editor, most of us will keep right on howling that we can't live on it.

If you ever set foot in our haunts when there is no griping and whining going on, leave quickly. Whatever it is we have come down with may be contagious.

Yours truly,  
R.H. Jones

## Nighthawks Gun For McBrien

Last week, four specially selected 409 Sqn crews participated in the McBrien Trophy shoot, an ADC event which is held annually to determine which squadron really is ADC's finest. The four crews were: S/L G.W. Patterson and F/L J.F. Dale; S/L S.F. Popham and F/L G.P. Pellow; F/L E.B. Steffenson and F/L G.W. Tomkins; and F/L J.F. Morwick and F/L F.B. Brittain.

Rather than hold a "meet" at a central location, each squadron is tested at its home air-drome by a qualified team of observers from ADCHQ. These observers watch the entire operation both from the ground, and from the cockpits of the target aircraft. To check the fighter crews ECM skills, a trusty old CF-100 takes wing and wraps Vancouver Island in aluminum foil. Equality of ECM is assured by having the same raven feed chaff to all squadrons.

To prepare his charges for the event, team Captain S/L Patterson, who for a few moments was the captain of the heaviest glider the RCAF has ever owned, put them through a routine that made the slave labour camp run by Punch Imlach look like a rest home. The CF-101B is capable of many different forms of attack and the crews practiced each form until they could do it in their sleep, and towards the end they were starting to.

This was necessary because points for the shoot are awarded on a sliding scale, ranging from beaucoup for a clean hit with an air-to-air missile, to few, if any, for ramming.

One of the most important factors in a meet of this sort is aircraft serviceability, and the most important factor in aircraft serviceability is experienced groundcrew. Throughout the year, 409's groundcrew worked wonders at clearing snags, and returning aeroplanes to serviceable status.

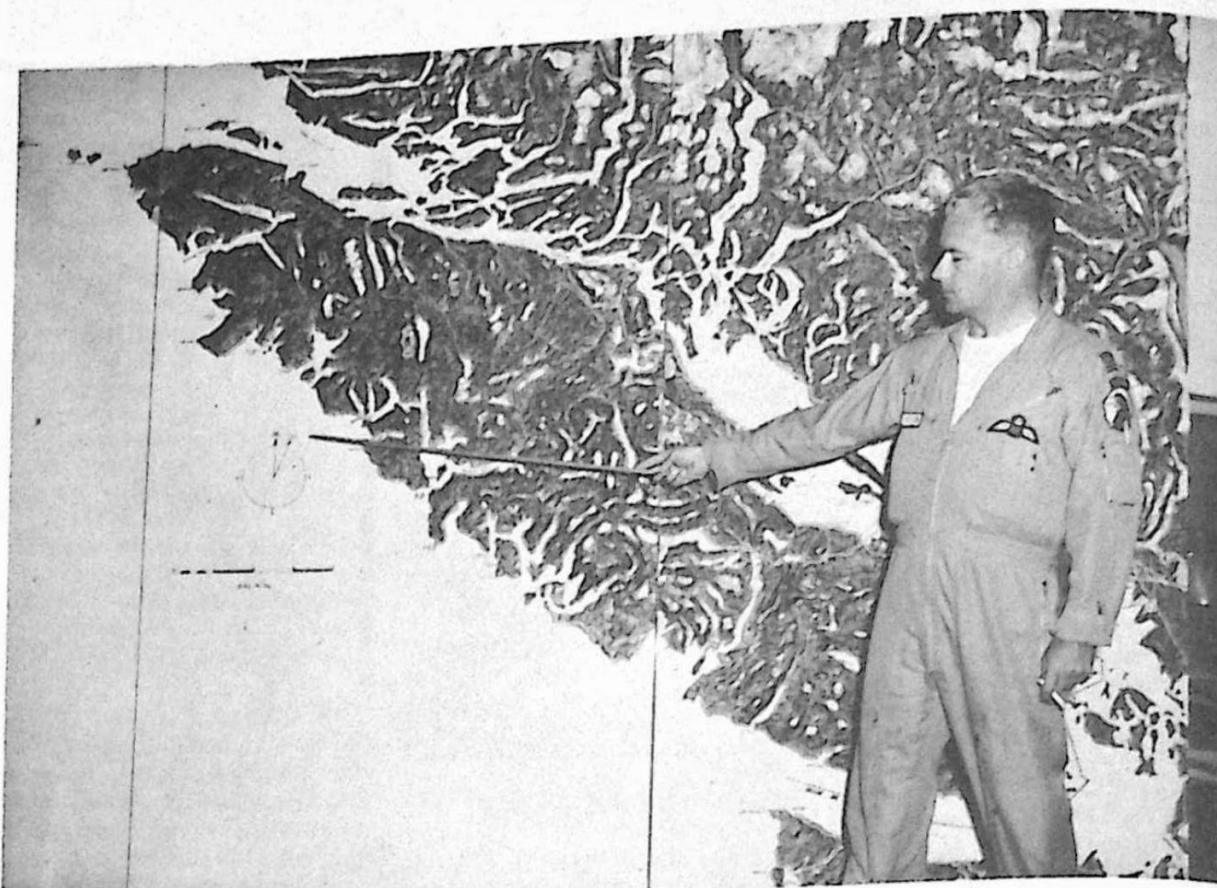
It is virtually axiomatic that troubles occur in meets of this type which never occur at any other time, and this event was no exception. Many new and interesting things went wrong with the birds, but the highly efficient ground-crew operation was always equal to the challenge of returning the bird to the line with all its feathers.

The Nighthawks were the first squadron to be tested in the McBrien event. Within the next couple of weeks, 416 Lynx Sqn at Chatham, and 425 Alouette Sqn temporarily at North Bay will be tested, and the results should be known shortly thereafter.

While no spot in the 409 trophy chest has yet been selected for the McBrien Trophy, the Nighthawks are quietly confident that success will attend their efforts. It will take an unusually exceptional effort to beat them.

us roar with laughter. We know we're part of the thing they mean servicemen and airman. This has been made very clear to us in so many ways by so many people, and in and out of uniform. A much smarter man than the writer of your editorial summed it all up most beautifully many years ago in a poem about a man called Private Tommy Atkins. The poet was named Rudyard Kipling. Tommy Atkins was also a moaner and a bummer and all the rest until he suddenly found himself in great demand by so many of his detractors.

So thank you Mr. Editor, for a most inspiring leader to an interesting editorial page. The reason for this reply is, and I quote, "an infection of that other equally contagious cancer called Pride." Pride in a service so many of us have worked in for at least two decades, and still work in spite of the drivel contained in that insulting, to so many of us, article which in fact applies to so few. Those of us who hold some or all of the views expressed by the writer, are still serving and putting up with it, because if it were not so, would the writer of such fatuous claptrap be able to write it, much less be in the service to write? Incidentally, just how qualified



"We were just here, off the coast of Prince Edward Island, when both engines quit!"

S/L GW PATTERSON points out the area to be used by 409 Squadron's team of four Voodoos competing for the MacBrien Trophy. The open ocean will be used to avoid directing sonic booms at populated areas. The MacBrien Trophy is named after its donor, Air Marshal WR MacBrien. The trophy was originally awarded to the top crew at the annual rocket shoots held during the day of rocket firing CF-100s. There will be no actual shooting at the present meet, all missiles are simulated. Simulating high altitude bombers, CF-100s are still active, equipped with radar-jamming gear. 409 Voodoos will simulate very high supersonic targets. S/L Patterson's team will be flying their sorties for score this week and similar teams from the other two Voodoo fighter squadrons, both located in Eastern Canada.

## POET'S CORNER

As another way of amusing our readers, the editors of the Totem Times are pleased to announce the institution of a "Poet's Corner" within the newspaper. Contributions from interested persons are wholeheartedly solicited and will be paid for at our usual rate. Actually, we don't pay in money, but in pride. No poet worth his salt ever ate more than one meal a year anyway. We will publish serious poetry, funny poetry, poetry that is neither but tries to be either, limericks, obscure plagiarisms, and diaphanous eroticisms. By way of introducing the corner, we herewith publish the following anonymous effort, submitted, we feel certain, by someone in the MSU.

On day I stood beside my desk,  
Seated on the floor,  
And thought the ponderous  
thoughts I think  
When I have shut the door.

The many things I thought about  
Were gemane at the time,  
But I wasted several hours  
Which is an airforce crime.

Several hours later, at the closing  
of the day,  
I saw the Squadron Leader  
And there was hell to pay.

It seems the Squadron Leader  
Had a job he wanted done,  
And though he looked throughout  
the place  
He found not anyone.

I lisped, "But sir, the telephone,  
I have upon the wall  
Did not ring once, I listened  
hard;  
My mind was on the ball".

The Squadron Leader fired me;  
Erupt with a pink derision,  
Now I've a job in Management,  
And never make decisions.

same thing in blank verse

One day I sat around, doing  
nothing for awhile.  
My unimaginative superior,  
espymy my enconsement, fired  
me.  
Subsequently I did the something  
as a civilian,  
successfully.

Canadian Army and RCAF  
forces under NATO in Europe  
total nearly 12,000 all ranks.

The RCAF contributes three  
all weather interceptor squadrons  
(CF-101 Voodoos) and two  
surface-to-air Bomarc missile  
squadrons to support the North  
American Air Defence Command  
which was established Sept. 12,  
1957.

is he as regards service and the  
rest, to be able to make such  
sweeping statements? A course  
in Centralia on how to act in  
his capacity of whatever it is?

NCOs of SAS AREA

## One Of The Ranker Structures I.E.: The Rank Structure

With the imminence of the disappearance of the RCAF, it may be worthwhile to look at the rank nomenclature as we have known and loved it and at which the civilian mind staggered and recoiled in disbelief. These peculiar ranks will soon fade from the military lexicon to join such other anachronistic titles as RCAF in the dusty journals and dim archives of the historian's branch. Let us, therefore, review them one last nostalgic or nauseating (your preference) time.

ACEY DEUCE  
This rank sprang from the French, as did so many others, and militarily designated the original two-time loser. In the RCAF it describes a group whose chief propensity is for walking in front of taxiing aeroplanes, dropping live bombs, or looking over the firing butt at the wrong time. After doing one of these things at least two times with no appreciable loss of mortality, the acey-deuce, or two-time loser is promoted.

EL ACEY  
These are a group who, individually and collectively are assigned to protect and lord it over acey-deuces. The rank is said to descend from the Spanish conquistadores, although one school contends that Pancho Villa would be closer to the mark. El Aceys are recognized by the long-service medal which they all wear as a direct result of long-range career planning at AFHQ. (Now fortunately defunct.)

CORPLES  
(Alternate pronunciation - Coprill) This rank springs from the AFP, where everybody is a coprill or corple, although other trades manage a few. Corples and coprills alike are chiefly noted for their air of superiority, and, in particular for their disdain for

the two lowest ranks, i.e., acey deuces and fly nossirs. They are manageable only by one other group, as noted hereunder.

SARNS  
Sarns are identifiable by the CD and as many clasps as the tunic fabric will carry. This too is a result of careful planning by that happily vanished AFHQ. The chief occupation of sarns is to stand behind desks and control corples, a task for which they are admirably suited, having once been corples too, unbelievable as this may seem. Sarns are called, "The backbone of the air works", as, without them, the corples would run everything and everybody.

FLIGHT SARNS  
These are the speediest of the sarns, and can even overtake the fleetest corple. The designation derives from the days when they were employed to grip elderly biplanes, one flight sarn at each wingtip, and fling them and their craven occupants bodily into the air. In these days when power has overcome fear and the afterburner ensures that the aircraft will go airborne regardless of its occupants' reluctance, flight sarns are employed to terrorize old corples. (Called sarns, as noted above).

WARN TOSSERS  
These are chosen from among flight sarns who are no longer fleet, and are selected on the basis of stature and ferocity of visage. It is from this latter characteristic that the designation warn tosser derives. To be scowled at by a warn tosser is to be turned to stone. Warn tossers scare the hell out of everybody.

NEXT ISSUE: OSSERS

Oldest of the Canadian Services Colleges is the Royal Military College of Canada.



AND THATS THE NAVY'S 407 SQN. WELL KNOWN FOR THEIR RUDDY LOW FLYIN'.



