

IF I HAD A SHOVEL...



SHOWN AT THE BEGINNING of the base's successful "Dig-A-Hole" Contest is Lt. Col. R. C. Orpen, Lt. R. LeMay (L) and Maj. R. Cousins (R), point to the precise spot where the hole is to be dug. In the background, Maj. Ford and Capt. Hill, the overseers of this particular fitness contest, stand ready to time Lt. Col. Orpen through the earthmoving part of his fitness test.

— DND photo

...I'D DIG A BIG HOLE...



EIGHT HOURS LATER, and the Lt. Col. had completed digging the hole. "Gadzooks," said Major Cousins, "that sure looks as though it could be used for a swimming pool." "I just happen to have some concrete," said Lt. LeMay, and before you knew it, a contract had been let and the pool was almost a reality. Lt. Col. Orpen did not wish to discuss the feat, and there was no comment from the shovel.

— RFE photo

...IN BASE FUND

Construction Starts on Swimming Pool

On May 8 the ground was broken by the BAdO, Lt. Col. R. C. Orpen, and construction of the base swimming pool started. The pool, which will cost Base Fund \$46,000 is expected to be in use by the latter part of June.

Initially, the pool will not be covered, but a windbreak will be built, and provision has been made to heat the pool deck to provide comfortable, year-round swimming, for servicemen and their dependents.

Although no details have as yet been worked out, it is expected that completion of the pool will enable the base to offer a complete swimming and water safety course to interested personnel.

It has not been officially confirmed, but it is understood that Treasury Board has suggested that the Albers can practice their water landing in the pool, and thereby save the amount of gasoline currently being used to fly to their present practice area.

One saving made possible by the pool's location in the lee of the Rec Centre is a saving on

dressings rooms. The dressing rooms in the Rec Centre will be used for the swimming pool as well, creating a considerable saving in construction costs.

Construction of the pool will fulfill a long-standing need at this base, and it comes at a time when the local swimming facilities are being heavily taxed by an ever-growing population.

It is the hope of Base Fund that all servicemen and their dependents will take advantage of this new facility which has been provided for their recreation and well-being.

407 Airmen Go Nautical

Enter Yacht Race to Hawaii

Three very lucky members of 407 Squadron have been accepted by the RCN to participate in the Victoria-Hawaii yacht race. The race, which is an international competition, will begin on July 1.

Capt. Doug McGill, Cpl. George Clark, and Cpl. Mike McPhee answered the request for volunteers to serve aboard the HMCS Oriole, and will be on TD for approximately eight weeks. Prior to leaving for the Pacific Ocean, the three sea-faring airmen will spend some time working up in local waters.

The Oriole is 100 feet long, and is propelled by sails. The race is jointly sponsored by the Vancouver and Maui Yacht clubs, and this year will see some thirty ships in the race.

PRACTICING for their forthcoming yacht race to Hawaii are Cpls McPhee and Clark, along with Capt. McGill. Capt. McGill is not visible in the picture however, as he is busy being sea-sick. The race takes place in July.



TOTEM TIMES

Read in the best messes in the Canadian Forces

Vol. 10

CFB COMOX, THURSDAY, MAY 16, 1968

No. 10



First Argus Posted in to 407

100 Eyes on West Coast

The Canadair Argus, which for years has been blotting out the sun on the east coast of the country, is now cutting down the amount of available sunlight on the west coast. 407 (MP) Squadron was this week re-equipped with the 100-eyed monster to enable it to seek out submarines long before they approach the Canadian mainland.

The venerable Neptunes with which the squadron was equipped will join the CF-100 in that big museum up in the sky, although there is a rumour that some of them will supplement the Yukon on the weekly cross-Canada sked. You don't really need too many points to have your lunch cooked by an RO.

The Argus has a wingspan of 142 feet, and is 128 feet long. Four Wright turbo-compound engines are required to get the 148,000 pounds of Argus off the ground, and the Argus' fuel capacity of almost 6,700 gallons ensures that it will stay off the ground for ever so long.

For the crews, the advent of the Argus will mean longer sorties. Argi have remained airborne for as long as 33 hours, although this is not normal. Eighteen or nineteen hours is though, and that is a lot of flying for one day.

The Argus is fully equipped with the latest in anti-submarine weapons, and the crews have spent the past few months training in the use of the weapons. There will be no degradation of combat capability while the crews sort out their nice new toy.

But some people are never satisfied. One unidentified whale-killer was overheard to say, "Now that we've got the Argus, let's start working on the Orion."

Built to Combat Sub Threat

Since the introduction of the Snorkel and atomic propulsion, detection of submarines has become increasingly difficult. Development of submarine launched missiles has made detection increasingly vital. There is a need for a highly sophisticated search and attack weapon system to protect Canada from the threat of these submarines.

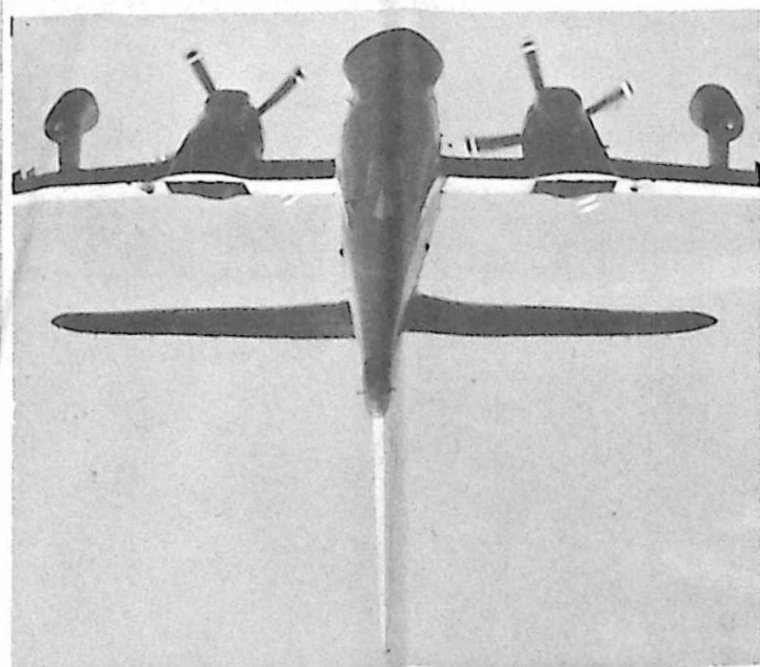
The Canadair Argus, designed specifically to fulfill this need, is capable of long periods of ocean patrol duty and, using the latest Maritime surface and subsurface detection equipment along with tactical co-ordination with naval surface craft, it can seek out and destroy submarines far from Canada.

The Argus is the most formidable search, strike and kill Maritime patrol weapon in the air today.

Adapted from the original configuration of the well known and proven Bristol Britannia in 1954, the Argus has undergone hundreds of thousands of hours in engineering design research, development and functional testing by Canadair engineers and RCAF personnel.

A flying platform for a full complement of the most up-to-date submarine detection and attack equipment, the Argus has the ability to economically fly great distances and long patrol durations at reduced speeds. In addition, it has a plus feature of ample space to accommodate both equipment and crew in efficient and comfortable operating stations and off-duty rest areas.

Neptunes Frolic



"WHEE! I've always wanted to do a loop," says a recently retired 407 Squadron Neptune as it enjoys its first day of freedom from arduous anti-submarine work. The airplane was somewhat indefinite about its retirement plans, but it did say something about going to ADC, where there were no ROs.

CBC to cover ... Promises, promises

The Canadian Broadcasting Corporation is prepared to arrange for the broadcast of television debates among the leaders of National parties which plan to nominate candidates in more than two-thirds of the Federal constituencies being contested in the forthcoming election. Should two or more of the three National leaders agree to debate, the CBC will make these important broadcasts available to all stations in Canada.

The overall CBC plans for Election '68 include a number

of special features in both News and Public Affairs in addition to continuing series of broadcasts in both these fields.

Among the programs which will highlight the issues, the candidates and National leadership are:

1) Three TV news specials on the campaign, the final on Sunday night before voting day Tuesday, June 25 - a major presentation utilizing the full resources of News and Public Affairs.

2) Television studies of key

constituencies in various parts of Canada, examining grass roots politics and relating the men and the issues to the National campaign.

3) Specially arranged public programs featuring discussions including the national leaders and live audiences, for broadcast on network television.

4) A series of open line radio broadcasts with National leaders or key candidates from the various parties, enabling Canadians everywhere to participate in direct discussion with party representatives.

5) One or more TV programs examining the role of public opinion polls and their effect on the political process.

6) A special series of commentaries on both radio and television in which acknowledged experts in Canadian politics would examine the National platforms, National Leadership and the issues at stake in the election.

7) Four hour-long News Specials on radio covering the con-

Carries Heavy Armament

The Argus can carry a complete offensive armament load of approximately 8,000 pounds to a patrol area greater than 750 nm from base, then search an area of 50,000 sq. nautical miles and return to base with an additional 500 nautical miles diversion allowance. This can be done with the aircraft carrying full armament throughout the operation.

The Argus' highly sophisticated detection equipment can detect, localize and shadow both

submerged submarines and surface vessels. Submerged submarines are discovered by means of the most up-to-date sonobuoy or magnetic equipment. Surface vessels are detected with active search radar.

Once located, submerged submarines may be destroyed with depth charges and torpedoes which can kill to depths exceeding 700 feet, while attack on surface vessels or surfaced submarines is carried out with a combination of missiles, rockets,

torpedoes, and bombs. Armament combinations are variable in order to provide a full range operational effectiveness encompassing training, practice and combat.

In addition to the primary role of searching out and killing submerged and surfaced hostile craft, the Argus also has a versatility of utilization for other important roles such as mine laying, long range convoy duty, barrier patrols across harbours, straits, etc., Maritime search and rescue operations and emergency transport.

Modern Electronic Equipment Aids in Detection

A full complement of the latest flight and engine instruments is installed for the pilots and the flight engineer. Included is a large number of sensitive engine instruments to permit refined cruise control techniques.

The most sophisticated instrumentation is available as dictated by the operational control of the airplane. The Air Navigation and Tactical Control (AN-TAC) system provided continuous corrected track and course data for normal navigation, together with GPI and instrument presentations specifically designed for Maritime use; though linkages to radio navigational aids can also provide a variety of bearing re-

ferences to the pilot.

