



TOTEM TIMES



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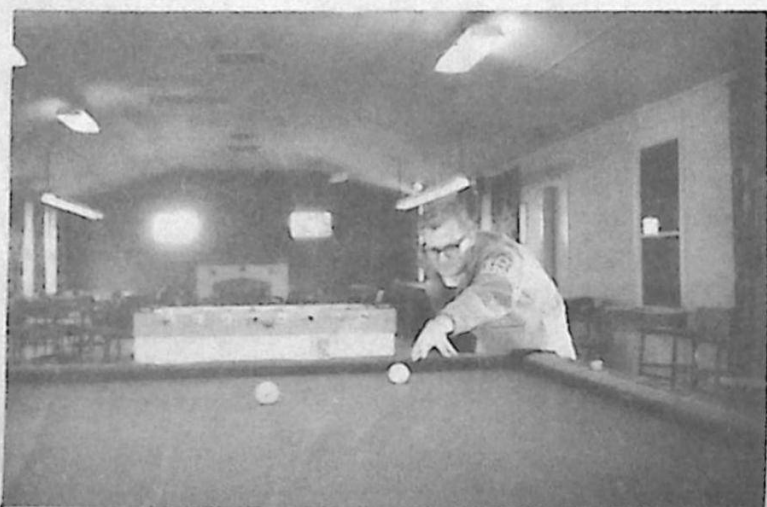
Corporals, Airmen Change Clubs

A little over one year after the Corporals Club was overwhelmed with an influx of new members, the Corporals and the Airmen have changed clubs. This will enable a thirsty corporal to approach the bar for a drink and not get his ribs crushed, at least not too badly.

The old Corporals Club, before expansion, was just about the right size to accommodate the corporals it contained, but the change in career policy fixed that.

The airmen have gained a cozy little home, far away from the prying eyes of almost everyone where they can sit and discuss the events of the day over a quiet cup of tea.

But it's sure going to seem different to the corporals, who have been accustomed to making a reservation just to go in to check their mail. To be able to look across the room and see some unoccupied space will probably be more than the eye can bear.



LAC BARRY KIMBALL, PMC Totem Inn, takes a crack at the pool table the airmen inherited with the old Cpls. Club. He thinks the move is a good deal and that they will be better off in the long run, once the place is pointed, etc. The move was completed by 2 o'clock with the exception of the bar which they are still working on.

— Times photo



BARTENDER ERNIE SEVOIR takes the old Cpls. price list down. He thinks the move will be OK when the bar is properly set up.

— Times photo



LAC FRANK FISHER wonders where to hang the Bell. The bell came over from Vancouver with 121 and was in the old Schooner Club. It is rung whenever someone buys the house a round. Some regulars consider the bell mute.

— Times photo



CPL. BUZZ POZDIC famous old timer of 407 Sqn. recently returned from a TD trip (or some kind of a trip) wonders why they won't let him in the cpls. Club.

— Times photo

Cudgel Caper Tests 409, Base

Practice TAC-EVAL Probes for Weak Spots Emergency Plans Exercised

One of the most difficult things for a military outfit to resist is complacency, and this is particularly so in peacetime. Once something is set up and running there is an almost overwhelming tendency to let it run unchanged forever. It is usually economical of thought, money and materiel to do so. "The system worked before, so why shouldn't it work again," goes the reasoning.

To make sure that the complacency doesn't get too deeply ingrained, Command and higher headquarters hold an annual soiree at each Air Defence command base. The purpose of the Tac-Eval is to confront the organization with a mock war, and see what it does. A huge team of umpires, inspectors, and other on-lookers record the base's response to every simulated condi-

tion that is put before it. After the exams have been written, and all the simulated wartime procedures have been carried out, with a flying schedule that not only tests the aircrew but the ground crew and the GCI controllers as well, the Tac-Eval team assesses the job done and points both the weak and the strong points as they see them. Theoretically if the Tac-Eval is a failure all sorts of bad things would come to pass, but this will never happen here.

And it will never happen here because everyone connected with the job is imbued with the highest standards of professionalism. Those who fly the airplanes, those who maintain the airplanes, and all those in the base who support them know that they are here to do their job, and to do

it perfectly the first time out. But to do it perfectly, the job must be practiced. It is a bit difficult to whistle up a war just so some air defence types can get some practice. So that is why they stage Cudgel Capers, and similar nonsense to get you out of bed somewhat earlier than usual, and make you work under more difficult conditions than usual, and make you work longer than usual. It isn't just to exercise a gaggle of guys who already fly too much, it is also to exercise another bunch of people who do the unsung, the unheroic jobs that have to be done if the base is to maintain its capability to do its job.

Tac-Eval teams have an old saying that runs, "God may forgive you, but we won't". Neither will wars, and that's what this outfit is all about.



VANCOUVER CANUCKS HOLD MASS TRYOUT — Hockey season is well upon us and the expansion of the NHL has robbed the minor leagues of most, if not all of their talent. But the minor teams are fighting back, as this picture of the Canuck training camp shows. It is rumored that most of the junior Totems will wind up in the NHL's expansion division.

— RFE photo

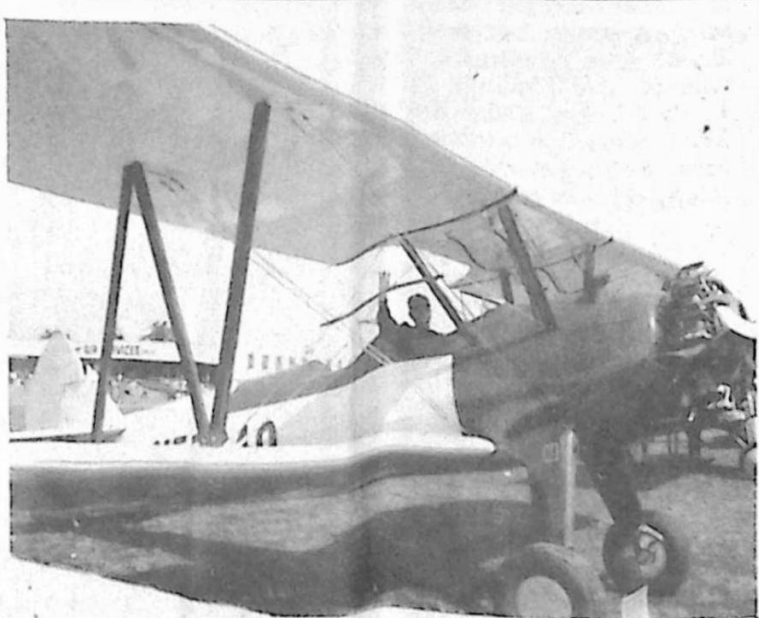
AFCT Catches Nighthawks Awake

By now, almost everyone expects the local fly-by-night to be sound asleep during the daylight hours, and this idea even occurred to Command who became a bit concerned about it all. In order to make sure that Night hawks are also day hawks, Command sent out a sneaky group to pull what is called an Alert Force Capability Test.

What happens to that two T-Birds drive into the line, the crews lurch out, identify themselves to anyone who will listen and then proceed smartly to the nearest alert hangar where they give the granddaddy of all exams to those who are busy defending the continent. Those crews who are on an hour, and who are not normally called in except for operational reasons are not spared the test. They are called in, and they write the same exam written by those actually on alert.

The exam does not end the inquisition. The alert birds are duly flown, and the proficiency of the crews at their aerial jobs is noted with interest.

When all the exams are marked, and all the flying is done, the team chief confers with the squadron commander and tells him what weaknesses, if any, he has discovered.



SHOWN TAXIING OUT from the Alert Hangar is F/O Jet Crash, during the recent Alert Force Capability Test. His navigator, F/O Bent Scope, is still in the hangar writing the exam for the entire crew. It seems they don't trust pilots with pointed objects such as pencils.

— Times photo

Brain Power Gets Boost

A new program for training university undergraduates for commissions in the Canadian Armed Forces' reserve components is planned for next September.

Discontinued with the start of the 1968-69 academic year will be systems by which the services currently produce officers for the reserves - through the Navy's University Naval Training Divisions, the Army's Can-

adian Officers Training Corps and the Air Force's University Reserve Training Program.

The Regular Officer Training Plan, the primary source of career officers, through services colleges and universities will not be changed.

Under the new program commissions in the reserves will be gained through off-campus training for a limited number of selected students.



TWO 409 SQUADRON VOODOOS SCRAMBLE from the flight line on Thursday's practice Tac-Eval. Prior to take-off, the crews have no idea of whether their target will be high-level or low-level, just crawling, or supersonic. Interceptor crews, and their controllers, must be proficient in all phases of airborne interception.

— DND Photo

Glacier Gardens Dance Floor Now Slippery

People attempting to dance lately in Darnbrough's Disco-technique have noticed something. They can't stand up. Upon investigation this phenomena they have discovered that this is because the dance floor has been flooded, and not only that, but some idiot has frozen it. The resulting surface is just impossible for dancing.

But it is good for a lot of other things. For instance, it is just ideal for a session of fam-

ily ice-skating. Or, if you are a hockey player, it is a lot better than trying to play hockey on the surface of, say, Kye Bay. Only Charles de Gaulle can do that.

The hours of operation of Glacier Gardens can be found elsewhere in this issue of the Totem Times. Sharpen up your skates and take advantage of this fine recreational facility now, before summer comes along and spoils all the fun.