# HELLYER'S STATEMENT

Continued from Page 1

Command to carry out its assigned mission.

**NORTH AMERICAN DEFENCE**  
Our contribution to the defence of the North American Continent continues to be mainly in the field of air defence. The bomber threat to our continent, although diminishing in relation to missiles, still exists, and rather than up-grade that threat by eliminating our substantial anti-bomber defences, we and the United States are continuing to maintain them on a reducing basis.

For instance, both countries over the past two years have disbanded a number of overlapping radars and consolidated the remaining interceptors into a lesser number of squadrons, thereby reducing overhead. At the same time, the introduction of a low-cost Back-Up Interceptor Control (BUIC) has made the remaining forces more realistic in that they would be better able to carry out their missions should an emergency develop.

The main question in the field of air defence, however, is that of whether to deploy an anti-missile system. The United States is continuing to invest large sums in the development of such a system but as yet has not taken the decision to deploy it. The costs involved are staggering, with estimates ranging from 10-30 billion dollars, depending on the planned coverage. Many experts believe, however, that such a system could be overwhelmed or circumvented by an increment to offensive capability at a fraction of the cost.

Until a decision is taken in respect to this question—the policy of the government with regard to air defence will continue to be as outlined in the 1964 White Paper.

Although, as stated, our contribution to the defence of this Continent is largely in the field of air defence, our naval and land forces also form part of our

partnership with the United States in respect to continental defence.

## UNITED NATIONS

Turning now, Mr. Chairman, to our other major international commitment to the United Nations; it is a fact that Canada has participated in every UN peace-keeping operation since that organization was formed. Canada has made in the past and continues to make a significant contribution to world order by taking initiatives and supplying forces to help dampen regional and local conflicts that could escalate into major wars and thereby endanger the world.

Despite the difficulties involved, it is the Government's intention to continue to be ready in this field. In fact, one of the results of our emphasis on global mobility for our new force structure will be an increased capability to move a wide variety of forces anywhere in the interests of Canada's foreign policy and its main aim of maintaining world peace.

More than 2100 Canadian servicemen are currently serving abroad under the United Nations. From Official U.N. reports and, in some cases, personal observation, I can tell you that no finer or more respected troops wear the U.N. blue beret.

I think all Canadians can be proud of the quick reaction of our forces to the latest request for military personnel made by Secretary-General U Thant. Immediately following the Secretary-General's successful request for a cease-fire in the India-Pakistan war, Canada, along with various other nations, was requested to assist. In Kashmir where a UN military observer group had been operating for some 18 months, Canada had been providing nine military observers and one RCAF Caribou aircraft. This contribution was strengthened by the addition of ten more observers including officers

from all three branches of the Services.

South of Kashmir an entirely new and separate UN observer organization called The United Nations India-Pakistan Observer Mission (or UNIPOM) was established to help keep the peace along some 800 miles of the international border between India and Pakistan. Of the 90 military observers allocated to UNIPOM twelve were Canadians of all three Services. To meet the urgent requirements for air support in Kashmir and UNIPOM the RCAF rapidly formed and despatched 117 Air Transport Unit comprised of three Otter and two Caribou aircraft, together with approximately 100 officers and men. It is noteworthy that the bulk of all Canadian Servicemen were despatched within a few days of receipt of the request from the UN.

In this tragic and potentially dangerous conflict between India and Pakistan, both fellow members of the Commonwealth, Canada is making a meaningful contribution to maintaining the cease-fire, and, hopefully, the eventual re-establishment of more normal relations between the two countries.

UNIPOM, which successfully completed its mission in six months, has now been disbanded one of only three UN missions which has been able to do so. Today the United Nations Military Observer Group for India-Pakistan, operating largely in the mountainous area of Kashmir, continues its difficult and important work under the command of a Canadian Army officer; another indication of Canada's leadership and recognized capability in the field of peace-keeping.

Other areas in which Canada still contributes to U.N. forces are Cyprus and the Arab-Israeli border. We also, as you know, Mr. Chairman, contribute to the Indo-China Supervisory Commission and, until recently, supplied air-lift for oil destined for Zambia.

One of the major lessons of all these peacekeeping missions has been that no two operations were alike. Consequently the maintenance of broadly trained, well equipped forces allows us the capability to make a contribution to such actions in the widest variety of circumstances.

To summarize this review of commitments, Mr. Chairman, I would like to point out that we have not only fully maintained and in many ways increased our capability for these assignments, but during the last two years we have undertaken a number of new commitments as well as demonstrated the improved mobility of our forces.

**INTEGRATION REPORT**  
During this time we have been engaged in a massive reorganization of our Headquarters and field force organization. The formal beginnings of this reorganization process was the introduction and passage of Bill C-90 in July, 1964. This Bill, you will recall, amended the National Defence Act and authorized the appointment of a single Chief of Defence Staff.

Since August 1964, the reorganization of the Canadian Forces Headquarters, the Command Structure and the consolidation of Canadian Forces Bases has been either on or ahead of schedule.

Canadian Forces Headquarters — Canadian Forces Headquarters has been organized at a functional basis under Air Chief Marshal Frank Miller, Chief of Defence Staff. In addition to a Defence Secretariat, there is a Vice Chief of Defence Staff, a Chief of Personnel, a Chief of Technical Services and a Comptroller General.

The Defence Research Board remains a separate entity although its Chairman has revised the organization and procedures to fit the scientific needs of the integrated force concept.

In a similar vein, the Deputy Minister is also in the process of re-arranging his organization

so that it will be constituted on a functional basis parallel to the military organization. In general, the staff under the Deputy Minister is responsible for ensuring that the resources, manpower, material and money available for military purposes are used to the best advantage.

The integration of the three military headquarters under a single chief is designed to produce a more responsive and effective force as well as reduce administrative overhead. To date, although some interim staff positions still remain to carry through the process of integration, the savings in headquarters manpower are already considerable and the anticipated eventual saving of 30% at Canadian Forces Headquarters should be realized once the entire re-organization has been completed.

## COMMAND STRUCTURE

The second phase of integration was to streamline the Command Structure. On June 7, 1965, four months ahead of schedule, we were able to announce the plan to reduce the previous eleven major commands in Canada to six: Maritime, Mobile, Air Transport, Air Defence, Training and Materiel.

**Maritime Command** — Maritime Command, with Headquarters at Halifax, N.S., was officially formed in January of this year. This command embraces all of the sea and maritime air forces of Canada.

In addition to its primary role of anti-submarine warfare, Maritime Command is being given an expanding role in the field of sea-lift and Army support. It is also responsible for the co-ordination of search and rescue operations on both coasts. Personnel strength of Maritime Command is approximately 21,000 servicemen and women.

**Mobile Command** — Mobile Command, with Headquarters at St. Hubert, P.Q., is a completely new formation and depicts more than any other the new concept of Canadian defence policy.

Formed officially in October 1965, Mobile Command has the responsibility for providing operationally trained and combat-ready land and tactical air forces, capable of rapid deployment in circumstances ranging from service in the European theater as part of Canada's contribution to NATO, to United Nations and other peace-keeping or peace restoring operations. As a natural consequence close liaison will be maintained between Mobile Command and several other commands as Air Transport and Maritime.

In addition to providing the rotational brigade for our European-based NATO contribution, Mobile Command will train the other two brigades in Canada to be air-transportable under the expanded concept of mobility. This command will also produce an air-portable/air-drop-

pable battalion alert group for even quicker response to special situations.

Among the tactical air elements of Mobile Command will be squadrons of CF-5 tactical ground support aircraft, Buffalo short take-off and landing (STOL) transports and a variety of heavy and light helicopters.

**Air Transport Command** — The function of Air Transport Command has not basically changed in the re-organization although this command is now more important than ever before. In the main, the responsibilities of Air Transport Command are to provide the strategic air transport capability for the mobile forces and inter-Command transport services for all commands whenever and wherever required. The Headquarters of this Command is located at Trenton, Ontario, with supporting units and squadrons located throughout Canada, and in many far-flung areas of the world.

With its long-range Yukon and Hercules aircraft, it undertakes various types of missions, ranging from transporting men and equipment from distant points in Canada to participate in U.N. peacekeeping actions to the rotation of men and their equipment to and from our Brigade in Europe.

The C-130 Hercules transport aircraft provides the Canadian Armed Forces with strategic "air truck" capability of transporting troops and equipment anywhere in the world. These heavy-duty aircraft have been engaged in duties such as resupply of the Arctic outposts, delivering oil to the landlocked country of Zambia, and transporting men and equipment on various military and peace-keeping exercises. Procurement of these aircraft is on a continuing basis, and by March 1967 the fleet of these long range "air trucks" will amount to 24 aircraft. Meanwhile, studies are underway to determine the best method of further augmenting our air transport capability.

**Air Defence Command** — The role of Air Defence Command has not changed with the Command re-organization and its missions were described during our discussions of Canada's contribution to North American Defence. However, a significant change is being made in this Command through the amalgamation, beginning this summer, of the Air Defence Command Headquarters with Northern NORAD Region Headquarters at North Bay, Ontario.

This amalgamation is designed to reflect the reduced expenditure of resources in the field of air defence and eliminate the lines of communication between the current ADC Headquarters at St. Hubert, P.Q., and NNR. The integration of these two formations is expected to result in a 30% saving in manpower.

Part of the ADC Headquarters Staff will move to North Bay this summer, with the remainder

going in summer of 1967.

**Training Command** — Training Command was officially formed on 1 January 1966, and now has the responsibility for individual training, including flying and trades training for all personnel required by the Canadian Forces.

With Headquarters at Winnipeg, Manitoba, Training Command will modernize and consolidate all training in the Armed Forces that is not strictly of an operational nature. Although all the advantages of this integrated training programme will not be realized fully for approximately three years, there will be substantial savings of resources and manpower in the interim.

**Materiel Command** — The organization responsible for supplying all logistic support to the Canadian Forces is Materiel Command, with Headquarters in Rockville, Ontario.

Since July of last year, studies have been undertaken for the re-organization of units assigned to Materiel Command by the three Services into an integrated defence supply system. It is estimated that the personnel strength of Materiel Command under Major General Robert Rothchild, will amount to some 18,000 of which 12,000 will probably be civilian. An indication of the size of the problem which Materiel Command has undertaken is that with present stocks there are some 850,000 items which must be divided for management purposes into logistic cells.

Plans are now under way for the detailed organization and establishment of five bases for depot consolidation. These bases when established will be able to provide better services and logistic support for Canadian Forces units and, at the same

time, free more armed forces personnel for operational requirements.

Completion of this massive re-organization of the three different supply systems of the Armed Services into one automated system will take three to five years. Meanwhile, current organizations for supplying the forces must be maintained so that there is no interference with operational commitments.

**CANADIAN FORCES BASES**  
As a natural follow-on to the establishment of the functional commands, we undertook on 1 April this year the transfer of all armed forces regular units in Canada to the appropriate command headquarters. Mobile Command, Maritime Command, Air Transport Command and Materiel Command will each have five bases under their control; Training Command will be responsible for 13 bases; with Air Defence Command having six. The total will be 39 major Canadian Forces Bases across the country.

This Canadian Forces Base consolidation will provide the services and support for other lodger units on the station should they exist. This base consolidation will eventually provide considerable saving in dollars and manpower and more important, will permit the forces to carry out their functional duties in a more responsive manner.

Meanwhile, the Army's four geographic command headquarters and twelve area headquarters are being phased out. The previous area headquarters have been replaced by smaller district offices responsible for the command and control of militia and cadets, and report directly to the Deputy Chiefs for Reserves at the Canadian Forces Headquarters. These district offices also have the responsibility for national survival and aid to the civil power.

Mr. Chairman, I think I have given the members of the Standing Committee on National Defence a fairly comprehensive view of what has been accomplished by the Canadian Forces since I last appeared before the Special Committee on Defence.

**SUMMARY**  
In summary, Mr. Chairman, the integration of the Armed Forces is now well advanced. The 1964 White Paper on Defence gave the broad government policy directives towards the creation of this new force and I am very proud of the enthusiasm with which these policy directives have been formulated into concrete terms.