Communications equipment for use by the routine operating crew includes duplicated HF command transceivers, a VHF command set and complete provisions for a UHF command set. An inter-communication system is provided for all stations, including outlets for ground use. Special attention to external antennae has included the development of an electronic isolated upper fin HF antenna and low silhouette sense antennae.

Navigational aids include dual radio compasses, marker beacon receiver, VHF and UHF homing adapters, Loran, and com-

plete provision for TACAN equipment. Complete provisions are made for the installation of a "Sarah" search receiver.

Tactical electronic equipment is fitted for detection, localization and tracking of all forms of submarines. Systems of this nature cannot be described in detail due to security restrictions, but account for a total weight of 3,650 lbs. on the existing airplane, not including the communications and navigational equipment. Development work in this field has included the design of antennae, radomes, waveguide systems and similar special-purpose components.

PROGRAMME OF EVENTS FOR ARGUS HANDOVER CEREMONY

1415 - Parade forms up, and Naden band begins playing
1430 - Admiral Charles arrives
Flypast and General Salute
Speech by Admiral Charles
Inspection of Argus Crews
Tour of Argus, and flying display of Argus and Neptunes
Cake-cutting ceremony
Tour of P-2000 Club and Historical Displays
Refreshments for all guests

Crew Comfort Considered

The airplane can be operated by a routine crew of five; 2 pilots, 1 flight engineer, 1 radio operator and 1 navigator. The tactical crew complement will vary with the installed equipment and the mission to be accomplished; however, stations can be provided for 8 personnel in the tactical compartment together with two beam look-out seats and a bomb aimer's forward search station.

In view of the long duration mission capabilities, the design has been specifically directed toward a degree of crew comfort heretofore never accomplished in any military aircraft. The completely separate rest area has accommodation for sleeping and relaxation of off-duty crew. Two lavatories are provided.

Galley facilities include a refrigerator, oven and hot-plates and will permit the storage and preparation of two hot meals and one cold meal per crew member in flight.

An intensive soundproofing program is designed to minimize fatigue due to noise in both the rest and operating areas. All crew stations are designed with primary emphasis upon physiological considerations of comfort, efficiency and safety.

Continued on page 4

MP BLOTTER

The time is fast approaching for those Southern Canadian counterparts of ours, the USAF APs, to return to the States after being replaced by new blood from below the border. It is our hope that the replacements are as amiable as the group due to leave. These lads have given of their best at work and play. They have made excellent buddies on duty and wonderful comrades while fishing and hunting. It is with regret we say farewell to them. Come back again fellows—B.C. is still open to tourists. Some of the Gunner Plumbers are leaving also. We haven't had too much to do with this crazy bunch although we know every wrinkle on their faces through the daily pass checks. These chaps couldn't fish worth a darn so we are led to believe. Since Moore cleaned out the Puntledge it appears they all took to the Campbell Lakes, Upper and Lower. We hear the story of one boat bearing the Maple Leaf and about seven with Stars and Stripes thereon, and guess who cleaned up on the fish? Our Wally. We feel sure that Jim Gilliam will not be able to retain his bear hunting experience once he gets home. We know all about it. It is unprintable—in parts—but true—he did.

Now for our own troops who are leaving. Time is getting short for some of them too. You know I recall years ago when a cop was left on the one beat for thirty years so that he knew every nook and cranny thereon. Now we are not left long enough to track down the crooks and nannies—that's life. I also recall the first pep talk from my Police Inspector who said, in part "You will often wonder why you joined and what keeps you going. It is the charming uncertainty of not knowing what's happening round the corner that keeps you at it." I remember that talk well because two nights later Jim Hogg got his jaw broken by a thiefwielding a stolen can of cheese—from round the corner. Stick to

the trade young fellows, it may be boring at times but it is a good trade and the service is a good career. More advice to all—not only MPs—NIL PLACII SNITCHUS ON CARBORANDUM MOBI which means "Never put your nose to a moving grandstone." Following the remarks in the Hospital Humbug column about MPs travelling in groups. Everyone knows that MPs are gregarious and bear no man ill will. Incidentally our readers know that our MTR is, or must be, the only one in the forces with valet service in the little boys room. At least that's the impression I got when waiting for treatment and browsing through the 1964 magazines. There is a notice on the wall near the door to the blue room which reads "Ring for Attendant." Who is he? "Dan, Dan the Sanitorium Man." Heard the following remark floating down our HQ Passage last week and it is quoted: "You know if Mr. Trudeau ages as fast as he did from 46 to 48, I figure he'll be 160 come election day and we'll have no problem." Sir, that's not nice after all he is paying your expenses to Montreal later this month—Nest Pas? Thought young James had religion bad last Sunday when I saw him on his knees on the main street of Courtenay. Turns out he was talking to a girl friend through a low car window. The only major news events since last edition are, one, Howie Richmond put a ring on a girl's finger and another through his nose i.e. he got married. Congratulations to Lie-lotte and Howard. Second was the arrival of good weather and the return on leave of the JGG. Yes CWO Van Buskirk paid us a visit from ADC HQ and for those interested he is not repeat not collecting taxes for the Mayor of—what's that town out east called? All for now got to go fishing while the sun shines. A final word to the departing 'Yanks'—Good Luck, Good Fortune and above all Good Fishing.

Bouquets and !?x! From the ASRO

No traffic problem here? I agree that more use of the PMQ gate would relieve rush hour traffic at the main gate. How, I ask can one use this gate if it is not open? Three times in a ten day period in April I found this gate locked at 1630 with traffic having to back track to the main gate where one of our finest was refusing to allow a left turn to the PMQ area. Confirmation required? Ask L/Col Pat. he was seen breaking camp at 1632 hours April 18 by sealing the fence at the PMQ gate.

Points to spare? One Warrant Officer was fit to be tied when he found that the service flight he had requested left Vancouver with fourteen seats available through Trenton. After he had been informed that there would be no space available. Are there that many no shows?

Our poultry plucker is still being persecuted. A number of his chicks stare continuously skyward. One young friend likes to put a permanent twist in any neck he lays hand to.

Final practice sorties for Call Shot are being carried out this week. Crews have favorite aircraft, ground crews TRY to please everyone, refinishers TRY to pretty them up when they can get hold of them for a moment. Repair and snag work week-ends to complete periodic inspections that must be anticipated. A good show is being put on by all concerned. If we snap at one another now and then we hope that it is only because we have normal human failings.

We see that the first Argus has arrived-welcome aboard—we hope that you will be happy in your new home and won't drive us out of ours.



Hospital Humbug

WEEPERS, ETC.

"Weepers" is an expression peculiar to the Navy environment, and "YGIF" was adopted by the Air Force, the Army stuck simply to "Happy Hour" and the RCMP came up with "POITIS". All allude to Fridays after-work festivities, but last week the Hospital held an impromptu party and the Base Matron-elect, Capt. Marj Keenan, was heard to blurt out that she was sure pleased it's Thursday.

The point of the exercise was to give Yoshi Kosaka, our Matron for the last two years, a suitable send-off before reporting to Soest. The early absence of the guest of honor, reportedly searching for her missing leave pass and clearance certificate, complicated the issue. The rest of the staff, undeterred by such a temporary delay, considered the arrangements suitable under control to begin without her. The party was well under way when the Regional Matron, Major Jean Adams, made a dramatic and unheralded entrance. Diplomatic assurances that the Hospital was not in the habit of imbibing every afternoon did much to allay ugly suspicions, and with the eventual arrival of Yoshi, the party proceeded along normal channels. For some obscure reason, Yoshi had withheld the secret of serving Saki until the end of her tour. Japanese-style, it is really quite palatable.

Although disappointed at not getting Tokyo, she is well-satisfied with her overseas posting—and why not, she will be revisiting her old haunts, not for a second, but a third time. We wish her well.

THE WEE FOLK
In recent years we have be-

come accustomed to Matrons small in stature. Alice Bowden was four foot nothing and Yoshi Kosaka standing back to back was not a whisker taller. Marj Keenan, due to take over on July 8, will change all that, and we, hitherto smug little fellows, will have to watch out and look up to her. She was here last week on T.D. from Holberg getting acclimated to the sunshine of Comox.

BONNIE—WITHOUT CLYDE
Undaunted by whirling cameras, rapid scene and wardrobe changes, Bonnie Buchanan last week spent a whole day on the set—she inadvertently reported for duty on her day off. Starring in a feature film shortly to be televised on CBC, she portrays the part of a Nursing Sister on a Mercy Flight. The camera crew was indeed fortunate in choosing a day when the 121 Rod and Gun Club was available to provide a suitable back-drop. They must have heard that the fishing in these parts is not too good just yet.

An announcement will be made when the film is to appear on the screen.
RECREATIONAL HAZARDS
Plagued as we are with injuries sustained particularly during the early season of every sport, we have recently encountered something new. Lou and Marty Cusson have been enthusiastically recruiting for the Archery Club. Bows and arrows can hardly be classified as a violent contact sport and yet the savage abrasions and contusions appearing on the latest novices Tim Forsythe and Jim Thompson bear witness to the rough and tumble aspect of this ancient sport.



Demon Doins

The official Argus arrival ceremonies will take place this Friday so everyone has taken to shining tired leather and pressing uniforms. Rear Admiral J. A. Charles will be the inspecting Officer during the parade. Captain Scot Eichel, an old squadron member commonly referred to as Flags, will be accompanying the Admiral during the visit.

The last squadron mug party was well attended it is noted, Captains Des Mayne and Carl Ensom had their transfers cancelled but Des performed the honors for Captain Ross McGillivray, who was away on course at the time.

Printed schedules are 'out' these days and the Programming Officer has been issued with a grease pencil and wiping cloth. The grease pencil is for warding off irritated aircraft captains and the cloth is for crying RO's who are trying to find out what crew they are temporarily shackled to.

Captain Vern Lewis has been performing a test on #7 Hangar to see if the roof will actually support the landing stress of a Neptune. Rumor has it that Vern has been transferred to HMCS Bonaventure and what better place to practice landings than on the hangar roof.

Captain Darrel Newman's smile faded the other day. Darrel was supposed to go on the School of Instructional Technique but when they found out that he was coming they sent him back before he had arrived. Darrel is the only known person to back SIT before attending one lecture. Actually his conversion was advanced so he had his SIT course cancelled.

