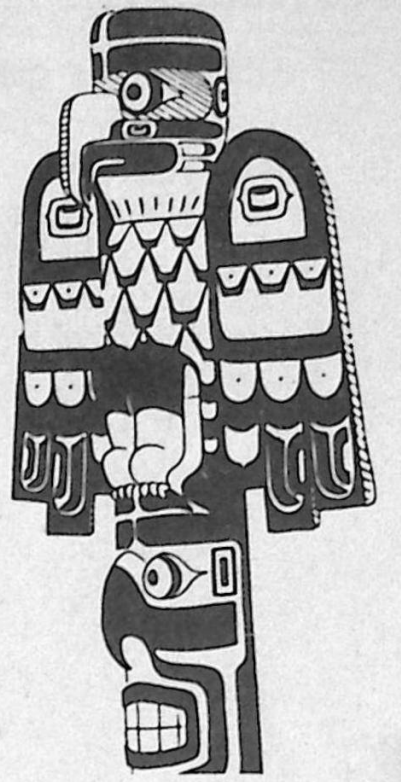




TOTEM TIMES



Vol. 8

CFB COMOX, THURSDAY, JUNE 15, 1967

No. 12

Ground Displays Tell Story



IN THE DARK DAYS from 1941 through 1945, aircraft from 407 MP Squadron patrolled the rolling wastes of the bleak Atlantic Ocean, ceaselessly seeking the U-Boats that threatened to sever Britain frail lifeline to North America. This display depicts the types of aircraft used by 407 in those days, and tells the stories of some of the squadron's trials and tribulations. The display is designed to be moved about the country by fast Neptune, if required. — WJM Photo

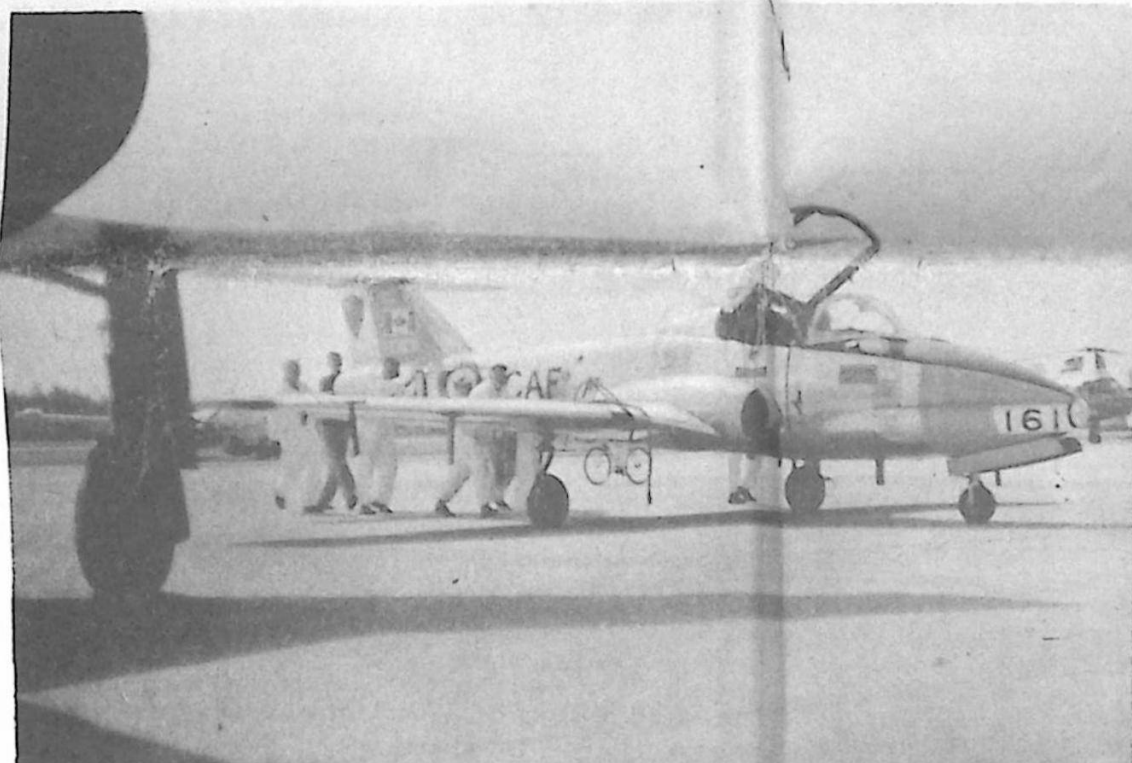
Armed Forces Day Dazzles Visitors

The promise of aerial activity and a perfect day combined to send thousands of Vancouver Islanders to CFB Comox last Saturday to celebrate Armed Forces day. The excellent weather resulted in a most impressive air show which was unfortunately marred by the crash of the Red Baron, F/L Frank Steven,, of 121 KU. Although his aircraft was demolished in the crash, F/L Steven was not, and the crowd cheered as he got up and walked away from the wreckage. The station gates opened at 1300 hours to admit the crowds that were already causing traffic snarls on local roads. As the visitors swarmed into the station, they were directed by a most efficient MP section to the display areas on the hangar line.

history. Maritime's Finest had a particularly eye-catching display showing models of all the airplanes the squadron had used since its inception, and models of all the submarines it had harassed, except for the Grilse. The Nighthawks took the pictorial route to tell their story, and threw in a few hundred flashing lights for good measure as they depicted the assassination of an enemy bomber. The Mushroom Brigade used the Centennial trailer to tell most of their story, and practical demonstrations to tell the rest. All the squadrons had aircraft on static display, complete with crews who were only too happy to be shown up by knowledgeable small boys. At 1430, a hex of Voodoos swept over the crowd terrifying most of it. They were followed by some Elderly Warriors fly-

ing Elderly Warplanes, and for the next quarter hour the sky was alternately full of Voodoos or Clunks. As the last CF-100 crossed the field, a trident of Neptunes swept across the airdrome, and the Whalekillers held sway for fifteen or so minutes, effectively demolishing a mock submarine in the process. Then it was time for an overcast of Argus to demonstrate its versatility, manoeuvrability, and most of the other things for which it is famous, except, thankfully, its endurance. Then it was time for the Red Baron, who delighted the crowd for about ten minutes, until he was caught by a gust which hurled him straight into the ground right in front of the spectators. A horrified hush swept the crowd as the emergency

Continued on page 3



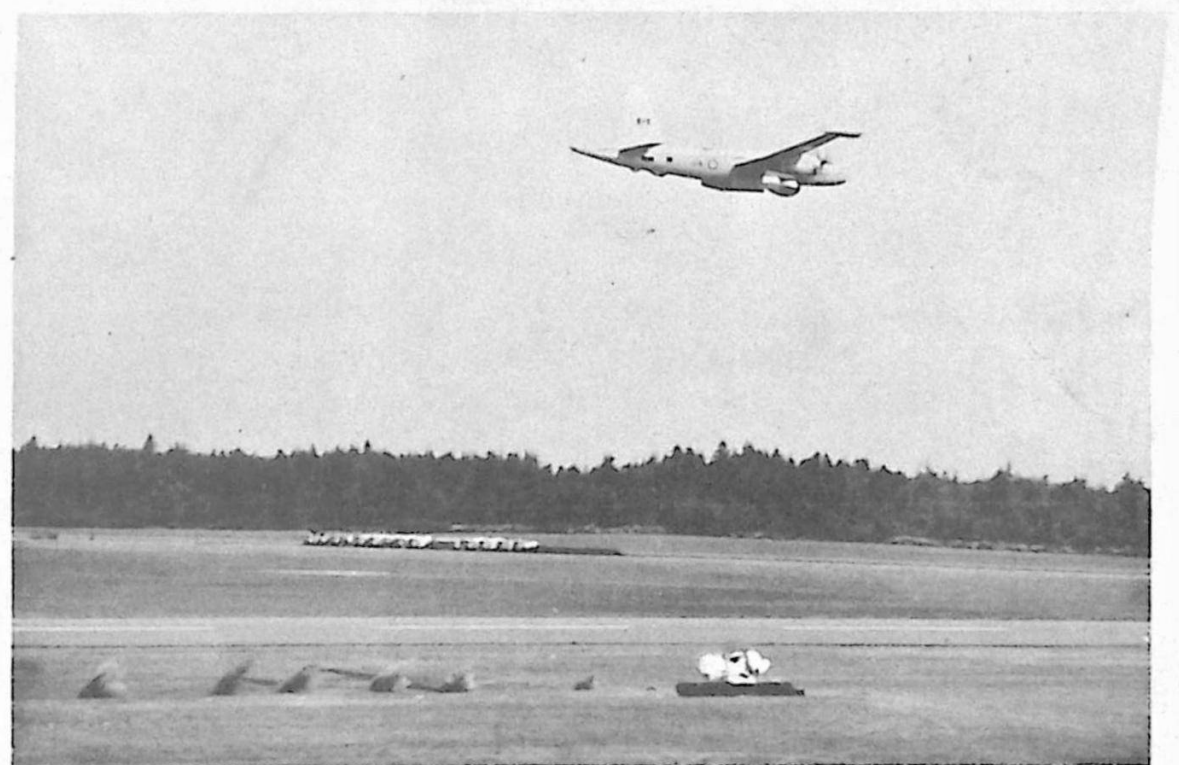
WHO FORGOT THE CRANK? That's what these airmen seem to be saying as they manoeuvre the Tutor into position for static display. These men are descendants of olden day flight barns who used to be employed to fling ancient biplanes and their craven occupants bodily into the air, according to an old squaddler and soon-to-be wing kiddy. — WJM Photo

Airshow Has Everything THRILLS . . .



FIVE CF-101B VOODOOS from 409 Squadron swept low over the Armed Forces Day crowd to get the annual air show off to a noisy start. The five, known as Grump and his Group made several passes over the crowd in various formations and at various speeds. In this picture, the formation passes over the line of airplanes on static display. — WJM Photo

. . . CHILLS . . .



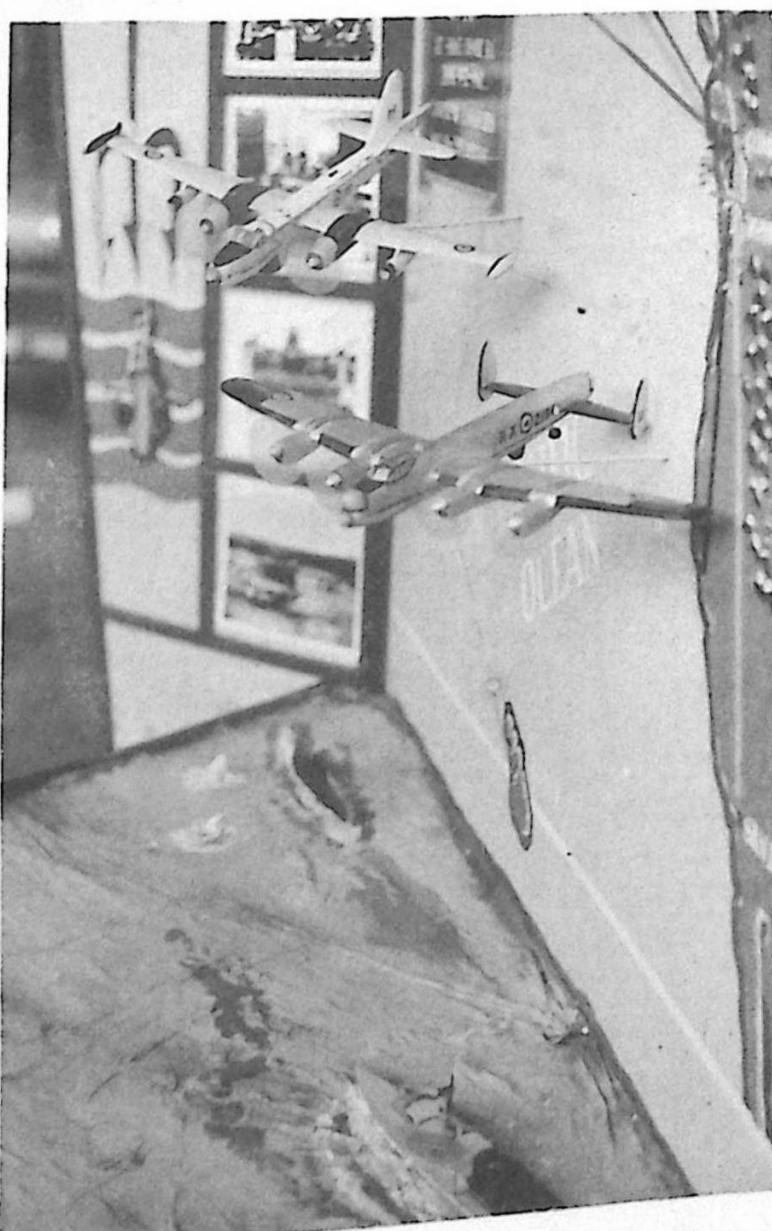
407 MP SQUADRON is famed far and wide for its whale-killing, submarine harassing prowess, but it wasn't until the advent of the integrated service that they were able to borrow a submarine to demonstrate just how deadly they had become. Boom, and another enemy submarine bites the dust. The dust? In an ocean? — DND Photo

. . . SPILLS



A HEART-STOPPING MOMENT indeed for the crowd and for F/L Frank Steven, the pilot of the Tiger Moth which crashed a split-second before the picture was taken. Fortunately he was able to walk away from the wreckage with only minor injuries. Rescue vehicles were on the scene in seconds. — DND Photo

THEN and NOW



A QUARTER OF A CENTURY LATER, 407 Squadron now patrols the restless Pacific, ever on the alert for underwater intruders. This half of the display shows the aircraft used, and something of the squadron's history since it moved to Comox. — WJM Photo

FOR SALE, 1961 STARFIGHTER, flown only by an old lady to church every Sunday, says the sign being hung on the sleek CF-104 by F/L Chuck Bowering, the base's leading used airplane salesman. Guaranteed not maintained in West Germany, and a 5 mile or 50,000 feet warranty. — WJM Photo



Confederation Caravan in Courtenay

Residents of CFB Comox and the Comox Valley get a chance to see Canadian history this weekend with the visit to Courtenay of the Confederation Caravan, an assembly of eight large semi-trailers which opened Thursday morning in Lewis Park.

The Caravan, which was four years from conception to completion is touring areas of Canada that were not visited by the Confederation train. The trailers contain many interesting vignettes of Canadian life, from earliest times in uncivilized Cape Breton to right up-to-the-minute in still-uncivilized Cape Breton.