We have now reached the stage for final steps toward a single unified force as forecast in the White Paper. Naturally these considerations raise delicate problems of a single walking-out uniform, rank designation, the name of the force, and so on. Because of the myriad of

(Continued on page 10)

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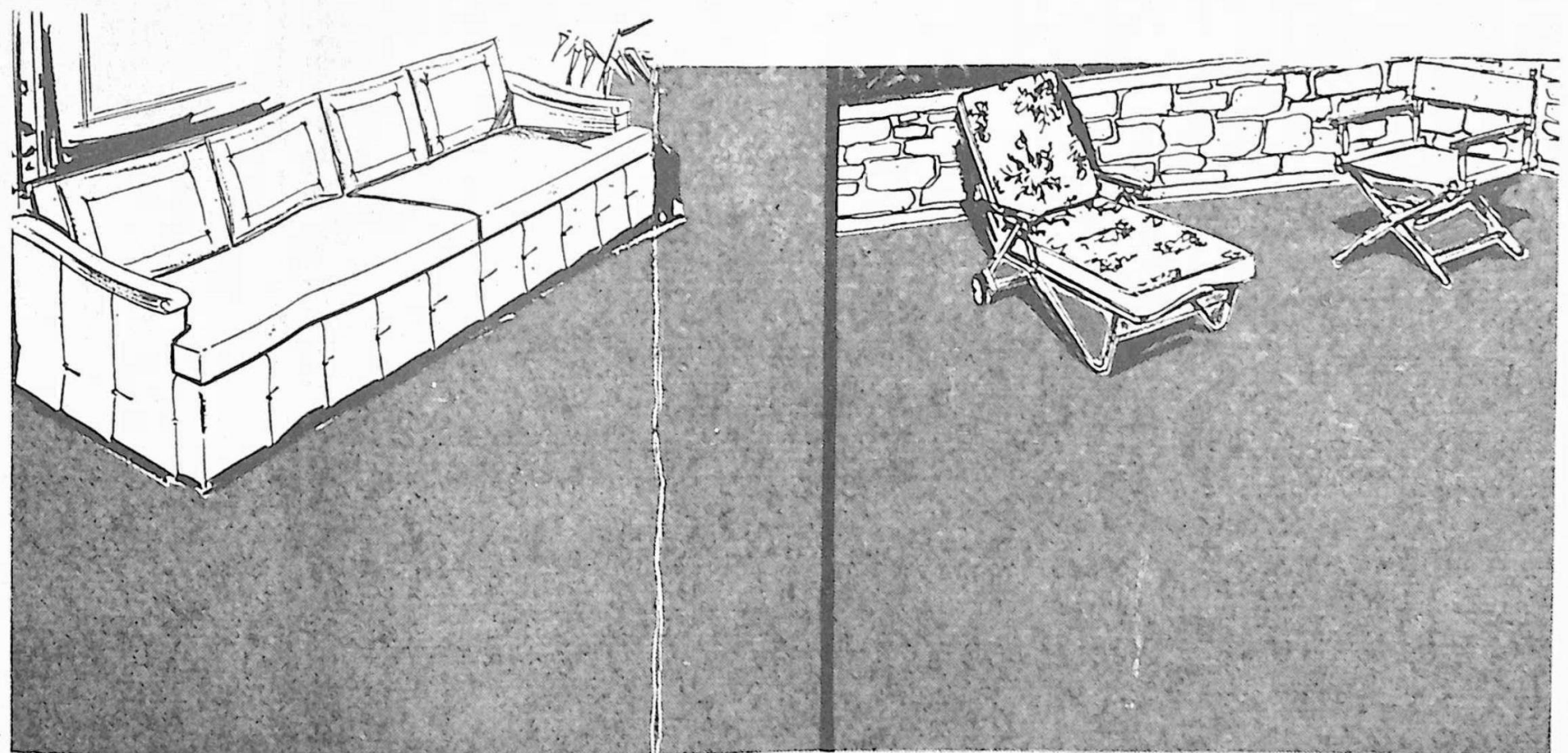
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## Chapel Chimes



### 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.  
Courtenay — 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, Courtenay. 2nd and 4th Monday at 8 p.m.



Squadron Leader Thomas J. Paradis, the Roman Catholic Chaplain of this Base is about to depart for a new post at Canadian Forces Base North Bay, Ontario.  
Father Paradis was born in St. Pierre, Manitoba, and educated in Saskatchewan and Manitoba. He obtained his BA and BEd at Laval University in Quebec.  
He was ordained in June 1939 and was employed as a professor at Juniorat, St. Boniface from 1944 to 1951. In 1951 he enlisted in the RCAF. He reported in 1961 to RCAF Station Vancouver and finally in 1964 S/L Paradis arrived in Comox.

## Seven Churches, One Pavilion, One Message

MONTREAL (Expo 67) — Seven Christian Churches, in an agreement unprecedented in the post-Reformation era, are building and sharing a common pavilion at the 1967 World Exhibition in Montreal.  
The seven Churches represent 95 percent of all Christians in Canada. Their common pavilion also has the active support of the World Council of Churches and other religious bodies outside of Canada. The participation in the joint pavilion means that there will be no Vatican Pavilion at Expo 67. Also, there will not be separate Protestant or Orthodox exhibits.

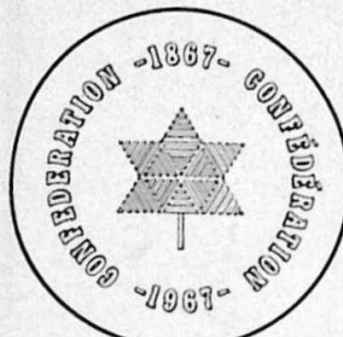
The seven participating Churches, listed as to number of adherents are, Roman Catholic, United Church of Canada, Anglican, Presbyterian, Baptist, Greek Orthodox and Lutheran.  
The following is a message from the Christian Pavilion:  
"The Christian Pavilion has been designed to speak to all men, regardless of personal religious beliefs, who have an interest and concern for the meaning of life. To that end, the presentation will not be in the form of a chapel or a museum of religious art that would appeal only to the committed Christian; rather, the Pavilion will be a

portrayal of man's life and times, and an appeal to his free conscience.

"In the unique presentation of the Christian Pavilion's message, photography, sound and space have been skilfully blended to give the visitor a record of human conditions in both negative and positive terms. The employment of the photographic medium has been undertaken with creative dynamism, and through display techniques complemented by sound and space, the visitor will find himself integrated with the pictorial presentations. As he moves through the Pavilion, he will become increasingly aware that his life is part of that of the family, the community, the city, and, in its broadest aspect, the World.

"From the quiet beauty of the garden outside the entrance to the Pavilion, through the challenging, disturbing and revealing displays inside the building, to the tranquility and questioning of the Silent Room at the tour's climax, the visitor will become aware that it is only by Christ, and in Christ, and by Christ that his own efforts in the world will attain fruition.

"The Christian Pavilion offers no pat answers or liturgical clichés. The presentation is designed to be challenging, questioning...but when he leaves the Pavilion, the thoughtful visitor should realize that Christ is offered as the hope of the world—not as a solution to all the problems of living."



### CENTENNIAL MEDALS

OTTAWA — A former Ottawa man, retired chief engraver of the Royal Canadian Mint, Thomas Shingles, and a Toronto artist, Mrs. Dora de Pedery Hunt, are the winning designers in the limited competition for the Centennial Medallion, Canada's Centennial Commissioner John Fisher announced today.  
Mr. Shingles, who now lives in Victoria, and Mrs. Hunt, will

each receive \$1,500 for their winning designs; Mr. Shingles for the obverse side of the Medallion and Mrs. Hunt for the reverse.  
The Medallions, more than 5,500,000 of them, will be distributed to all Canadian school children, grades one to 13, as reminders of the Centennial Year and its significance to Canada and to Canadians.

## Farewell From The Padre

After spending five happy years on the West Coast, three in Vancouver BC and two in Comox BC we have now been transferred to CFB North Bay, Ontario.

During our stay on the BC Coast we must say that we met a lot of nice people and made many new friends among the Armed Forces Personnel.  
It is hard to leave the unpredictable British Columbia weather but it is much harder to part with such a wonderful group of people found on this Base and in the area.

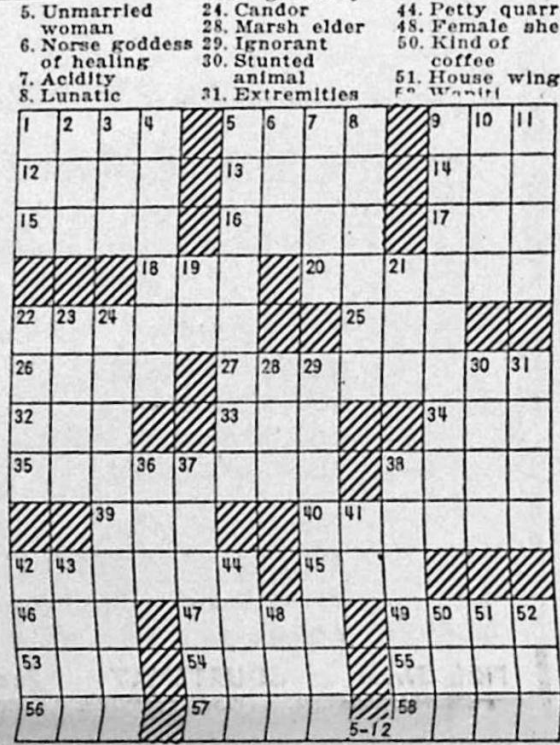
We would like to thank the Commanding Officer G/C Turnbull and his staff, with a special note of thanks to our devoted Chaplains F/L LR Pocock and F/L LT Barclay for making our stay in Comox so pleasant. Also we would like to thank them and all the personnel of this Base for their great assistance during our stay in Comox BC.

"Au-revoir" and God love you!  
T.J. Paradis S/L

The Royal Canadian Dental Corps was 50 years old in 1965. It cares for sailors and airmen as well as soldiers.

## CROSSWORD PUZZLE

1. Connected  
2. Juncture  
3. Bib. pronoun  
4. Otherwise  
5. Size of type  
6. Turmeric  
7. Herring sauce  
8. Common metal  
9. Attention  
10. Acknowledge  
11. Indelicate  
12. "The Fishes"  
13. Three-toed sloth  
14. Mine entrance  
15. Infusion  
16. King Arthur's lance  
17. Night before  
18. Card sequence  
19. Pelican  
20. Be undecided  
21. Self  
22. Graphs  
23. Darts  
24. Form of John  
25. Taro paste  
26. Fencing sword  
27. Woody plant  
28. Genus avena  
29. Grassy plot  
30. Rivulet  
31. Dehydrate  
32. Let it stand  
33. Wool oil  
34. DOWN  
35. Social affair  
36. Indisposed  
37. Compass point  
38. Boil down



ANSWER ON PAGE 10

## Demons Visit HMCS Yukon

Early last week, the Canadian destroyer HMCS Yukon had occasion to host aircrew and ground crew members of 407 "Demon" Squadron.

In Maritime Command it is often necessary that ships and aircraft co-operate as a team to achieve the aim of submarine localization. To tie these two distinct units into a fighting organization, ships of the Royal Canadian Navy based at Esquimalt and long-range land-based Neptunes of 407 Squadron here at Comox, carry on familiarization programmes which give each unit an opportunity to demonstrate its equipment and to discuss and formulate tactics whereby the elusive submariner can be located and destroyed if necessary.

All systems go, Yukon, sailed from the Comox wharf with fifty air force officers and men for a six hour cruise in the Straits. The time was spent on tours of all sections of the ship and after a fine lunch and a TOT or TWO, the ships crew demonstrated its ability to handle a "would be" submarine by dropping an accurate pattern of dummy depth charges from the six mortars "On Target".

For most of the visitors sea duty was a new experience what was not difficult to detect was the professional approach the Navy takes toward its work.  
Yukon.....WELL DONE.

### Notes on Expo

Admission tickets to Expo 67 will be in the form of passports with pages for pavilion "visa" stamps.

At least three American states will have their own pavilions at Expo 67; New York, Maine and Vermont have already announced participation.

The greatest military tattoo ever staged in Canada, nearly 2,000 troops, will be held during Expo 67.

Some 35,000 pictures were sent in from around the world for the Expo 67 photographic exhibition.