SUPPORT THE UNITED GOOD NEIGHBOR FUND — REMEMBER THE HOUSEHOLD BLITZ OCT. 23



Albatross Fleet Expands

Everyone's favourite search and rescue unit, 121 KU has undergone a tremendous fit of expansion. Not so much in aircraft, although two more Alberts have been added to its fleet, but in search area. 121 is now responsible for covering an area the size of which boggles the mind.

From now on, the Comox crews will be responsible for searching out crashes in high Arctic

as well as the high Rockies. Their searches will take them to Inuvik, and to micropolises even more seldom heard of in these southern climes.

In the past, 121 has been responsible for an area roughly the same size as B.C., but under the new system, its search area has been more than doubled.

In the Albert, 121 has an excellent search vehicle. It will

fly for 15 hours at a speed of 150 mph, and carry up to 14 people while doing so.

The Albatross is extremely versatile, and can be flown off water, land or snow. It is a rugged airplane that can be found admirably in its rescue role. It is used off the coasts of Vietnam to pluck downed American pilots from the sea.

— DND Photo

121 KU NEWS

With several "Airevacs" and Searches, the past several weeks have been busy ones for 121 KU. On the 20th September, Dakota 587 was dispatched to Terrace for the purpose of evacuating a person to Vancouver, while on the 24th September, 121 KU personnel and aircraft again carried out an "Airevac" this time from Kelowna to Vancouver. Still another "Airevac" on the 25th September saw Dakota 587 dispatched, this time to Queen Charlotte city to evacuate a sick person to Vancouver.

Our first search was in the Prince George area for a missing hunter in the vicinity of Mount Robson, Labrador 10402 was dispatched to the area which was thoroughly searched, unfortunately, without success.

On the 29th September, Labrador 10402 was dispatched from Comox to Anahiem Lake for the purpose of evacuating a person to Williams Lake, while on the same date another search was conducted off Saratoga Beach. This search was carried out by Albatross 9309 with negative results.

The 3rd October brought with

it another search, this time for a Beaver aircraft on floats. Search headquarters was set up at Fort Nelson. One Albatross from 121 Ku was employed on the search and the aircraft was found the same day.

The following day, 4th October, Albatross 9301 started another search in the Fort Nelson area, this time for a helicopter. The search was conducted by 111 KU Winnipeg, and after it was completed, Albatross 9301 proceeded to Yellowknife for still another search. This aircraft was also found quickly and 9301 returned to Comox.

On the 15th October, 121 KU was again called upon, this time for an "Airevac" from Comox to Victoria. A Dakota from transport flight carried out the mission.

As this issue goes to print, 121 KU is again involved in a search. So far, two Albatross aircraft 9305 and 9309, and crews have been dispatched. Search headquarters has been set up at Inuvik, N.W.T. and it is our hope that this search will be brought to a quick and successful conclusion.



Demon Doins

The Demon Squadron is once more at full strength with 'A' Flight returning from a successful deployment to San Diego. Only one of the programmed trips was missed, this fine record was due to excellent maintenance and a wonderful job done on a cylinder change, showing real professionalism to keep the detachment flying. The people involved worked 22 hours straight and I am certain you will agree a 'hats off' award is due to the Ground Crew who kept the birds in the air.

One of the highlights of the trip I am told was a bull fight in Tijuana's new bull ring. This time they had honest to goodness real fighting bulls and not steers picked up off the street. The Matadors were excellent with numerous ears awarded for their dexterity. Things are looking up in Tijuana.

While one half of the Squadron was enjoying the sunny southern weather and playing golf (one chap I hear is now asking for strokes) things were popping in Comox. We had three new fathers, all were awarded sons and the proud parents are the Pettmans, Blairs and Cuthbertsons.

There was a mug party last Friday that witnessed the parting of Squadron stalwarts F/L Denny Donaldson, a P-2000 member, Crew #1 Captain, Sea Survival chairman and the man who

straightened out Standards, Denny is leaving for Cape Dyer. A hard man to replace, F/L 'Scott' Eichel, member of Crew #5 and a strong Coboc supporter, Scott is to become the Admiral's Aide at Victoria. We know we will be seeing Scott on his official visits but he will be missed by his many friends on the Base.

The Demons received two promotions last week to the rank of Squadron Leader, F/L Hank Wasylasko from Standards, and F/L Chuck Smith who recently joined us, after a tour in Australia. Our congratulations to both these gentlemen.

Standards is currently going through a rigorous fitness training programme to take on the Squadron. It has been nicknamed 'Survival and to give it a realistic approach the boys were dropped off at Sandspit. We hope to have them back fresh and ready to go to work by the time this article goes to press.

Our Demon Leader W/C H. E. Smale, C.D. is now in San Diego where he is attending a ASW Commanders' Course.

There were two postings last week, with F/L Doug Hutchison going to Moose Jaw, Sask, where he will instruct on Tutors, and F/L Garry Foster who is about to start the Middle Management Course. Upon graduation he will go to 429 (Buffalo) Sqn. Good luck to you both.

Crew #1 is currently conducting a Sea Survival Course for the Squadron and you can be certain all will have their exposure suits after a dip in the cold water of the Straits.

G/C Baudoux CO of CFB Greenwood, visited 407 Sqn. recently. Crew #6, captained by F/L Leo Salminen, was host crew to the ACU Argus crew. More hosting takes place later this week when 415 Sqn will be visiting.



SCHOLARSHIP — MacMillan Bloedel has awarded Jerry Girard of Black Creek a \$500 scholarship to further his studies in forestry at the University of B.C. In addition, he received a government scholarship for high second class standing in Grade 13 examinations and a \$100 government bursary.

COBOC

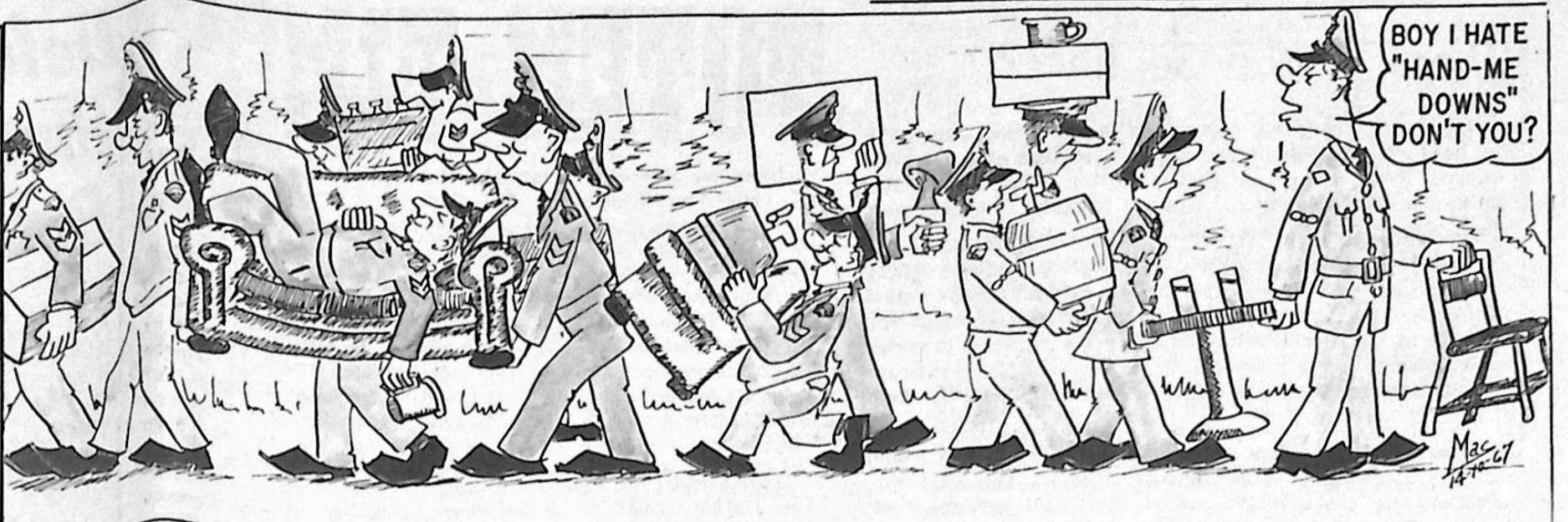
(Continued From Page 2)

As could be expected, Vancouver received its weekly blessing from Coboc in the form of Bob Richter, Doug MacArthur, Terry Montgomery and a few other notables. A good time was had by all, and any queries concerning a Saturday night crib game should be directed to Bob Richter.

It's about time to end this foray into the English language by inviting criticisms or compliments concerning your new Coboc desecrator of literature, please send all complaints, no matter how horrid to F/L Mer-matter how horrid to F/L Mer-matter how flattering, no matter how flattering, to W/C Smale, CO 407 Sqn.

FUNGUS FEATURES

by Mac



F/L FS Stevens

F/L HG Maxwell

121 KU Acquires Two Squadron Leaders

The past few weeks have brought about many changes at 121 KU, the most recent being the promotion of two of the Unit's members to the rank of Squadron Leader (Major, if you prefer). The recipients of the promotions were F/L F. J. Steven and F/L H. G. Maxwell, F/L F. J. Steven, needs no introduction to the personnel of the station. F/L Steven is the Officer Commanding the Search and Rescue Training Flight, otherwise known as the Albatross Boat School. F/L Steven's call to fame is that he does a terrific imitation of the "Red Baron".