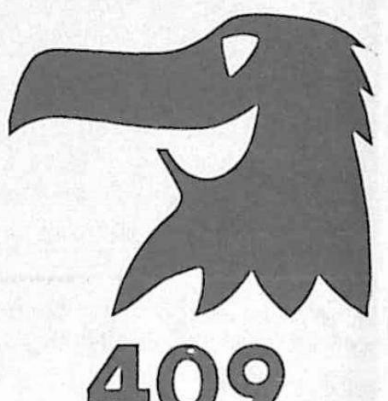
Our Unit Flight Safety Officer found out where his transfer lies. Captain Stu Smith is taking the Helicopter course at Rivers then heading out to HMCS Shearwater with HS 50 to do a little donut dunking.

Stu knew about his transfer but they neglected to tell him where he was going—no wonder they waited until the last moment.

Captains Bill Mazzy and Cliff Fletcher are in Halifax on the ADAC course. The course is so secret that no one knew they had left until several days after their departure.

Rumor of the Month: Since Ash is constructing an extension to the 407 Officers' Club that is bound to be a roaring success.

Night Hawk's Nest 409



Isn't it amazing how fast time flies when you're getting lots of flying? It seems like just yesterday that we were reading the last disappointing issue of the Totem Times.

The squadron is testing a new system of operation. It is run along the style of a democracy. All flying, DAO and alert slots are filled by volunteers. Major Morrison started things off by volunteering Y. Y. (George) Spolski for DAO during the 409 party on Tuesday night. Upon closer examination, it sounds a great deal like the old system.

Pete Armour has returned to his bride after a two week visit to the Jarvis Lake rest area in western Alberta. Heartless Harry wants Trapper Pete to set a snare around the cup dispenser, but it hasn't happened yet.

Dave Walker has started keeping a handkerchief up his sleeve and speaking with a British accent, preparing for his transfer to Shearwater. He hopes that the term "helicopter destroyer" is just another example of incomprehensible naval terminology, and not a literal description of the ship's function.

Rhiney Koehn is dumb like a fox. All his neighbors have been commenting on the slow progress of his landscaping. Last weekend, his father arrived for a two-week visit. Rhiney volunteered for alert every other day, and the yard is almost finished. Now, if O'Sullivan's father would pay him a visit, the area would be improved considerably.

Vern Barker's wife has politely requested that I put Vern's name in this column. Vern is leaving very shortly, and Vern Barker never does anything noticeable around the squadron so I decided to put Vern's name in the paper. How's that, June?

At press time, all activities have slowed to a standstill as the squadron prepares for a night of culture in the mess to say fare-

well to Col. and Mrs. Patterson, Capt. and Mrs. Kuzyk, Capt. and Mrs. Fellow, Capt. and Mrs. Poole, Capt. and Mrs. Walker, Capt. and Mrs. Mitchell, Capt. and Mrs. Knight and Capt. and Mrs. Wheeler. Although we are very sorry to see all these fine people go, it should make some flying time available.

The softball season is approaching and Walt Hartzell has been asked to manage the Nighthawk team. This looks like a move to keep old Rubberarm on the bench. The rest of the league had best beware because Pete Armour has been limbering up his pitching arm and claims that the old fastball is working well.

George Spolski and his American partner are trying to find someone to give them lessons in ping-pong after a recent humiliation in the QRA. Maybe Bob Olsen or his partner will condescend to give a few hints. Just think how miserable life would be around the squadron if the lumps officer worked in CAC and spent all his time in the coffee room.

Long John Kuzyk is getting daily workouts on the rack to qualify him for his role of fence-peeking over in Europe. John will be working exclusively with short, squat USAF spies and will have to peer over fences to relay information.

The Grey Fox was given a walking stick of truly unique design to aid him on his truly unique walks. Some people take this fitness programme far too seriously.

It is rumoured that 409 will have painted a big Nighthawk on the argus in time for the presentation ceremony tomorrow, except that the Nighthawk might get sea-sick.

Congratulations



CAPTAIN GRIBBLING—BMTD, promoted to Major and transferred to CFB Halifax as Senior Staff Officer Transportation for Maritime Command HQ, effective 15 Jul 1968.



CAPT. THATCHER, the Base Flight Surgeon, promoted to Major effective 30 Jun 1968.

COBOC CACOPHONY

"Due to a lack of interest, tomorrow is cancelled." This famous quotation from Hank Klein's sweat shirt about set the mood for last week's coboc festivities. The theory being, let's do it up like there's no tomorrow.

Last Thursday night a group of coboc's finest kicked off the up and coming weekend in typical coboc fashion. Since they were leaving Friday morning for the big Naboc (Naboc Bachelor Officer's Club) fly-in, it was only fitting that a fly-out party be held. The entire evening was a gala affair and in spite of all reports submitted by the Comox Valley Noise Pollution Committee was ultra-couth as only Coboc happenings can be.

It only seemed like a matter of hours before ten of coboc's finest were forced to report to P2V7 Neptune 24105 (on retirement leave). Under the able leadership of Capt. Denny Bisson and WO Gus Beadals (both on special loan to coboc from their wives) our bleary eyed coboc contingent soon found themselves in Edmonton. Soon after arriving spirits rose and ailing stomachs and heads quickly recovered as refreshments were served by the welcoming committee at the rear hatch of the aircraft. This little example of gracious hosting reminded our dirty dozen minus two of the trend they had set for themselves.

Beer call in Naboc last Friday was something else again as approximately 130 single types were in attendance. A fearsome foursome from coboc decided that there was probably more fun to be had over at the nurses quarters and were soon afterwards seen crawling their way over on all fours, with four bottles of crackling rose in their possession. The guys made it there without incident and it was only the most ironic twist of fate that caused our heroes to run into two nurses of which one didn't drink wine and the other didn't drink at all. Of course there was no one else in the building and our group was then forced to have a little party of their own (oh, the flexibility of aircrew).

An act of humanity was observed at the beer call. One chap actually lost a filling out of his tooth and was then coaxed over to the dentists office by former cobocier Vic Lantitis and his cohort in dentistry. Amidst screams of agony and pleading from their reluctant patient the two Naboc dentists soon presented him with a bright and shiny silver filling. Regardless of the fact that it fell out in less than twenty minutes, it was a most gratifying effort all around.

Saturday was an interesting day after a champagne (actually \$1.85 crackling rose) breakfast, Coboc prepared to take Naboc for all their money in the Monte Carlo games that were held in the mess. Once again fate dealt our stalwarts from the Comox Valley a foul blow as one by one coboc types lost their shirts. However, it was all in good fun as again the flexibility of aircrew showed itself, when the women began to arrive on the scene. Coboc managed to divert their attentions from the gambling tables to the task at hand very easily.

The party that night was an outstanding success and for the sake of brevity this writer won't

bother expanding on all the details. The thrash lasted well into the early hours of the morning and almost to briefing time for a lot of individuals. Take-off came all too soon for our west coast warriors and with sober thoughts such as temperance in their minds, Coboc was soon winging their way across the great divide between Canada and the prairies. The only sound heard on the entire trip was that of Bob Barr whose feeble voice croaked over the intercom "You know, I think I'll get married so I don't have to come to these things any more."

Canadian Forces Day
June 1st

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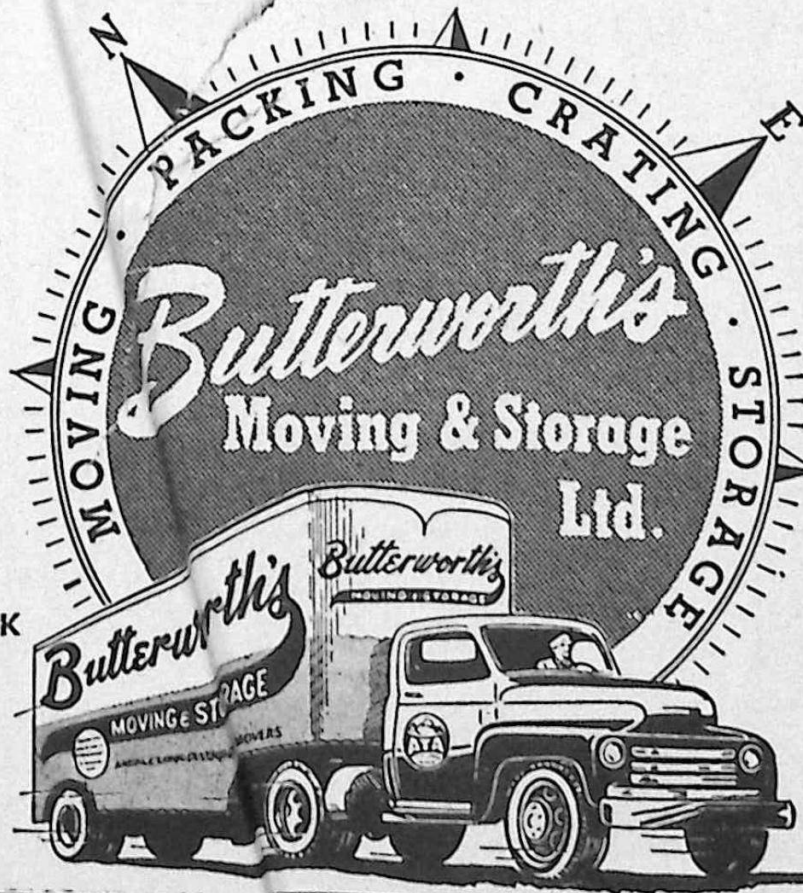
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"Listen buddy, when I'm talking you sit down and listen."

Speaking Skill Stressed in Supervisor Course

Sgt. Kyle Jones, 35, of 121 KU Comox, B.C., practises public speaking during a six week Senior Supervisor Training Course at Canadian Forces Base Borden, Ontario. He is on course at the nation's largest military training centre where more than 200 career and trades courses are

taught. Among the subjects he studies and practises to make him capable of becoming a Senior Supervisor are Communication of Ideas, Military Writing, Management Techniques, Leadership, General Military Knowledge and Drill.

(Canadian Forces Photo)



THE MERRY MUSHROOMS held their housewarming party in the main ballroom of Mushroom Manor last week. It was a "fun" party until two of the contestants of the ever popular parlor game "Let's corner the boss and straighten him out," became so heated they set the decorations on fire.