Capt. of Yukon briefing visitors.



"No one noticed but this is my third cup."



"Blast the torpedoes, we're going through."

## Books In Review

THE COURAGE OF THE EARLY MORNING by Arthur Bishop 201 pp. McClelland and Stewart Ltd., Toronto.

This book subtitled, "A son's biography of a famous father" and it tells us the life story of A/M Billy Bishop, V.C., D.S.O., M.C., D.F.C., who was one of Canada's most renowned fighting men.

Normally when a doting son writes a book about a famous father, the rough edges are planed off, and the celebrity is presented to the public as someone only slightly less perfect than the angel Gabriel. This, however, is a son's biography with a difference, because A/M Bishop is presented to us, war and all. He emerges from the book as a believable human being, and not as the tin idol he frequently seemed.

The book chronicles Bishop's life from his childhood in Owen Sound, Ont., through to his death in Palm Beach, Fla., in 1956, and does so with admirable thoroughness. It details his escapades at RMC, where he narrowly averted being tossed out on his ear, to his early days on the Western Front, where again his military career nearly foundered.

The chapters concerning his aerial battles make lively reading, the more so because author Bishop has told us not only of the combats, but also of the parties, which were equally strenuous. In detailing the combats, young Bishop has successfully resisted any tendency toward the gee-whiz hero-worshipping type of writing which spoils so many biographies, and stuck instead to strictly factual writing.

Throughout, Young Bishop presents his father as a human being, and not as the fearless automat that he was popularly supposed to be. His account of Bishop's adjustments to civilian life make the war-hero and altogether different person than one would expect him to be.

A/M Bishop performed many worthwhile services for the Canadian government during WWII, and these too are chronicled in Bishop's book. The story of his efforts in this latter conflict has been little told, and it is worth knowing.

This book is a worthwhile addition to Canadian biography, and it is well worth the \$6.50 the publisher is asking for it.

THE SHAPE OF SCANDAL BY Richard Gwyn 244pp. Clarke, Irwin and Co., Ltd.

Between November 1964 and July 1965, the Canadian government was shaken by a series of scandals that generated more headlines than any government activity up until that time. Most Canadians found them rather confusing, and this book is an attempt to set the record straight. As Mr. Gwyn says:

"This book is an attempt to make sense of what happened, and to explain the evolution of the scandals as a political issue. It is a personal, unauthorized account, and because it is written so close to the events it describes, it runs the risk of containing premature or partial judgements. The alternative, slip by unused the opportunity afforded by the scandals to focus on the contemporary Canadian political scene, and upon some of its major figures."

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# On History in General of a Colonel

CFB COMOX TOTEM TIMES - Thurs., May 26, 1966

What with the B.C. Centennial and the plans for the Canadian Centennial next year, one is forced to consider some of the ramifications of history in order to have a point of view from which to take an untenable position during the heated arguments we find so often in our messes.

If a guy knew he was going to force some poor kid to learn the date of his birth and the subject of the treaty he helped devise as a compromise solution between two groups he lacked sympathy with, he'd probably never write the thing. If he stopped to ponder before he forced his unwilling crew up another uncharted islet's bay that someone was going to name the darn thing after him he'd never make the move. This business of having something named after you is fine, but let's face it, when Terry del Fuego had that place named after him, that just about put the cap on it; it seems a bit anti-climatic to add the Straits of Juan de Fuca to the list just because that happens to be the family into which he married. Once one has accomplished some little of note, one wishes that the natural scheme of things would alter and that one could go on to different, equally challenging aptitudes.

Take the noted explorer Fer de Lance for example. A noted reptologist, de Lance discovered

a variety of limbless reptile which, though all outwardly seemed similar, was nevertheless personality-wise, as the advertising boys say, quite unlike the common, or garden, garter snake. People began calling the darn thing the Fer-de-Lance. The experience was enough to shatter the mildest disposition, but for de Lance the blow was even more severe: He decided to take up Forestry as balm to the sore of his pride. De Lance it was who popularized the tilting done at the Ascot Enclosure. He took a segment of evergreen, stripped it of its bark, gave it a good, pointy end, and strapped it to a large horseman encrusted in iron, devil-may-care, and ambition. Taking a likely bruiser whose clash of personality had elicited itself during heated wine and argument with the former dullard de Lance similarly equipped the opposing equestrian. At the signal given by a flirtatious wench, who dropped something at once diaphanous and titivating, the two riders galloped headlong into one another. After the noise of the encounter subsided the rider whose equipoise was superior was accounted the winner. An immediate success for those who had "seek'd yet failed the Holy Grail to find", the name of the game became known as Tilting, and the weapon used the Lances. In a further fit of orthodox attitudinism, the weapon, because of rules of the game invented by the Marquis de Shallot, had to be made of the evergreen whose name they labelled "Fer".

Heartbroken, Fer de Lance lived the remaining two years of his life a broken man condemned by public scrutiny to remain faithful to his wife, the Duchess of



Col. P.I. Tougham-Hougham and friend.

Alba and Lyon. Even disappointed and failing, de Lance made yet another mistake: He referred to himself as Pleasure De-Ferred because of Lyonzing. He was found dead, in bed, in 543 AD, in a Transylvanian village whose export of pickles, seventy years later, put the name Cherkin on the map of all the world's restaurant napkins.

The digression above, though necessary to establish the tone of the piece, is nevertheless purely introductory in nature and should not be regarded as the entire. It was simply, as it were, in order to set the mood. What we are actually concerned with today is the life and times of Colonel (later Brevet-Colonel) Percy Ian Tougham-Hoom, whose burden it was to receive messages, as a public-school scholarship boy of the late middle nineteenth century addressed "Tougham-Hoom:" Because of his relative lack of financial fecundity, and because he was always, even in later life somewhat of a small, rather timid individual, when solicitations were made to increase allotments permissible at the tuck shop, or when it was decided that the position of water-boy on the school's rugby team need also be included in the circulated missive, the distribution list was modified to include the phrase "Tougham-Hoom it MAY concern."

Such a schoolboyish phrase has a certain puerile appeal which makes it grieve for the public mob's consumption. Soon the phrase had been adopted by the pecksniffs and solicitors of the era, and became the standard unctuous false humour used by way of address to debtors and the like whom bailiffs were eager to evict or otherwise inconvenience. Tougham-Hoom, as a result, studied feverishly, without much concrete success, in an effort to pass through the educational system at an accelerated pace. Though his plan was unsuccessful, it nevertheless bore the strange fruit of an offer of a commission with the Lord Enfield Light Horse, a justifiably forgotten regiment.

At sixteen, Percy was commissioned a Colonel in the regiment. His father, a tin-miner on some long unknown promontory of the Cornish coast, was delighted. His Mum was overjoyed. His two siblings were consumptive and wholly uninterested, the latter in common with the bulk of the western world. Percy, however, was resolved to do well. He was always solicitous of his men's welfare, he polished the rotten brass brassard with which he was issued until it shone like some licentious moon. His sporrans were never a centimeter out of position; his shako the inspiration of the General Staff. Yet his life was unsatisfying. Prevented by lack of connections from promotion, he was eighteen years later still a Colonel, still the junior officer in the regiment, and still the butt of jokes among his fellow officers.

He resolved, therefore, to apply for a posting to a foreign land whence, successful, he might return a short time later a lieutenant. The British Empire being then what it was, Percy was aware that he would almost certainly be involved in a native insurrection or two, and the auguries for promotion, death, or both, seemed a worthy gamble. He therefore expeditiously transferred to another regiment, the Royal African Dragoons, by the efficacious method of inquiring of his colonel whether or not he could be spared from his present duties. A fortnight later, he was at sea; Starboard passage out and, needless to say, assured of a port passage home should the occasion ever demand.

The voyage out, on HMS Trans-

port, was dull and tedious. Because of his rank, Percy found himself ostracized by his fellow officers. Occasional nips at a cask of cheap Spanish brandy helped him pass the time in the solitude of the canvas hammock allotted to personnel of his rank, but after departure from Gibraltar even this limited joy ceased as the cask emptied its contents from nectar to a half-inch of wholly unappetizing sludge. As things will though, the voyage ended and Percy entrained for his regiment from Alexandria. What with all the sun and brandy, and the limited lavatory facilities afforded by the Royal African Dragoons of face and capped with a malaprop hir-suteness which failed by its patchy flamboyance to completely disguise Percy's attempt to look ferocious by growing a walrus mustache. He was greeted, therefore, by a ribald colonel and a giggling adjutant who nevertheless sobered up from their unseemingly laughter long enough for him to aver that the Tougham-Hoom anecdote had preceded his arrival and that the mess was avidly awaiting his arrival. Though Percy forbore to rebut, he was well aware that the members of the Royal African Dragoons at this unit were themselves rejects from other equally undistinguished organizations.

Over the next few months, Percy realized that his decision to embark on an overseas army career was unlikely to bear promotional fruit. His duties in the main involved training eighteen year old coronets to supercilious him; the occupation for which he had received so little tangible reward during his home posting. Finally he had enough. He requested an interview with his commanding officer and threatened resignation if he did not receive some more challenging opportunity. With an alacrity which surprised even its originator, the colonel immediately appointed him commandant of a small fortress whose primary purpose was, like some stationary frigate, to show the flag to the restless subjects of Her Majesty's imperialism. The three officers preceding the new incumbent, Percy was told, had all received DSO's and promotions; in each case, unfortunately, the awards had been of a posthumous nature.

The gaudier had been thrown. The very next day, Colonel Percy Ian Tougham-Hoom, accompanied only by his batman and a force of domesticated Swahili beater and gun-bearers set out on his perilous journey. Over desert and stream, hill and mountain, trackless sward high and tain, trackless sward and reptilian swamp the little party, their regimental pennant high and limp over the fir lance, sojourned. At length, to coin a phrase, the group of weary travellers arrived at Fort Canard, saluted the flag, and rode, gaunt and dyspeptic, into history.

The commandant of Fort Canard had arrived at a troubled time. A witch-lady, known variously as Ma Mountain, Chenga Skuk, and Henry Johnson, had incited to riot and sporadic mutilation a tribe whose collective name has never been accurately ascertained. Nevertheless, the insensate butchery the group had committed, involving as it did some ten thousand victims, had caused some dissatisfaction with the ministry of colonial affairs. Percy had been specifically charged with the putting down of the revolution.

Accordingly, after issuing a tin of bully, fifty rounds, and a sentimental guidon to each man, the Fort Canard party rode into the nexus of the insurrection, a village some fifty miles away whose perimeter was delineated with the craniums of three officers and seventy-two enlisted men of similar former ambition. Never strong tactically, Percy selected an unorthodox plan which was doomed at the start. He disguised his troop and himself as a tribe of itinerant Bedouins who had come to trade with the natives. Each man was daubed with blue clay, had his uniform greatcoat converted into a khaki robe, and rode as inconspicuously as possible into the village compound. Due to inordinate good fortune, the entire village was drunk on a distillation of imported betelnuts and calvados, and the armed party's arrival elicited no interest from the villagers. Ma, Chenga, or Henry, as the case may be, was in town and festivity and general lechery were the order of the day.

Effusions, however, things for the villagers and the Fort Canarders went awry. A battle ensued between the twain, and although the soldiers fought with the strength of ten because their hearts were a.c., it became apparent that though the village

would be eradicated, so, too, would the Loyalists. Blood was everywhere; Bowels hung in festoons and heads rolled with gaggling abandon. Punctured in the shoulder by a souvenir Malay kris, Percy himself managed to slay the infamous villainess. Then, seeing that the object of the exercise had successfully been completed, he ordered a disorderly retreat. Seven of his men followed in tatterdemalion dishevelment; blood spurting from arteries, and covered in dung, contusions, and glory. None was bladed in anything save honour, all clothes having been ripped off their carcasses by the warlike villagers.

The sun beat down with awesome remorselessness. Water ran short and the horses died. During the night, three bedraggled survivors died of the cold. But faint did not the brave coronet's heart falter; He charted a course straight for the regimental headquarters. Over desert and stream, hill and mountain, and so on again, the little party fought with unforgiving Nature. At a small swamp on the borders of Lake Tanganyika, it seemed the men could go no farther. Sunstroke had done them all but in.