The trailers are open to the public from 11 a.m. to 11 p.m. Thursday and Friday, and from 11 a.m. until 1800 p.m. on Saturday. The shortened Saturday hours are necessary to enable the Caravan to meet commitments elsewhere.

The Caravans have been called one of the most imaginative Centennial projects in a year which swarms with them, and they have played to capacity crowds throughout their tour. The rolling museums have been particularly effective in portraying the story of Canada to school children across the nation.

Don't miss this feature attraction of Centennial year.

COLOUR US GREEN

Uniforms on Trial



NEW TRIAL UNIFORMS — A close-up view showing the jacket and cap of the new Canadian Armed Forces uniform which soon will undergo a nine-month trial. Left is the uniform of a navy leading seaman, indicated by two chevrons on the arm, the naval collar badge and a naval cap badge. Centre is an army captain, with the rank indicated by two stripes on the arm. Plain trim will be worn on the cap peak by officers up to the rank of captain or equivalent with single and double rows of oak leaves for senior ranks. Army personnel will continue to wear their corps or regimental cap badges, with the army collar badge. Right is the uniform of an air force sergeant, with the rank indicated by three chevrons. Air force personnel will wear their present cap badge. The air force collar badge is also shown. — DND Photo

Canada's Armed Forces will begin evaluating a distinctive Canadian uniform early this summer.

The uniform, dark green in color, and its insignia, will be tested by 400 members of the forces. It is the same for officers and men, except for rank insignia.

Senior commanders and selected personnel at all rank levels will wear the uniform during the trial period of approximately nine months. Distribution is based on size of the command or formation, with Mobile Command — the largest — receiving 45 uniforms.

The 100-man guard of honor and flag party on duty at Expo 67 will be the largest single body of personnel to test the uniform. The guard will be issued with the uniform within the next month.

Designed for day-to-day wear, the uniform will not replace combat or environmental clothing.

The basic uniform, made from a crease resistant polyester fibre wool fabric, will consist of a jacket, trousers and cap, with a light green polyester fibre/cotton shirt, dark green tie and black shoes and socks.

A peaked cap will be worn by all ranks. Warrant officers and equivalent and below will have a plain peak while officers will have trim on the peak. The cap badge will reflect the service, regiment or corps.

All officers of the rank of brigadier, or equivalent, and above will wear a new common cap badge. All other army and air force personnel, and navy officers and chief petty officers, will continue to wear their present cap badges.

Naval men up to and including the rank of petty officer second class will wear the badge now worn by petty officers first class.

petty officers first class will wear the same badge as chief petty officers.

The uniform jacket will be worn without a belt, except for ceremonial occasions.

For ceremonial occasions a dark green belt with gold stripes will be worn by officers and men.

Officers will wear braid on the lower sleeve made from gold fabric. Sergeants and below, and equivalent, will wear gold fabric chevrons on the upper sleeve.

On the lower sleeve warrant officers first class, and equivalent, will wear the Arms of Canada; warrant officers second class, and equivalent, will wear the crown and wreath of laurel, and staff sergeants and equivalent will wear a crown.

Buttons on the jacket will be of similar color to the gold fabric. A metal collar badge will also be worn to indicate service branch.

For hot weather, a short sleeve field jacket will be worn with the neck open. Officers will wear their rank insignia on shoulder epaulettes on this jacket, while the men will wear washable rank insignia on the sleeve.

The uniform includes a light weight raincoat, and a heavier weight top coat. A great coat for winter wear is being designed.

It is anticipated that some changes may be made in the uniform following a review of the evaluation reports.

While the present trial uniforms will be of a light weight cloth, a heavier weight of cloth is being developed for evaluation under colder environmental conditions.

A new uniform for women serving in the forces is also being designed. This uniform will be made from the same material used for the men's uniforms, and will be tested at a later date.



TRIAL RAIN COAT — This trial raincoat, worn by an officer in the rank of an air force F/L, is designed for standard wear by all ranks in the Canadian Armed Forces and will be tested for a nine month period. Officers wear their rank on shoulder epaulettes. — DND Photo



HOT WEATHER DRESS. This short sleeve field jacket, designed for hot weather wear by all ranks in the Canadian Armed Forces, will be tested this year. Officers will wear their rank insignia on shoulder epaulettes while the men will wear insignia on the sleeves. — DND Photo



HEAVY TOP COAT — This heavy weight top coat will be included in the new uniform tests now under way for the Canadian armed forces. This coat is for spring or fall wear. A winter coat is being designed. — DND Photo



NEW STYLES — An army captain wearing the new armed forces short sleeve field jacket and a navy leading seaman the proposed standard uniform. The new uniforms, distinctively Canadian and the same for officers and men except for rank insignia will be tested for a nine month trial period.

New Ramp Building

Construction of the long-awaited Point Holmes Public Boat Ramp will begin this month according to Mr. R. Tresidor, president of the Point Holmes Recreation Association. Sufficient money has been collected, and labour promised to enable the Association to commence construction of phase one of the boat ramp.

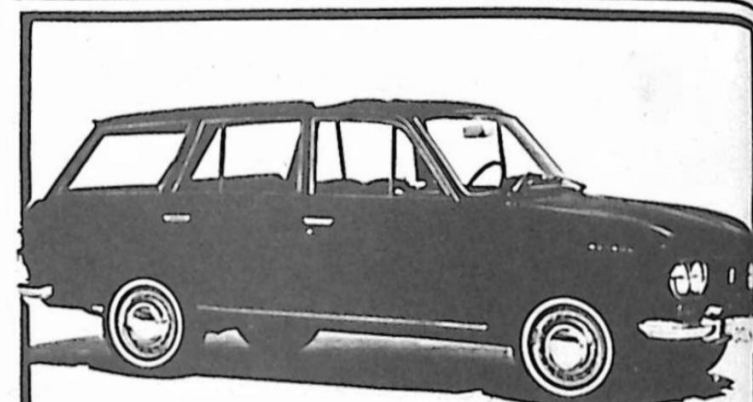
Tresidor stated that \$508 has been collected and that the amount would be sufficient to enable the association to build the ramp out to the high water mark, but that an equivalent amount would be required to lengthen the ramp to reach the low water mark. Donations can still be made to the Point Holmes boat ramp fund at the Comox branch of the Canadian Imperial Bank of Commerce.

Actual construction of the ramp will start on June 24, when most

of the forms will be built. On June 25, the forms will be completed in the morning, and the concrete poured in the afternoon. All boating and fishing fans who wish to help with this project are asked to be on hand about 0900 hours both mornings. Mr. E. B. Cook, a Comox contractor who is donating much of the materials will be overseeing the job.

Tresidor stated that the project when completed would be for free public use. The ramp will be located on the Point Holmes road, at a point just south of the east end of the main runway at CFB Comox.

In the move of SHAPE headquarters to Casteau, Belgium, from Paris, France, about 80 Canadian army and air force personnel were involved.



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300	55.05	45.87	36.69	27.51	18.33	9.15
400	73.40	61.16	48.92	36.68	24.45	12.20
500	91.75	76.45	61.17	45.86	30.57	15.28

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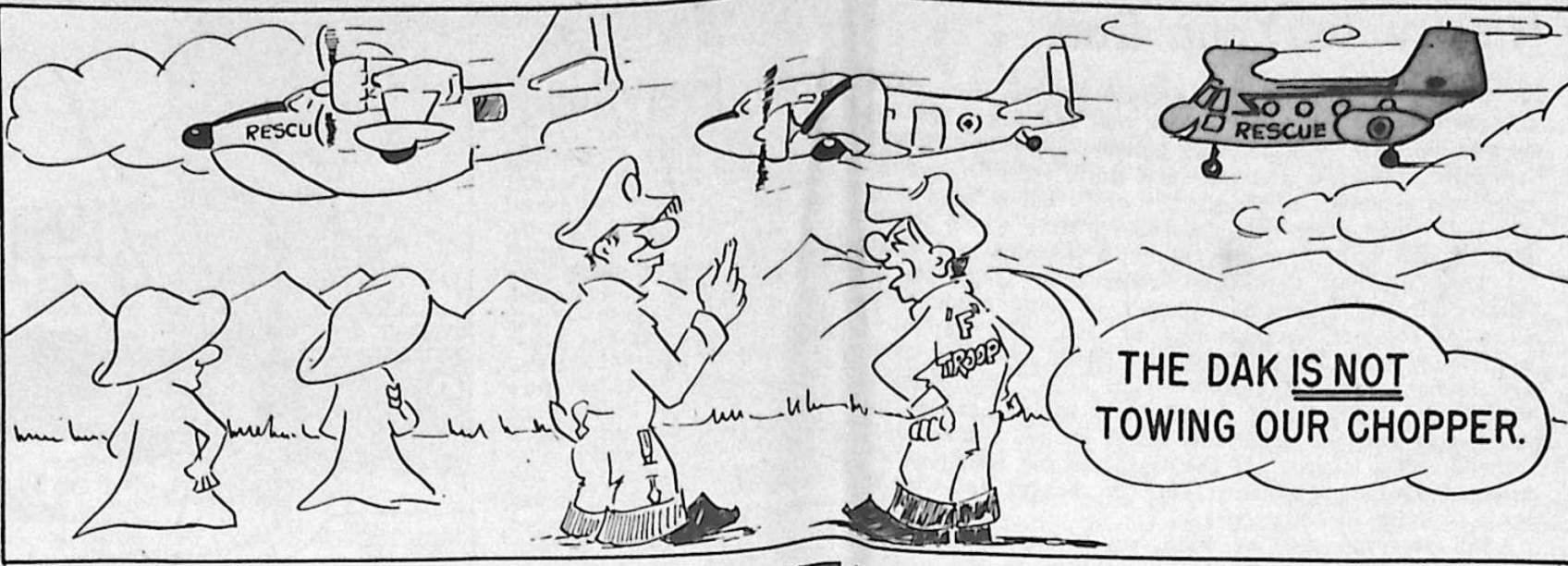
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FUNGUS FEATURES

by mac



NIGHT HAWK'S NEST



A reliable source, who refused to be identified, said that the leader of the Voodoo formation in the Armed Forces' Day display was Homer Chapman. This information was at first discounted as the Voodoos did rolls and other things. Later evidence has come to support the informant's contention; the Grump is now using a toothpaste containing a secret ingredient, much favored by movie stars and test pilots. Next thing you know, he'll come to work laughing and joking.

Those dirty guys at Chatham have carted off most of the silverware connected with the McBrien Trophy Shoot with an unofficial score of 8900. A squadron expert explained that the random curved isobars are much worse here than on the east coast at this time of year, and there was not enough time to remedy the self-centering dot compensator in time. The Vincent Trophy was won by two 409 crews: Walker and Dale, Steffensen and Tomkins. These chaps managed perfect scores on all trips.

Many changes in the outfit this month: Gus and Rapid Robert hang up their Nadar cans for the last time, speeches and games tomorrow night. Mike Marsh has been deemed old enough and wise enough to become Nav Dad, Beetle McLeod has completed extensive Combat Ready Training and is now on B Flight, Nick Stoss is rapidly learning how to be a simulator expert and also how to keep current on three trips a month. S/L Leiter has taken over "A" mob, having displayed remarkable facility with grease pencil and scheduling board.

In the world of sport, 409 air finally won a game by limping 409 groundcrew and pulling a 14 to 5 squeaker out of the fire. Some members of the team are so dexterous that they make grandstand catches by spearing the ball instead of grabbing it. Freddy Brittain will demonstrate how this is done as soon as the splint comes off his finger.

The "Voice of the Air Force" has, in his quiet way, proposed a new set of terms for use in the air. John's view is that unification should mean standardizing terms with the navy. The pilots are now called Grimeys since they operate engines. Another faction suggested the drivers should be called Coxswains, but none of the pilots could pronounce the word, never mind spell it; "Grimeys" they will be.

The Squadron's ground display for Armed Forces Day included such attractions as cartoons, flashing lights, flush rivets and pictures. Members can be proud of their efforts in this field. In the field of motion pictures, 409's choice was a definite B grade film. With luck, the movie will be lost before next year. The sympathy and understanding of all B Flight personnel go to the chap in Rivers who watched two of his T Birds disappear over the rocks, never understanding just what happened. A small snag in the Transport and Comm flight of 409 was fixed in typical whirlwind fashion.

Nighthawks were astounded to learn last week that one of the quieter naves took up living with a married woman. Steve Burrige was so taken with the squadron wedding gift that he gave up singlehood two weeks ago. Another guy hoping to get a silver tray the hard way is Gary (Fats) Liddiard, who bites the dust this weekend.

Bob Olson was seen by a spy for the column leaping into the lake fully clothed to grapple bare-handed with a vicious trout. Our spy did not report on whether or not the fish was landed. Not since the days of Kuzyk's epic river crossings without a net, have 409ers had such an athletic fisherman to boast of.

As we go to press, Swede Larsen is still on probation for "Conduct prejudicial to the image of jet pilots." Swede has promised that he will not drink milk in public again, especially in front of an Air Force Day crowd.

MP BLOTTER

In case no one noticed - a month of pensionable time has passed since our last blotter appeared in print. What's happened? What's going to happen? Let's see, LAC James has joined the Blue Train Group for Tattoo duties, Sgt Robinson spent 11 days away at the JC's Exhibition in Victoria. The F/O took the F/L to Vancouver and handed over the PNE Committee Membership to him. We survived a Staff Security Inspection. Cpl Bradshaw went to Namao on a Search & Rescue Course. The How Cum department would like

to know how he kept his weight up despite the rigors of the course. The Warrant took a week off to go fishing but work at home and weather conditions did not help him at all. Last in our social activities was the farewell party for F/O Stevenson. That turned out to be a singing-swinging affair which we understand terminated at supper come breakfast time with the F/L as host.

In the going and coming department we have said farewell to Cpl McCleverty, Cpl Head, Cpl McCrae, Cpl Bugley who have

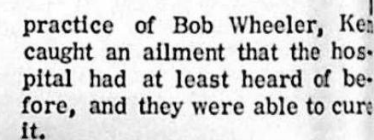
crossed the water. Cpl Barry is selected for Moosonee, Sgt McKay for Armstrong, Sgt Beamish for Val D'Or, Sgt Connolly for overseas but where, we do not know. Cpl Cycles has gone to Summerside to be followed shortly by Cpl Determan. Cpl Sharpe has been selected to swim overseas but he too is waiting the word as to where exactly. Some exodus

Some exodus! In addition to the foregoing we have lost Sgt McKillop and LAC Albrecht to civilian life. The work load is getting heavier all the time. To help with the work load we extend a welcome to LAC Callaghan from Armstrong, LAC Bildeau from Borden and LAC Chernesky from overseas. That closes the books on the comings and goings, except that Armed Forces Day has come and gone. No comment on this except that it was another beautiful day for the show. Dusty at times but still a nice day.