Merry Mushrooms Hold Housewarming

Mushroom Manor had it's official housewarming last week as 121 gathered in the Ballroom to bid farewell to two old Mushrooms. Sgt. Buckland and Cpl. Bullis, both of whom have been with 121 so long that no one knows when or where they came from.

In a short but moving speech that lasted about thirty seconds the CO, Col. Doc Payne opened the festivities. Harry Fungus then marched in with his kit bag and made presentations to Sgt. Buckland and Cpl. Bullis to mark their retirement.

Amid deafening cheers, the heart-moving ceremony of 'Admittance to the Order of the Golden Mushroom' was performed. The order was hung about their necks and for a moment it looked as though Cpl. Bullis might have been strangled with the ribbon, for as he stepped forward he tripped and grabbed Harry in a very delicate nerve centre. Harry was so startled that he leaped three and a quarter feet into the air, still clutching the Golden Mushrooms ribbon, which was still attached to Bullis's neck. To some the sight of the 205 pound Harry Leaping into the air was the highlight of the party.

Farewell was said to Cpl. Lil Moe Morrison who is taking an extended holiday in Tanzania. We hope to see him come back though.

In his farewell speech Cpl. Bullis noted that he had been in

the Airforce for 23 years and was still not qualified on an aircraft, but had been fully qualified on mops and brooms.

It should be noted that this is the first party in living memory that was planned by the squadron entertainment committee that wasn't cancelled by a search.



Silver Mushroom Awarded

The squadrons "Good Show Award," the Order of the Silver Mushroom, was awarded to Cpl. R. Bruce by the Sameo, Captain Pyatt. The award was made to Cpl. Bruce for outstanding alertness in his Maintenance duties. Cpl. Bruce found an obscure malfunction on an Albatross. The malfunction was completely out of his immediate work area.

MONEY BELTS EXCESS BAGGAGE THESE DAYS

Once upon a time — and even today in some parts of the world — travellers had to hide their money pretty carefully if they didn't want to lose it. Money belts were as common as Gladstone bags in the old days.

Nowadays it's different. Today's traveller doesn't need to worry about losing his bankroll, he uses Bank of Montreal travellers cheques. They're funds while travelling.

A visit to the Courtenay branch of the Bank of Montreal before starting off on your vacation trip can give you complete peace of mind. There the accountant, Jerry Wise, can sell you the B of M travellers cheques you need, in whatever denominations you think will be most practical for your purposes.

Then you'll be able to travel with the knowledge that if your travellers cheques are lost, stolen or destroyed, you won't be the loser. The Bank of Montreal will arrange to replace them for you.

If you're going abroad, the B of M can provide you with special travellers cheques, cheques are much more comfortable than a money belt.

FROM UP IN MY PERCH

Last week as I dug down in the ol' kit bag looking for a decent summer uniform, one that looked good and at the same time fit me, I found myself digging through the history of my career. There, year by year was recorded the growth of my girth as each season of prosperity took its toll on my waist line and thereby demanding a new issue of "summers." In the good old days it was simply a matter of convincing the "Top Cat" in the clothing stores that the uniform was no longer serviceable, due to fair wear and tear. To some people this was a momentous task, especially the conscience stricken and the tongue tied. To the gifted Irish and their imitators it took only a file or even a match box to doctor the subject uniform.

Today it is a much different story. Due to the untiring efforts of one Air Commodore, Cyruse E. Serooge, incidentally a direct descendant of the famous Ebenezer Serooge, it is now necessary to purchase the aforementioned uniforms with the coin of the realm. Albeit the service does issue a clothing allowance, but when the major seasonal changes occur this allowance can look like a mere pittance.

Shopping for my spring and summer "ensom" this year I was shocked to find the summer tunic priced at \$28.85. I can't shake the feeling that this is some kind of psychological test. Perhaps the 'powers that be' survey, with an eye to future cut backs, the purchase forms on a monthly basis taking the names of the people who buy these fiascoes, submitting them to the medical branch as possible candidates for release. After all, would you not suspect the mentality and suitability of a tradesman who would blow \$28.85 on a jacket of that calibre?

I would like to mention before I'm swamped with letters giving the whys and wherefores of why we must 'persevere', that I realize that we have to tough it out until the new issue takes place. I am also aware that the Service still has about three and a quarter million yards of this material.

The cloth was originally designed to be used for the manufacture of carrying cases for WW I barrage balloons. While

storing one of these balloons one day, a war-tosser Defree was lost in one of the creases of a carry case and went missing. The old warrant was marked AWOL for almost three years until a supply Sgt. in Mat Com discovered him asleep on a shelf in a warehouse.

As I tucked my winter suspenders, which were made from a surplus TIGER Moth shoulder harness, away along side last years summers I couldn't help thinking that in spite of all the disparaging remarks made about the 'summers' there was a time when 'summers' were considered the greatest thing since the pop up toaster. While I was at #2 TTU in Camp Borden, our course, "Lucky Thirteen" was selected to be the Camp Borden contingent to the 'King's Presentation of the Colors to the RCAF' being held at RCAF Stn. Trenton. After spending the long hot spring parading around the countryside, practicing everything from forming fours to changing arms (you want to try that without a rifle), a rumour started that we were to be issued the new summer uniform. This was just too good to be true. Most of us had just converted two blue shirts into dice keys for our horse blanket blues in a futile effort to beat the heat. To be issued such sharp haberdashery put us in a class with seasoned vets and NCOs of Irish descent.

Unbelievably the impossible happened and with one exception we were all issued summers. The exception was none other than Dave Ablett. For some reason which I have forgotten, (I think he got sick) Dave was taken off of the Drill Team. This undoubtedly broke his heart, for Dave didn't get his summer uniform. He was posted to Station Trenton and was there to greet us on our arrival for the big parade. In his early days at Trenton, he, like all of us got a lot of 'Joe' jobs. The worst one for Dave, however was Security Guard. They put poor old Dave out in the 100 degree heat pumping the gate in his lovely horse-blanket blues. While he never did have a weight problem, this let him store it up so that now, while the rest of us are constantly dieting, he's been able to eat what he wants and still not pass the 115 pound mark.

While still on the subject of uniforms, I was walking by the local bus depot and couldn't help thinking how smartly dressed the

bus drivers were. I can remember when all the bus drivers tried to look like pilots. Now some of the pilots seem to be trying to look like bus drivers.

Rumour of the Week: 407 and 409 Squadrons will amalgamate this summer. This will give them a majority over 121 thus preventing 121 from duplicating their recent space coup. The new combined 407 and 409 squadron will be known as the Irate 816th. Runner up for Rumour of the Week: 407 is replacing their

Aerostands with Gangplanks. Upon entering their new Argus Airships personnel are to turn right, salute the ensign on the tail and ask the Officer of the Deck for "permission to come aboard."

Mushroomer: The big problem in 121 today is the relocation of the mushroom patch.

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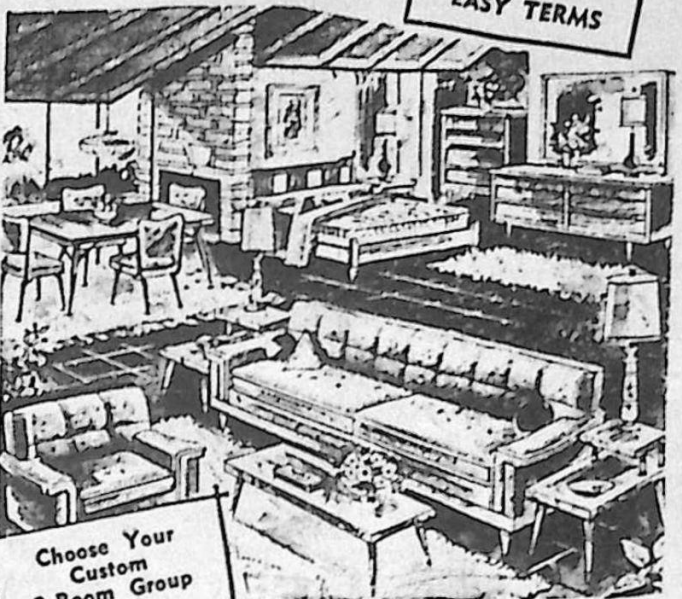
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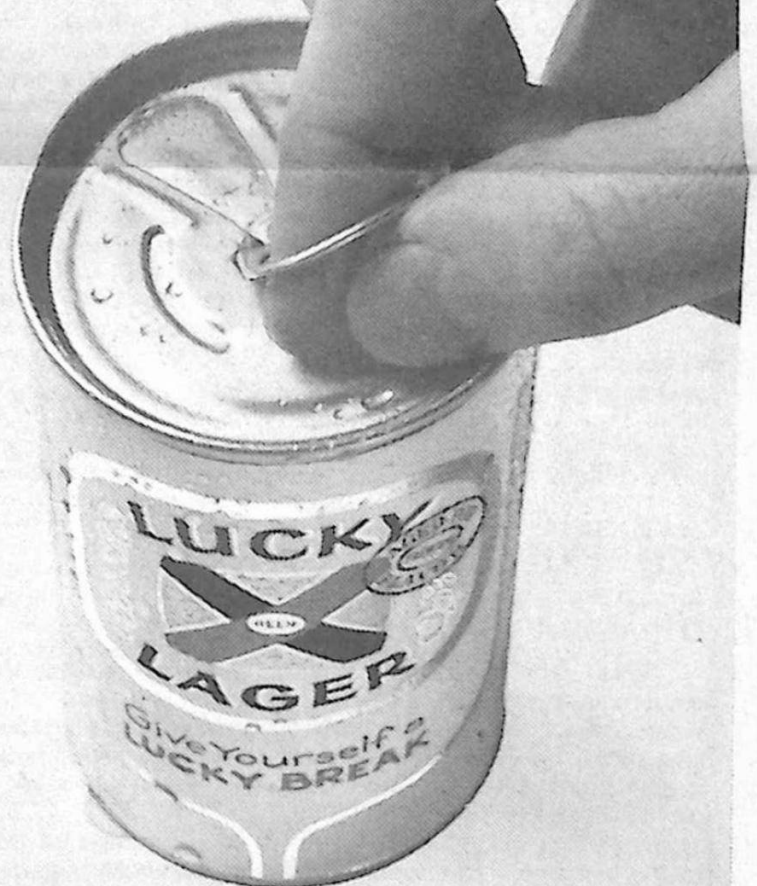
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TOTEM TIMES

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EDITOR: Capt. RE Merrick (Loc. 409)
PHOTO EDITOR: Capt. RF Elmer (Loc. 241)
ASSISTANT PHOTO EDITOR: Cpl. J Tremblay (Loc. 399)
EDITORIAL STAFF: Capt. WG Hartzell (Loc. 409)
 Lt. PG Northover (Loc. 241)
 Lt. N. Bartels (Loc. 308)
 Sgt. HE Miller (Loc. 311)
DEPUTY EDITOR AND CARTOONIST: Cpl LG McCaffrey (Loc. 299)
ADVERTISING STAFF: WO H Image (Loc. 311)
 WO M Kirkwood (Loc. 391)
BUSINESS MANAGER: WO P Conley (Loc. 449)
CIRCULATION: Cpl K Paisley (Loc. 409)
BOOKKEEPER: Mrs. B Crocker

SPORTS EDITORS: Capt. GM Kruger, Lt. HW Klein (Loc. 241)
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Why Not Have Another Look

During the current election campaign politicians on all sides have had the temerity to suggest that NATO and NORAD were not acts of God, but, rather, acts of Parliament, and therefore liable to change. This set off a reaction that was almost hysterical.