And here Percy did what was to place him in history's favour; He took a bunch of reeds, pressed them into pulp of unwholesome constituency and with enormous ingenuity molded the pulp into serviceable, rather stylish, sun-hats. A sojourn or two later saw a much refreshed group of soldiery arrive, compos mentis, at regimental HQ.

Percy was lionized by a grateful citizenry. He was promoted Brevet-Colonel and invited to a mess dinner. He received emoluments and a non-posthumous DSO. And in conscious emulation of his outstanding victory, the regiment and later the entire British Army, began to wear the funny pulp helmet Percy had invented. The Patent Office accepted the design, and a commercial manufactory began turning out the things as the "Percy Ian Tougham-Hoom (PITH) Helmet."

The puttee, however, has no such historical association.

## Sports Oddities

The entire world was amazed last week when Ephraim Britchesbaster set a world's record for the number of times a red-headed third baseman spit on his glove during the third inning of a basketball game in East Pump-handle's new centennial swimming pool. All in all, Britchesbaster expectorated one thousand four hundred and eighty-one times. His record-setting feat can perhaps be best explained by the fact that he cannot swim.

One of the most rapidly growing spectator sports in the whole world is fitness testing in our very own Rec Centre. You should see the spectators that come out of the woodwork for this. Like vultures they line the rail to watch all the incipient heart-attacks charging about on the floor below. If someone would only put a ticket-wicket at the top of the snack bar stairs, Station Fund would become the biggest enterprise on Vancouver Island.

The RCN has six air squadrons. All except a utility squadron on the Pacific coast are based on the east coast with detachments operating from the aircraft carrier Bonaventure.

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## Van's Verbality

### THE GOOD SAMARITAN

"Can you drive Mrs. So-and-so and I downtown Friday evening to do some shopping?", the good Missus inquired on Monday. "Sure I can", I growled in usual fashion, "I can, but the question is, will I." It didn't take long to straighten out that point so it became a commitment.

At lunchtime on Wednesday, as she wasn't feeling too good, the Missus again advanced one of her well thought out plans. I should drive Mrs. So-and-so anyway as she was depending on it but the Missus herself wasn't going.

Now I'm always a bit leery about these kind of arrangements. Driving along open thoroughfares during daylight with someone else's wife is not too prudent. I have heard tell of people getting false impressions from situations such as this and come to think of it, I've jumped to a few myself in my time. Nevertheless, I carried out my end of the bargain and picked up my pretty passenger promptly as scheduled.

"You shouldn't have bothered with me", she gushed, "as your own wife isn't going". "I gave her a headache pill", I lied coyly, trying to keep the conversation in lighter vein. We light talked all the way downtown and she waved several times to acquaintances along the route. "Great", said I to myself, "another malicious rumour being born about the promiscuous, old warrior (me)".

"I won't be long", she informed, as she gayly jaunted into Eaton's. "No rush", I lied again, "I am not going anywhere".

### Demon Doins

(Continued from page 3)

The Fighting Fifth (not to be confused with a pint of bourbon) returned from Kodiak the other day. They managed to promote better foreign relations with the natives of the Island and could be found promoting Canadian culture to the local populace in any of a dozen finer places throughout the city (I hear they missed the local library). One of the fellows (I won't mention any names) Baz performed great feats to the cheers of many spectators by sliding across the floor on one ear. I hear it's tough on white shirts but after all the applause it must have been worth it. It is also learned that there was a power failure during a discussion meeting where the boys were giving the American troops a promotional pitch on Canadian Affairs of State. Only the names have been changed to protect the innocent.

Rumor of the week; Nick, Garry and Joe are planning to trade their cars in on bicycles.

where". I was so right and two and a half hours later after chain smoking myself through a large deck of legal drug weeds I couldn't help but think how really angry I would be if this was my own wife who was keeping me waiting. However, patience and cigarettes won, she pulled a McArthur on me and did return. I helped stow the numerous parcels in the back seat and opened the car door for her just as though I was a regular gentleman and not only one for the occasion.

As I started the car motor and craned my neck to focus on the traffic situation, she said, "I know that I shouldn't ask you as you have been so considerate already, but would you mind driving me to a friend's house as some of these parcels are for her. 'Not at all', I smiled, 'We might just as well make a night of it now'."

"My friend lives only a few miles from town", she advised. "I'll tell you when to turn off." She did, and I turned off (after about six miles) onto a secondary road. "It's just a step now", she encouraged, so I swallowed a witty remark that I had been toying with and concentrated on the road. I hadn't brought any compass.

Wouldn't you know that it would happen to me. I ran out of gas! Honest and true. No motive, just oversight. I guess idling the car motor to keep warm while waiting for her to do her shopping had used more gas than I had realized.

As I climbed out of the car hoping all the time that I would fall down and break a leg so she would have to walk after the gas, a car whizzed up and stopped. I groaned in relief inwardly thinking that the Fates were finally paying attention to my plight. However, I was so wrong. The helpful motorist was none other than a friend and his gossipy wife, returning, he said, from buying eggs in the country.

When I told him that I was out of gas he was most concerned. "Van, you and your wife jump in with us", he invited, "and we will drive you to a service station and back". "It's not my wife", I informed him. "It's Mrs. So-and-so!" "Oohhhhhh! In that case you had better come alone", he whispered, "as you probably wouldn't want to be seen together."

I started to explain but gave it up realizing how futile it was and knowing that I would have to explain the whole thing later to the Missus. I only hoped that my good mate could be more easily convinced than my narrow minded friend and would believe that my visit to the back road wasn't my idea.

How about that?

### The fish tale's other side

By MRS. VAN

Over the years my better half has written articles for Air Force papers across Canada, with yours truly the butt of lots of his little jokes.

For quite sometime I've wanted to try writing an article for the Totem Times but not being a writer like my husband, have hesitated to do so.

Since reading the one about him getting his feet wet while fishing, I decided I just had to write my side of that story. You know there are always two sides to every story.

One gorgeous day when the big guy was on leave he asked me if I'd like to go fishing. I thought there was a catch to it somewhere but couldn't quite figure out what so smilingly I said I'd love to go. I filled the thermos with his favourite beverage and packed a lunch, while he gathered together the fishing equipment. Then we were off to Campbell River. After a nice long drive he said this is as far as we can go with the car so out we got.

We commenced loading me down with thermos, lunch, fishing rods etc. Now it dawned on me why he'd brought me along. But being a good sport went along with the gag. When he handed me the can of fishing worms I thought that was going just a bit too far though. He might at least carry them.

He casually sauntered off while I trudged along behind. When we came to a long crossing the water he said we had to cross there. He was about half way across when he hollered over his shoulder, "Com'on what're you waiting for?" I said, "I'm not going across."

You'd think a guy his size would know better than to turn quickly while on a log. He does now.

Did you ever see a 275 pounder hit the water? (would you believe 250?) What a splash he made!

Standing on the bank I got drenched but seeing the humorous side I laughed. Then suddenly I stopped as I thought maybe I'm a widow. Then hearing the sputtering and several unprintable words I knew I was still in double harness.

If he takes me fishing a few more times I might get to be a fisherman or even a writer. How about that!

Mexico hopes to complete a 1,800-mile highway along the U.S. border by 1970, says the B.C. Automobile Association. The \$19 million road would link Matamoros on the Gulf Coast with Tijuana on the Pacific, and would enable motorists to make the entire journey within Mexico. Currently, auto travellers need to cross over to U.S. roads when making the trip.

## Dependents Doings

PARENTS - We do our best to give our children something to do but there's a limit. Yes, I know you pay taxes so that the children are provided with activities and we do our best BUT, we can only do so much. The amount of money in the budget does NOT provide enough to buy equipment, supply transportation, buy coaches, buy umpires, etc! (We could have soccer for the boys. We have the equipment and uniforms but we do not have the coaches. Two very good ones finally got fed up with having to always persuade people to drive the boys to games!) For the last two weeks, all my time has been spent on mainly one thing - finding umpires for Little League Baseball, Juvenile "A" and "B" Baseball, and now for the girls. Most time unsuccessful!

Do you know that the majority of the coaches of these teams are NOT parents? There are 137 boys and girls in this "ball" programme and we have 16 coaches, four who have children playing on one of the teams, 8 who are single and 4 who are married but do not have children playing. Some of the very few parents who turn out to see their children's games are "Joe's" into assisting as bseumpires so we could say that approximately 30 per cent of the parents are actually assisting in some way. It's a fine thing when a coach has transportation set up for a team and then, after playing the game, they find there's not enough cars to get the kids back. These kids had to hitch-hike back from Courtenay and arrived only when they were lucky enough to get a ride! The coach with all the "gear" walked, too!

Maybe I'm not making much sense to you but, at this moment, I'm phoning madly for transportation for two teams tomorrow night and for two umpires for tonight's Little League games. Try it sometime and just see what it is like! This is not supposed to be happening every day but it is and this is due, mainly, to the lack of interest from the parents. If your conscience is clear when you read this, then you are a parent who is helping as much as you can or you have helped and I thank you from the bottom of my heart. But, if you have even a twinge of guilt—please offer your services for even one time! These are your kids and they are the ones who either suffer from or are very proud of what their parents are doing. I know that sometime their actions don't show their appreciation but, let's face it, kids are kids and they show appreciation in many little ways that you might not understand at first. You help them and you'll find that they will help you. Try it and find out.

Now I'll get down off the box and give you some information that some people have been waiting for. A flyer will be around soon to outline the various swimming classes in Courtenay. All PMQ registrations for July will be taken at the Rec Office from 1 to 4:30 p.m. during the weekdays. Transportation will be arranged for all SWIMMING lessons for both PMQ's and Tyee Park. For this service, you MUST register here. Registrations will close on June 15th.

Our Little Leopard Softball League got underway last week with all four teams playing here. (Two teams from Comox and two from PMQ's). The teams consist of 9-12 year old girls with Mrs. J. Ethier and Mrs. J. Diebert as coaches. Commissioner of this league is LAC T. Jablonski. Both our teams lost to Comox last week but that's only the beginning. Come out and see the kids play and you will have a real evenings entertainment. Of course this applies to all the PMQ ball games!

The CFHQ Wire Track and Field Competition will be held on Sunday, May 29th, 1:30 p.m. will be the starting time. From 1-1:30 p.m. will be registration time if you have not registered beforehand. A telephone call to Local 372 or 334-3380 will be fine for registering.

In regards to the directive on children playing in the school grounds. Casual play is permitted as long as the children stay at least 15 feet away from the school. Please stress this to your children and they won't have a bit of trouble at all. The rule still holds for the Station Field though and for a very good reason actually.

Now to the telephone again to get umpires for the baseball games tonight!

The percentage distribution of Canada's population by ethnic groups is: British Isles 43.8; French 30.4; German 5.8; Ukrainian 2.6; Italian 2.5; Netherlands 2.4; Poland 1.8.

## COBOC CACOPHONY

There are two theories concerning the evolution of famous statesmen and leaders. The "great man" theory purports that a gifted individual will, regardless of the circumstances, rise above his environment to become outstanding among his fellows. The "situational" hypothesis, on the other hand, believes that prominent men have been thrust into their authoritative positions by fate; they were in the right place at the right time.

The manpower policies of the last two years would certainly endeavor one to the last concept. In the summer of 1964 we saw 500 aircrew officers prematurely released due to an over-abundance of their breed. They were in the wrong age bracket at the wrong time. The events of the last two weeks, while of a diametrically opposite character, spring from the same source. How many can say, "I earned that PC"? More likely, the conversation will be, "Why should I worry about qualifying exams, when I'll probably get a PC anyway?" These latter are people hoping to be in the right place at the right time, and they have adopted a passive attitude toward self-study. Around Comox the "right place" is further complicated. Most of those in Unit A of Command X were offered a PC, while in Unit B of Command Y only those officers with less than approximately two years before possible release were named.

Riding the crests and troughs of recent personnel planning resembles playing poker; some skill and a good measure of luck. For those who don't plan to stay in, the ride is not fraught with anticipation and worry, but for officers who try to work diligently to advance themselves it is not easy to remain indomitable while swinging on the pendulum of fortune.