It seems as if the gate staff are to get a relief from the summer chore of checking Dependents Passes held by people seeking access to the Air Force Marina, and relief from counting fish caught while they have sweltered it out, on duty. With the road to the Marina closed for the summer months this should cut down a lot of traffic. It might also build up the leg muscles of the youngsters who will now have to carry their towels the long way around to the beach. This long walk will assist every swimmer in abiding by Red Cross Water Safety Tips - wait two hours after a meal before swimming to prevent stomach cramps.

Last word from the MP ball team before they go into battle tonight against 407 Sqn is that they have played 4 - won 2 and lost 2. Captain is Cpl Richardson. Pitchers are Jake Driedinger and John Zigarlick, the rest of the team comprises of any MP off duty.

Mail between Canada and its forces personnel overseas reached 2,074,869 pounds in 1966, 14.2 per cent heavier traffic than in 1965, and mostly carried by RCAF airlift.



CHAFF CHATTER

The Elderly Warriors took on a new look in antiquity with the announcement that John Sorfleet is now a grandfather. It's bad enough that he has 73 claps to the CD, 2,000 hours Clunk time and other such vestiges of senility, but a grandfather yet, good grief. In honour of the occasion, John even donned his tunic, and do you know that it scarcely even showed where he had had it re-modelled to get rid of the old high collar!

Jim Davies is in line for a special award from the SPCA for his thoughtfulness in releasing a huge salmon the other day. Most fishermen would have hauled it into the boat, but Jim is a bit kinder and he let the little fellow go. He did not give any reasons for his actions. Not printable ones, anyhow.

Earl Crocker was about to dismantle his luxurious dog-house in preparation for his return to bluenose country, but he was able to rent it to six stalwart COBOC types who were ecstatic to find something with wall-to-wall floors, let alone carpets. Crocker's jaunt to Nova Scotia was successful, but it was a job pulling him away from all those coeds.

Ken Mitchell has come down with Asiatic rot or something, which entitles him to loll about the house when he isn't galloping through it. Contrary to the

practice of Bob Wheeler, Ken caught an ailment that the hospital had at least heard of before, and they were able to cure it.

Many people are mourning Applewater's impending departure, but none more so than the over-worked groundcrew who came to look for his assistance each day as he personally pre-flighted the airplanes to determine if there was a jammer on board.

It's CF-255 time again, a fact that has those who bother to wear them busy shining their shoes, and even showing up for work five minutes ahead of time. Such devotion to duty will not go unnoticed, and virtually any day now one expects to hear that the detachment members will be allowed to remain flight looey's.

Rumour of the Week: No one reads CF-255's.

George Hamm

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121 KU NEWS

121 KU has had only one Air-evac and two searches, as this issue goes to press.

The Air-evac involved F/L J. E. Riley and crew in Labrador 10402 on the 6th of June. They evacuated a seriously ill woman from Comox to Vancouver.

The first search on the 7th of June was for a 12' skiff missing between Alert Bay and Sable Island. F/L Agate and crew in Dakota 224 were dispatched, and after several hours searching, found the missing craft and its two occupants.

The latest search we had was on the morning of the 12th of June. The object of the search was a missing child from Courtenay area. After two hours of searching the child was found and returned to his home in Courtenay. F/L A. D. Winter and crew in Labrador 10402 participated in the search.

Although there has been limited action in the form of medical evacuations and searches, the past two weeks at 121 KU have been busy ones.

On the morning of the 5th of June the Air Standards unit, from Trenton, descended upon 121 KU. Their purpose, to test aircrew and ground crew alike; to ensure that the standards, as set by Air Transport, Command, are being upheld by ATC Units in the field. The first day of their visit was taken up by written examinations, given to all air

crew members of the Unit. The succeeding days were used for the practical testing of the personnel in the unit. These tests are mainly proficiency checks of the aircrew, to ensure they are up to operational standards. After completing their testing and debriefing of the unit; the Air Standards Unit left for Trenton, not to be seen by 121 KU for another year.

121 KU has lost some of its personnel in the past couple of weeks. F/L J.G. Delong has left the Unit for "Operation" in Zweibrücken, Germany. With him go our best wishes for both him and his family.

F/L D. F. Metcalf has begun a new life as a civilian after reaching CRA. Doug and his family are remaining in the local area and it is our hope that we will see him frequently.

F/L J. J. Brennan has left our Unit to take up life as a civilian. Our best of everything to John and his new bride.

F/L P. Dyck has also left the Unit on retirement. Pete and his family will be residing in the Vancouver area and it is our hope we will see him from time to time.

Although we have lost four friends; the Unit has recently gained two new ones. F/L H.G. Maxwell comes to us from an instructional tour at Portage La Prairie, Manitoba and F/L V.A. Adams from Instructional duties

with CAFATTT (Canadian Armed Forces Advisory and Training Team Tanzania), Africa.

Dazzles visitors

Continued from page 1
vehicles hurtled to the scene, and a cheer broke out as the pilot stood up and shook the dust away.

The Grope and Gripe group then swooped overhead with a unique formation containing a Dak, an Albert, and a chopper, all firing various pyrotechnics. It looked like suicide over Suez or something, but it didn't take too long to talk the crowd out of hiding and back onto the flight line.

Following the flying display, people turned their attention to the ground displays once again, and to the refreshment counters, which did almost as much business as shoe stores in Cairo.

Then it was 1600 and the crowds slowly left, again under the watchful guidance of the MP section. Another Armed Forces Day was history, and editors across Canada brace themselves for the annual onslaught of letters about the frightful waste of defence spending. "Dear Sir, The blighters already have uniforms..."

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Message from United Nations Secretary-General U Thant

The following message from the Minister of National Defence is to be brought to the attention of all ranks:

"The Prime Minister has asked me to relay to you the contents of a telegram from U Thant, the Secretary General of the United Nations. We do so with enthusiasm because we want you to know that your dedicated efforts toward maintaining world order are not only recognized but deeply appreciated by all Canadians and the international community." Text of the telegram follows:

"Mr. Prime Minister - Now that Canadian forces serving with UNEF in Gaza are leaving an area in which UNEF has been operating for ten and a half years I wish to express to you personally and through you to the government and people of Canada and particularly to the great number of officers and men who have served in UNEF over the years my deep appreciation of the invaluable contribution which Canada has made to UNEF.

"You, yourself, Mr. Prime Minister, were prime mover in proposing the original idea for UNEF to UNGA. Your plan for 'a truly international peace and police force' was at that time a pioneering innovation in international affairs which provided a means of overcoming a most threatening and dangerous crisis. Your imaginative plan was eagerly accepted by UNGA and put into operation with great skill and dispatch by my predecessor Dag Hammarskjöld.

"At its inception UNEF as its name implies was envisaged as an operation of short duration. But, force proved such a useful instrument for maintaining peaceful conditions that when its initial task for replacing the armed forces of France, Israel and U.K. was completed it became established by a further UNGA resolution as a buffer along the line between Egypt and Israel to prevent a confrontation of military forces of the two countries and to deter infiltration in either direction. This buffer function was fulfilled by UNEF with remarkable success from Mar. 1957 until this month. UNEF served the aims and pur-

posed of U.N., not - repeat - not only by its effectiveness in the immediate area of operations. Because of its successful discharge of its task it also became a model upon which many hopes for future effectiveness of the U.N. in peacekeeping have been based.

Armed Forces in Canada have played a most distinguished part in UNEF throughout its period of operations as indeed they have in other U.N. peacekeeping efforts. Lieut-Gen E. L. M. Burns of Canada was the first commander of the force and gave magnificent service in overcoming many and extraordinary problems of this competely novel operation. The Canadian Reconnaissance Squadron was until 1966 responsible for patrolling the northern part of the international frontier in Sinai. The Canadian Air Transport Unit has provided air support which was absolutely vital to the functioning and maintenance of UNEF and the RCAF has provided an intercontinental air transport link for UNEF from the very beginning.

The Canadian army has also been mainly responsible for the maintenance base of the entire force at Rafah and in early days provided mobile support and maintenance for the entire force with extraordinary ingenuity and effectiveness. Canada has also provided a steady supply of highly competent staff officers for Force H.Q. Canada has thus given unstinting and vital support to UNEF both at H.Q. of U.N. and in the field.

Irrespective of the circumstances of withdrawal of UNEF and consequences of that withdrawal ten and a half years' successful service to peace is a historic achievement and your government's unflinching understanding of the requirements of UN peacekeeping operations are widely recognized and appreciated here. I would be grateful if you would express that appreciation to your government and especially to all officers and men of the Canadian Armed Forces who have served at one time or another with UNEF.

With warm personal regards - U THANT.



COBOC CACOPHONY COLUMNIST in cocky configuration... Locke Patterson (or is it Paterson, Patersen?), well known analyst and peddler of hot rot, is shown above as he prepares yet another incisive report on the comings and goings and whatnots of his fellow single bloods. Injured in a fall from a piano stool in the officers mess Paterson was out of commission for some time, but states that he is once again in a mood for some depth reporting. "The depths to which I will go in my reporting boggle the mind," says Mr. Patterson.

Coboc Hipster Says Hi!

by LOCKE PATTERSON
(Local Swinger)

Last week while staying at Moffett Field I had occasion to visit the Haight Ashbury district of San Francisco, an area which has of late become the centre of the "hippie" movement. Here several thousand young people follow a unique and much publicized way of life. Physically this part of town is unprepossessing, the houses and stores being quite dilapidated. "Square" stores co-exist beside those run by the hippies. Although the latter carry varying quantities of goods, there seems to be very little commerce, the stores serving largely as one way for hippies to engage in their main activity, standing around. Much of the merchandise in the stores is made by hippies for sale to an ever-increasing tourist trade. Serapes, sandals, incense, beads, and candles all go into what Time calls a "psychedelic tension." The hippies take to themselves, and are not in any of the "straight" stores or bars that dot Haight Street. This, I suspect, is due not only to their dislike for the output of capitalism in general and strong drink in particular, but also to the increasing number of tourists and gawkers, myself included, who come to behold. As a result my attempts to talk to them on three or four different occasions were met with minimal success.

The sidewalks and streets are crowded with both natives and onlookers. Living in the street, or at least spending a large part of each day there comes as a result of having no money. That many are destitute is evidenced by my frequently being asked for money, often quite brazenly. To their own kind, however, the hippies are generous. One individual with a large bag of cookies was offering a handful to each hippie passerby, including a wandering saxophone player, a girl with three emaciated Russian wolfhounds, and a person of undetermined sex making wicker baskets on a curbside.

Housing is often a problem, with the community apartment the most widespread solution to the problem of rent. However I gather most fall down when it comes to such trivialities as dishwashing and housecleaning. To quote from the vernacular, "the swamp in the sink is a drag to face when there is a park full of love to play in." Some hippies have bought old panel trucks, others live in garages, and some just go from night to night, sleeping with friends or on roofs. There is an acute shortage of cheap housing, and the situation will get much worse with the advent of the expected thousands of converts upon the scene this summer. Sensible hip-

pies eat properly, keep clean, and get enough sleep. Living without these things will wear down the least worldly of us. Even Gandhi came a cropper!

Hippies work only if absolutely necessary, much preferring a freedom from "wage enslavement." As a result a lot of time and human resources appear to be wasted. There are, however, many worthwhile projects being undertaken by the community. Those with children are starting an ungraded community school. There is an active drama group in an abandoned movie house, and Haight-Ashbury is a focal point of underground film work, underground meaning free-lance or independent as opposed to criminal or immoral. It would seem, however, that definite talent and a creative desire are both necessary to participate in these activities, even though much of the artistic output I encountered is less than inspired. It is too easy to fall into a deadening torpor living this kind of existence, and I feel many have done this.

The most difficult question to answer is "Why?" It would seem that many of the migrants are simply in search of "kicks" - free dope, free sex, and free room and board. This may be, but the novelty soon wears off. The serious ones, by coming to San Francisco, are in the birthplace of much of the social revolution that we in Canada are only beginning to feel. Divorce reform, the use of drugs, "free speech" and many other subjects not suitable for discussion in a "square" paper like Totem Times are practised and fought over. The hippies want to be near this, and of course want to derive the sense of identity that belonging to a closely knit group of conforming non-conformists brings. I should say this is the quality that most serious hippies are searching for - identity, and a set of meaningful values to live by. Such a search is difficult anywhere, and more so in the chaos of California.

There are some among the "gentle people" who are genuinely positively motivated. Many are engaged in outside social work, and more devote their time to looking after fellow hippies. Handling the press, which gives them very bad publicity, and the police are delicate tasks, not always well done. The music, and to a lesser extent, the writing of the creative ones are well known on the "pop" scene. Who among the transistor set has not heard of "The Jefferson Airplane?" The only facet of this life I would condemn is that there are many too-young girls on the fringes, and reading between the lines, not everything appears to

Message from Governor General

The commander-in-chief of Canada's armed forces, the Rt. Hon. Roland Michener, Governor-General of Canada, has issued the following statement for Armed Forces Day, Saturday, June 10.

"In war and peace the Canadian Armed Forces have proved themselves valiant warriors and honourable peace keepers. In Canada and in the four corners of the earth they are serving as a deterrent to war along with their NATO allies or as guardians of the peace with the United Nations. At the same time they are ambassadors of good will in the many nations where they serve creating respect and

friendship for Canada.

"In this Centennial year, when Canadians are examining their first 100 years of nationhood we should pause and think of the contribution made by the members of the Canadian Forces both regular and reserve, during that time. We should think of the men and women who have preserved the security of Canada over the years and who have carried much of the burden of our road.

"And so, in my first message to the Canadian Armed Forces as a Commander-in-Chief, I believe it is fitting on the occasion of Armed Forces Day to invite our Canadians to join me in paying tribute to the men and women in the Forces."

be on the up-and-up. Readjusting to normal living is difficult for these people. Hippies live in an insulated environment, and in the outside world one's time on Haight Street does not count for much. Although it is yet too early to tell, I think that severe "hang ups" or problems will occur when the movement dies a natural death. The vision of idealistic youth living the Bohemian life is a romantic one, but an old hippie cuts a sad figure. Here's hoping that their struggles are worthwhile!