F/L Maxwell came to the unit a few months ago from Portage

la Prairie, Manitoba; where he was Chief Standards Officer for the Expeditor Training School. F/L Maxwell since his arrival on the Unit has been the Operations Officer, F/L Maxwell will be spending the next seven weeks at the Boat School on the Albatross Conversion course, before taking up flying duties at the Unit.

Both promotions are effective 1 Nov. 67. Our heartfelt congratulations to both these fine officers.

YOU'LL ENJOY IT MORE IF YOU GIVE BLOOD BEFORE YOU GO.



SAFETY TRIANGLE — Cpl MH Ross, service corps driver at forces headquarters and Mrs. Helen Lajoie, of the transport directorate, look at new red safety triangle the forces have adopted to warn other traffic when a vehicle is disabled on the road. The defence department suggests servicemen use them for their own vehicles. The light-reflecting triangle retails for about \$4.

— Canadian Forces Photo



WEATHER WIZARD WINS PRIZE — Spence Wallace (l.) is presented with a scroll and pin by Mr. Harry V. Tucker, the head of the Meteorological Service in the DOT Directorate of Meteorology and Oceanography. Spence received the award for 25 years service, during which time he has been highly successful in giving forecasts which no one has been able to understand. Only last week he said: "The cold low moving in off the tip of the Arctic High will develop a wave which will create a trowel that you can take out in the backyard and use to fill the low." "When the low has been filled, the resulting overpressure will overstress the winds in the met section and they will break. This will cut the wires leading to the teletype machines, and there will be no weather for the next two weeks." So saying, he embarked on a fishing trip.

— DND Photo

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Hallowe'en Pennies for UNICEF

Did you know that hundreds of thousands of Canadian youngsters - your children and ours - are working to provide a better future for other millions of less fortunate children around the world? Each year at Hallowe'en more and more Canadian children carry little UNICEF boxes on their "Pennies for UNICEF" rounds. The coins they collect are used by UNICEF - the United Nations Children's Fund - to help provide food and health and schooling for other children whose hope lies in our concern. Last year, Canadian children collected the astonishing sum of \$561,000 - literally tons of coins - at Hallowe'en for UNICEF. These coins work wonders around the world, bringing happiness and hope to the world's children.

But more important, perhaps, than the money is the lesson for all of us in the UNICEF Hallowe'en campaign. Our children respond immediately to

UNICEF's appeal. For them the issues are simple. Other children need help, so our children give it.

That is why Canadian children carry the orange and black UNICEF boxes at Hallowe'en. That is why you should give generously when they ask you for "Pennies for UNICEF". And, while you are at it, pause a moment to think about the open hearts of children. We can all learn a lesson from them.

Children know that one UNICEF penny will pay the freight on enough free surplus milk powder to send six glasses of milk to a hungry child in an impoverished land. They know that five pennies will buy enough penicillin to cure two children of yaws; that ten will cure a child's trachoma; that 25 will vaccinate 20 children against TB.

What they don't know is that in some villages in Turkey today, parents don't register a baby's birth right away; they wait

first to see if it will live. And if the mother loses her first child, she makes it a point not to prepare any clothes for the second until she's sure it will survive.

Even so, the children are trying to help these infants to live by collecting pennies on Hallowe'en. The candles and apples they collect in shopping bags that night may end up as stomach-aches next day, but the pennies they get may end up in Turkey, shortening the appalling odds against survival in countries where one child in six dies before its first year is out.

The children understand this part of it, and that's why they're collecting "pennies for UNICEF" on Hallowe'en.

UNICEF's magic cannot lift up a big table into the air with no hands or strings, but it can lift up a child's hopes and help him to be happier tomorrow than he is today.

FROM UP IN MY PERCH

Last week as I dug down in the old kit bag looking for my issue Long Johns (the two piece jobs that tie in the back, just out of reach of the average "Cor-pulent Corporal") I came across my old Cessna Crane Coloring book and Maintenance Manual which brought back many memories. Brushing the mist from my eyes I noticed;

My name mentioned in the letters to the editor section last issue, Gee, I didn't know anyone read this column, the Editor keeps referring to it as a "Filler".

Para Rescues' cute lil ol' Jeep is being put into semi retirement, having been replaced by a new "Powerwagon". Before I started what I jokingly refer to as my "Career" I used to go to all those Airforce type movies and I really believed that everyone in the Airforce had their own personal Jeep. Being a young hot rod enthusiast at the time I could hardly wait to get down to Stores at Manning depot to draw mine out. You can imagine my disappointment when I was told I would have to wait until I reached my Parent Unit. My disappointment was magnified when I found that Para Rescues were the only types to ever have one. I finally got a chance to drive this one last year and promptly got it stuck out in the bush.

Cpl. Yvonne Geneau, on course in Chilliwack has been making so many weekend trips home that they are starting to call him the "Chilliwack Roadrunner".

Have you ever seen the TV commercial that shows two young men going out in the Florida Everglades on an airboat? The theme is which man's hair dressing will hold up? Wouldn't be grand going out into the swamp with a man who's main concern is "Will his hair look nice?"

No news from the Toastmistress's Club this season yet. Could they have gone underground and really are plotting to overthrow the Government? If so, lots of luck girls.

Having just read the "Parkinsons Law" I am convinced the eminent Mr. Parkinson must have done a study of Canada's service to come up with that one. The new Recording of Aircraft Times System is a classic example. In this system the minutes are replaced by "tenths of an hour". Very handy if your watch is so divided or you happen to be carrying a copy of the system in your pocket. I hear the idea was donated by the Sea branch. I can understand their enthusiasm, for if, in your mode of travel, you can only do about 400 miles in a day, a tenth of an hour here or there isn't going to effect you very much. But what about travelling at say 1600 mph? In a tenth of an hour at that speed you could miss Comox completely and be in Vancouver. (which wouldn't be a bad idea).

Next brainwave to hit us will be those little rubber stamps with the numbers on them. These

will be used to replace the signature and will make the log-books look much nater, all those un-uniform signatures replaced by nice neat little numbers. But, suppose a pilot wants to talk to the man who has refueled his aircraft, he looks in the L14 (they still call them L14s) and sees that 007 was stamped as doing the deed. Who is the mysterious 007? The pilot phones the Aircraft Maintenance Control and Records Office and asks someone to look 007 up in the master index. After a short delay while the guy has a coffee and a cigarette the Pilot finds that Cpl. James Bond is 007. Good ol' Cpl. Bond has been standing there at the L14 desk all the time, thoroughly enjoying the whole performance.

I have been tempted to submit the following suggestion to the Suggestion award committee, but I fear they might think I'm putting them on. I suggest we revert to the 60 minute hour and the personal signature. Since just about everyone uses clocks and watches marked in 60 minutes and in groups of three or more people someone is bound to have a pen, the adoption of this suggestion could be carried out at no expense to the Crown.

By press time the big switch between the Corporals and Air-mens Clubs should be completed. It has been proposed that the two clubs combine. There are many pros and cons to that subject and to avoid long and lengthy debates I would like to point out that, now that recruiting has stopped, the Airmen will all become Corporals by calendaric fate anyway. I wonder who will be the last member in the Air-mens club.

You may have been wondering what happened to the contestants of the Centennial Trans-Canada canoe race, well, the losers are paddling their way back from Expo, bringing with them the parts for my TV set that my TV repair man ordered several months ago.

Cpl. Harley Scales, who claims to be named after a famous motorcycle, has bought a Honda. Ah So?

The members of 407's most recent sortie into the Southland have returned, and from all reports a Goodtime was had by all. While on the subject of 407 Sqn. I hear that the 407 Survival committee, namely F/Ls Don Hansen, Bob Stith, Leo Sali-

men and Gordie Kruger, better known as the "Lucky Logger Construction company" have just returned from a trip to 407's "Happy Hunting Grounds". The main theme of the trip seems to have been to improve on the quarters. These quarters are now in the Category of "Palatial" that these four men could effect so many improvement while existing on such a high protein diet is a medical marvel second only to

the discovery of the Bandaid. Doctor Stewart is back pushing aspirins and nose drops (for sore legs) after an Eastern Marriage broker trip.