Since approximately 1951 the RCAF has been oscillating back and forth like this. It is the opinion of this writer some of the short term problems should not be corrected in such a quick, decisive method, but that rather the oscillations should be 'damped' and put out. This is, of course, difficult to do with limited financial resources, and prosperity has put the Canadian Forces in

a cost-price-labour squeeze. It is interesting to note that in inflationary times the defence budget is the last to get increased appropriations, and in periods of deflation or depression the first to get a cut. Our parliamentarians, and ultimately the public, must learn that something's got to give, and at this time that something is rather evident. "Money talks".

### Why give the burglar an engraved invitation

"You might as well give a burglar an engraved invitation to help himself at your house, if you leave valuables lying about," says Art Mellin, manager of the Bank of Montreal's Courtenay Branch.

Mr. Mellin, adds that behind the steel doors of a B of M vault is the safest place for valuable such as bonds, leases, stock certificates, insurance policies, deeds, birth certificates, passports and other important family documents.

"It costs less than two cents a day to rent a B of M safety deposit box," he says, and explains that hundreds of thousands of Canadians use B of M safety deposit facilities, an indication of the popularity of this service. "It pays for itself again and again in peace of mind alone," he says.

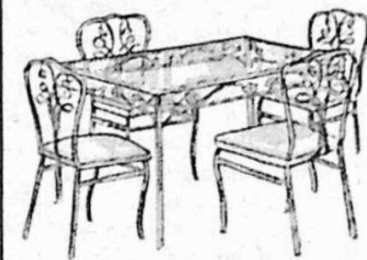
"Give the burglar a brush-off at your house," Mr. Mellin advises. "Keep your valuables in your personal strong box - it's exclusively yours - in the Courtenay B of M vault."

Drop in soon and see Mr. Mellin about renting a safety deposit box.....it will set your mind at rest.

## BIRTHS

NORDBYE - Born to LAC and Mrs. Alan Nordbye, Comox, a daughter, May 18, 1966.  
GORDON - Born to Mr. and Mrs. Donald Gordon, Courtenay, May 10, 1966, twin girls.  
FRIESEN - Born to F/O and Mrs. Barry Friesen, MAY 10:  
Brr  
Barry Friesen, May 10, 1966, a son.

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	MONTHLY	QUARTERLY	PER HALF YEAR	PER YEAR
ONE PERSON	\$ 5.00	\$15.00	\$30.00	\$ 60.00
FAMILY OF TWO	10.00	30.00	60.00	120.00
FAMILY OF THREE OR MORE	12.50	37.50	75.00	150.00

SUBSCRIBER WITH TAXABLE INCOME OF \$1 TO \$1,000 IN 1965

	MONTHLY	QUARTERLY	PER HALF YEAR	PER YEAR
ONE PERSON	\$2.50	\$ 7.50	\$15.00	\$30.00
FAMILY OF TWO	5.00	15.00	30.00	60.00
FAMILY OF THREE OR MORE	6.25	18.75	37.50	75.00

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 W. A. C. Bennett, LL.D., Premier of British Columbia  
The Honourable Wesley D. Black, Provincial Secretary



FRINGE BENEFITS FOR YUKON PILOTS — Four of the Canadian TV and sport personalities making up the CBC's UNEF Showcase '66 wave goodbye before boarding an RCAF aircraft May 15 for the Middle East to entertain Canadian and foreign troops on peace-keeping duty in the Gaza Strip. Gordie Tapp, 2nd from left, will host the troupe accompanied by the baton-twirling Lounsbury sisters and the Montreal Canadiens' starry centreman and captain Jean Beliveau. The group left from Canadian Forces Base Trenton, Ont., and will perform 11 shows in nine days.



## Tarmac Talk

The general topic of conversation around the Comox Flying Club these days is the recently purchased new Cessna 150. The new plane is equipped with a child's seat and many of the members are looking forward to taking their children for a ride. Membership in the Club has increased by eleven, bringing the total to seventy-eight. We expect many members who, for one reason or another, have not been flying currently to come and have a check - out in the new 150.

Recent graduates of the Commercial flying course are: Dave Dyke, Rich Coulter and Doug Armstrong.

Roy Robertson, Club instructor, added a Class II rating to his instructor's license. New pilots are: F/O Joe Barnes and Harry Emmerson. Congrat-

ulations to all of the above; we hope to see you spending many hours in the air.

Get your bookings in early if you wish to reserve an aircraft. The club flew 270 hours during the month of April. This compares favourably with other flying units on the Base.

At least three American states will have their own pavilions at Expo 67; New York, Maine and Vermont have already announced participation.

The European Common Market will be among the international bodies taking part at Expo 67. The smallest country taking part at Expo 67 is Monaco.



F/L SCOLES, also a club instructor, points out the easy access door to check the oil on the new 150, to Mr. Rick Coulter during a pre-flight check. Rick is a member of the club's board of directors and owner of the only Tiger Moth in the Comox Valley.

## SUPPLY NOTES

By "SPLASH"  
What's this I hear? A Suptech prefers to work in the SCO rather than CSG. Must be due for a medical!

A young lady from the SCO had a very expensive trip to Nanaimo recently, about \$180 to her fiancée car. I wonder if he knows...?

The welcome mat is out for Roger Arsenault, who arrived from Borden and now working in the R and I; Harold Greensill back from Pagwa after a year and taking over Smitty's job in Rand D. Also John Conrad who spent six months in Pakistan with the United Nations Peace Keeping Force. Have a talk with him, he's had some great experiences. Also from Borden is Bruce Young, George Playfair, and Dan Mathewson. Welcome to all of you.

Our deepest sympathy is extended to Frank Nidderly, upon the death of his father in Trenton, Ontario.

Jim Albrecht of the R and I and Sgt Leo Durocher of AMU are both away sick. We wish both of them a speedy recovery.

For the bright side we were very pleased to hear that Marie Gordon, recently departed from Supply, presented her husband with a set of twin daughters on May 10th. All four are doing well. Our heartfelt congratulations! Fred Blanchard, from Customs, is tying the knot on the 18th of June in Vancouver. All the best to you and the better half Fred.

Al "Speedy" Perry, from 3SG, is trying out for the station track team. The boys from 1SG claim to be the undisputed horse-shoe pitching champs over 409 Servicing. Jessie Easton, recently retired from the service, was back for a visit.

The word is out that something "fishy" is going on; all three Flight Sergeants have taken leave at the same time. Could the visiting Command Inspection Team have anything to do with it?

## Otter Flies

A versatile high wing monoplane designed originally to operate in Canada's northern regions has made a name for itself round the world, particularly in areas where United Nations contingents have been in operation.

The Otter, which looks every inch the ideal aircraft for a bush pilot, has been used by the RCAF on United Nations operations since 1956, when Canada sent a contingent and air transport unit to the Egyptian desert to join the United Nations Emergency Force restoring peace to that uneasy region.

In 1962-63 two RCAF Otters were used to support the UN mission in the Western New Guinea crisis and in 1963-64 they were used on a UN peace-keeping mission in Yemen. Three Otters returned to Canada this spring from Kashmir where they assisted the two United Nations observer groups in the India-Pakistan dispute. One group disbanded in March after it successfully completed its mission.

The Otter is also used by the RCAF for search and rescue as well as light transport operations. It can carry nine passengers with a crew of two, or a payload of 2,000 pounds for a range of 750 miles. It first came into service in 1953 and is ideal for operating from small strips and lakes. The float equipped Otter will become airborne in less than 200 yards. It has a top speed of 145 mph, cruises at 120 mph and can fly at 50 mph without stalling.

There is a bigger brother, equally valuable on UN operations. Also built by de Havilland of Canada the twin-engine, high-wing Caribou serves in Egypt and Kashmir where its ability to operate from short runways proves its worth to the U.N.



**THE NEW CESSNA 150** — Comox Flying Club is the proud owner of the new Cessna aircraft shown above. F/L Scoles, club president, points to the electrically operated flaps, while F/O Cal Boyce, former 121 KU navigator, looks on. Cal, a recent visitor from 408 Sqn. Rivers, is a private pilot and a member of the Brandon Flying Club.

## BINGO REPORT

LAST MONTHS grand prize winner was Cpl E. F. Taylor (409 Sqn Servicing) For the month of May the winners have been for the Red Cross LAC Collins 121 Sqn for the Railway Cross LAC

Fontaine 409 Sqn and for the large Picture Frame LAC Rusnak 407 Sqn once again the prizes appear to be well distributed throughout the base. The final bingo will start on the 1st of June when

15 numbers will be called and the sale of cards will be on the 30th of May, during this game it will be possible to have two bingo cards in one envelope for the price of \$1.00.



CPL EF TAYLOR being presented with a check for \$275 by F/O Fraser who sold the winning card.



WHERE THE ACTION IS — Your daily bingo number being called. Closely observing the cage for the numbers to pop out is Councillors Chris Jones and Jim Ward.

# IRLY BIRD

Independent Retail Lumber Yards

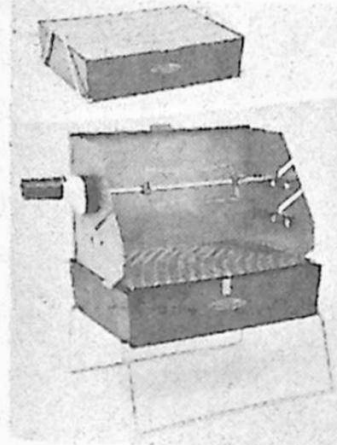


Starts  
THURSDAY

SUMMER  
Carnival  
of

# VALUES

A new, exciting line-up of Timely Summer merchandise at Special money-saving prices. Don't miss out on this big Sale event. Shop Irly for Savings!



**New Portable Cordless motor Barbecue**  
for Home, Boating, camping or Picnics

Sale, each **\$14.29**

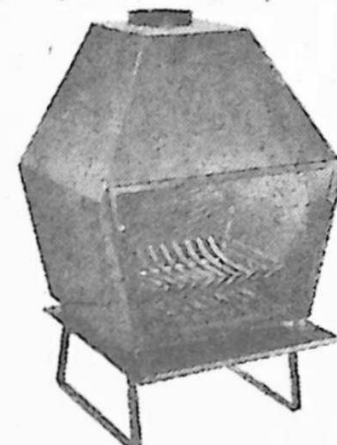
New, powerful cordless motor will operate up to 12 hours on one ordinary flashlight battery. Constructed of heavy gauge steel with baked on enamel finish.



**20 lb. Bags Charcoal Briquettes**

Sale, each **\$1.69**

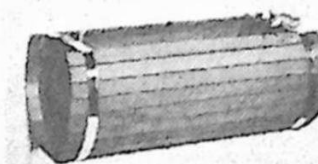
Kingsford brand slow burning charcoal for your summer's enjoyment. Stock up at this low price.



**Brooks Free-Standing Fireplace**

Sale, each **\$67.88**

The "Cutlass" model by Brooks, designed for cottages, hunting camps or ski lodges. Takes logs, coal, etc., and offers a lively amount of heat and flame. 26 1/4" wide by 35" high (including stand).

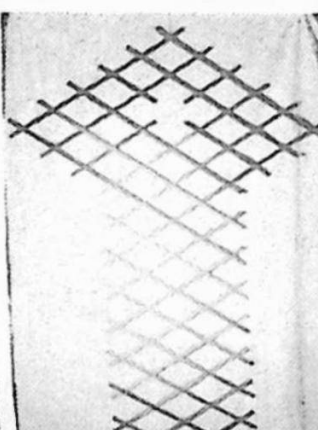


**Deluxe Model Hanging Baskets**

Lovely redwood stained wooden baskets with curved bottom, complete with hanging wire. Special, each **\$1.89**

**Low Priced Hanging Baskets**

Add beauty to your home with these redwood stained baskets. Complete with plastic liner and hanging wire. Special, ea. **99¢**



**8-ft. Diamond Trellis**

Enhance your home with this practical expanding trellis. Well constructed of B.C. cedar with redwood stain. Special, ea. **\$2.89**

**6-ft. Fan-Shaped Rose Trellis**

Hand made redwood stained trellis of western red cedar. Designed to fan without breaking. Special, ea. **\$1.29**

**FENCE SPECIALS**



**THE "CRISS CROSS"** 3'6" high, 9'6" section, an easy-to-erect fence that is sure to enhance your home. Special 9'6" section **\$3.98**



**"BASKETWEAVE"** 3' high, 8' section... beautify your home at this economical price... All materials included. Special 8' section **\$3.14**



**Heavy Duty Wheelbarrow**

Big capacity wheelbarrow designed for heavy duty or commercial work. Well constructed with heavy duty tire. Special, ea. **29.88**

**50' Length GARDEN HOSE**

Economy priced red and white striped 7/16" plastic garden hose in 50-ft. lengths. Metal fittings. Special, ea. **\$1.69**

**CLAY PATIO TILES—**

Regularly 40¢ each  
Save 25%



No. 2, 12"x12"x1", handsome red clay tiles that allow you to build a luxury patio the wonderfully simple "Dry" method. You need no special equipment nor experience... it's that easy. IRLY BIRD bought the entire shipment of this tile at a special price, and now the savings are passed on to you.