But, in heaven's name, why shouldn't these alliances be re-examined in the light of changing conditions? Certainly the Europe which exists today is a far cry from the Europe of 1949. Surely the aerospace threat to the North American continent might have changed since 1958.

In 1949, communist expansion into a weak and war-torn Europe seemed a virtual certainty and some method of combatting it was required. NATO was the answer then. But is it the answer now? Similarly, there were periods when it appeared that the threat of air attack against North America was very real. Is the threat so real now?

No one has said that the communist threat to Europe is finished. Neither has anyone said that the threat of aerospace attack has disappeared. All that has been suggested so far is that the policy be re-examined to ensure that it is still the best policy for Canada and for the world.

Certainly this is not a shattering development. There is a tendency in international affairs to let alliances take on an unnecessary degree of permanence. It is no more than a reflection of the old parochial, "It was good enough for grandpappy, and it's good enough for me" attitude. But that attitude is not the best one with which to conduct Canada's, or anyone's foreign and defence policies.

Canada's defence policy must be firmly based on an intelligent foreign policy that is receptive to the needs of today's world. The cold realities of economics dictate this. Canada cannot afford to waste money on a defence policy that is not so based.

Defence is an increasingly expensive business. Ships, aircraft and weapons become more expensive with each year. The training standards are higher. The cost of maintaining the force becomes greater. And, increasingly, there are demands from other sectors of the economy for government funds. Canadians obviously want their government to do many things for them, besides provide defence, and, election promises to the contrary, there is a limited amount of money available. Therefore, another look at the foreign policy, and the defence policy is inescapable.

It should not be any cause for alarm. Rather, it should be a source of pride, for only by constantly reviewing the foreign and defence policies can the defence forces do the best possible job for Canada. If the review should prove that a change is necessary, so what? The Canadian forces will adapt, as they have always done, to meet the changing requirements. If the review shows that no changes are required now, then the forces will have the satisfaction of knowing that what they are doing is important and necessary. Few jobs in this uncertain world offer this satisfaction.

Who Put the Foot in the CBC's Mouth?

"What price freedom?" must be the question that CBC announcer Bruce Rogers is asking himself these days. Rogers, who is occasionally permitted to read the national news over the CBC network was discharged from his announcing job after he was nominated as a candidate in the forthcoming federal election.

In distant and simpler times, it was an article of faith that government employees should be studiously non-partisan at all times. They were supposed to do their best to do their duty to King and country, and stand stiffly aloof from the squalid partisan struggles that wracked the country every four or five years. But this concept was hampered out when government was a relatively small employer; when it did not employ more than a handful of people. Today, government is big business. More and more Canadians work for it in one capacity or another. Some Canadians work directly for the government. Others, like Bruce Rogers, work for organizations which are not direct arms of the government.

Should these Canadians be denied the right to participate in public affairs solely because they have chosen to work for the government? An excellent case can be made for maintaining a non-partisan civil service, and a non-partisan military service. No one wants to see the civil service become a hive of political intrigue. Nor does anyone want to see the country overthrown by a military coup. But is it necessary that everyone who works for a government agency of some sort be denied the right to political activity of any sort?

As a government-supported network, the CBC does, perhaps, have responsibilities that are not incumbent upon other networks, and one of those responsibilities is that it be duly non-partisan in the presentation of material other than paid political advertising. Does this then prohibit the CBC from hiring people who have known political views? Of course it doesn't. There was no suggestion that Rogers would use the national newscast to trumpet his political views. Nor was he going to appear on camera wearing a placard adjuring viewers to support his party. All he was going to do was to read the script that was handed to him, and read it in perfectly rounded, mellifluous tones employed by CBC newscasters as they hand out the nightly ration of doom and despair.

Canadians are accustomed to talking a great deal about the freedoms that they enjoy, and how they would fight for those freedoms at the drop of a decree. But these freedoms could be slowly whittled away by the vast increase in the number of people employed by the government or its agencies. The fundamental freedom, the freedom to work for a change of government, must be extended to as many people as possible. Denying that freedom to an employee of a crown corporation is a retrograde step.

The CBC has every right to regulate what its announcers might say while they are on camera, but it has no right to regulate the private lives of its announcers. Somebody up there should tell them.

Financing for the Future

The comptroller had had one of those days. The TD fund was empty, the construction fund was overspent, the vehicle allotment wouldn't buy a used Honda and there wasn't enough Avgas in the tanks to run his model airplane with the one-third cylinder engine that would run for a hundred years on a thimbleful of diesel exhaust. To top it all off, there was no money in the coffee fund.

Clearly, some way out of the financial impasse must be found, or the comptroller's organization would soon be on the rocks; a good way to be if you're a drink, but rather poor if you're a uniform. What to do, what to do...? The comptroller dozed fitfully in front of the blaring boob-tube, committing the cardinal sin of missing Rowan and Martin. The news broadcast penetrated his slumbering sub-consciousness, "...voluntary taxpayers added their names to the rolls of... their way to the reunion will be paid by..." And then the comptroller slept, and as he slept he saw a picture of how it was in 1984.

The television was on and blaring; "Be the first in your block to own an air defence squadron. Only two dollars and you will have the chance of a lifetime to spend an evening on alert with the air defence crew of your choice. Drop in today, and pick up your security clearance along with your lucky ticket. For two dollars you can win a ride in a Sweepback Superspark, the hottest airplane in the air defence fleet. Hurry, hurry, contest closes June 29. Fill in your voluntary defence deduction now to avoid disappointment."

As the base of 1984 floated closer to him, the comptroller saw something else. It was over in front of the Maritime squadron, which was then equipped with the dreaded new Handley-Dandley Harpoon, the fiercest anti-submarine weapon in the inventory. But it wasn't the airplane that caught the comptroller's eye.

Far from it. It was the big sign in front of the hangar that said; "This squadron is brought to you by Ragweeds Finer Filters, Ltd. When cleaner air is produced, it will be through a Ragweed Filter." A similar sign in front of the aircraft which could carry the entire armed force, all 1,500 of them, said that particular squadron was sponsored by the Puritan Pickles, Preserves and Pumpernickel combine. Attached to each sign was a pad of voluntary defence deduction forms, along with pictures of the previous month's winners.

Through the open window of the headquarters building, the comptroller could hear the fall-out from the meeting then in progress. "We're not asking for much," said a voice, "but since we did, after all, contribute a little something to one of the squadrons, wouldn't it be nice to have Puritan pickles on the mess hall tables at all times, even at breakfast?"

"Why can't all servicemen be compelled to wear filters?" said another voice. "After all, clean air is important, and it enables us to continue supporting, I mean, we would certainly hate to have to, well, you know what I mean."

So it was that the decision was taken to issue all servicemen with filters, and to make the wearing of them mandatory. The comptroller, an individualistic sort, was having no part of it. But it was mandatory, and three burly honchos bore down on him to make him wear his filter. He struggled to evade them and as he did so, he fell out of his chair and awakened. But every so often, thereafter, he would wonder if he hadn't had a good idea.

CBC To Cover

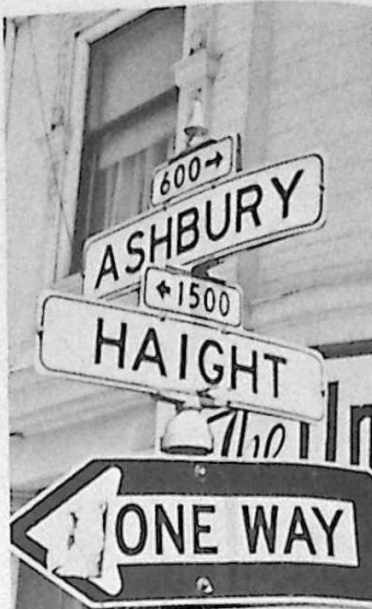
Continued from page 1

duet of the campaign and the election issues.

In addition to these News and Public Affairs programs a special series of election free-time network broadcasts will be provided on both radio and television enabling all of the parties to present their platforms to the Canadian electorate on a country-wide basis. At the local level CBC television stations will provide election free-time broadcasts so that voters may know the positions being taken by their local candidates.

On election night the CBC will mount coast-to-coast coverage of the election results and will utilize the most sophisticated communications and computer equipment to bring Canadians election news and election results first.

More specific program information and scheduling dates and times will be provided as the campaign progresses.



Haight-Ashbury-Crossroads to Hell?

By RON ELMER

Those readers that get past the funnies may remember an article about the 'hippy' section of Vancouver, at 4th and Arbutus, about three months ago. It was suggested at the time that the hippy movement was a harmless one in that its members were non-militant and occupied a very small portion of the city, preferring to live in communes. An opportunity occurred recently to see what happens when such a movement grows large enough to dominate a community, viz the Haight-Ashbury district of San Francisco. Gone was the charade of politeness and in its place was a sneering disregard for anyone who did not 'fit'. Begging on the streets, ostensibly to obtain funds for "A friend who is in jail on a 'pot' charge" is so commonplace that the practice has spread to most major shopping areas.