I received some interesting mail the other day, two pictures of a '57 Nash Metropolitan. One version, from Good Ol' Norm Wright shows his car as he sees it. Picture if you can a tiny Metropolitan with a 475 HP Engine 8 exhaust stacks, and double width slick tires on the rear

wheels. The other version By Good ol' Bob Stamm shows a caveman type Sgt. hacking a car out of stone. Both pictures were accompanied by letters of sneers and jeers at the other fellows car. Unfortunately the pictures were from magazines and cannot be reprinted in the paper. But enough of this fooling around men, the public has heard enough boasting and excuses, do you really want to race and decide once and for

(Continued on page 7)

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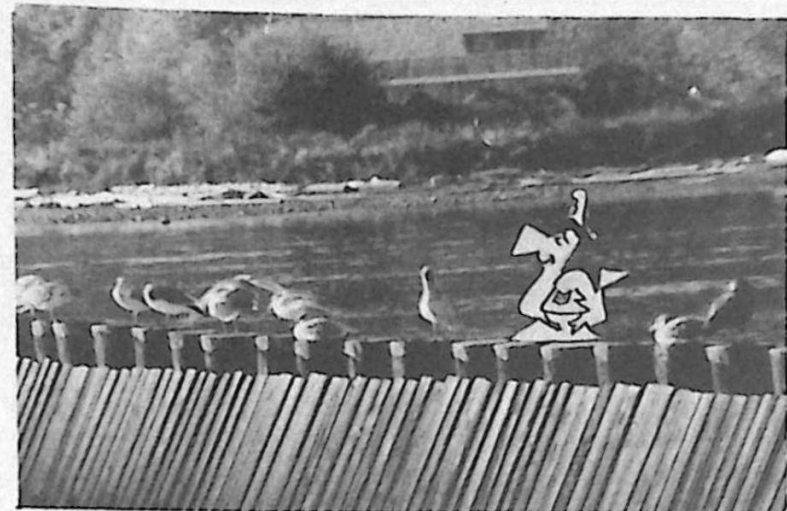
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HI EDITOR - Here is a snapshot taken during my recent leave, of our family re-union down on the beach. Starting on the left are Cousins Sydney and Sam, the twins from the east coast. Next is Cousin Salvador from Porto Rico and Cousin Seth from Maine. Cousin Sedgewick of Toronto discusses Separatism with Cousin Seraphin from Montreal while Cousin Searle from Alberta soaks up the B.C. sun. The cute chick standing next to me is Cousin Sophie from Tallahassee. The two hippies standing behind me are Cousins Sachmo and Sachel from North Van. Cousin Sachmo is also in the newspaper racket and combined re-union with a sales promotion campaign. - Regards, Seemore.

Runway Back at Sea

HALIFAX (CFP) - The aircraft carrier Bonaventure, which has emerged from a 16-month "half-life" modernization, is the fifth carrier operated by Canadians although the first to be owned outright by Canada.

Two wartime Royal Navy escort carriers, HM Ships Nabob and Puncher, were lend-lease ships which the RCN manned for Britain. In 1946, a light fleet carrier on loan to Canada from Britain was commissioned HMCS Warrior. She was succeeded in 1948 by a more modern sister, HMCS Magnificent, under similar arrangement.

The "Maggie" was returned to the Royal Navy in 1957. Since that year, carrier operations have been centred on Canada's first wholly owned "Bonnie". She operates twin-engine Tracker aircraft and all-weather Sea King helicopters in the anti-submarine role.

Invisible Unmentionables?

SOEST, GERMANY (CFP) - During recent field exercises of the 4th Canadian Brigade Group in the Soutlaw-Lunenburg area near Hamburg, camouflage was realistic, to say the least.

Brigadier E. A. C. Amy, commander of Canadian army land forces in Europe, put heavy emphasis on the growing importance of air activity in land warfare for the 6,000 troops in the field. To avoid detection from L-13 light aircraft and CH-112 Hiller helicopters, the troops wore combat clothing of course, but were scrupulous about using khaki handkerchiefs, face cloths, towels - and even undershirts and shorts.



"LAND HO!" cries this recent exchange Naval officer as he assumes his duties as Crownmaster. Standing up to receive instructions for the route home is F/O John Head. F/O Head, who hasn't quite caught on to all the Navy terminology is still a very proficient pilot, as he flies his Argus in formation with the other aluminum Overcast from which this photo was taken.

- RFE photo

Now It Can Be Told

With the annual assessment completed perhaps some of the spooks who read their own assessments would like an interpretation of what is really thought:

ASSESSMENT	MEANING
This airman knows his job. He will make a good tradesman.	Will not do anything extra I'll make or break him.
He has trade potential.	Gets back too quick from coffee He'll learn
Is always punctual. Not afraid to ask questions if not sure.	A real clock watcher this boy. A bothersome type who keeps bugging me with questions I can't answer.
Is loyal to the trade and section. Can get a difficult job done. Co-operates well with other trades and sections. Will make a good leader	Will fight at the drop of a hat
Has excellent leader potential.	An excellent scrounger. Never around when he's needed.
Is a social drinker but not a drunk. Has no apparent financial worries	Always trying to tell others how to do their job.
Has no known family problems	Always talking politics and trade unionism. A real bar fly this boy
Has no marital worries	Visits finance companies in disguise.
Recommended for promotion.	Henpecked and scared to talk about his wife. Does not know I'm having an affair with his wife. Get him out of my hair
Perseveres over difficult tasks. Always immaculately turned out. Highly recommended for promotion. No grounds for complaints on or off duty.	Makes an easy job last all day His wife does a good press job He's blackmailing me.

BOOKS IN REVIEW

THE NEWSPAPERING MURRAYS by Georgina Keddell

"Printed in the sage brush country of Lillooet every Thursday, God willing. Guarantees a chuckle every week and a belly laugh once a month or your money back. Subscription: \$5.00 in Canada. Furriners: \$6.00. This week's circulation 1769, and every bloody one of them paid for."

Not many people have to be reminded that this is the mast-head of the Bridge River-Lillooet News, a small but never sedate weekly newspaper from somewhere in rural British Columbia. And the editor of this famous paper is the indomitable and irreverent "Ma" Murray, one of Canada's more bolstersome journalists. In the past, Easterners have had to content themselves with the odd anecdote or story about "Ma" and George Murray, from the West Coast press, but now their daughter, Georgina

Keddell, has written The Newspapering Murrays, a lively biography of her parents.

From the pre-World War I days in Vancouver, we follow George Murray, a soft-spoken Scottish Canadian newspaper editor, and his rambunctious wife, Margaret, to the Provincial Legislature, Ottawa, Lillooet, Fort St. John, and back to Lillooet. The result is a colorful story of pioneer journalism, and inside account of the building of some of the country's more famous weekly newspapers. And always, it is full of the pepper of "Ma" Murray's famous and unrestrained journalism, and the hardships, successes, and failures of the Murrays' struggle to realize their West Coast "vision".

Georgina Keddell is herself a prominent journalist, and presently editor of the Alaska Highway-Fort St. John News. The Newspapering Murrays is her second book.

Guard House Pant Sale

Tailored by Day's - Scrambler model for the lean look. Colours Burgundy, Grey, Green. Reg. 10.98. NOW 4.98

Newest in Fashion - Perma Press Hop Sack Slacks by Days. Fall shades. Sizes starting from 29" waist. Reg. 11.98. NOW 7.98

Assorted styles in cotton slacks. A fine variety of colours and sizes. SALE PRICE 2.98

Wool Pants in assorted styles and colours. Sizes start from 29" waist. Wide bottoms. Values to 8.95. SALE PRICE 1.49

Day's Wool Hip Slim Slack - 100% pure wool. Full range of colours to co-ordinate with your wardrobe. Reg. 17.95. NOW 11.98

Day's Striker Model - 100% Wool. Reg. 19.95. NOW 12.98

The New Grub Look

A full range of Grub Slacks, stove pipe leg, assorted styles and colours. Values to 17.95. SALE 8.98

Cords Tailored by Day's - Hoyster model for the active, slim, sporty man. Reg. 9.95. NOW 5.98

Scrubbed Denim Jean Style - For a real salty dog. Reg. 6.98. NOW 4.98

Interlined Pants

Pioneer Dry Back - Interlined Pants. Large size. ONLY 2.95

Aero Sheeno Pants - Reg. 7.95. On sale. NOW 4.98

Scrubbed Denim Jeans - A great knock around pant. Values to 6.98. SALE PRICE 3.98

L A V E R ' S

THERE'S A REASON MOST PEOPLE ON NORTH VAN ISLAND

CFB COMOX RECREATION

Minor Hockey News

By TONY DITCHBURN
Well folks the hockey leagues have finally taken shape with the number of players and teams increased from the previous seasons. We now have about two hundred and ninety children in the leagues.

Dick Chapman, our ice scheduling man has managed to acquire one more hour of ice time on Saturdays and this will enable our teams to play at least once per week with the exception of the Pee Wee League which has five teams and this means that one of the Pee Wees teams will have a bye each week.

My first impression of the teams in each division seems to indicate a very even distribution of players which should produce a well-balanced league.

The action this weekend, our opening day has the Midget Seminoles vs the Hurons at 6 a.m. (what a time to get up to play hockey). The Bantam Division sees Cherokees (Pee Wee Reps) play the Comox Broncos at

7 a.m. and the Courtenay Falcons go against the Comox Mustangs at 8 a.m. in the Pee Wee Division. At 9 a.m. the Courtenay Jays and the Comox Ponies play in the Mosquito Division. The Big Four (Midgets and Juveniles) have the Ottawas playing the Ojibwas at 10 a.m. and at 11 a.m. the Bantam Sioux play the Courtenay Hawkes. The Algonquins and the Iroquois of the Pee Wee Division play at 12 noon. Closing out the days activities are Apaches and the Blackfeet in the Mosquito division as they play at 1 p.m.

In closing for this first week I would like to thank the Lions Club of Comox for their wonderful donation which came at a most opportune time as the League has just been informed that ice rental in Glacier Gardens has been raised approximately one dollar per child over our September estimates. Oh well maybe we will get some black ink on our books one of these years.