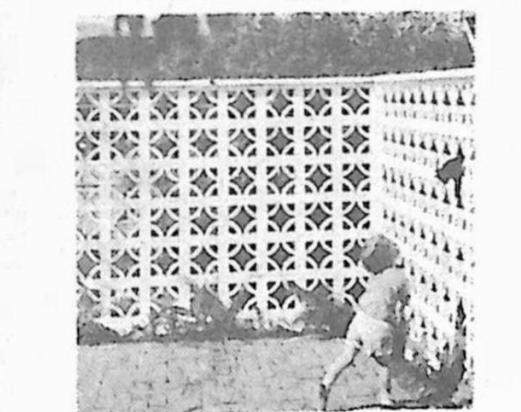
Sale, each

You can cover a 10'x10' patio for only \$29.00.

**29¢**

**12"x12"x4" San Bernadino Solar Screen Cement Blocks**

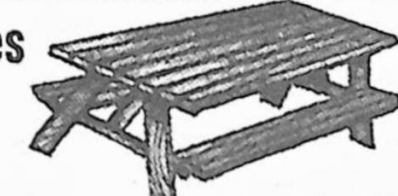
Regularly 45¢



Big special purchase of 12"x12" decorative cement blocks brings exceptional savings at IRLY BIRD. Give your home quiet distinction and privacy with easy to erect Screenwall blocks. Complete with instructions. Special, each **31¢**

**6 Ft. Precut Picnic Tables**

Sturdy 2"x4" cedar table and bench designed for outdoor family enjoyment. All material pre-cut and ready to assemble. Nails and bolts included. Special, each **\$9.98**



**4 Ft. Patio Coffee Tables**  
Pre-cut 4" cedar patio tables ready to assemble. Special, each **\$4.98**

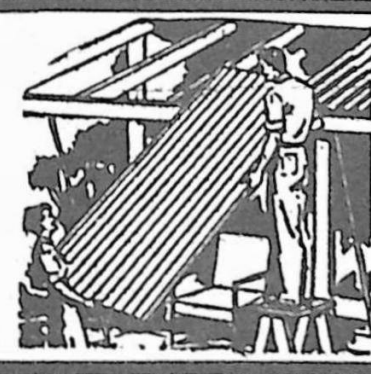
**Heavy 7-oz. Square Corrugation**

**PATIO PANELS**

26"x96" Size

at a special low price. Choose Heavy duty plastic patio panels from colours of aqua, green, yellow, white and coral. Special, ea. **\$4.49**

4-oz. plastic panels, round corrugation. Sale, each **\$2.59**



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## MEDALS FOR 121 KU



FOLLOWING PERSONNEL were awarded medals on 121 Squadron parade held 25 April, 1965. L to r: 208201 LAC OR Davis, 213493 LAC HC Torgerson, 209926 LAC R Koll, 133641 LAC AV Johnson, 219439 Cpl. WG Hooper, 20476 Sgt. N Rawluk, 23899 F/L EM Irvine of 11 AMU Vancouver. LAC Davis received a United Nations medal for his service in Pakistan thru Sept. 65 to Jan. 66. F/L Irvine and Sgt. Rawluk received clasps to their CDs. Other recipients received CDs. The Reviewing Officer, A/C GC Diamond, A.F.C., C.D., Commander Air Transport Command made the awards.



**SKATTERED SKITS** — We won third prize - \$20 for Beaufort School. Left to right: Chris Ward, June Quatermaine, Jen Gurr, Dot Carruthers, Fran Mostom, Doris Jessup. Front row: Terry Charbonneau, Angel Addis, Birgitta Johnson and Ellen Tainton.

CPL's WIVES CLUB NEWS  
MISS CAROL LANE ADDRESSES WIVES

Canadians are the world's greatest travellers; members and guests of the Cpl's Wives Club were told Wednesday, May 25th by Miss Carol Lane in an address entitled DISCOVER CANADA BY CAR, Miss Lane, Women's Travel Director for Shell Canada Limited pointed out that Canada abounds in scenic, historical and recreational attractions that are gaining popu-

larity not only among foreign visitors but among Canadians themselves. "The new Trans Canada Highway and a growing centennial spirit are helping to bring Canadians closer together", Miss Lane said.

"This growing desire to discover more about our country is important in that it helps us to know and understand our coun-

trymen better, and thus strengthen our bond as a nation. The travel dollar circulates throughout our economy, encouraging industry and commerce"

Miss Lane's presentation concluded with a demonstration of her unique suitcase packing system using "luggage leaves" to help keep articles wrinkle free and easy to find.

## AFP NOTES by Maybe

Well time has rolled around once again to pass on the section news to all and sundry. Once again a few familiar faces depart the scene and new ones arrive.

LAC's Roger Theberge, Jim McGee and Winston McLennan have left us for their overseas tours. By the way we understand that "D" Flt put on quite a Beach Party for Mac's going away party recently. Most of the participants were dumped into the foaming briny, some even taking the plunge without waiting to be assisted. At least it was good clean fun.

Now transfers out include Cpl. Blair Myers, overseas sometime in August and we learn that wedding bells will be ringing before he leaves on his tour. LAC Gene Beemer is also slated for overseas in the near future and Gene is really happy about this. Another member of the section who has just received news of transfer is LAC "Dombo" Dombrosky who will report to Stn. Gypsumville shortly. There are quite a number of former Comox people there, so he should feel right at home.

Transferred back to CFB Comox from Stn Armstrong is a familiar figure in the person of FS Barlow who will arrive here during September.

During the past two weeks the AFP School have been running a course and we welcomed back

Cpl Ralph Purcell who recently left us for Stn Puntzi Mtn. Ralph tells us he really likes his new station. We also extend a welcome to Cpl. Clutch Clouthier of Stn. Holberg, he too is on course at this unit.

You have all heard of the old adage that lightning doesn't strike twice in the same place. Don't you believe it! The Rockets, bowling champs of the Monday night league came through again and won out over insurmountable odds against the 16 teams in the service bowling league. Congratulations again to Captain "Big Al Hall", F/L Simpson, Sgts Brumm, Newell, Cpls. Dewar, Alexander, Cummings and LAC Dave Harrison, anchor man. One final word on bowling, is there any truth to the rumor that the CE bowling team agreed unanimously to put LAC John "eight per cent" Sleirs on waivers and he is considering remuster to the AFP Police in the hopes of a comeback on a winning team. FS Conley is getting among the big fish in the salt chuck and tells us that he caught three good size "Blue Backs" recently. Further investigation of this event reveals that he was operating the boat while his son did the fishing. Good team work was obviously the secret of this success.

So on this note we will take our leave and await tidings of the many "fishy" stories that will soon be forthcoming, we hope.

## MARSHALL DILLON STEPS DOWN

Rear-Admiral Charles Joseph Dillon, 54, of Montreal and Ottawa, will proceed on retirement leave Sept. 9. He has been deputy comptroller-general, defence staff, since the single defence staff was created in August, 1964.

Rear-Admiral Dillon was born in Montreal on April 27, 1912, and moved to Ottawa with his family in 1916. Educated in Ottawa, he entered the former RCNVR as a naval cadet in 1931, going on active service at the outbreak of the Second World War. His wartime service included appointments as supply officer of the auxiliary cruiser Prince Henry and later of the Canadian-manned escort aircraft carrier HMS Nabob.

He transferred to the regular force while serving ashore in St. John's, Nfld., in 1944. In November, 1945, he went to naval headquarters in Ottawa and two years later became naval secretary.

Later he was command supply officer and in charge of the Naval Supply Depot on the Pacific coast and then the Atlantic coast. In 1954 he became deputy supply officer-in-charge of the RCN and a year later supply officer-in-charge at headquarters.

He attended the Imperial Defence College, London, before becoming senior naval officer, St. Lawrence River area, and naval officer-in-charge, Montreal, in January, 1962.

He was appointed naval comptroller and a member of the Naval Board in July, 1962, with rear-admiral's rank. With integration of the forces at headquarters in August, 1964, he became deputy comptroller-general.

**TIED SEAM THY  
ELSE PICA REA  
ALEC IRON EAR  
OWN RIBALD  
PISCES AIS  
ADIT TINCTURE  
RON EVE RUN  
ALCATRAS PEND  
EGO CHARTS  
ARROWS TAN  
POI EPEE TREE  
OAT LAWN RILL  
DRY STET YOLK**

SEE PAGE 2

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BEEF WHOLESALE  
BY THE SIDE  
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## Station Theatre

Saturday, May 28

THE GIRLS  
TAKE OVERJoan 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

Thursday, June 2

MAIN  
ATTRACTIONPat Boone  
Nancy Kwong

Saturday, June 4

MAIL ORDR  
BRIDEBuddy Ebsen  
Barbara Luna

Sunday, June 5

THE BATTLE  
OF THE  
VILLA FIORITAMaureen O'Hara  
Rossano Brazzi

Tuesday, June 7

## THE SILENCE

Ingmar Bergman  
Restricted

Thursday, June 9

YOUNGBLOOD  
HAWKEJames Franciscus  
Suzanne Pleshette  
Genevieve Page

Saturday, June 11

RACING  
FEVER

Joe Morrison

Sunday, June 12

## AL CAPONE

Rod Steiger  
"Nominee For Best Actor"  
Adult

Tuesday, June 14

## CASANOVA 70

Verna Lisi  
Marcelle Mastroianni  
Adult

## Matinees

Saturday, May 28

## WHITE FEATHER

Jeff Hunter  
Robert Wagner

Saturday, June 4

TARZAN GOES  
TO INDIA

Jack Mahoney

Saturday, June 11

SNOW FIRE  
Plus One Reel

McGown Family

CLUB ENTERTAINMENT  
for JUNE

Saturday 4th June

**BINGO & DANCE**  
"percentage" prizes  
Snacks!  
Admission 25¢ ea  
music by the Swingin' Shepherds

Saturday 18th June

**DANCE of the MONTH**  
featuring  
the **Trendstyles**  
Bar-B-Que  
BEEF  
Admission \$1 per person



THE CAST  
James Franciscus ..... Youngblood Hawke  
Suzanne Pleshette ..... James Green  
Genevieve Page ..... Phyllis Wink



THE CAST  
Maureen O'Hara ..... Maria  
Rossano Brazzi ..... Lorenzo  
Richard Todd ..... Darrell  
Phyllis Calvert ..... Margot



# CFB COMOX SPORTS

## We Need To Do Something About Our Playgrounds

Professor Joseph Brown has taught sculpture for 26 years at Princeton University. In 1950 he was asked to judge playgrounds designed by graduate students in Princeton's School of Architecture. He was a merciless critic. "I asked anyone if they had given thought to the word 'play'. No one had."

"Play is nature's way of preparing the child for the responsibilities of maturity," says Professor Brown. "In its unspoiled state, play is a universal education system." But, MOST playgrounds have become merely places where parents can safely get rid of their children for awhile. Most see-saws, slides and jungle gyms are stolid boring objects - and boredom is the basic cause of most playground accidents.

By 1954 Brown had come up with several different designs that caught the attention of architects, educators and recreation experts. He called his new equipment "a play community", where the objects can be used simultaneously by many children of various ages. Brown drew his inspiration from those simple measures that, given a chance, all children will discover: walking along curbstones, climbing, dangling from limbs of trees, exploring tunnels, etc. In each of these activities, Brown saw, there was an element of risk and injury. He kept the challenge, but made it safer.