Busy place

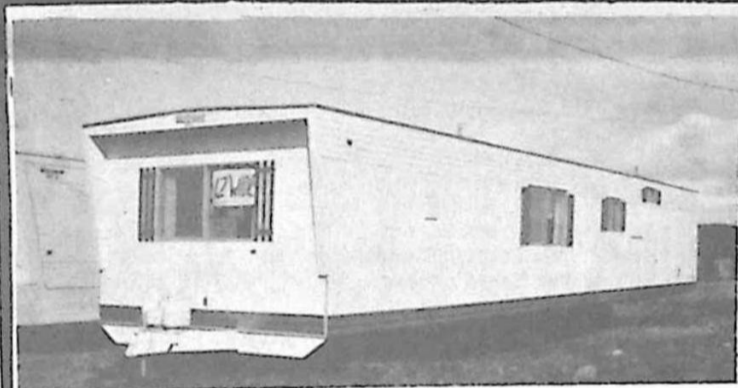
The rescue co-ordination centre at Vancouver, and its support squadron at CFB Comox, B.C., handled a total of 961 incidents in 1966, 619 of them marine, and a total of 46 lives were saved, not counting mercy flights. The centre is now officially a link in the US Coast Guard automated merchant vessel reporting system.

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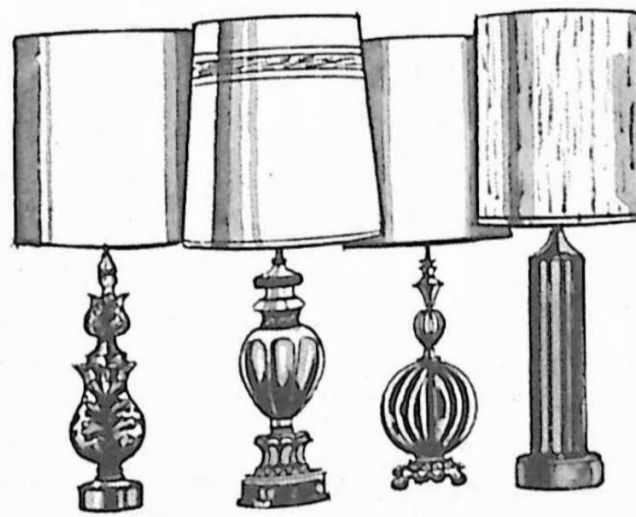
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from up in my perch

by SEEMORE
Last weekend as I was patching and reversing the cuffs on my last pair of free issue pants and laying away my high collared tunic I looked out my window and saw a Beagle with a smug look on his face, fly by in a Sopwith Camel, with the guns still smoking.

Last Monday, I crept up on my old buddy Sgt. Jerry Potvin, ramrod of the base clothing stores, and had a sneak preview of the "for real type" new uniform. The uniform he was displaying was of a nice cut, and the color is best described as an "air-sick green". The gold rank badges had a built in "aged" look. The new corporals' hooks I saw looked as old as mine. Jerry, the sly old fox, has pulled a colossal practical joke, but after he fooled everyone else I deduced that his "Jolly Green Suits" were really surplus forest warden uniforms. Nice try Jerry, but you didn't fool old Seemore.

The new PMQ point system will be a blow to us all, high and low pointers. Now every one can be reasonably sure of moving into PMQs for about four months before the next posting.

I hear the "powers that be" in CFHQ are thinking of publishing lists of available postings, so that you can apply for the posting of your choice. Wonderful idea, this would eliminate situations like an airman from backwater, Nova Scotia getting stuck in Dead Bear, Alberta for the best part of his career.

I wonder if the base loudspeaker system will come under the jurisdiction of the Board of Broadcast Governors when it is completed. This would limit the number of commercials to about four or five per hour.

Wallace Gardens, better known as "Darnbroughs' Discoteque" has started roller skating on a regular basis. I hope this won't keep Doctor Stewart from spending his spare time in his new house overlooking the Comox Mink Farm.

Speaking of doctors, I see "doc" Savage came down with an attack of chickenpox, I thought that was a children's disease. Art Collins and his Romper Room boys have been playing it cool for the last week and trying to look sharp while the ASU has been visiting them.

Lil Moe Morrison is walking around chuckling to himself, "only two more weeks as entertainment chairman" says he.

they will be moving over to the Cpls' Club and the Corporals will move into the Totem Inn, also taking in part of the mess hall. I hope the ranks movewith the clubs as the Corporals have had enough setbacks already.

The terms Orderly Sgt. and Orderly Cpl. are back in use again. I had always wanted to be the Orderly Sgt. someday, but I had expected the three books that go with the job.

Hackett's personal pilot, F/O Liddard has been given the weekend off so he can get married.

The Base CEO, S/L Cousins has taken up growing hibiscus, aren't they an unusual species in this region?

Welcome back to retired WO1 Giles who has taken a perch in 409's Log Control, its nice to see the good ones come back to us.

Sgt. Lou Newell swapped his posting to Armstrong with Sgt. McKay. He is now known around the Military Police establishment as "smooth Lou."

Sgt. Cliff Beamish will be expanding his chain of motels to Val D. Or in the near future, Loquacious WO1 Van Buskirk has been cutting his words short with a new set of Teeff lately.

Sgt. Parkinson is wondering when the first boxing and or wrestling matches will be held in Wallace gardens. Good idea.

Note to Cpl. Mousseau, who just received his C.D. You're not supposed to wear it on your shirt Moe.

Anote to brand new LAC Hutchinson of the Safety Systems section. That is not a eagle that you see on Air Force cap badges shoulder flashes or crests. The USAF uses the eagle as an emblem, not us. Now that you are a Group 2 LAC you are expected to know these things. Actually it's a seagull.

Mrs. White and Mrs. Iles, the Go Go Girls of number seven hangar canteen, having achieved the worlds record for the shortest hot dogs are now developing a new "bite size" model they hope to market for about twenty five cents.

Rumour of the Week: ROs and Navs will be receiving welfare cheques to subsidize their pay cheques starting in July.

Runner up Rumour of the Week: The Base Flight Safety Officer will enter the Centennial Balloon Race, starting at the Calgary Stampede.

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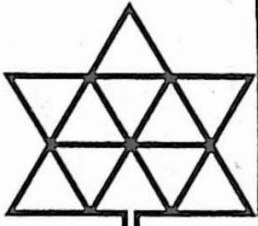
CANADIAN ARMED FORCES RANK INSIGNIA - OFFICERS

PRESENT		PROPOSED	
NAVY	AIR FORCE	NAVY	AIR FORCE

Reunions

Reunions are favorite centennial projects of present and former servicemen. For instance: serving and former naval communicators who attended the wartime signal school at St. Hyacinthe, Que., gather there July 1 and 2. The largest group of gunners since the second world war gathered at Montreal early in June for a reunion. The RCAF's wartime 407 (Demon) squadron reunites July 1, in Toronto.

Centennial Report



1867 | 1967 by JOHN W. FISHER CENTENNIAL COMMISSIONER



Paul Hartman scanned the early morning sky and climbed into the cockpit of the Nieuport 17. He looked up at the Vickers gun, mounted on the top wing, and gave the nod to his mechanic. With an initial belch of blue smoke and an angry snarl his rotary engine burst into life. Hartman pushed the throttle forward and in the space of a few yards down the grass strip, the Nieuport sprang into the cloudless blue.

Sounds like the opening paragraph of a World War I flying story. But it isn't. Paul Hartman is a wing commander in the RCAF and the description fits any fair weather morning at Ottawa's Rockcliffe Airport the past few weeks.

Hartman and several other veteran pilots of the RCAF have been rehearsing for a colorful air show at Rockcliffe on June 10 to mark the 50th anniversary of military flying in Canada. The June 10 show will be just one more of the type of exciting events in 1967 which are making Centennial year a remarkable one.

The second Saturday in June usually is set aside for Armed Forces Day. Since the year 1967 is the 50th anniversary of military flight the usual Armed Forces Day at Ottawa is something special. If you are travelling through or anywhere near the National Capital on that day, be sure to see the show at Rockcliffe.

There will be two hours of flying by vintage airplanes includ-

ing these types: the Nieuport 17 which Bishop flew; the Sopwith Triplane which made Raymond Collishaw famous; the Sopwith Snipe which Barker used in the closing months of the war; a fleet Finch biplane which many Canadians used in the Commonwealth Air Training Plan during World War II. There will be other wood, wire and canvas relics and more to see in the show.

For an additional hour and 21 minutes there will be exciting aerobatics by modern service aircraft and a special show by the special flying display group of the year, the Golden Centennaires.

It may be the last opportunity, for some of us to see the old aircraft flying although they may be viewed anytime during summer months at their usual positions in the National Air Museum at Rockcliffe.

It may be the last opportunity, too, for some of our pilots to feel what it was like flying in 1917 and '18, for the few flying hours allowed on those old types are rare indeed.

One senior officer with thousands of hours time on modern airplanes was as excited as a grade school boy when he landed from his first rehearsal flight in the Sopwith Triplane. Before the antique had bounced to a stop on the grass strip he was yelling to the onlookers: "That was the greatest thrill of my whole flying career!"

Cowichan Cruise Cadets

Esquimalt, B.C. - A little ship is getting ready to handle a big job this summer with the Pacific Maritime Command.

After three years in cold reserve, the minesweeper Cowichan was re-commissioned into the fleet last April 28, and is now set for a busy schedule of cruises designed to provide practical sea training for naval reserve personnel, and naval officer cadets.

Under the command of Lieut. James Buchan, Victoria, the Cowichan has completed a series of work-ups in the Georgia Strait area. The sturdy little ship will complete a 10-day training cruise in nearby waters on May 25. Aboard for training in shiphandling, navigation, chartwork and general seamanship will be about 12 University Naval Training Division cadets, and several naval reserve officers. The cruise will include a three-day visit to Ucluelet, on the west coast of Vancouver Island, at the request of the Canadian Legion at that port. Later the Cowichan will conduct further exercises in the San Juan Islands area.

The 1520-foot HMCS Cowichan has a ship's company of five officers and 27 men. From now until summer's end, she will carry out a continuing series of two-week training cruises in B.C. and Washington State waters.



Old Veteran Visits

(WHM PHOTO)

Long ago replaced by the Albatross in RCAF service, the Canso still earns its keep as a water bomber. Cansos were used extensively in the post war days in the Search and Rescue role.

During the war, the non-amphibious version of the aircraft, the Catalina, had an enviable record

serving mostly in Coastal Command.

It was a Cat crew that spotted the Blismark leading to the destruction of the German battleship in 1941. A/C L.J. Burchall earned the nickname "Saviour of Ceylon" when he warned off the approaching Japanese fleet in the

Indian Ocean; he was flying a Catalina of 413 "tusker" squadron.

One of the two VC winners in the RCAF during the second war was F/O David Hornell, who flew a Catalina. Hornell attacked and sank a U. Boat in the North Atlantic with his flying boat.

Horn Honkers in Harness

One of the most notable, and probably least known contributors to the musical life of Canada is the Department of National Defence.

The bands of both the regular and reserve forces have, over the years, made a solid contribution not only to the lives and morale of the forces; they have also participated actively in the cultural life of the civilian community.

In many centres military musicians provide the backbone of local musical groups from symphony orchestras to dance bands. In smaller centres, very often a touring military band is the only professional musical organization available, whose performances have never failed to draw capacity crowds.

Ex-service musicians may be found in many communities, contributing in a variety of ways. Probably the most noteworthy of these is the number who have become involved with school boards and districts, and are actively engaged in teaching and directing school bands and orchestras.

The regular force establishment provides for 17 military bands with an authorized strength of approximately 800 officers and men. Three of these bands are naval, twelve are army and the air force has two.

The reserves have a somewhat larger musical component, the difference being that they are dependent for their livelihood on the community but wish to retain their military affiliations.

In all, there are 133 authorized bands in the reserves, involving close to 7,000 musicians. In addition there are 67 bands active with various cadet corps

across the country. Although the numbers of young musicians with cadet corps bands varies, it is fair to assume that it would be close to 2,000. Including these enthusiastic youngsters, the military is directly or indirectly contributing to the cultural life of the Canadian community through nearly 10,000 musicians.

An establishment such as this must have a source from which to draw its professionals, and a method of training the potential musician. It also should be capable of upgrading the individual's professional qualifications. For these reasons a Canadian Armed Forces School of Music operates at the Canadian Forces Base Esquimalt, B.C., providing instruction at three levels. A potential musician can graduate from this school as an instrumentalist, and after a few years of experience advance his professional qualification to that of an assistant director of music.

RCAF Turns Full Circle Again

Back in 1952 the RCAF became the first air force in the world to utilise the pure jet transport. It was fifteen years ago that the RCAF took delivery of two De Havilland Comet transports.

After several disastrous Comet crashes in civilian service, the RCAF's aircraft were modified to strengthen the failure prone fuselages. The failures were due to structure flexing with repeated flights to high altitudes and the high pressurization required.

The Comets were retired several years ago, and the RCAF scored another first in aviation, being the first air force to junk jet transports.

The worm has come full revolution now. Northwest Industries in Edmonton is in the process of installing electronics in the first Falcon jet transport destined for Air Transport Command service this year. The RCAF has bought seven of the little, twelve seater aircraft.

Statement by Minister To All Members of the Canadian Forces

"Armed Forces Day, 1967, has special significance in this Centennial Year as we recall the memorable events in our history and it is fitting that it should be observed on the eve of the week set aside this year by the Government to honor Canada's veterans.

"The Associate Minister and I join with all serving members of the Canadian Armed Forces in paying tribute to the veterans of Canada whose distinguished achievements deserve our respect and admiration.

"As Canada approaches its 100

anniversary we send our best wishes to the men and women serving today in all components of the Armed Forces, confident that each will meet the challenges of the future and build on the traditions of the past."

"During the past year I have had the pleasure, at home and abroad, of meeting many of you personally and observing the dedicated manner in which you are carrying out your duties. I have been impressed by your obvious enthusiasm and by your high professional standards.

I would like to say then, on behalf of myself and members of the Defence Staff, "Well Done!"

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LAVER'S

"THERE'S A REASON MOST PEOPLE ON NORTH V.I. SHOP AT LAVER'S"



ONE OF THE MAJOR INDUCEMENTS to join the Canadian Armed Forces has been the fringe benefits (aside from the nifty uniforms and all that glory) available to the serviceman. Recent changes in regulations have permitted dependants to travel on

service flights unaccompanied. Air Transport Command does remind us that dependant travel does not carry a high priority, however, and some passengers may be bumped at short notice. (DND Photo)



Comm Badge System

A command badge representing the Canadian Forces Communication System has been approved. The badge insignia consists of a plain silver globe spanned by mid-blue lightning (communications) flashes whose points reach from NE to SW and from NW to SE. The upper three quadrants formed each contain a red eleven-point maple leaf as on the Canadian flag, indicating that CFCS serves elements of the Canadian Armed Forces whether at sea, on land or in the air. The three stems are parallel and originate from the same horizontal level. The insignia is normally outlined by a red circle. The badge will be used for visiting or greeting cards, invitations, menus, for displays or on plaques and furnishings. It also may be used as a badge on blazers or coats and on shirts, or sweaters of competitive or representative command team members. In addition the badge will be used on unit signs to identify CFCS Communication groups, squadrons, detachments and facilities lodged on Canadian Forces Bases or other stations.