407 SQUADRON MEMBERS swung into action this past Friday to initiate the 1967-68 "KEEP FIT PROGRAM." The program is designed to fine tune the perfectly developed bodies of 407 Aircrew to enable them to achieve maximum efficiency in their role as the finest Beluga Whale Killers in the world. After a maximum effort at the Rec Centre the members usually gather at the Health Spa located in the rear of the Officers Mess. There they usually partake in a healthy meal of hot Ovaltine and Rape seed.

Soccer Finals at St. Jean

The forces soccer championships are underway Oct. 10-13 at CFB St. Jean, Que., with winners of the eight zones across country competing.

Teams taking part include CFB Esquimalt, 1 PPCLI, CFB Portage La Prairie, CFB Petawawa, CFB Kingston, CFB St. Jean, CFB Gagetown and HMC Ships.

NHL TV and RADIO GUIDE

CBC TV's Hockey Night in Canada begins Saturday, Oct. 14 with telecast time of 5:30 p.m. PDT. All games will be presented live and in color. CBC radio's games will be broadcast Sunday beginning October 15.



SATURDAY GAMES - CBC TV B.C. TELECAST SCHEDULE
Oct. 14 - Chicago at Toronto
Oct. 21 - Boston at Montreal
Oct. 28 - St. Louis at Montreal
Nov. 4 - New York at Toronto
Nov. 11 - Chicago at Montreal
Nov. 18 - Chicago at Toronto
Nov. 25 - Boston at Montreal
Dec. 2 - California at Toronto
Dec. 9 - Chicago at Montreal
Dec. 16 - Detroit at Montreal
Dec. 23 - Detroit at Toronto
Dec. 30 - California at Montreal

A schedule of games for the 1968 part of the season will be released at a later date.



SUNDAY GAMES - CBC RADIO B.C. BROADCAST SCHEDULE
Oct. 14 - 4:30 p.m. - Montreal at Boston
Oct. 22 - 5:00 p.m. - St. Louis at Detroit
Oct. 29 - 4:00 p.m. - Toronto at New York
Nov. 5 - 4:30 p.m. - Toronto at Boston
Nov. 12 - 4:00 p.m. - Montreal at Detroit

Nov. 19 - 7:00 p.m. - Montreal at Los Angeles
Nov. 26 - 5:30 p.m. - Minnesota at Chicago
Dec. 10 - 6:00 p.m. - Toronto at St. Louis
Dec. 17 - 5:30 p.m. - Toronto at Chicago
Dec. 24 - No game
Dec. 31 - 4:00 p.m. - Toronto at New York
Jan. 7 - 4:00 p.m. - Montreal at Detroit
Jan. 14 - 4:30 p.m. - Minnesota at Boston
Jan. 21 - 4:00 p.m. - Toronto at Detroit
Jan. 28 - 5:30 p.m. - Toronto at Chicago
Feb. 4 - 4:00 p.m. - Montreal at New York
Feb. 11 - 7:00 p.m. - Toronto at California
Feb. 18 - 4:00 p.m. - Philadelphia at New York
Feb. 25 - 11:00 a.m. - Toronto at New York
March 3 - 4:00 p.m. - Montreal at Detroit
March 10 - 11:00 a.m. - Toronto at Chicago
March 17 - 11:00 a.m. - Toronto at Philadelphia
March 24 - 5:30 p.m. - Montreal at Chicago
March 31 - 4:30 p.m. - Toronto at Boston.

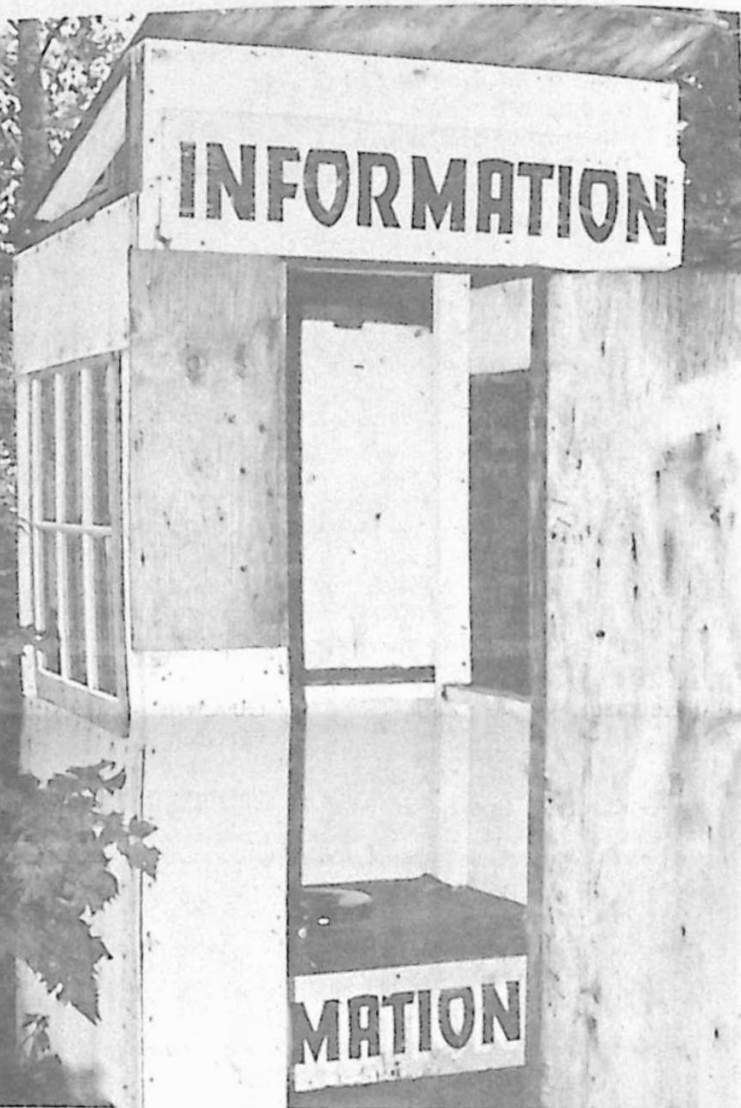
Radio commentators for all Toronto games are Foster Hewitt (play by play) and Fred Sgambati. For Montreal games, Danny Gallivan and Dan Kelly will be sharing reporting chores.

Comox Flying Club

An embarrassing situation arose in the area of the civilian terminal the day following the Totem Times announcement that the Comox Credit Union had backed the Fly-now Pay-later Plan of the Comox Flying Club. The potential-student response was so overwhelming that the terminal area, which serves all civilian flying, was completely inundated with people. The local air line took this to be a great influx of passengers and immediately increased their scheduled flights from two per day to twenty-two. Some near-sighted crews from 407 Sqn. mistook the resultant bunch of turbo-prop aircraft for ASW buddies from south of the border and called in the Customs to ensure a genuine Comox reception. One of the stewardesses proved to be the Custom's officer's first wife, however, and he promptly impounded both her and the aircraft. By the time it was all sorted out six pilots had left the airline to work at the Flying Club as instructors, the Chief Flying Instructor had been promoted to squadron leader, and the BOps had become president.

The big problem facing the club, however, remains a shortage of flying instructors. The equipment, students, runways, the enthusiasm, are all there, but where are the instructors? Anyone who has ever taken flying lessons will understand the problem. Flying instructors are

by their very nature so modest, shy, and unassuming, and so big and strong and handsome, that they are reluctant to throw themselves into the lime-light. Some students would like to throw some of them into a lime-pit, but by and large there are a lot of them around us, hoarding a tremendous amount of expertise that a whole lot of people are just dying to get a piece of. So if anyone knows a service pilot at CFB Comox who has instructed at one time or another, please jot his name down on a slip of paper and slip it under the BOps O's door. The rumour already at large that he won't get take-off clearance out of Comox again until he has signed up with the club is more or less unfounded. But the rumour that he will again realize the tremendous satisfaction of seeing a protegee transformed from a penguin into an eagle is solid, and the thrill is just as real today as it was the day he sent his first student solo. The BOps O's door is just to your left inside the front door of the Headquarters building. The extra hour of sunshine afforded by daylight-saving-time has burned up the grass around the Club house, however the forecast is for overcast which should overcome the problem. And there is no better way to overcome the overcast than by flying. Ask anyone who has ever done it. Above one thousand feet, that is.



FOOD FOR THOUGHT - The above photo is being published at this early date by the Times sports staff in order to give you the reader a sneak preview of what our next contest will be about.

Base Photo Club

The Base photo club can accept approximately a dozen adult members at this time. Annual membership costs \$5.00, no other dues are payable. Photo chemicals are provided free of charge. Come and enjoy lectures on your favourite topics, Monday and Wednesday evenings in the recreation centre. General meeting will be held Oct. 30 at 7 p.m. together with a demonstration of color slide processing.