Beautiful girls beg for dimes right alongside the grubbier barefooted die-hards, all of them giving you the impression that you are a gourmand if you have eaten in the last forty-eight hours. Emergency hospitals are set up permanently in the area to pick up those that drop in their tracks due to lack of food.

So militant has the population of Haight-Ashbury become that baiting of military men has become a game, photographers who cannot convince their subjects that the pics are not being put on police files get harassed. Bus loads of tourists (for the area has become a 'must' for the tourists industry) are fair game for beggars who hold up paper cups through the windows and if the tourists don't cough up they get the paper cup, together with any contents, in their faces. A sad fact is that the hippies, in eschewing all that society has to offer them, have adopted status symbols of their own, the 'Mod' hippy would not get caught dead with anything on his feet, he totes an evillooking dog on a leash, German shepherds are 'in' right now, and lives only on either Haight or Ashbury.

Pride amongst the hippies ends right there however, for Haight Street is one big garbage can. The few shops which sell posters, have something to offer no matter what the taste, from the frankly prurient, through the Hindu and Alice in Wonderland themes (which are very popular) to police brutality (even L.B.J. takes a knocking); a recent innovation is the black light poster, which is shockingly gaudy to begin with and should be viewed by Ultra Violet light for maximum effect. Many of the posters are produced locally and bear a "Commune" letter of origin. A lot of the posters come from New York however, mostly the lewder ones.

To have seen Haight-Ashbury is a sickening experience, literally because of the all pervading incense, which hangs like a pall over everything and mentally when one observes so many lives being ruined. Homosexuals advertise for partners for their perversion in the 'Berkeley Barb', frantic parents use the same columns to plead with their sons and daughters to return home for one more try at reconciliation. Vancouver City Aldermen have been accused of being a bunch of old women when it comes to tolerating a home-grown movement, but the truth of the matter is the people of Vancouver should be thankful that they have a council which realizes the danger of a hippy movement growing to one of the Haight-Ashbury proportions.

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Reader Beware

Democratic government has been defined as government in accordance with the will of the people. But like all generalities this one needs two qualifications. First, government in accordance with the will of the people cannot be taken to mean consultation on every act of government. Second, government in accordance with the will of the people means at most that it is the will of a majority that prevails on controversial questions.

This will of the people has been journalistically defined as public opinion, but few concepts are as hazy as public opinion. We can say that a public opinion is one that determines or influences, or tries to influence, what the government does, and it necessarily follows that it must be held by a considerable number of people who are disposed to push for action. However, it is false to believe that public opinion is just another name for the opinion of a majority, however created.

If you've started to wonder what this little preamble is leading up to, stay with it. With two major elections in the future we are going to be swamped with thousands of polls showing that the public is for somebody or against that proposition. Somebody is going to have 47 per cent of a popular vote while somebody is not going to have a chance. All I'm trying to do is to show just how we should react to this swamping.

Leaving the States to stew in their own polls, we in Canada are concerned with the Canadian Institute of Public Opinion. It has a director and a group of part-time interviewers and all agree that they are indispensable to modern democracy. My question is — are they?

A major point of criticism is their accuracy. Although the sample taken is supposed to be representative of the country, we wonder whether opinion in each of the age, sex, economic and other categories is homogeneous, whether the opinion expressed by the representative samples can safely be taken to be representative of the opinions held by the public as a whole.

The polls are also criticized for assuming that every man's opinion is of equal importance. Men have equal voting power, it is true; but unequal influence on the votes of others in an election and on the opinions of others in open discussion. Therefore, opinion should be assessed qualitatively as well as quantitatively.

They may also give a mistaken impression of firmness inherent in a particular issue. As they say, even women have the right to change their minds. Similarly many people might change their minds if they were to be made responsible for the decisions they advocate.

Finally, the polls tend to introduce irrational elements into elections, namely the desire to be on the winning side. However, much we may tend to say we were not influenced by a flash poll that showed our man was completely out of the race, any psychologist would refute this statement.

My main point is that we should treat polls with the same respect you give your neighbour when he leans over the back fence and says he'd die before he voted for... since he heard what they had done to... and you smile and believe your man could never have done that. Besides, I just saw a poll that showed the Totem Times was the most popular paper in Canada.

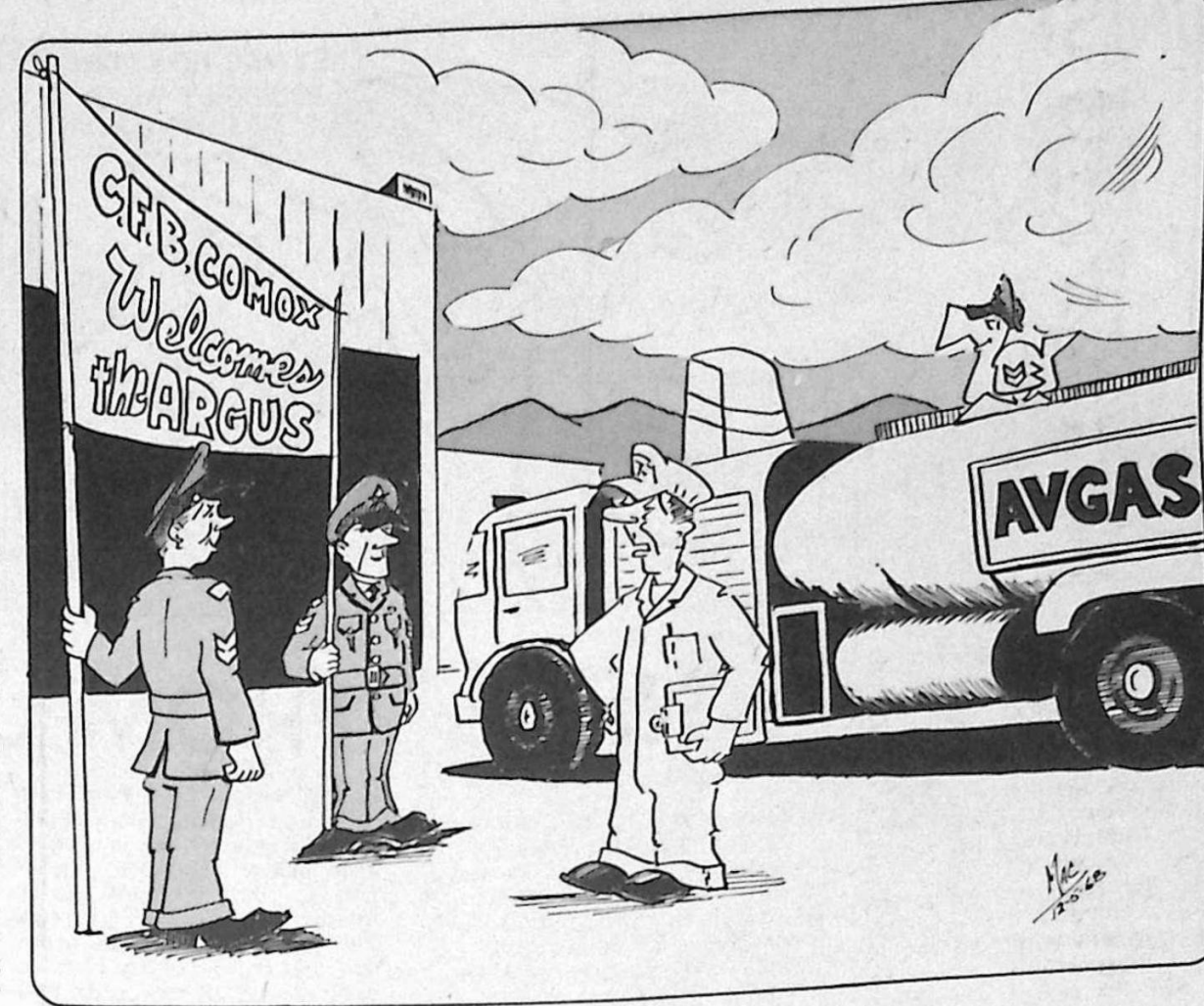
Welcome To Comox

This week, 407 officially takes possession of its aluminum over-casts, and it takes possession of a large group of people who will fly and maintain them.

Just as the Argus is a most impressive addition to the coastal defence, so are these people an impressive addition to CFB Comox. We welcome them and we welcome their special talents.

Life in Actionland is wonderful, we are assured, and we hope that these newcomers will find it that way. Vancouver Island, and the west coast of Canada have many attributes that make them Canada's most sought after addresses.

On behalf of all those already at CFB Comox, the TOTEM TIMES would like to say to the new members of 407, "Welcome Aboard," or whatever it is they say in nautical circles.



Well, it's just another empty gas tank to me.

UNISKINS BACKWARDS? Letters to Editor Dept.

In our last issue you may or may not have noticed that the cartoon strip "Unskins" was printed in reverse. Here are some of the reactions from our readers:

"I thought it was a novel idea. It occupied several hours of my spare time trying to read it." Cpl. Greasebucket, MT Section.
 "It's an original idea, I don't think it's ever been done before." Cpl. Doug Holcombe of the new Comox group 'The Reflections'.
 "At first I thought it was a dig at the cornflakes boxes, you know,

like having the other side written in French so you can't read it." Cpl. Brakeshoe, Tirebay.

"I was wondering why you would be printing the wiring diagram for the APS 42." Sgt. Norm Wright for the base Telecom Workshops.

"I didn't even notice." Mr. Jim Wilson, Foreman, Comox Free Press said.

"Were you guys all sauced up when you put the paper together?" Captain Bob Mulvihill, past Editor of the Totem Times asked.

Inflation Explained

One of the most serious problems facing the country is that of inflation. What causes it? Until now, no one knew. But the TOTEM TIMES has conducted a study, and it has discovered that the cause of inflation is: Too many elections.

How can this be so, you say. It's this way. Every couple of years, someone decides to have an election. To get elected, one must promise things a new bridge here, a causeway there, a tunnel across the Atlantic Someplace else. You know, that type of thing.

In earlier times, when elections were held only every five

or so years, the country could take time to pay for these things. But now, in today's hyperactive society, we no sooner run up one set of election bills than we are faced with another set, even more costly.