ONE OF TWO FIELD GUN CREWS in action during the naval obstacle race, a highlight of the Canadian Armed Forces tattoo. The guns were built to 16th century specifications at HMC Dockyard, Halifax, and the Canadian Armament Research and Development Establishment, Valcartier, Que., especially for the tattoo. The carriage and timbers were fashioned from Nova Scotia oak. — Canadian Forces Photo



Tanzania Training Team

Group Captain F. N. Sheffield, 46, of Midland and New Liskeard, Ont., has been appointed Commander of the Canadian Armed Forces Training Team in Tanzania. He succeeds Colonel H.F.C. Price, 50, of Quebec City, whose new appointment will be announced shortly. Now director of continental plans at Canadian Forces Headquarters, Ottawa, Group Captain Sheffield takes up his new appointment in late June, 1967.



NATO on the Ball

Air Vice-Marshal Frank W. Ball, 50, of Brandon, Man., has been appointed chief of staff for the 4th Allied Tactical Air Force with headquarters at Ramstein, Germany, effective in July. He succeeds Air Vice-Marshal W. W. Bean, 54, of Kitchener, Ont., who is retiring. Air Vice-Marshal Ball, now deputy chief of operations at Canadian Forces Headquarters, takes up his new assignment July 18. His successor will be named shortly.

The changing of the guard ceremony on Ottawa's Parliament Hill enters its seventh season performance by the 2nd Battalion, The Canadian Guards. The 1st battalion of that regiment introduced the ceremony in 1959.

More Mobile Details

The announcement of the formation of a parachute regiment attracted such public attention in December that other features of Mobile Command's realignment of force structure were upstaged. Approval has been given to ways and means of giving tactical land and air combat units increased operational effectiveness for the roles assigned to them. These measures are the result of a six-month study by Mobile Command. The re-organization is underway already and will be completed in the early 1970s. In outline, the structure includes: Mobile Command Headquarters at St. Hubert, Que., will quickly provide operational field headquarters from within its own

resources if need arises, meanwhile continuing to exercise overall command. 4CIBG, The Canadian infantry brigade group in Germany, continues as a mechanized formation under NATO command but from now on as a component of Mobile Command. 3CIBG, the brigade group at CFB Gagetown, N.B., also continues to be a mechanized formation as either a reinforcement to the NATO brigade or for general and limited warfare commitments. The artillery regiment in each brigade group will be armed with 155 mm self-propelled howitzers. 1 and 2 CIBG at CFB Calgary and Petawawa, Ont., are being reorganized as air-transport-

able light brigades for response to a broad range of assignments. Their armoured regiments will have light, air-portable tanks and reconnaissance vehicles. Artillery regiments will have a lighter weapon than the present 105 mm howitzer but with more fire power. Each infantry battalions' four rifle companies will have one equipped with armoured personnel carriers, plus a support company with the heavy weapons. Two battalion groups instead of one will train for operations with Allied Command Europe (ACE) Mobile Force, one earmarked for operations on the northern flank, the other on the southern flank. The airborne regiment, of 1,200 all ranks who will be volunteers from existing units, are to serve for two years in this quick-response, tactical group capable of operating on its own for a limited period. An engineer regiment, formed from existing engineer units, will support both mechanized and air-transportable brigades. 1 Canadian Signals Regiment continues to provide communications for all components of the force, other than the brigade groups and airborne regiment which have their own, but signals units will be responsible for the unit administration of the headquarters they serve. A tactical aviation group will be armed with CF-5 close air support aircraft, fixed-wing transport aircraft such as the Buffalo as well as recon, tactical and cargo helicopters. Logistics and administrative units will be redesigned to take advantage of air support and make best use of manpower resources. For example, garrison troop or platoon functions of field units are being taken over by bases; pay personnel will be pooled in a finance organization, members of which can be deployed as required to field units.

Navy Goes Jet

Advanced thinking has gone into new ship construction for Canada's maritime forces. Canada's four new helicopter-carrying destroyers will be powered by gas turbines, a marine version of those engines powering some of today's most modern jet passenger and military aircraft. Gas turbines will enable the "DDHs" to start from a dead stop almost immediately and accelerate instantly to full power, capabilities not possible with steam power plants. During ship overhauls turbine engines will be taken off the ship for repair and replaced by complete units. The Saint John Shipbuilding and Drydock Co. Ltd., is building two operational support ships that will boost major improvements on HMCS Provider, the navy's existing operational support ship. The new ships will enable maritime anti-submarine warfare forces to remain at sea for longer periods and will increase

the navy's "sealift" capability. They will be able to embark and discharge vehicles and helicopters, carry troops accompanying the vehicles and accommodate landing craft. Also included in this year's plans are: — complete late this summer the extensive refit and modernization of the aircraft carrier Bonaventure which heads the ASW force; — commission a second submarine June 22 in Chatham, England; — Continue modernizing the seven destroyer escorts of the Restigouche class and — continue the re-equipment program for carrier-based Tracker and land-based maritime patrol aircraft. Vice-Admiral R. L. Hennessy, comptroller-general of the forces, has stated: "The sum total of these and other related expenditures for maritime command amounts to just over 48% of the planned expenditures on equipment for our armed forces over the next five years."

MAMA BURGER
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 Buy One Regular Mama Burger
 Get A Second For Only
 . . . One Cent

AT ALL DRIVEINS **A&W**

New Borden Boss

Group Captain G. F. Ockenden, 43, of Vermilion, Alta., has been appointed commander of Canadian Forces Base Borden, Ont. Now attending the National Defence College, Kingston, Ont., his new duties begin July 24. Group Captain Ockenden succeeds Col. H.C.F. Elliot, whose appointment to command the Canadian contingent of the U.N. force in Cyprus, was announced earlier.



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Second Anniversary of P-2000 Club

Proclamation

Hear ye Hear ye

BE IT KNOWN BY ALL MEN THAT ON THE 2ND OF JUNE 1967, AT COMOX B.C. CANADA THE CURTISS-WRIGHT CORPORATION IN PERSON OF FRED S. CHAMBERLIN DID PARTAKE OF NEPTUNE'S REVELRY AT THE SECOND INITIATION DINNER OF THE P-2000 CLUB.

BE IT FURTHER RESOLVED THAT ALL MEMBERS UNANIMOUSLY AGREE THAT THE WRIGHT 3350 WILL BE REMEMBERED FOR ITS DURABLE RECORD IN PROVIDING THE DRIVING FORCE TO SO MANY, FOR SO LONG, THUS CONTRIBUTING TO THE CREATION OF THE P-2000 CLUB.

Witnessed
 M. S. HEARLEY
 1st Lt. Warrant Officer
 407 Squadron, Comox, B.C. Canada

Witnessed
 Fred S. Chamberlin
 1st Lt. Warrant Officer
 407 Squadron, Comox, B.C. Canada



ARRIVAL OF Mr. Fred S. Chamberlin, Curtiss-Wright Corporation — Guest Speaker. Left to right: Lcdr Bob Wily, USN; F/L Lyn Winn, RAAF; Mr F. Chamberlin; F/L Dick Headley, Club President; F/L Cliff Fletcher; Sgt Wally Prokuda; F/L John Carson. — DND Photo

Ancient Aviators Celebrate

For many years, the Lockheed P2V Neptune has been the mainstay of maritime patrol in many countries. P2V7 Neptunes were purchased by the RCAF in 1955. The United States, Great Britain, France, Japan, Australia, Portugal and Holland have also used, or are using, various marks of the aircraft.

Early in 1966, Wing Commander Herbert E. Smale, Commanding Officer 407 (Maritime Patrol) Squadron, Canadian Forces Base Comox, noted that many of his squadron personnel had accumulated more than 2,000 hours on this aircraft. With this encouragement a squadron club was formed to provide recognition of these "ancient aviators-P2 style". The objective: "to promote harmony and good fellowship by forming an association of airmen who have logged over 2,000 flight hours in Neptune P2 aircraft." From the original 21 charter members the home club has now reached a membership of 73 and the second objective: "to foster and encourage the formation of additional branches of the 'P2000 Club' throughout the world", is fast becoming a reality.

The Lockheed-California Company, a division of the Lockheed Aircraft Corporation, hosted the charter members at the Burbank California Plant in June 1966. At present four of their test pilots are members of the club.

The Wright Aeronautical Division of Curtiss-Wright Corporation, the manufacturers of the R3350 engines which provide the main power for the Neptunes, arranged to have one of the test pilots join the club as Guest Speaker at the second Initiation Dinner.

There are now 12 U.S. Navy, four Lockheed and two Royal Australian Air Force members on the club roll.



ARRIVAL OF MR. JACK COLEY, Lockheed representative. Left to right: F/L John Carson, F/L Lyn Winn, RAAF; F/L Cliff Fletcher; Lcdr Bob Wily, USN; Mr. Jack Coley; F/L Dick Headley; Sgt John Woods; F/L Earl Smith. — DND Photos



Demon Doins

Transfers and internal shuffles seem to be taking hold around the squadron. F/L Ken Keir has tentatively received word of an exchange posting to the R. double A. F. in Australia. To fill the crew gap F/L Sid Mason has switched allegiances from "A" Flt and joined the ranks of "F" Troop, and crew 5. F/L Swede Nelson who will be leaving for Europe shortly has found a replacement in Super-Nav Newman, still green from the OTU but learning his Jig Procedures on Squadron. This will be a second tour for F/O Darrel after a year's tour on the GCI circuit. F/L Carl Ensom, 407's karate expert, ended up in the hospital over the weekend with a cracked clavicle after taking a tremendous fall in the final round of the day long tournament. The squadron wishes you well and hope you will be back in fighting trim very shortly. Earl Smith has temporarily taken over Carl's crew for the short recuperation period.

many displays (particularly Telecom) set up by the ground personnel throughout No. 1 and 7 Hangars. The technicians put a lot of hard work in preparing for the show and deserve special commendation for their efforts. F/L Vern Lewis did an equally fine job in the air show that kept the crowd in awe throughout his tight manoeuvres. The high speed pass by the three Neptunes and a perfect bomb drop by Vern made a fitting finale for the 407 Flying.

Fred S. Chamberlin

Mr. Fred S. Chamberlin of the Curtiss-Wright Aircraft Engine Corporation, the guest speaker at the second Initiation Dinner of the P2000 Club, has been an employee of the Corporation for the past 27 years. For 24 of these years Mr. Chamberlin has been employed as an Engineering Test Pilot and Flight Test Engineer. In this capacity he has been involved in the development flight testing of all types of Curtiss Wright engines.

Mr. Chamberlin is a member of the American Institute of Aeronautics and Astronautics, the American Helicopter Society, and the Society of Experimental Test Pilots.

In his address to the club members, Mr. Chamberlin traced the development of the R3350 engines which provide the main power for the Lockheed built P2 Neptunes, and concluded with a short description of the latest in Curtiss-Wright Aero-Engine development.

Mr. Jack Coley

Mr. Jack Coley is the Lockheed representative in the P-2000 Club. Mr. Coley rose to the rank of Commander in the U.S. Navy during which time he flew P2 Neptunes in all areas from the North to the South poles. Since retiring from the USN, Mr. Coley has been employed as a test pilot by Lockheed at their Burbank, California, plant.



Mr. Jack Coley, Sgt Wally Prokuda, The Club Charter, Sgt John Coods, Mr. Fred Chamberlin. — DND Photo

407 Airman of the Month

While carrying out pre-flight checks on safety equipment on a number of Neptunes, Cpl. McWilliams and Cpl. Hind noticed that the wing-stored CO2 bottles for the 10 Man dingy had shifted during flight. The CO2 cylinders in some cases had shifted enough to cause a sharp bend in the firing lanyard. This meant that during turbulent flying conditions

it would have been possible for the CO2 bottles to accidentally fire, inflate the life raft, and blow the upper wing panel on the port wing root. This condition also indicated that the manual-release mechanism could have jammed had the aircraft been required to ditch at sea, making the dingy release impossible.

Since these observations were raised by Cpl. Hind and Cpl. McWilliams the newer type 10 Man dingy has been replaced by the original 12 Man life raft until satisfactory solutions are found for the newer installation. The alertness to their daily jobs and the knowledge of their trade has been instrumental in bringing to light a Safety Hazard that was existing in the Neptunes. For their heads-up observation Cpl. McWilliams and Cpl. Hind have been awarded "407 Airman of the Month."

NEW SUITS IN DEMAND

In a television interview aired on the CTV network, CDS General J.V. Allard said that acceptance of the new green uniform for the Canadian Forces is high among servicemen. General Allard said that he does not expect to see changes made to the uniform as it is now, in its trial state. He declined to comment on civilian reaction to the new suits.



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 and CL BALLANTINE • GARY VINSON
 BIL SANDS • EDSON STROLL • GAVIN MacLEOD
 JOHN WRIGHT • YOSHIO YODA • BOB HASTINGS
 with CINDIE LONGET • JEAN WILLES
 Screenplay by W.K. GILL, JR. and G. CARLETON BROWN • Story by ST. ROSE

Thursday, 15 June
SABOTEUR
 Marlon Brando
 Yul Brynner

Saturday, 17 June
McHALE'S NAVY
 Ernest Borgnine
 Joe Flynn

Saturday, 17 June
MATINEE FOR THE LOVE OF MIKE
 Rex Allen

Sunday, 18 June
THE REWARD
 Yvette Mimieux

Thursday, 22 June
THE NANNY
 Bette Davis
 Wendy Crain

Saturday, 24 June
CIRCUS OF HORROR
 Anton Diffring
 Erna Remberg

Saturday, 24 June
MATINEE RAGE OF THE BUCCANEERS
 Vincent Price

Sunday, 25 June
DOCTOR IN CLOVER
 J. R. Justice
 Leslie Phillips

Thursday, 29 June
THIS IS MY STREET
 June Ritchie

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1965 PLYMOUTH Tutone dark blue with contrasting white vinyl roof. V8; stand. trans. Good condition throughout. ★ Gold Seal car. Reg. Price 2395 Sale Discount 800 SALE PRICE \$1595	1964 DODGE 2 dr. sedan, blue, 6 cylinder. Stand. trans. This unit represents very dependable transportation — try a demonstration drive. Reg. Price 1695 Sale Discount 800 SALE PRICE \$895
1958 CHEV. Yellow, has radio and is dependable and clean throughout. Reg. Price 750 Sale Discount 300 SALE PRICE \$450	1958 RAMBLER Tutone tan and white. V-8, automatic. Power steering, pwr. brakes. Very good mechanically, and clean — just look at the picture. Reg. Price 750 Sale Discount 300 SALE PRICE \$450

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Good value in a duplex, 2 BR's each side, 1 yr. old, good revenue, \$23,000, \$3,000 down.