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1964 Rambler Classic Sedan 6 cylinder, radio. Excellent condition. GOLD SEAL \$1795	1961 Galaxie 2-Door H.T. V-8, auto, radio. This car is in excellent condition. GOLD SEAL \$1495
1963 Galaxie 2-Door H.T. V-8, auto, radio. Hard to get model. Black roof, red bottom. Excellent. GOLD SEAL \$1995	1960 Consul Many miles of economical driving in this one. Very clean, good body and mechanically sound. \$795
1962 Fairlane Sedan New two-tone paint, radio. GOLD SEAL \$1295	1960 Austin Mini A real good second car. \$595

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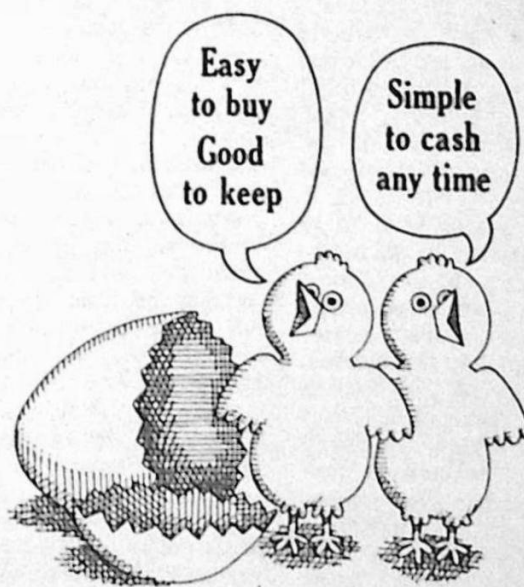
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Buy yours today—
where you work, bank or invest!

And, for the first time ever, Canada's most popular personal investment may now be bought by businesses, churches, charities, clubs, and other organizations. Another first: the limit per holder for this Series has been increased to \$50,000.

Backed by all the resources of Canada, Canada Savings Bonds are a great way to save. Buy yours today and double your money.



Canada's Biathlon Ski Team

A group of nine Canadian Forces skiers are now sharpening up their skills and getting into shape on B.C. mountains in preparation for the 1968 Winter Olympic games to be held next year in February at Grenoble, France.

The team, commanded by Captain J. P. Savary, has been training since June at Canadian Forces Radar Station Kamloops on Lolo Mountain where they have been climbing up, down and over every mountain in sight. They selected B.C. as their training area because they must compete at altitudes ranging from 6 to 8,000 feet above sea level.

As part of their training they spent two weeks at Garibaldi on the ski runs and are waiting for snow in the Kamloops area so they can practice daily. In between climbing and skiing the team has a strenuous schedule of calisthenics and cross country running.

The team is actually called Canada's Biathlon Ski Team.

The Olympic Biathlon event stems from an old military competition where teams would race cross country over the terrain all the while shooting at targets with their rifles. The event consists of two parts: cross country running (skiing) and rifle shooting while skiing.

Of course, to be able to hit targets while zooming down snowy slopes at 40 to 50 miles per hour is no mean feat and requires considerable training and skill.

After their training period at Kamloops the team will travel to Oslo, Norway in January to compete in five warm-up competitions before proceeding to Grenoble for the Olympic games 6-18 February.

On the weekend the team arrived in Vancouver to get in some cross country running at Stanley Park. The team is scheduled to train at Brockton Oval Saturday morning at 1030 a.m. Following this activity, they will rest and relax before returning to the rigorous schedule at Kamloops.



HUGE CROWDS of contestants line up in front of the Totem Times sports office in order to submit their entries to the Giant Contest announced by the Times sports staff in the last issue. Due to the overwhelming number of entries the results of the contest will not be announced until final judging is completed. Deadline for entries has been extended until Wednesday, October 18, so put on your thinking cap — dig out your last issue of The Times and enter our contest.



MOIDER DA COACH is the cry of irate B.C. Lions season ticket holders, as they charge across the frozen B.C. tundra in pursuit of Jim Champion, the Lions head coach. When last seen Champion had just passed through the Deas Island Tunnel and seemed headed in the general direction of Ladner Secondary School. It seems someone gave him a hot tip on where to sign his 86th player, an 11 1/2-year-old quarterback whom he is planning on signing for an estimated \$13.65. There seems to be only one snag in the contract at the moment, that being that the young star refuses to play on Sunday as he must attend the LOVE-INS at Stanley Park.

From Up in My Perch



(continued from page 5)

all who owns the best clunk? I will repeat my offer to set the race up for you for the last time. If you're not interested in putting your irons on the line why not take them back to the Auction where they came from, and give us some peace and quiet?

Mushroomology. This recipe from a mainland paper. Fried Mushrooms served on a Muffin. Saute sliced mushrooms in butter. Arrange on buttered, toasted English muffin halves with a slice of grilled ham and garnish with tomato halves. Suggestion for 121s party? Seemore Predicts: Mushrooms growing on the eastern

lawn of the Headquarters building. The Rumour of the week. Big cutbacks coming in the Department of transport.

The Runner up for Rumour of the Week: The Sgts. Mess and the Officers Mess will be exchanging buildings next year.

And finally, FS Bob Stamm and Sgt. Norm Wright will be hitch-hiking to work next week.

For Sale

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Canadian Forces Enter Judo Meet

The Canadian forces will enter the 2nd annual international military judo competitions at Ostend, Belgium, Nov. 3-9.

Canada's eight-man team will train in Germany with the 4th Canadian Infantry Brigade Group Oct. 28 Nov. 2.

The international military support council, whose 32-country membership promotes sports competition among military forces, will sponsor the judo competition. Canada is one of several non-members who have accepted the council's invitation.

Members of the Canadian team are: Coach — Sgt. D.R. Molloy (army) of Black River Bridge, Ont., 3rd degree black belt, from CFB Petawawa, Ont.; Sgt. R.F. Graff (army) of North Battleford, Sask., 1st degree black belt, from CFB Kingston, Ont.; Petty Officer B.F. Hogue of Hamilton,

Ont., 2nd degree black belt, from CFB Shearwater, N.S.; Petty Officer C.W. Kovitz of Lashburn, Sask., 2nd, degree black belt, from CFB Esquimalt, B.C.; Petty officer R.B. Moneyenny of Howick, Que., 1st degree black belt, from HMCS Bonaventure; Cpl. M. J. Takahashi, (air force) of Stave Falls, B.C., 4th degree black belt, from CFB Uplands; Capt. Ron Desormeaux (army) of Hull, Que., 2nd, degree black belt, commanding officer, 4th Provost Platoon, 4 CIBG, Germany; Capt. A. N. Swanzey, (army) of Vancouver, B.C., 3rd

degree black belt, 4 Field Dental Company, 4 CIBG, and Sgt. Ken Greer, (air force) of Moncton, N.B., 2nd, degree black belt, from 3 Wing, Germany.

More than 1,000 Canadian forces personnel compete in judo.

CONMOC CACOPHONY

By NEWT
This as you may have noticed is a new column. The members of CONMOC are indeed a minority at Comox and therefore haven't too much to say.

Oh, in case you are wondering what the word conmoc stands for, it simply means The Comox Nearly Married Officers Club and its ideas run in direct opposition with those views held by the COBOC members. At the moment our numbers are few and our importance insignificant — however, Rome wasn't built in a day and as an underground movement we are slowly gaining in strength.

Our chartered members at the moment number only five but we are bound to increase for spring is in the air and then a young mans fancy turns to love. With love comes marriage — with marriage disaster and with disaster comes many old CONMOC members — to the bar to lean on their left elbows and tilt their rights.

In fact old CONMOC members have quite often been seen hiding around the corner, hiding-listening in on a COBOC meeting just so they can find out what its like to be a carefree bachelor boy again.

Actually this column hasn't made much sense but then again it wasn't meant to. We just had to fill this corner of the paper.

Oh and by the way special greetings goes out to members in good standing. Vic Howlett, Grant Dunsby, Bob Mulvihill, John Scott and yours truly. It looks as if old Dunsby will be the first victim to give in and thus reduce the membership of Conmoc to four. If any of you desolate dreary Coboc members desire membership into this fabulous organization it really isn't too difficult to join.

Just run down to your nearest Jewellers and they will sign you up for a meagre few hundred dollars. Only then will you be

able to enjoy all the benefits of being a regular Conmoc member. As this column may never appear again I guess we'll see you at the bar in a few months. CHEERS

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The winner, Wren Frances Menzies of Tottenham, Ont., was crowned Miss Maritime Command 1967 by Mrs. J. C. O'Brien, wife of Rear Admiral O'Brien. Fran is a pretty, hazel eyed, 19-year-old wren, is employed at CFB Shelburne as a Radar Plotter. Wren Menzies will represent Maritime Command in the Miss Canada Pageant in Toronto on the 13th Nov.

Miss Maritime Command

MISS MARITIME COMMAND — Fourteen service-women from across Canada concluded a busy week of activities contesting the title Miss Maritime Command in Halifax on the 29th September. They displayed a talent and were also judged in bathing suits and evening gowns.

The Miss Maritime Command Pageant is a first for the fleet and it is presumed fitting that it took place during Canada's Centennial year. The winner was chosen on a basis of physical appearance, talent, intellect, poise and personality. Air force observers consider Miss Menzies the sleekest addition to our home fleet in many a year.

—DND Photo



BUDGET CUT HITS CHOPPER FORCE — The new Iroquois chopper, which has been purchased for the Canadian Armed Forces is shown in action. Unfortunately, the budget ran out before Matcom could purchase the stairs that are normally used to board the aircraft. Deplaning from the Iroquois after a champagne flight from Gnats Kneecap to Dust Dungeon is a most exhilarating experience, requiring the use of protective equipment shown here.

—DND Photo

Iroquois at War

OTTAWA — Ten ground support helicopters have been ordered for the Canadian Forces.