The solution is simple. Just pass a law saying that any government elected for a period of five years must serve for that five years, and not make any more promises. Why in no time at all, that old dollar will be back on the road to health. Besides, think of the promises a person could conjure up if he had five years to think of them.

Let's Get Organized

Have you ever noticed that as soon as more than two people gather in one spot someone wants to organize them?

There are clubs for bridge, bowling, reading, fishing, shooting, archery, stamp collecting and even golf clubs. It has become so bad that a fellow can't even become an alcoholic without being organized. During a recent and unofficial survey it was found that 50 per cent of the service population is actively engaged in enlisting the other 50 per cent into activities that they have absolutely no interest in. Could this be a conspiracy to undermine the efficiency of the Canadian Armed Forces by exhausting its members with extra curricular activities? Let's consider a hypothetical case;

Starting off with a fairly good idea, some poor misguided soul feels that the national sport of can-kicking is being neglected in his locale. Something has to be done about this sorry state of affairs. The first step is to convince the kids that they are being neglected by their parents because their dad's do not go out after supper and on Saturdays to be a pal by kicking cans up and down the backalley.

Back alley? Is that any place for a boy to play? Let's get a decent place for the boys to kick their cans around. Let's get organized, following Parkinson's Law the first fellow gets two other people worked up and has himself elected president of the Kick The Can Little League. Fearing that they will end up doing most of the work, the second two fellow enlist two members each and give themselves elected to Vice President and Secretary Treasurer. On and on it goes until the membership outnumbers the kids they intended to help.

The next step is impressing the local 'Powers of Be' into giving their blessing, thus automatically becoming involved. Before they know what's happened they have parted with that, incidentally, the kids have been using as a softball bat for generations. Just look at that. Completely unsuitable, has a diamond shaped tip worn in the middle of it. A labour of otherwise contented father

conscripted, and shamed into service, being outnumbered ten to one by the committee.

Now the grounds and the kids are all set, but we need equipment, uniforms, boots, official cans, trophies, crests and jackets for the winners as well as the losers, another flurry of recruiting and with the help of Parkinson's Law again, the Mother's auxiliary of the Kick The Can Little League is formed. These well-meaning ladies start a fund-raising campaign which usually consists of Teas, Bazaars, Raffles and bottle drives. The latter gouges father out of his collection of beer bottles that he was hoping would finance a new fishing rod.

Finally the league is all set, everybody that can be coaxed prodded, cajolled or blackmailed, is out for the start of the Kick The Can Little League. The guy that started it all is up on the stage having his picture taken with the Mayor. His Honour has already mentally marked the guy down as a candidate for the next issue of the Centennial Medal. After a spectacular kick-off of 15 and a half feet the Mayor is given a mounted can on behalf of the kids. Flustered, the Mayor says he would like

to kick all their cans off.

After about three sessions the kids tire of being bossed around by somebody else's Ol' man and start dropping out. Fathers begin to wonder if little junior doesn't need a little help from the headshrinker. Strange he doesn't enjoy a game that everyone else is just crazy about.

As the league really starts to show signs of dying off, someone forms a committee to find out why. The reason? The kids have a swell game of ground hockey going on the main drag, no holds barred, no rules, just bring a stick or reasonable substitute.

By the way, is anyone interested in forming a button stick collecting club?

SAIL SHOP STORIES
 With the advent of the new large airplane and the new small gasoline budget, a new method of propelling the Argus had to be found. The Sail Shop is now in business, but has been so busy building sails that it didn't have time to write anything. Next issue we hope to have time to tell you of something besides our motto, which is: "Fly across the briny deep using our fine sails; it is the method new and cheap by which we catch our whales."

In Memory

It is seldom in peacetime that the Canadian military intrudes upon the consciousness of the average Canadian. About once a year the citizen reacts with a tiny spasm of outrage when he discovers how much his defence establishment is costing him, but his attention is soon diverted by more important matters, such as

Despite this, the military continues to train for a job that it hopes it will never have to do. It is a dangerous job, and a dirty job, but because the Canadian forces have become extremely proficient in their training, the training at least is not too fraught with danger.

But the possibilities are there, and every once in seven paratroopers drowned during a paratroop training exercise at Camp Petawawa.

Freedom is a fine-sounding word which rings out on patriotic occasions and other times, but it has a price. Part of that price was paid last Friday.

On behalf of all personnel at CFB Comox, the TOTEM TIMES extends its condolences to the dependents of those who perished.

UNISKINS

by Maggie



What's in a Name

By LAC Lance Stirling

Every now and then, especially in wet weather, it's a good idea to visit the orderly room and spread a little wisdom and happiness among the shut-ins. When it started to cloud-up the other day, the thought struck that now would be a grand opportunity to visit the folks with the reserved parking places.

Once inside I had a shock. My old mate and long-time Orderly Room NCO i/c was actually smiling and humming to himself. The last time he smiled, San Francisco had an earthquake. Fearing the worst, I asked him what had brought cheer into his life.

Dipping his mess-issued tea bag into his old Souvenir of Winnipeg mug, he said, "The orderly room at last is getting revenge. For years, we have been blamed every time somebody changed something. Ever since the day the first Indian chief turned to the Indian brave with the horn-rimmed glasses and appointed him Chief Log Engraver Residing in Kamp (or C.L.E.R.K.) people have been harassing us. And now we are finally getting even."

Intrigued by the gleam in his bifocals, I borrowed a pinch of his low-calorie sugar for my cup and begged him to press on.

"It's this way," he said. "Back in the wrapped leggings days, there were only two numbers you had to remember, your regimental number and your place in the mess line. With these two numbers occupying only a small portion of your brain, there was lots of room for other things, like happiness, and people were generally more cheerful."

Things rocked along like this for years and then somebody learned how to punch square holes in cardboard postcards and then someone else discovered how to stuff the whole mess into computers. That was the end of all the happiness. The big numbers boom was on.

First to go was the fine old traditional names. I never will forget how my old W/O's mustache quivered the day we got that cryptic message from back east saying: "Unit designation of Lazo All-Weather Mess Kit Repair Squadron changed to 121 KU."

Announcement was made at parade next morning and I had barely hung up my hat before the complaints started. Everyone was coming with paint requests for the sign shop and making nasty comments on the way through. They all blamed the orderly room for the change. Every time a pilot parked in the wrong hangar or someone started sweeping the wrong shop, it was because the orderly room changed the squadron name to a number. We even got blamed when the navigators got lost.

The painters did the best they could under the circumstances. They worked until the last drop of semigloss was gone. Eventually all the signs were up and I thought calm had returned. Then the chief painter tried to call the big supply house back east for more paint. He was told he would need the area code, the local number and, unless he was paying for the call, the billing number. The operator added that he could probably get all those numbers, as well as the stock number for the paint, from the orderly room.

Shortly thereafter, under mysterious circumstances, the orderly room windows were painted shut. What was worse it happened during the two-day summer heat wave we had that year. It was the first time in 27 years that the W/O had to take his turn off at work. It even wilted his collar.

My old buddy sat still a minute his eyes far away on that long past day. Finally he sighed, "Oh well, the W/O planned on retiring anyway, but it was a sad way to go. But today, ah today, we are getting a few licks back for the old boy."

My curiosity stirred, I asked just what he meant by all these obscure references to revenge. "Wait," he said, "For I'm getting ahead of my story. There are even more indignities we, orderly room types have had to live through."

"The paint on the signs had hardly dried before the next number change came in. It seems like that big computer back in the headshed cannot digest station names any better than it can handle unit names. Back in the quill pen days when I was just a tad, we had a big book with the station name on the front. Inside we kept the number of officers and men assigned. Now all that is changed."

"Once a month, the computer burps and we get a roster. On the top, it has the unit code and the establishment code and down the side it has posting numbers. Where you might have once been identified to admiring children downtown as the Chief Assistant to the Assistant Chief, Lazo All-Weather Mess Kit Repair Squadron at Comox-By-The-Bay, you are now reduced to something like 3127-3200-1179. Many a romance was broken when the girl's dashing hero turned out to be a mere cipher."

"Naturally, it was the orderly room's fault. We got the rosters, didn't we."

"For months after that change I feared for my life, when anyone asked what I did, I told them I was an anchor polisher on an Albatross."

"But that is all changed now. And this time the numbers are working in our favor. Just a couple of months ago, as you know, we dropped regimental numbers and started using social insurance numbers. Well, someone decided that instead of filling all the records alphabetical, by rank, we should file them by social insurance number."

"At first, this seemed about as popular as the plague. Then, out of the blue, the thought came to mind how to get back after all these years of suffering indignities."

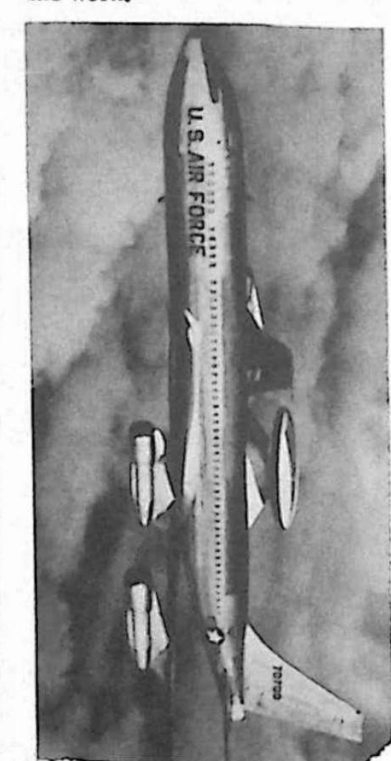
"To get to your records we have to know your social insurance number." Here he paused and delicately wiped the last trace of tea from the "urgent" signal he was using as a blotter. "And what are the initials of that ever-so-necessary social insurance number. You are right, S.I.N."

I was still puzzled as to his exact meaning. Just about then, however, the door opened and a grizzled old fitter came stomping in, fussing and demanding his records.

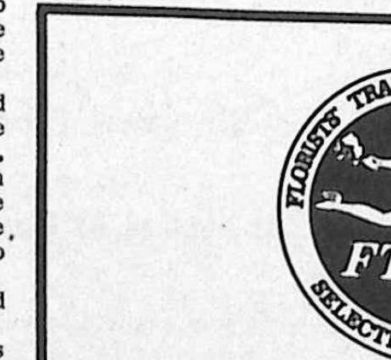
"Watch," my mate whispered. Rising to his full height, he leaned across his desk and pleasantly bellowed, "Right, sarge. Fix you up, but first, what's your SIN."