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One year old, sweeping view of bay, 3 BR's, 1 1/2 baths, sun-deck, basement garage, \$22,000, easy terms.

New 3 BR home, w/w carpet, fireplace, carport, \$19,500 — Terms.

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 Older 4 BR home, 220 wiring, new furnace, extra large lot, close to school, \$12,000, \$3,000 handles.

Bright, modern 3 BR home with 10 acres pasture land and barn, good well, fruit trees, \$25,000.

Two for the price of one and a half. Two 3 BR homes on 1/2 an acre, \$28,000, terms.

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Van's Verbality

by: WOJ JW Van Buskirk

SHORTCUTS TO HARDWORK

I have a whole shelf of books on how to build handy things. It's a sort of mania with me. Everytime I see an advertisement offering the public some special edition of shortcuts in carpentry, remodeling what I already have or in making useful, ornamental things, I just have to get it. Now, getting the book is relatively easy but putting the ideas into being is something else. For example, the plan shown for making a simple sabre saw starts out something like this, "Get a spindle from a model 'T' Ford front axle and weld it to a drive wheel of a 1923 Singer Sewing machine". Then it goes on to say, "These parts can be easily obtained at a minimum cost at your local junk yard." Not out in B.C. they can't. They don't put salt on the highways out here so many people are still driving that vintage of car!

Then, when you turn to the carpentry section of the book it might say in respect to building a simple corner rack to hold ornaments, "Take a narrow strip of balsa wood of certain dimensions and glue it cautiously to a knotty piece of cherry wood". Why don't they tell you how to convert an old cheese tub into a hassock or an orange crate into a bedside stand. No sir! Nothing as uncomplicated as that.

They further aggravate the matter by saying, "Use a sharp saw." Where would a fellow get a sharp saw around a place where tree houses and soap-box racers are always being built?

These geniuses who write these books on "How to do it" should devote more time to experimenting in how to make something

useful or decorative from a soup can, and old cigar box or perhaps the motor from a worn out electric shaver. I'm sure that everyone has a few of these objects around the house.

In the old days we used to cut a couple of short poles, nail an empty tin can upside down on each one at the desired height and magically produce a pair of stilts. To-day, it seems the first step is to buy two pieces of mahogany, turn them down on a lathe to pole size and then proceed from there. It's a good thing that they didn't get so complicated in Grand-dad's day or else he would have starved for fun.

Yet, I'll go on buying books and learn how to build many useful things. Such things as a 60' by 120' swimming pool in the backyard, putting airconditioning in the crawl space under the house and placing a canopy over the clothes line stand because it seems like wives are always trying to get the clothes in before it rains yet seldom do. Yes, many, many, useful things.

In spite of my disillusionment I'm still in quest of simplicity and economy in both plan and material. Something that doesn't take special dado saws or mandrel clrometers. I guess it's no different than receipts today. Ma used to be able to whip up a little appealing dish with a little flour, standard hen eggs, cows milk, sugar and a bit of cinnamon. Looking at these fancy recipes to-day, no wonder I got fat.

So, between reading books on how to make easy things the hard way and how to get fat the easy way, I'm a very busy man. If I could only get some thoughtful authors to reverse those subjects, I would have it made. How about that!

Around the Council Rock

The sun shone brightly on about 250 cubs and scouters of the Comox Valley District when they attended a very well run Cuboree at Lewis Park, June 3rd.

Our very able DCM (Mac Carswell), and the power behind Mac, Mrs. Norma Carswell, with the help of Cubmasters from all the packs managed to run 250 boys through numerous events for ribbons and honors of all varieties. However, most of the thanks must go to Mac and Norma for their time in planning and arranging for such things as the use of the park and the setting up of the basic program. Without such voluntary help, this organization would cease to do the good work they are so noted for.

The judging of the cubs handicraft display, made over the past year, was done by Mrs. Sibbert and Mrs. Hoover of the 2nd Comox Mothers' Auxiliary. This

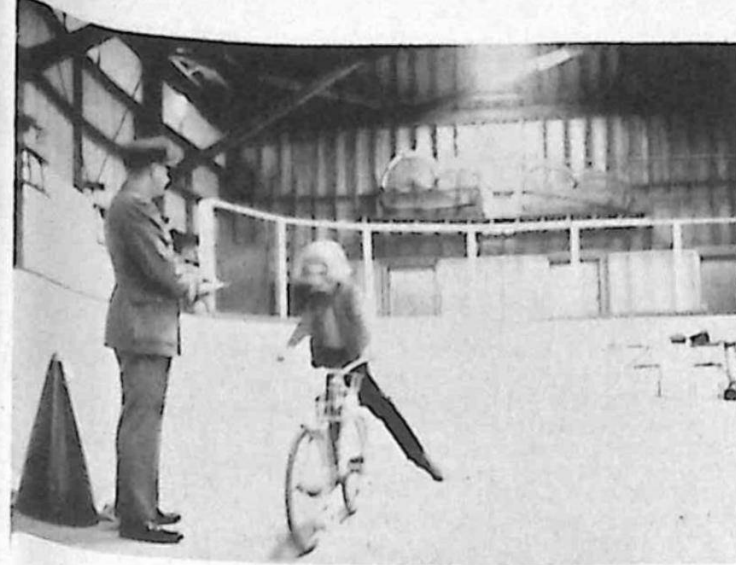
is no easy task, and was much appreciated. Comox Creamery is to be thanked for the donation of chocolate milk for the cubs and leaders. This very timely refreshment was handed out by Mrs. Hrone and Mrs. Andrews, also of the 2nd Comox Mother's Auxiliary.

We are all sorry to see Larry Wile leave, as he has been a loyal scoutmaster and dependable member of the group committee. We all wish he and his family a pleasant and safe trip overseas, where we hope he will again take up the scout banner, and carry on the good work he has done so willingly here.

On June 10th (Airforce Day), David Reid, Joe Cando, Mike Morton, Don Bowen Jr., Keith Sibbert and Bruce Rogers of the 2nd Comox Scout Troop, volunteered to set up the two tent under the direction of SM Doug Barnett.



BILLY MILLER negotiates the tricky "figure of eight" obstacle during the Bicycle Rodeo. — Times Photo



JOY ROUTLEDGE tries the balance test while F/O Worthington judges. — Times Photo

Community Council Bike Rodeo

While the New floor is Glacier Gardens was being dedicated as a Centennial Project, the Community Council held the finals of its Bicycle Rodeo and Best Decorated Bike contest.

The 18 finalists of the rodeo made a fine show of bikemanship with Andy Elliott taking the top prize which was five Centennial silver dollars mounted in a coin collectors book, Second place

was Michael McCaffrey who received three mounted Centennial silver dollars and third place was Pat McCaffrey, two mounted Centennial silver dollars. Stephen Limin, Rovvie McPhee, Heather McIntosh, Carolyn Limin, Billie Miller, Kim Arnell, Cynthia Wills, Tim Poirier, Tim Byrne, Dennis Kilburn, Wayne Hanis, Barry Hanis, David Blyth, John Miller, and Joy Routledge

each received a mounted Centennial dollar as runner up prizes.

In the Best Decorated Bike Contest was won by George Salt, who received five silver Centennial dollars in a coin collectors book. Second prize of three mounted silver Centennial dollars was Doug Kilburn, and Joanne Parker took the third prize of two mounted silver Cen-

tennial dollars. Ian Routledge, Michael Sabourin, Tommy Sabourin, Cindy Smith, Diana Smith, Sharin Upsdell, Lorna Monroe, Robble Kilburn, Kevin Arnell, Beverly Capstick, Kathy Newell, Kathy Clark, Steven Long, Patrick Sabourin, and Gary Wasnick each received a mounted silver Centennial dollar as a runner up prize.

Pre '40 by Flyin Chuff

Otto Lilienthal, a German engineer is credited with being the first man to scientifically study gliding. At the age of sixteen, Otto and his brother Gustavus

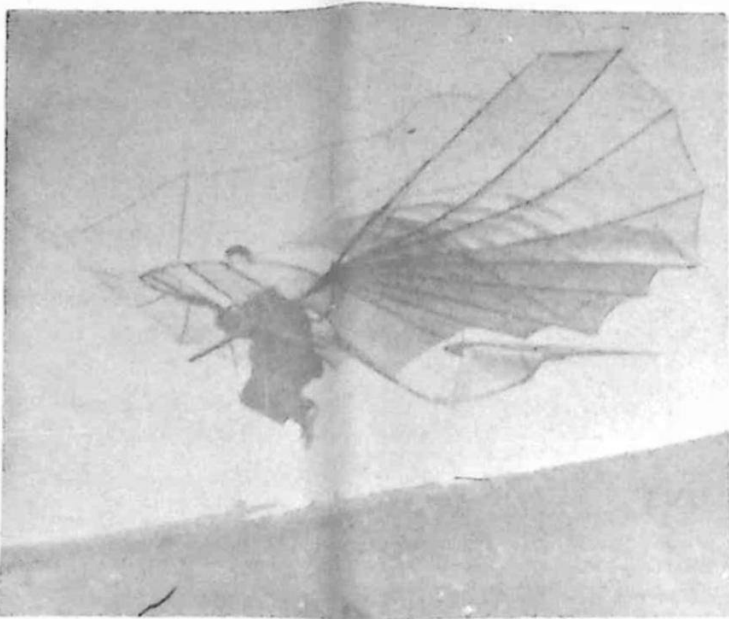
made several experiments with light wings attached to their arms and attempted to glide by running down hill. This idea was by no means new, and one might say that their only real success was the fact that they did not have any fatal accidents as several previous experiments with this idea had done. At a later stage, Otto realized that if any progress was to be made, the study of aeronautics must be put on a scientific basis. He studied and measured bird flight and proved that curved wings were more effective than flat surfaces.

Progress must have been slow, because Otto was 43 years old when he built his first glider in 1891. This weighed about 401 lbs. with a wing area of 107 sq. Ft. and is shown in the picture above. Exactly how Lilienthal was suspended in this machine was not clear, but it is known that the wings were attached to his arms and he gripped a crossbar in front of his body. Control of the glider was by moving the body forward, backward or sideways, literally moving the centre of gravity. He launched himself into the air by jumping from a springboard or running against the wind down a 50 ft. high artificial hill, and in this way made several hundred glides often covering distances of more than 100 yards. In 1895 he built a biplane glider and started the trend to biplanes which lasted for 40 years, and with this machine made glides of over 250 yards from the summit of a 250 ft. hill. In 1896 Lilienthal abandoned his body movement method of control and used instead a

horizontal surface operated by a line attached to his head. While experimenting with this, Lilienthal was killed on 10 August, 1896.

Although certain detail of his theories and experiments were later proved to be inaccurate,

the fundamental principles which he had laid down were of outstanding value to aviation. Had he lived, he might have forestalled the Wright brothers, for he had already seriously considered the use of mechanical power. C'est la vie.



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King George Hotel
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"Bring your friends and meet new ones"

*Watch the birdie!
Whether you shoot low seventies or high hundreds, B.C.'s famous fairways offer constant challenge - and sometimes sweet success.*

At the 19th hole, bend your arm and lift your head with a quenching glass of Lucky Lager. Lucky's a bold breed of beer, man-sized, slow-brewed. So grab yourself a Lucky and savour a flavour as big as all outdoors.

Give Yourself a LUCKY BREAK

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TWIGGY TRENDS

Who's Twiggy? (Ed Note. - It's not Gary Liddiard of 409 Fame). A skinny lithe mini-waife with a Cockney accent and a pathetic expression that makes her one of the world's highest-paid models. She's the ideal, the one with the look. Now there are "Twiggy" fashions. One is a vested pyjama suit with zipped front and ascot in color-splashed crepe. Another "Twiggy" is a front-zipped baby dress with squared armholes and fly-away collar - cool in pristine eyelet with scalloped hem.

Where have all the flowers gone? Gone are the fluffy, frilly prissy hats. Here come smooth sleek, sophisticated straws and felts with brims turning up, down or half and half. The Sombrero, Safari and Aussie are the big three; white the big color. Trims

are non-existent or narrowed to a band of grosgrain ribbon. A smart and practical shade from the summer sun.

Totem Times classifieds

FOR SALE:
1953 TR2. MECHANIC'S special
Phone 339-2700.

1953 OLDS' 88. 4 door. \$100 or best offer. Phone 339-2700.

1959 ZEPHYR, rebuilt motor, radio, snow tires, good appearance and mechanical condition. Runs very well \$450. Phone 334-3624 after 6 p.m.

ONE owner 1964 Corvair Spyder convertible. Has radio, 4 speed transmission, new tires and lots of extras. contact F/O Crocker at 462 or 339-3382.

ONE complete set of Gold clubs Irons include 2,3,4,5,6,7,8,9, and putter woods include 1,2,3, and 4. Brown leather bag with par tubes. All in very good condition. Worth \$250 new. Going for \$180 or best offer. Phone local 370 between 8 and 12, 1 and 4 week days only.

1966 VOLKSWAGEN station wagon 1600 series complete with snow tires, custom trailer hitch. Phone local 232 or 339-3451.

HOUSE trailer 8 x 45 general; 1963 Pontiac station wagon, V8 automatic, power brakes and power steering; 19" portable T.V.; Stereo set - radio and record player.. Phone 339-3223.

AUSTIN-HEALEY 3,000 Mark 2 Wire wheels. Electric overdrive. Tirelli Cinturato tires. Phone 339-3724.

HOUSE FOR SALE:
Beautiful new house, partially landscaped, some trees, near beach, immediate occupancy. Three bedrooms, 1 1/2 bathrooms, spacious living/dining/kitchen areas, electric heat, carpet, storage and Fun deck. 339-2352.

MOBILE HOME 55 x 10. Two bedrooms. Expanding living-room 15 x 18 and bedroom 12 x 18. Wall to wall carpeting. Phone 339-2704.

HELP WANTED:
ATTENTION fishermen. Fishermen willing to donate their time to assist in the collection of donations to build the second stage of the Point Holmes public boat ramp are urgently needed. Phone 339-3737 or 339-3587 for full details.