The aircraft, designated CUH-1D Iroquois, are being purchased from the Bell Helicopter Company, Fort Worth, Texas, and the cost, including spare parts, tools and training courses for the pilots and mechanics, will amount to approximately \$7 million. Delivery is scheduled to take place during the first half of 1968.

All Ten Iroquois will be assigned to an operational squadron in Mobile Command. Location of the squadron will be announced later.

The Iroquois, a utility-tactical-transport aircraft, will be used in all-round ground support operations in the Canadian Forces. Helicopters now in service with the land forces are the Hiller light reconnaissance aircraft and the Voyageur twin-rotor transport.

Pre 40 by Flyin' Chuff



One of the most interesting competitions in the history of aviation was that of the Schneider Trophy, interesting because of the international flavour and the high speed of the aircraft involved. In 1913 Monsieur Jacques Schneider presented a large silver trophy to the Aero club of France with the object of developing marine aircraft. This trophy was to be competed for annually by the fastest machines in the world, the principal clauses in the rules being that the flights must take place over open water and that the aircraft must be "seaworthy".

In practice it was found impossible to hold the competition every year, and it became a bi-annual event in its later years until it stopped altogether when Britain won it outright with three wins in a row, another one of the rules. For the most part, it was a contest between the U.S.A., Italy and Britain. France did not compete again after 1920 and the only other contestants were Germany and Switzerland in 1914. Examining pictures of the aircraft, one can see the tremendous advances that took place during the eighteen year life of the competition, and the fact that winning speeds increased almost tenfold speaks for itself. Chronologically, this is how it went.

1913 France, Deperdussin, 46 mph
1914 Britain Sopwith 87 mph
1919 All entries lost in fog
1920 Italy Savoia 107 mph
1921 Italy Macchi 111 mph
1922 Britain Vickers 146 mph
1923 U.S.A. Curtiss 177 mph
1925 U.S.A. Curtiss 233 mph
1926 Italy Macchi 247 mph
1927 Britain Vickers 282 mph
1929 Britain Vickers 329 mph
1931 Britain Vickers 340 mph

The first contest, held in Monaco, did not arouse a great deal of interest because seaplanes were comparatively new aircraft and not much was known about their potentialities for speed. The second contest was an exciting race with entries from five different countries, then came the first world war. 1919 was a fiasco. According to the rules, the winning country had to make all the arrangements for the next contest, and the previous winner was Britain. Now everyone knows that Britain's weather is super-fickle; on the day of the race, fog rolled up over the sea, blotting out the course and every competitor became lost. The locale was moved to Venice for 1920 and 1921 when Italy had easy victories. Venice was again the locale for 1922 but this was not to be another easy victory for Italy. British designers had become aware of the growing prestige attached to holding the trophy and made a special effort.

The 1923 race was arranged to take place at the Isle of Wight, off the south coast of England. British private enterprise had prepared some good machines but they were no match for the government financed high speed flight that the U.S.A. sent over to win the trophy. 1925, held in U.S.A. was a similar story, the most promising opposition a British Supermarine sea-plane had crashed before the race and America won again. Many years later the winning pilot, whose picture standing on one of his plane's pontoons we show this week, became world famous and reached high rank in the U.S.A.F. His name ---- Lt. J. Doolittle.

1926, again in America, the Italians were the only challengers. They planned on a grand government sponsored scale and took the trophy back to Italy.

By 1927 it was generally realized that there was much more

In the Schneider Trophy contests than the mere adding of a few mph to an annual record, design and performance were benefitting from experience gained in the races. A high speed flight was formed as part of the R.A.F. and for the first time British machines and personnel were supplied by the government. The machines had by now reached the famous "Schneider Trophy Profile," that is, small low wing mono-planes, highly streamlined and packed with power. The pilots of these machines were also experiencing and learning a great deal about the sensation of "Blacking out". Anyway, '27 was a victory for Britain over Italy at Venice. 1929 it was again Britain v. Italy at the Isle of Wight and around 2000 mph. . . The British machines were not ready until four days before the race, two days of bad weather prevented trials taking place, then pilots and designers together received an awful shock. When the engine was opened up for take-off, the tremendous torque caused the left pontoon to dig into the water and swing the aircraft around. They adopted a simple solution, probably found by trial and error. The fuel tanks were in the pontoons, so they simply put more fuel in the starboard side than in the port until they found the amount of unbalance that would give correct balance under take-off power. They won the race.

1931 must have been an anti-climax. Depression years and the high cost of preparing for such an event forced the British government to withdraw its support, but Britain had a fairly good mother by name of Lady Houston who came forward with an offer of the sterling equivalent of \$500,000 to finance the race. The offer was accepted and the "glamour boys" were in business again. It was hoped that machines from France, Italy and the U.S.A. would compete, but on the day of the race only Britain was represented and one aircraft flew around the course to gain a technical victory, the third successive victory for Britain to permanently hold the Schneider Trophy. Although this was the end of the Schneider trophy competitions, it was not the end of this type of aircraft. Italy continued to use her planes to set world speed records, and by 1934 had raised this to 440.6 mph. One of the chief designers of Britains "Vickers Supermarine Sea-planes" was a man by name of R. J. Mitchell. 'Tis said that much of the experience he gained with the high speed flights went into the design of his most famous aircraft, the "Spitfire".

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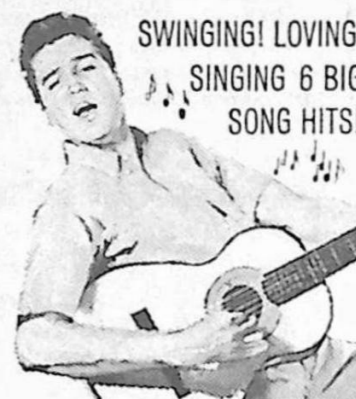
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FOR	SURFACE		AIR	
	LETTERS	PARCELS	LETTERS	PARCELS
BRITAIN	NOV. 29	NOV. 21	DEC. 14	DEC. 9
EUROPEAN CONTINENT	NOV. 17	OCT. 23	DEC. 11	DEC. 8
REPUBLIC OF SOUTH AFRICA	OCT. 29	OCT. 20	DEC. 11	DEC. 7
INDIA & PAKISTAN	OCT. 17	OCT. 13	DEC. 11	DEC. 7
OTHER TRANS-ATLANTIC PLACES CENTRAL, SOUTH AMERICA AND WEST INDIES	OCT. 21	OCT. 6	DEC. 8	DEC. 6
AUSTRALIA & NEW ZEALAND	NOV. 12	NOV. 3	DEC. 12	DEC. 8
JAPAN & HONG KONG	OCT. 31	OCT. 23	DEC. 12	DEC. 9
OTHER TRANS-PACIFIC PLACES	NOV. 13	NOV. 4	DEC. 11	DEC. 7
	OCT. 14	OCT. 6	DEC. 9	DEC. 7



Chapel Chimes

RC CHAPEL
SUNDAY MASSES: 0900 hrs. and 1100 hrs.
 Wednesday Masses: 1830 hrs. through Friday.
 Saturday Mass: 0900 hrs.
 Confessions: Saturday evening 7 to 8 p.m. and before each mass.
 First Friday: 1830 hrs.
 Feast of Obligation: 1130 hrs. and 1900 hrs.
 (CWL): First Tuesday of the month at 8 p.m. in the Parish Hall at 8 p.m. following Mass in the Chapel at 7:30 p.m.
 Catechism classes: Saturday 12:30 to 1:45 hrs. in the PMQ School.
 Choir practice: In the Chapel Saturday at 2 p.m.
 Baptism: by appointment. You are requested to phone the Chaplain's office local 274 one week ahead of time and give full particulars.
 Communion Fast: one hour for solid food, alcohol and beverages. Water at any time.
 Note: St. Joseph's Missals in English are obtainable from the Chaplain's office in the Headquarters building.

Let Tommy Decide

version bible is now available at a very low price.
 Ladies Guild Bazaar will be held in the PMQ school on Wednesday evening, Nov. 1 from 7 to 9 p.m. Tea will be served and innumerable Christmas goodies will be on sale. There will also be a fish pond for the children and popcorn and cool aid in the foyer at 6:30 p.m.

by **PAUL ARCHER**
 "If my boy wants to go to Sunday School, that's fine with me, but if he decides he doesn't want to go, well, I'm not going to insist or make him go. He can decide for himself."
 On too many occasions I have had fathers, or mothers, say these very words to me. This "I'll leave it up to him" attitude, is usually a completely inconsistent one, for it is applied to the all-important spiritual education of the young boy or girl, but not to the other aspects of his life.

Do you let Tommy go to school just when he wants to? Do you insist he wash his hands when they are dirty, and sometimes even when they are not? Does he decide whether he cleans his mouth or not, or whether he eats his food with his hands, or a knife and fork like every one else?
 Do you try to influence Tommy on whether he reads only comic books, and never bothers reading his home-work books? Does he go to bed when he feels like it, or when you tell him to do so?
 Or what about morals? Would you have anything to say if he made up his mind that there was nothing wrong in stealing chocolate bars from the local store, or money from your wallet while you slept? But yet, you want to let Tommy decide for himself about religion, about his spiritual training, that part of his upbringing which in the long run is of the utmost importance.

Why not be consistent? Tommy Needs His Parents to help him decide!