Then there are Adventure Playgrounds and the principle behind these is that children will gain in happiness, confidence and self discipline if they have a place where they can freely develop their own ideas

of play. The distinctive feature of an Adventure Playground is that it provides tools and materials which the children can use in a variety of ways as their interests change.

Many of our traditional playgrounds allow for free play in sandpits and pools. Some types of fixed apparatus, such as climbing frames, or nets may well be an asset in an adventure playground. Practically speaking, an adventure playground is one where most of the site can be used by the children for games and work of their own invention.

Playgrounds of this type have been operated in Europe for some time. I believe the plans are worthy of some consideration in this area. With approval from the Base, and wherever else the approval comes from, assistance from the B.C. Government (I don't believe it would be financial) and the active concern of all the residents in PMQ's we could have something really going for the kids that is away from buildings (no broken windows) and away from other places where they are not wanted.

Let's at least see some serious consideration as the children need someplace in which they can let their imagination be used instead of held back!

The 2nd Battalion, The Black Watch, of Canadian Forces Base Gagetown, N.B., and "B" Squadron, 8th Canadian Hussars, of CFB Petawawa, Ont., form the fifth contingent Canada has sent to Cyprus since the United Nations mandate was established on the troubled Mediterranean island in March, 1964.

## Track & Field

To be held Sunday, May 29, at the Station Sports field.

CLASSES - Girls - 10-12-13 yrs. Bantam.

Boys - 10-12-13 yrs. Bantam. Girls - 14-15 yrs. Midget. Boys - 14-15 yrs. Bantam. Girls - 16-17 yrs. Juvenile. Boys - 16-17 yrs. Juvenile.

FIVE EVENTS

BANTAM GIRLS - 60 yd. dash

100 yd. dash

220 yd. dash

Running Broad Jump

8 lb shot

MIDGET GIRLS - 60 yd. dash

100 yd.

220 yd.

Running Broad Jump

8 lb shot

BANTAM BOYS - 100 yd. dash

220 yd.

440 yd.

Running Broad jump

8 lb shot

MIDGET BOYS - 100 yd. dash

220 yd.

440 yd.

Running Broad Jump

8 lb shot

JUVENILE BOYS - 100 yd. dash

440 yd.

1 mile

Running Broad jump

12 lb shot

Open to all RCAF Dependents. There must be two entries in each event.

## Little League

TEAM	W	L	Pct.
Spartans	4	2	.666
Comets	4	2	.666
Cougars	3	3	.500
Angels	3	3	.500
Gladators	3	3	.500
Blackhawks	3	3	.500
Jets	2	4	.333
Dodgers	2	4	.333

## CL-84 Tested

By NEVILLE HAMILTON of The Journal

An ungainly-looking bird climbed vertically from the tarmac at RCAF Uplands, Wednesday, and then performed in the air with the agility of a bee-stung sparrow.

Canadair Limited was showing government and military officials that Canada has a competent contender in the emerging flock of vertical and short take-off and landing aircraft.

The aircraft's official designation is CL-84.

Canadair officials affectionately call it "the beast."

It has two engines and two propellers.

Its most remarkable feature are the wings which swing through a 45-degree arc from the vertical to the horizontal.

The V-STOL (short title) cruises at more than 300 miles per hour. It flies sideways. It even flies backwards at speeds up to 35 miles per hour.

VARIED USES

The developers see how it could easily be employed in the dense jungles of Viet Nam. They also visualize it winging ski enthusiasts to remote and almost inaccessible Alpine ski slopes.

American military men have seen "the beast" perform and have indicated they like it. The U.S. general who saw it operate in Montreal seemed to think it might be a more effective machine for surveillance than the helicopter.

One Canadair official said he was hopeful a contract to supply Washington for its Viet Nam effort might be forthcoming.

It could also be employed as armed support for helicopter movements, transport (it can carry 13 to 17 men depending on the amount of equipment they carry), search and rescue and anti-submarine warfare.

There are several applications for civilian transport which Canadair men emphasize. Apart from the luxury trip to the Alps, the V-STOL could fly from downtown Ottawa to downtown Toronto in less than 45 minutes.

The Canadair designed and constructed V-STOL is one of only two tilt-wing aircraft in the world.

The LVT aircraft producers in the U.S. have tilt-wing craft under test at Edwards Air Force base.

Preliminary design on the CL-84 was financed jointly by Canadair and the federal government.

MADE 90 FLIGHTS

Since its first vertical takeoff and hover last July, the CL-84 has completed more than 90 flights with a total flight time approaching 35 hours.

For vertical take-off the CL-84's wing, complete with engines and propellers, is tilted through a right angle from the horizontal until it points upward. The aircraft then lifts itself straight off the ground by propeller thrust alone.

Once aloft, the wing tilts down again to the conventional position for forward flight. Vertical landing is achieved by reversing the sequence.

Canadair's chief pilot, Bill Longhurst, who put "the beast" through its paces Wednesday says the test period has revealed no major problems.

The active militia has 115 regimental sized and 56 independent company sized units with a total authorized establishment of nearly 42,000 all ranks. The naval reserve has 16 divisions and an establishment of nearly 3,000. The air force auxiliary has six squadrons located at Montreal, Toronto, Winnipeg and Edmonton. Authorized strength is 1,302 all ranks.

La Ronde will have something for all ages, and all hours. "I would say," said one of the team of planners, "that it will cater to both the post-Beatie and pre-Clara Bow crowds."

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WANTED X-ray technician for summer relief August 1st to August 21st inclusive. APPLY Administrator St. Joseph's General Hospital, Comox. Phone 339-2242.

### Teen Bowling

May 19th saw the end of the bowling season for the Totem Teens. After a supper of chicken and chips, the presentations were made. Sgt. D. Schentag presented pins to all bowlers who had games of over 250 and over 300. These pins were donated by Western Ad Services, Vancouver. Winners of pins for over 300 were: Jim Simon 312, Mike Simpson 308, John Moncrief 304, and Bob Hall 303.

Winners of pins over 250 were: Val Jones 263, Marg Shields 263 and 267, Ray Matthews 283 and 279, Bob Hopaluk 278, Rick Hall 264, Tim Schentag 293 and 273, John Sparling 263, Dave Shields 286, John Perry 290, Jack Willander 262 and Derek McKay 266 and 253.

League Champs were John Moncrief, Carol Miller, John Perry, Pat McLelland, Jim Simon and Kelly Simon.

Play-off Champs were Jim Richards, Dwayne Rawluk, Marg Shields, Derek McKay, Jerry Baker and Ray Matthews.

The CFHQ Wire Bowling crests were presented to the winners on this base. These were presented to: Marg Shields 312, Tim Schentag 303, Shirley Jones 297, Rick Hall 438, Val Jones 349, and Robert Hall 483. The scoring was two game total.

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## Man and His Amusements

MONTREAL (Expo 67) — We're going to have a happening every hour, or so.

The speaker was the producer of entertainment for La Ronde, the 135-acre amusement complex at the 1967 World Exhibition in Montreal.

A man from the Edmonton, part of the delegation studying his city's participation as a possible sponsor of the "Golden Garter Saloon," looked at David Haber, the producer, as if he were a slightly fading hipster. "Let me explain," said Haber, detecting the puzzlement of his audience.

"By happening, I mean a real happening. Every hour or thereabouts, there'll be a jailbreak. This cat,....er fugitive, will escape from the jail in Pioneer Land. He'll dash through the street, in and out of the saloon climb over rooftops. He'll be followed by the sheriff, firing from the hip.

"Of course, the lawman will get his man. The whole thing will have a high moral tone.

"And the kids can go home and talk about that day in 1967 when they witnessed the capture of a bank bandit."

"Naturally," continued Haber, warming up to his subject "there'll be other happenings at La Ronde. It's not all honky tonk either. We'll be presenting something from the east, west, north south.

"There'll be big brawny guys competing in a log rolling show, and pretty maidens competing in a water-ski show, and tireless youths doing the frug, or whatever is in style next year, at 'Le Village.'"

Somebody asked why La Ronde has been described so blandly as "providing the visitor with a unique experience?"

"That's right," he was told. "La Ronde will be different. It has been described, rather loosely I'm afraid, as a sort of a hybrid of Disneyland (California) and Tivoli (Copenhagen). It will have elements of both but it will have its own flavor and character."

A visitor at an Expo briefing on La Ronde once complained that he was "a tired hubby with mommy and kids in tow" and he wasn't interested in touring another carnival.

La Ronde is much more than that. One feature that will contribute to making it different is the Gyrotron, the design of Sean Kenny, who is 35, a native of Ireland and a designer and architect of international reputation. Let Mr. Kenny explain what the Gyrotron will be:

"Nothing like it exists. You're probably thinking of the old ghost train going through dark tunnels.

It was probably the first time a designer sat down at a drawing board and worked out an entertainment ride. It will give an experience, thrills, excitement. I tried to give some idea of man and the world of man in the future. And of natural phenomena, specifically, a volcano.

"You'll be taken into orbit in a cabin, spiralling up into outer space, and will orbit through planets, moons and space vehicles and beyond to the outer space of the future. I've tried to give an impression of the architecture of outer space and of the architecture of the science of outer space, which is aerodynamics."

Speaking about the exterior, the designer said:

"It's like a giant web, in the shape of a pyramid. It will be made of aluminum space frames giving the structure an appearance of tremendous lightness. It will be a modern building in the sense of using modern materials and science. It will be silver in color.

"In the first building which is 215 feet high, you go into orbit. Half way through the ride (in about three minutes) you come out over La Ronde 100 feet up, about as high as the Jacques Cartier bridge. You see the river, the whole fair, the bridge. Then you drop vertically straight down into the middle of the volcano (encased by a second building) into a molten bed of lava, bubbling, seething and smoking away...."

If a visitor wants diversion from the "double, double toil and trouble, fire burn and cauldron bubble," he may visit any of the numerous restaurants, bout-

iques or perhaps the Aquarium. The variety and beauty of marine life will be shown in the two-storey Aquarium. There will be a Great Barrier Reef exhibit. A walk to the mezzanine level will reveal a scene from a tropical rain forest, with crocodiles snapping away at a safe distance and other reptiles. Around the 80-foot porpoise pool, there will be an amphitheatre with 900 seats.

"What about young children when they start to whine?"

Well, there are many suggestions. They might appreciate spending some time in the Children's World, exploring Ali Baba's treasure cave, riding the Roller Coaster, or the "Old 99 locomotive, or watching puppets. Children's World is specially designed, in proportion, for the four to ten set.

The entire family could take a ride on the elevated Minirail, which loops for more than a mile over the La Ronde scene. There are 12 trains with an hourly capacity of 2,500 passengers. The view from the Minirail circuit takes passengers over the rides centre, past the Gyrotron pyramid and volcano, skirts the marina area, looks down on the International Carrefour, and arrives at Le Village. It returns around the lake, in full view of Montreal's skyline, passes in front of the Aquarium and stops again at Pioneer Land opposite the flume ride.

La Ronde will have something for all ages, and all hours. "I would say," said one of the team of planners, "that it will cater to both the post-Beatie and pre-Clara Bow crowds."

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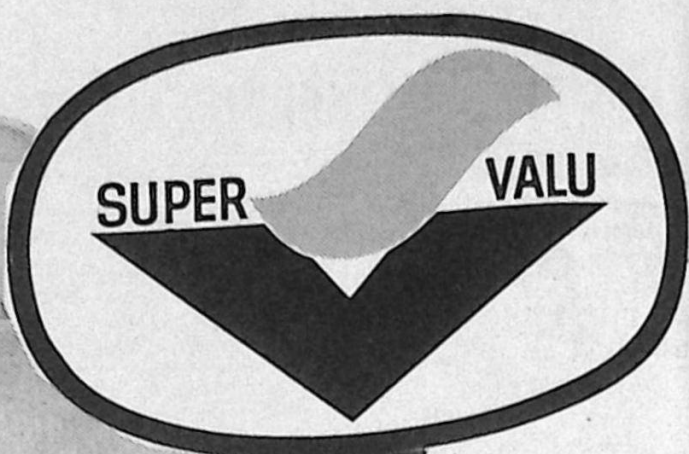
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