FOR SALE: Pets.
BEAGLE pups, Registered stock Nutting's, Cape Road, Quadra Island. Phone 285-3394 or 1-2-287-3013. Box 7, Quathilaski Cove, B.C.

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Fashion News

Platform partners that are guaranteed to uplift your spirits as well as your feet. Newest shoes from the continent are grounded on 1/2 to 1 inch thick soles. Toes are wide open and heels boosted and tapering in reverse from a wide bottom to a narrower top. Brings back pre-war 1930s nostalgia in any case.

Clever cutie. Peek-a-boo lace gently shaped into a baby-shift with its own little head triangle to match. What makes it clever? You make it from a 54 by 72 inch lace tablecloth. Sew it minus lining and facings.

Blind edges, including hem, with silk to match or clash. Make tiny French seams by sewing 1/8 inch in, with wrong sides facing. Turn right sides together and stitch again. For a nude look cover-up beneath, dip a slip in strong coffee.

25% off!

Eatonia Paints

Eatonia Gloss House Paint
Oil base. Gallon covers 500 to 600 sq. ft. E250-Non-chalking Gloss White. E253-Light Ivory. E255-Cream. E266-Light Grey. E271-Eatonia Brown. E273-Indian Red. E278-Shutter Green. E279-Gloss Black. E293-Pinecrest Green. E294-Fiesta Yellow. E295-Pacific Coral. E296-Lagoon Blue. E297-Terrace Brown. E298-Sunshine Yellow. E299-New Turquoise. E251-Base Coat.
Reg. Price 2.50 and 8.50.

Special—	Quart 1.88	Gallon 6.38
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Eatonia High-Gloss Enamel
Quick-drying alkyd finish, for walls, garden furniture, exterior trim. Gallon covers approx. 600 sq. ft. E201-Ivory. E202-Severn Orange. E204-Orange. E205-Baby Blue. E206-Sunflower. E207-Forest Green. E210-Silver Grey. E211-Baby Pink. E212-Adobe Tan. E214-Golden Brown. E215-Cornflower. E217-Ultra White. E220-Cardinal Red. E222-Gloss Black.
Reg. Price 2.50 and 8.50.

Special—	Quart 1.88	Gallon 6.38
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Gallons in white only.

Polyurethane Floor Enamel
Eatonia enamel to beautify exterior and interior wood and concrete floors. Formulated to resist chipping, cracking, scuffing, even marks from spike heels. Should outlast conventional types of floor enamels two to one. One gallon covers approximately 600 square feet of area. In colours: E280-Tile Red. E281-Tile Green. E282-Flagstone. E283-Pewter Grey. E284-Fawn Beige. Buy enough to fill all your painting needs this summer at the special low price.
Reg. Price 3.25 and 10.98.

Special—	Quart 2.43	Gallon 8.23
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Paint Department—Lower Main Floor

E223 Enamel Undercoat
Eatonia quality enamel undercoat, in quarts and gallons. Buy enough for your summer painting needs at this special low price.
Reg. Price 2.50 and 8.50.

Special—	Quart 1.88	Gallon 6.38
----------	------------	-------------

E300 Polyurethane Finish
Exterior clear finish to resist hardening, checking, cracking. Highly water repellent to help protect exterior woods.
Reg. Price 3.50 and 11.50.

Special—	Quart 2.43	Gallon 8.23
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Teco Specified Paint Roller Kit
Save 25% now on complete paint roller kits. Use for a smooth paint job on walls and ceilings. Blended mohair covered rollers, with metal tray.
7 1/2" size. Regularly 2.69. Special, each 1.99
9 1/2" size. Regularly 3.69. Special, each 2.79

Eatonia Interior Semi-Gloss
Alkyd-base paint that's fade-resistant, has little odor. E500-High Hiding White. E501-Candy Pink. E503-Spring Yellow. E507-Glacier Green. E508-Eggshell. E509-April Green. E513-Coral Tint. E517-Nassau Yellow. E521-Bone White. E522-Desert Pink. E526-Beige. E528-Sand Drift. E531-Cold Colour. E532-Chalet Blue. E533-Crystal Aqua. E534-Garland Green. E535-Oyster. E536-Heritage Green.
Reg. Price 2.50 and 8.50.

Special—	Quart 1.88	Gallon 6.38
----------	------------	-------------

Eatonia Interior Satin Paint
Washable, rubber base paint for living room, bedroom, kitchen. 100-High Hiding White. 101-Candy Pink. 103-Spring Yellow. 107-Glacier Green. 108-Eggshell. 109-April Green. 113-Coral Tint. 117-Nassau Yellow. 121-Bone White. 122-Desert Pink. 126-Beige. 128-Sand Drift. 131-Gold Colour. 132-Chalet Blue. 133-Crystal Aqua. 134-Garland Green. 135-Oyster. 136-Heritage Green.
Reg. Price 2.50 and 8.50.

Special—	Quart 1.88	Gallon 6.38
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| Stamp Club | Softball — June - Aug. |
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Think—Don't Sink

The other day I received an envelope from the Canadian Red Cross. In it was a lot of promotional material about water safety.

In style, the material was quite similar to that produced by hundreds of public relations people in an effort to get some free space for their organization, product or service. There were suggested editorials, fillers, drop-ins, repro proof sheets, statistics and the like.

Newspaper offices are inundated with similar envelopes and the contents usually get a fast trip to the waste basket.

I hesitated and read the contents because I think the Red Cross is working hard to cut down our annual drowning toll. They are up against terrific odds! For instance, in 1966 their statistics were knocked for a loop when it was revealed that 1,265 Canadians lost their lives through accidents in or on the water. That was an increase of more than 14 per cent over the previous year. The Red Cross blames the increase on the very beautiful, warm weather we enjoyed last summer.

That's a rather polite way of expressing concern. The Red Cross should be blaming the mothers and fathers who didn't supervise their children or the oafs who become so reckless and foolhardy as they step into a boat. Or the men, women and children who just don't think when they are in, on or near the water.

I don't know how we will ever reduce our dreadful drowning toll. More leisure time and more money allows more people to participate in water recreation. It is inevitable that the increased exposure should produce more dreadful statistics.

I think that everyone should back up the efforts of the Canadian Red Cross. We can all do our share if we think!

LION NEWS

Big Mike Cacic, who won all-star recognition in 1966, despite an injury which curtailed his effectiveness, has signed his 1967 contract with the B.C. Lions.

Cacic, a defensive tackle who stands six-foot and weighs 272 pounds (he is the heaviest man on the Lions' roster) got off to a great start last year; then suffered a mid-season heel injury which hampered his performance and also caused him to miss a few games.

Nevertheless, he still nailed down a Western Football Conference all-star berth and also was the choice of Vancouver Schenley Award nominators for "Canadian Player of the Year" and "Lineman of the Year".

Cacic now has been a WFC All-star defensive tackle for three straight years. He also was all-Canadian in that position in 1964.

Cacic underwent an off-season bone operation on his heel and today is fully recovered.

"We expect great things of Mike," said B.C. head coach Dave Skrien. "His injury last year cut short what would have been his best season ever."

Cacic, 30, was born in Vancouver and joined the Lions in 1957, becoming a regular in 1960. Cacic and Sonny Homer, apart from 'original' Lion Norm Fieldgate, are B.C.'s senior members in years of playing service.

The B.C. Lions announced the signing of offensive guard Ross Teller of Montreal's Loyola College, their third Canadian draft choice.

The Lions also announced the signing of four more Canadian players: quarterback-halfback, Jim McKean, offensive tackle Jim Hogan and holdovers Bob Apps and Mike Webster.

It brings to 21 the number of Canadian players signed to date by the Western Football Conference Club.

Teller, who will be 21 on June 10, stands six-two and weighs 230 pounds. He was a four-year veteran with Loyola, which plays in the Ontario Intercollegiate Football Conference, and has been a conference all-star.

Flanker Apps, 24, is entering his third season with the Lions, although he didn't play in his rookie year of 1965. The five-eleven, 180-pound flanker is the son of Syl Apps, Hockey Hall of Fame member who starred for Toronto Maple Leafs.

Webster, who was 23 May 30, was born in Victoria and moved to Vancouver as a youngster. He attended Notre Dame University and won regular status. An offensive and defensive tackle, he played regularly for the Lions in 1966, his rookie year.

Quarterback-halfback McKean joined the Lions from Saskatchewan Roughriders late last season. The six-one, 195-pound prospect, who was 22 on May 26, is a Montreal native and attended high

school and college (Sir George Williams) there.

Hogan, who is six-three and weighs 220, was born in Toronto and attended the University of Western Ontario. He tried out for the Lions in 1966 and was a late cut.

B.C. Lions' reserve quarterback Ernie "Pokey" Allen and three other imports have signed 1967 contracts, the Western Football Conference Club announced.

B.C. general manager Denny Veitch said the signing of Allen, offensive-defensive tackle Bob Boyd, linebacker Garry Porterfield and halfback Bill Taylor brings to 18 the number of imports signed to date.

Allen, 24, is entering his third season with the Lions. The six-one, 191-pound former three-year letterman from Utah has played solidly for B.C. as both back-up quarterback and a regular defensive halfback.

Linebacker Porterfield, 23, who stands six-three and weighs 236, is a regular entering his third season with the Lions. He is a former all-conference choice from the University of Tulsa.

Lineman Boyd, 27, tried out with the Lions last year then spent the season with Victoria Steelers of the Pacific Football League. The six-four, 235-pound native of Victoria, Tex., played both ways for the Steelers.

Halfback Bill Taylor, 19, is another Victoria player trying out with B.C. The Seattle prospect, who stands six feet and weighs 204 pounds, scored 30 points for the Steelers last season. He also caught 11 passes for 98 yards and carried the ball 91 times for 422 yards, an average of 4.6 yards per carry.

Boating Tips

Nearly 16 per cent of last year's drownings in Canada involved power boats. To help curb these needless fatalities, the Red Cross has sent along these ten boating safety tips for motor boat owners.

1. Know and operate your craft well.
2. Know and obey the rules of the road.
3. Equip your boat with government approved safety equipment: lifejacket for each person, two oars and oarlocks or two paddles, bailer or manual water pump, red distress flares, tool kit, first aid kit, fire extinguisher and anchor on 50 feet of line.
4. Carry and use the correct lights at night.
5. Don't overload the boat
6. Use the recommended horsepower for the size of the boat.
7. Never smoke while refueling.
8. Check and heed weather reports before setting out.

INTERSECTIONAL SOFTBALL by GORD PALMER

Once again another ball season has rolled around and by the looks of some of the games that have been played so far it should be a very interesting season before it is finished. We have got eight teams entered in the league this year and I know that some of the teams are still looking for more players so why don't you check with your section and see if they have a team. The eight teams playing in the league are as follows: #1—Military Police; #2—409 Snags; #3—407 Tele; #4—Headquarters & Squadron; #5—409 Snags; #6—Telecom MSE; #7—USAF; #8—Supply.

There is a double header being played every Monday and Wednesday, the first game starts at 1700 and the second at 1900 so why don't you give your section some support and come out and watch them play.

We are about to start forming a Station Team to represent the Base at the Tri-Service Zone Finals which will be held in September. We hope to be able to arrange some exhibition games with teams from the surrounding towns. I will try and have some more information by the next issue.

That is about all the news I have for this time so I will see you again in a couple of weeks time.

After two weeks of play each team has now played four games and the standings at the present time are as follows.

TEAM	played	won	lost	Points
Headquarters	4	4	0	4
USAF	4	3	1	3
407 Snags	4	2	2	2
409 Snags	3	1	2	1
Military Police	4	2	2	2
Supply	4	2	2	2
Telecom	4	1	3	1
409 CAC	3	0	3	0

NEXT WEEK'S SCHEDULE:
JUNE 19 - 1700 USAF vs 407

JUNE 19 - 1700 USAF vs 407
1700 Telecom vs Headquarters
1900 Supply vs 409 CAC
1900 Military Police vs 409 Snags

JUNE 21 - 1700 409 CAC vs Military Police
1700 Headquarters vs USAF
1900 407 vs Supply
1900 409 Snags vs Telecom

JUNE 26 - 1700 407 vs Headquarters
1700 Supply vs Telecom
1900 Military Police vs USAF
1900 409 CAC vs 409 Snags

JUNE 28 - 1700 Telecom vs 409 CAC
1700 Headquarters vs Military Police
1900 USAF vs Supply
1900 409 Snags vs 407



INTER-SECTION SOFTBALL is well underway, two weeks into the season. 409 (Air) and 409 Snags have already merged in an attempt to field enough players. The season winds up next month. — WJM Photo

JIM'S GEMS

COUNTING THE HAND
Counting the opponent's hands, i.e. their original suit distributions, is one of the declarer's first problems. This is not as difficult as the beginner might think if you go about it systematically, counting one suit at a time.

There are two elements in counting a hand. One consists of proven facts, such as when a player fails to follow suit. Other counts are obtained by inference. These clues are gathered from the bidding and sometimes from leads which you have no reason to believe are false.

There is only one unknown card in his hand which may be a diamond or a club. The six of diamonds, is therefore led to the ace and when west follows suit he does so with his last known card. The complete count is: 3 spades, 6 hearts, 3 clubs, and 1 diamond.

East must have the queen of diamonds and the finesse is taken with certain success.

W S E
S 10 8 4 S 5
H A K 10 9 3 2 H 8
D 9 D Q 8 7 4 3 2
C Q 8 5 C J 10 9 4 2

S
S A K J 7 6
H Q 5 4
D K J 6
C A 7

The bidding:
SOUTH NORTH
1 spade 2 spades
4 spades pass
WEST EAST
2 hearts pass
pass pass

West leads the king and ace of hearts, upon the second of which east discards a club. East ruffs the third round of hearts and returns the jack of clubs which is won by declarer's ace. Declarer's problem is to locate the queen of diamonds. Three rounds of spades clear the trump and declared observes that west's

hand consists of 6 hearts, 3 spades, and at least one club. Declarer now leads a club to the king and ruffs a club in his own hand for no other reason than to find out how many clubs west had. When west follows to the third round the count reads: 3 spades, 6 hearts, and at least 3 clubs.

There is only one unknown card in his hand which may be a diamond or a club. The six of diamonds, is therefore led to the ace and when west follows suit he does so with his last known card. The complete count is: 3 spades, 6 hearts, 3 clubs, and 1 diamond.

East must have the queen of diamonds and the finesse is taken with certain success.