AIR CADET ROBERT STEACY, son of W/C and Mrs. CW Steacy began his climb up the military ladder last week when he received his promotion to acting corporal from the air cadet liaison officer. Looking on is the local air cadet CO, F/L Scott Hunter.
 — Les Rose photo

DEPENDENT'S DOINGS

The time of year has again approached when the PMQ Council must change over its members. Much to my regret I will be losing the Controller for recreation, F/L Ray Hamlyn; the Dep./Controller F/L D. L. Mayne and some of the rec committee. I would like to thank all these people publicly through the medium of this paper for all the guidance I received as I inched my way through the first seven months as Rec Director.

The fall and winter programme has begun with the kids having Gymnastic classes every Sat. morning from 10 to 12 noon at the PMQ School. We have three very excellent instructors; Cpl. Lou Cusson, Mrs. Marty Cusson and Miss Heather Brown. Parents, please advise your children to carry their running shoes rather than wear them. We are trying to save the newly finished gym floor.

Slime classes have started and continue on every Monday evening at the school. To date there are 18 women who have plans on trimming themselves. Anyone else interested?
 The teens have formed a very active Badminton Club that meets every Tuesday evening. The following executive was elected last week. President: Ken Sibbert, Secretary: Marg Archer, Draw Committee: Sue and Gress Faddogon.

If any of the ladies are interested in either Broomball or Volleyball, phone Loc. 314 on weekdays before noon and let us know of your interest.

Comox Valley Figure Skating

On the 7 Oct, the Comox Valley Figure Skating Club held their first session of the new skating year. This year there are three sessions, Junior, Intermediate and Senior, with a total registration of 150. As a result we are unable to accept any more registrations. We are again using the National Skating Tests sponsored by the Department of National Health and Welfare and in this connection the Volunteer Captains and members of an executive will be attending a Skating Clinic in Nanaimo early in November.

Nav Local Concerned

Navigator local authorities have expressed recently their growing concern over the increasing number of Wipers being taken on the Nighthawk Squadron aircrew labor force. Wipers are pilots of Flying Officer rank, and brother officer to their nearest kin The Grimey or Flight Lieutenant pilot.

"The situation could become explosive" one nav official said, "it is an infiltration of our numbers by a young hostile element that with a little agitation on the part of older pilots, could get out of hand. Look at the red guard situation for example".

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from 7 to 9 p.m.

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 Christmas Decorations
 Aprons - Knitting - Doll's Clothes
 Crochet etc.
 Tea Tickets 35c



TANK CREW AWAIT POLICE — Two Canadian Forces tank officers await the arrival of local police authorities near Padunk, Sask., following a high speed tank pedestrian chase during a battalion exercise. Eye-witnesses reported, that in the processes of the tank charge the crew crushed to death, killing instantly, two local ground squirrels and frightened badly a yellow-bellied wheat cock-a-too perched on a nearby fence.

Ten thousand troops came to a standstill while Miss Winnie Poo of the district SPCA and the Battalion Commander conferred on the field as to what could be done towards conducting the mass military manoeuvres without disturbing the little local living things.

At present the war games remain at an impasse with Miss Poo until further instructions arrive from UN headquarters

—DND Photo.

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<p>Sunday, October 22</p> <p>Boys Night Out</p> <p>Kim Novack James Gardner</p>	<p>Thursday, October 26</p> <p>Seven Women</p> <p>Anne Bancroft Sue Lyon</p>
<p>Saturday, October 28</p> <p>Butterfield 8</p> <p>Elizabeth Taylor Eddie Fisher</p>	<p>Sunday, October 29</p> <p>Butterfield 8</p> <p>Elizabeth Taylor Eddie Fisher</p>
<p>Saturday, October 21</p> <p>Big Parade of Comedy</p> <p>Buster Keaton Jimmy Durante</p>	<p>Saturday, October 28</p> <p>Cartoon Show</p>

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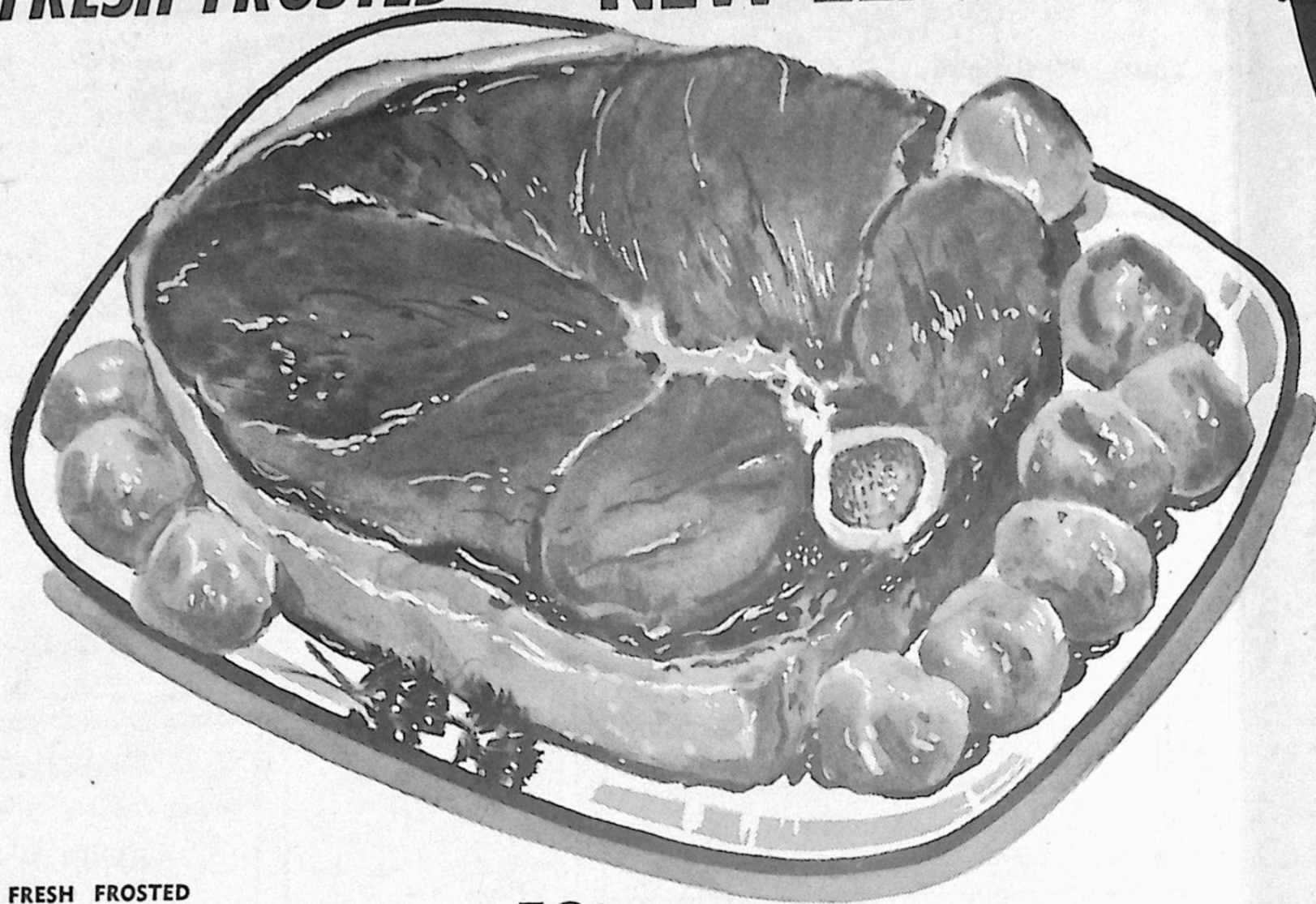
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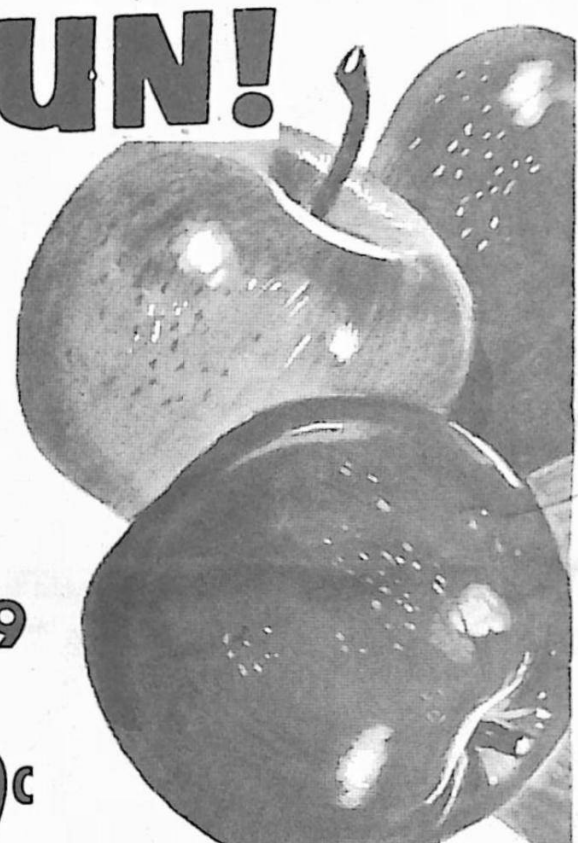
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