W S E
S 10 8 4 S 5
H A K 10 9 3 2 H 8
D 9 D Q 8 7 4 3 2
C Q 8 5 C J 10 9 4 2

S
S A K J 7 6
H Q 5 4
D K J 6
C A 7

The bidding:
SOUTH NORTH
1 spade 2 spades
4 spades pass
WEST EAST
2 hearts pass
pass pass

West leads the king and ace of hearts, upon the second of which east discards a club. East ruffs the third round of hearts and returns the jack of clubs which is won by declarer's ace. Declarer's problem is to locate the queen of diamonds. Three rounds of spades clear the trump and declared observes that west's

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Detachment 5 Sports Round-Up

by SGT CLOUGH

Well the Intermural Softball Season has finally begun again. The weather has been absolutely marvelous for the first two weeks of the schedule. Initially there were eight teams which composed the league. There is speculation in many quarters that the league will finish with the original eight teams.

In the first four games that the Det team has played we find that we are supporting a 3 win and 1 loss record. In the beginning we doubted that we would be able to find sufficient personnel interested enough to field a team. All doubts have now been eliminated and it appears that we may have a potentially sound team. All in the first few encounters timely pitching and hitting coupled with an adequate defense produced the three wins. There seems to be a lot of team spirit this year and more hustle. We are hoping that this bubbling enthusiasm will prevail during the entire season. The one loss that the team recorded was at the hands of the Headquarters team in a squeaker which found the Headquarters team scoring the winning run in the seventh inning to defeat the hapless Det team. The final game score was 2 to 1. The ensuing weeks will produce some good exciting softball games so we extend an open invitation to all personnel in the Det to come out and support your team. The games are played every Monday Wednesday evening either at 1645 hours or 1845 hours. Check the Det bulletin board for game times.

The Det Golf Championship was played in the last week of May this year instead of August to allow some personnel who were departing to participate prior to leaving. The weatherman seemed to have been cooperating with the participants in the beginning of the forty-five hole tournament but in the latter part of the week there were many uncomfortable people playing Golf. One foursome found themselves in a deluge of rain one

CENTENNIAL PROJECT BOGGED DOWN BECAUSE OF FUNDS?
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All the News that fits, we print
SORRY, SAMPLES SIMPLY SUPERFLUOUS SAYS BANKER
Samples are simply superfluous at the Courtenay branch of the Bank of Montreal.
"If you are looking for free samples at the B of M, you won't find them," says manager Art Mellin. "But you will find an extra in personal service."
"We call it 'basic banking' and it's a new concept of banking. It's based on the fact that, nine times out of ten when you enter a bank, you are looking for service in one of three basic areas; savings, personal chequing or current accounts."
"Basic banking takes account of this, and means that we at the Courtenay branch of Canada's First Bank have geared our operations to give you absolutely top performance in these three vital areas."
"Not that anything else is forgotten. You will still find a more complete range of financial services at the B of M than at any other type of financial institution."
"But with basic banking, you'll get your banking done pleasantly and efficiently and be on your way in a matter of minutes."
"To find out how basic banking can serve you better, stop in to the Courtenay B of M. Any time. Soon."

EXPO on a Family Budget

MONTREAL — Bringing a family to Expo 67 may sound like an expensive affair, but it doesn't have to be if you are willing to forego expensive sit-down dinners, imported beers, the temptations of the international boutiques and La Ronde's night club entertainment.

These are all part of Expo's excitement, but the fairgoer on a budget will find that some of Expo's best shows are free, and astronomical expenses aren't necessary for a leisurely, fulfilled look at the Exhibition. All it takes is careful planning and a little ingenuity.

If you live outside the province of Quebec your biggest expense will be transportation and accommodation, but even here it is possible to cut corners.

Colonial and Greyhound Coach Lines are running special Expo buses from several Ontario centres, notably Toronto, Ottawa, North Bay, Sudbury, Cornwall and Kingston. The trip from Toronto includes two nights at a pre-arranged hotel and two days' admission to the site, all for the price of \$43.50. A daily average of eight buses on weekdays, 15 on weekends, leave Ottawa for a day return trip to the site at a cost of \$6.75 not including the \$2.50 admission fee.

If you decide to drive, pick up a map of the parking areas near Expo as soon as you cross the provincial boundary. Every Quebec tourist office along the main highways has a supply. The maps show not only the routes to the major parking lots, but the location on the main arteries of television monitors that automatically redirect traffic from congested parking lots to less crowded areas.

The largest parking lots built for Expo are Victoria (12,000 cars), Jacques-Cartier (9,000 cars) and Ile Charron (6,000 cars).

Victoria Auto-Park is on the North shore of the St. Lawrence. Parking costs \$2.50 a day, and free bus service is available to the main gate of Expo, Place d'Accueil. One day's parking at Jacques-Cartier, on the South Shore, costs \$2.00, and free bus service takes visitors from the parking lot to the Longueuil Metro station. From there it is only one stop to the Metro station in the middle of Expo, on Ile Sainte-Helene.

Parking is free at Ile Charron. Bus service directly to La Ronde costs 40c for adults and 25c for children. Ile Charron, incidentally, has excellent picnic facilities — a fact worth remembering when the family longs for a quiet, inexpensive meal away from the hubbub on the site.

Now that you are in Montreal, where should you stay? The logical answer for the budget-conscious visitor is to move in with friends and relatives. If none of your friends or relatives had the foresight to establish residence in Montreal before Expo, however, you will have to rely on your wits to find moderate accommodation in the city.

Families driving to Montreal would do well to investigate the 20,000 campsites in and around Montreal. The average daily cost for a tent is \$2.50; the average weekly cost for a trailer is \$5.00. Facilities, capacity and access to the Expo site vary widely, so it is best to send for full

information to the Quebec Department of Tourism.

Logexpo, the lodging service set up by Expo to accommodate visitors in Montreal, not only provides hotel rooms, but cheaper accommodation as well. Campsites, apartment houses offering semi-hotel service, furnished rooms in private homes and the facilities of institutions such as boarding schools and universities are all available to the visitor who calls 397-8397 or writes to Logexpo, Cit du Havre, Montreal, for information.

The average daily rates in private homes whose owners have agreed to take paying guests are as follows: \$6 to \$10 for singles, \$8 to \$14 for doubles; \$10 to \$18 for three persons and \$12 to \$22 for four persons. Students and members of youth groups can get basic accommodation in boarding school and college dormitories for as low as \$2.50. Single rooms cost from \$3 to \$5 per night; double rooms cost from \$4 to \$6.

Now for cutting costs on the Expo site. Food expenses could be your biggest worry, but they needn't be if you pack your own lunch and take advantage of the park benches, outdoor eating tables and grassy spots liberally scattered over the site. Expo was specifically designed to save shoe leather; no pavilion or amusement area is more than a few steps from a plaza filled with park benches.

Visitors with bag lunches can have a picnic on the grass overlooking the river or one of the man-made canals that wind through the site, or use the outdoor tables in any of the Service areas. Notre-Dame Park on the upstream end of Ile Notre-Dame is a large beautiful park well equipped with picnic facilities, seven shelters with snack bars and other services — an ideal place to relax for an hour or so before returning to the busy pavilion area of the Exhibition.

Expo has established five distinctive Service Areas on the site. These are groups of snack bars and boutiques, the best source for a quick, relatively cheap snack. Each has at least one moderately priced restaurant as well.

"Sur le Pouce," a restaurant under Swiss management located in Service Area "E" on Ile Sainte-Helene, is a good example. Here you can buy big wedges of quiche lorraine (onion and ham pie) or frankfurters wrapped in pastry for 50c, delicious freshly baked pastries for 30c and wedges of pizza for 45c. You can even bring your own lunch, and supplement it with a pastry and coffee.

At the Belgian Waffle stands in the Service areas, you can buy an enormous waffle, a meal in itself, for only 50c. Lyons, the British food chain, has delicatessens in Service Area "E" on Ile Sainte-Helene and "F" on Cite du Havre which sell box lunches for 99c which include a sandwich, pastry, an apple, and yoghurt or a chocolate bar, as well as cold meat for making up your own sandwiches.

The restaurants in the national pavilions are elegant and exotic, as they were meant to be, but for an average-income family with several children a dinner here will be costly. There are other restaurants at Expo, however, where the family can have a pleasant dinner at an average cost of \$2.50 each.

"Le Refectoire de l'Abbaye" in Le Village on La Ronde serves a good, light midsummer meal of cold meats, cheeses and wine in an unusual atmosphere; conceived as the dining room of a Quebec monastery, the restaurant features waiters dressed as monks. "Safari," the simulated jungle for children on La Ronde, has a restaurant which features shish-kebab within a price range of \$1 to \$2.50. There is even a restaurant specifically designed for children in La Ronde's "Children's World," which serves all the dishes that children — and undoubtedly many parents as well — love best.

The Canadian Corporation for the 1967 World Exhibition recently announced that it has provided five areas for additional low cost (up to \$2 a meal) restaurants to relieve the present strain on existing eating places. Proposals for the building of these restaurants are currently being reviewed.

If you are trying to keep to a \$5 a day budget, you will probably choose to bring a picnic lunch and buy your second meal for \$2.50. Refreshments during the course of the day may cost you 50c. How will you spend the remaining \$2?

You will find that the minitrail system, while it provides a wonderful bird's-eye introduction to Expo, is not necessary as a means of transport. The Expo Express, which is free, will take you to

the main areas of Habitat, Ile Saint-Helene, Ile Notre-Dame and La Ronde, and you can easily walk to all the pavilions and amusement concessions from the Expo Express stops.

All the pavilions are free of charge and many include superb films and musical entertainment. Outstanding experimental films are part of the exhibits in the pavilions of Czechoslovakia, Ontario, the Telephone Association, the United Nations, Canadian Pacific-Cominco, Canada, the United States, the theme pavilions, West Germany and Air Canada. Labyrinth and Kaleidoscope are devoted exclusively to spectacular film presentations.

The pavilion of Trinidad & Tobago and Grenada features four daily half-hour shows of typically carefree West Indian fun — limbo dancers, calypso singers and steel bands make this pavilion one of Expo's most popular.

There's so much free entertainment in the pavilion areas, in fact, that it should be easy for you to hang on to that extra \$2 until you visit La Ronde. The amusement area, which is probably one of the best in the world, is most spectacular at night, when the rides are outlined in neon lights, Pioneerland rocks with the music of a honky-tonk piano and the sounds of staged bar-room brawls, the gondolas of the Sky Ride make a shimmering trail over Dolphin Lake and the Gyrotron looms up to dominate the area.

Most of the rides are 25c or 35c each. The most elaborate, such as the Gyrotron, the Flume Ride, the Sky Ride and La Spirale are 75c and \$1. Take one of these more expensive rides each evening to keep within your budget.

Alcan International Limited, in conjunction with the City of Montreal, has built an excellent permanent aquarium and dolphin pool on La Ronde. Adults pay 75c to enter the aquarium, \$1 to visit the dolphin pool; children's admission to each is 50c. The family could profitably spend several hours here, watching penguins in simulated Arctic conditions, the antics of performing dolphins and fish varying in size from 1/10 ounce to 350 pounds.

A few more simple rules for getting the most out of Expo if you're on a budget:

1. Buy an Expo Guide (\$1) and use the maps to plot your route. Wandering aimlessly around Expo is fun but unless you're spending a month in Montreal you'll miss a lot.
2. Take advantage of the information booths located all over the site to find out dates and times of free entertainment. Remember that every participating country has a Special Day at Expo which often includes a show in Place des Nations. Keep your eye on one of the five big Electronic Information Display boards — they flash announcements of coming events.
3. Be informed about free Expo Services which could save you time and money, such as Logexpo (the accommodation service), Expovox (the telephone information service), the Baby Care Service (not a baby-sitting service but a place where mothers can look after their small children in comfort and privacy) and the Social Welfare Service (operated by the City of Montreal to help you out in any emergency).

You can spend \$100 a day at Expo if you have it, but if you haven't don't stay home. The sights and sounds of 62 countries are at your doorstep in Montreal.

CFB Cornwallis in the Annapolis Valley of Nova Scotia made its 32,000th donation to the Provincial Red Cross blood bank this spring.



WORLD WAR II brings the heart-stopping thunder of the saturation bombers, the whine of wind through the fins of a 500-pound bomb aimed through a bomb bay at a distant city. Bomb fragments frame photos of war scenes on the Confederation Caravan, which is in Lewis Park, Courtenay, Thursday, Friday and Saturday this week. — Centennial Commission Photo

407 Sqn. Sports Day

In keeping with the Base Physical Fitness Program, 407 Squadron will hold a Squadron Sports Day commencing at 0900 hrs. Friday June 23. Events scheduled will be as follows:

EVENT CONTACT
Softball F/O Leblanc
Salmon Derby Sqn. Canteen, F/L Keir.

Golf Tournament F/L Lewis

The following sections will each field a softball team: "A" Flt., "B" Flt., Armament Sds./Ops/HQ Telecom Servicing Repair.

The winning team will be presented with the Squadron Intersection Softball Trophy.

The salmon derby is being organized by F/L Keir. The Golf Tournament is being organized by F/L Vern Lewis. Interested personnel are asked to contact him for full particulars at local 291.

On completion of the Sporting Events a BEEER CALL will be held in #3 Hangar from 1500 hours to 1700 hours. Food as well as free beer will be available. SALMON DERBY REGULATIONS

1. This derby will be a salmon derby only.
2. All participants are to purchase registration at Sqn. Canteen — cost fifty cents.
3. Time period for weigh in of eligible catches 1500 hours Wednesday June 21 to 1500 hours Friday June 23.
4. All fish to be gutted, gilled, and weighed in at fire hall prior to 1500 hours Friday June 23.
5. Please clean fish before proceeding to firehall. Fish must be weighed the same day they are caught.
6. Prizes offered for following: Biggest fish; Heaviest single day's catch; Hidden weight.
7. Any queries regarding this derby to be directed to F/L K.H. Keir.
8. Judges decisions will be final.

CORPORALS' CLUB CFB COMOX IS HAVING A HOOTENANY

AT THE "REC HALL" FRIDAY 23rd JUNE

ALL INTERESTED GROUPS CONTACT Cpl. G. LEATHER. at 339-2714 or Loc. 329

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CLUB ENTERTAINMENT for JUNE

Fri 16th GAMES NITE! FOOSBALL & EUCHRE Starts 17:30 hrs - PRIZES

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Mon. 19th. SPORTS FILMS 22:00hrs.

Fri. 23rd. HOOTENANY! at the Rec Hall many LOCAL GROUPS WILL BE THERE WEINERS & BEANS

Sat. 24 St. JEAN the BAPTISTE DANCE 50¢ PARISIAN DRESS Les Trendstyles PEA SOUP & TOURTIERES PIES

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