Have you ever seen a speechless fitter. Its a sight to behold. As I left the fitter was sputtering and the NCO i/c was grinning.

Its nice to see a man happy in his work.



121 GETS NEW AIRPLANE — 121 KU will take delivery next month of the CF-915 Flying Mushroom shown above. The Mushroom is a new Vertol that takes off straight up, and lands straight down. For a picture of the Mushroom landing, please turn the page upside down.



Phone 334-3441 Nite 334-2027



CPL WALTER ORMAN, chief infirmarist aboard the Saskatchewan, prepares to pump Capt. Gord Kruger full of anti sea-sickness serum. Cpl Orman was based at CFB Comox recently, and Capt Kruger is on loan from the Totem Times sports department. Yo-ho-ho and a bottle of Graval.

Newt's Seasick Saga

By Gord Kruger

Well, Ahoy there, this is old Newt, far out on the salty Pacific with a few tasty pieces of news for all of you land-bound Cats back there in Action Land.

It's now nearly a month since we paddled our way out of Esquimalt Harbour and still this stalwart old salt hasn't been seasick. I must admit that I have even surprised myself. In case any of my faithful readers are wondering what all this Hogwash is about I'll first give a brief rundown on just what is taking place.

Old Newt was recently selected to be the Air Force representative aboard the ships of the Second Canadian Escort Squadron on their Far Eastern cruise. The two squadron ships participating in this cruise are HMCS Qu'Appel and Saskatchewan and yours truly found himself aboard the Saskatchewan bound for the glorious East. The trip is to include stops in Pearl Harbour, Midway Island, Guam, Manila, Subic Bay, Kuala Lumpur, Singapore, Hong Kong; and then finally up to Japan to visit the exciting cities of Kobe and Tokyo.

At the present time we are one day out of Manila having passed through Pearl, Midway, and Guam during the 20-odd days at sea. We are scheduled to spend four days in Manila and since this is my first visit to this part of the world, it should prove to be an exciting new experience. Our stops in the previous ports listed were quite brief and so far most of the time has been spent on the briny blue. We had a two day visit to Pearl Harbour, a one-day stop in Midway and also an overnighter in Guam.

As I had never been to Midway before I found it quite fascinating with all those Gooney birds. I have heard stories from 107 members about the Goonies but had no idea how many there were. But now I believe it; those feathered clowns are everywhere. They are a tremendously interesting bird to watch as they perform their different antics, landing and taking off in the clumsiest fashion possible.

After Midway it was back to sea and a south western heading to the island of Guam. This island is an American possession, in the Marianas Island Chain, the complete chain of islands being a U.N. protectorate and American supervision. After visiting Guam

one can see just how strategic this island is to the American effort in Vietnam. The Canadian ships docked in Apra Harbour, a huge Naval complex on the island but old Newt was fortunate enough to obtain a tour of Anderson Air Force Base. This base as many of you already know is the one from which the Americans originate their B-52 attacks on North and South Vietnam. I was hoping

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\$400	\$8.00	\$10.00	\$12.00	\$14.00
\$500	\$10.00	\$12.50	\$15.00	\$17.50
\$600	\$12.00	\$15.00	\$18.00	\$21.00
\$700	\$14.00	\$17.50	\$21.00	\$24.50
\$800	\$16.00	\$20.00	\$24.00	\$28.00
\$900	\$18.00	\$22.50	\$27.00	\$31.50
\$1000	\$20.00	\$25.00	\$30.00	\$35.00

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to get a good close look at the 52's and their armament but it was beyond my expectations when we were not only allowed this but also the privilege to take pictures of the big birds. I must admit that I was greatly impressed by the rows and rows of 52's being readied for their next mission.

Early the next morning it was goodbye to Guam and the start of a four-day journey to Manila. Four days for that distance may seem like a considerably great length of time to you fly-boys but then on the other hand your speed of advance is a little greater than 15 knots. I found the length of time required for transit, one of the most difficult things to accept at first but after a couple of weeks you begin to get used to the situation.

I was quite surprised to find another pidgeon aboard the Saskatchewan. He is Cpl. Walter Orman, an Air Force medical attendant who formerly served at CFB Comox. Cpl. Orman is serving aboard the ship these days and has even consented to assuming the rank of Leading Seaman. I've talked to Cpl. Orman several times and he seems very happy in his present environment. He sends a big greeting to his many friends at Comox and especially at the base hospital - and to Doc Stewart a message from Old Newt, your boy is doing a great job here.

Well I guess I've said enough for this episode of Seasick Sagas but keep a sharp eye and old Newt will be back in future issues to bring you all up to date on the happenings aboard

the Saskatchewan, — just heard over the ships intercom that we have entered the Straits and for a change there is land around us. The next day we'll be taken up with 300 odd miles of transit amongst the Philippine Islands until with any luck at all we find our way into Manila Harbour.

And before I go a special hello to my partner on the Sports Beat, Black Hawk - hope you can handle the shop while Newt's away! Cheers for now.

Pickford picked

Commodore R. J. Pickford, 48, Outremont, Que., senior Canadian officer afloat, has been appointed director general equipment requirements at Canadian Forces headquarters, Ottawa, effective in September.

He will replace Commodore H. A. Porter, 47, Chemainus, B.C., who will become senior Canadian officer afloat.

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Chapel Chimes

PROTESTANT CHAPEL
Sunday Services — 9:30 a.m. — Holy Communion (Anglican)
11:00 a.m. — Divine Worship.
Sunday, May 26 will be family Sunday. As there will be no school that Sunday, children and their parents are encouraged to attend church at 11 a.m.

Ladies' Guild — May meeting will be next Tuesday, May 21, at 8 p.m. in the Chapel. An interesting program has been arranged, and all women in the congregation are invited to attend.

Church Camps — If you would like your children to attend a Church Camp this summer, application forms may be obtained from the Chaplains' Office at Local 273. Information on the Anglican Church Camps on Thetis Island, the United Church Camps at Arab Cove (18 miles North of Nanaimo) and a non-denominational camp on Quadra Island (off Campbell River) is available. A week spent at a church camp could be very valuable for your child.

THE OYSTER
There once was an oyster
whose story I'll tell,
Who found that some sand had

got into his shell.
Just one little grain — but it gave him a pain,
(For oysters have feelings,
for all they're so plain).
Now did he berate the workings of fate,
That had brought him to such a deplorable state?
Did he curse out the government?
Call for election?
Cry that "the sea should be given protection?"
No! He said to himself as he lay on the shelf:
"Since I cannot remove it I'll try to improve it."

The years rolled by, as the years always do,
And he came to his ultimate destiny — stew,
And the small grain of sand that had bothered him so,
Was a beautiful pearl, all richly aglow.

Now this tale has a moral;
For isn't it grand,
What an oyster can do with a morsel of sand?
What couldn't we do, if we'd only begin
Improving the things that get under our skin?
Contributed by Padre Archer



UNITED CHURCH CONFIRMATION CLASS — Shown above are the members of Padre Archer's confirmation class who were received into membership in the United Church of Canada at a special service on Sunday, May 5. Front row, left to right are Lynne Buchanan, Wendy Jones, Adele Aucoin, Danny Worth, back row Mrs. Zena Upsdell, Padre Archer, Rand Upsdell. Absent — Elmer Buchanan.

Over 500 Invade CWL Bazaar

The annual spring bazaar sponsored by the CWL, CFB Comox was held in the Wallace Gardens School Auditorium on Wednesday evening, May 1st. The doors were opened at 7 p.m. by Father P. LaHaye who was almost crushed in the rush of patrons into the Auditorium. The Tea Tables were tastefully decorated with artificial rose centre pieces made by Miss Kathy Boucher, Convener for the Tea was Mrs. Pat Hacking assisted by the Girl Guides who served and other CWL members who assisted in the kitchen. Mrs. Lena Lynch was in charge of selling the tea tickets. Mrs. Fran Little was head convener of the bazaar. The Game of Chance booth was convenered by Mrs. Peggy Coates, and all donations for this booth were collected from merchants of Comox and Courtenay. The Bake Table was convenered by Mrs. Joycelyn Ganeau and the baking was donated by the Ladies' of Wallace Gardens. The Sewing Table, which displayed many types of garments from adults clothes to doll clothes was convenered by Mrs. Beryl Sirols. The White Elephant Table was

convenered by Mrs. Yvonne Gosse and was covered with many useful gifts. Joanne Lothian and Jackie Price were in charge of the Parcel Post Table, and one donation was received from Mrs. Bing Crosby, Hollywood, California. A novelty table convenered by Mrs. Rita Jarvis contained many novelties. The Fudge booth was capably attended by Miss Darlene Peed. Father P. LaHaye sold tickets on a grocery hamper as part of the Game of Chance booth. The Hamper was donated by Super-Valu Store in Comox and won by Mrs. Addie Limin. The beautiful candy house made by Mrs. L. McCaffery was won by Mrs. M. H. Kuss of Comox. The door prize donated by the Continental Hair Styles was won by Mrs. Verna Salt. Mrs. Irene Price was the winner of the artificial centre-piece on the main tea table. Thanks go out to the ladies of the Cumberland and Comox Altar Groups and the Courtenay CWL who patronized the Bazaar, also the many other persons who attended the bazaar and to all who donated or aided in any way in making this a success.

Have a Fire Escape Plan

Family drills can be the difference between a tragedy... and getting everyone out safely. Right now, think how your family can escape from each room... especially bedrooms at night.
1. Carefully figure out at least two routes to the outside from every room in the house. Remember, fire may block usual stairway or hall exits.
2. From upper floors use porch and garage roofs, ladders or trees as ways to safety.
3. Instruct each person how to reach the planned exit. Provide special help for invalids and infants.

4. Be sure you sleep with hall or bedroom doors closed... to help hold back fire.
5. Agree on a signal (whistle horn, etc.) may be needed to alert people in other rooms.
6. Pick the outside meeting place where the family will gather. Have rule — "once out stay out."
7. Plan to notify the fire dept. quickly after the entire family is out of the house.
8. Then periodic practices will eliminate confusion and panic, thereby increasing your chances of escape if your house burns.

Junior Teens Plan Opening Dance

The PMQ Council announced today that a new Teen Club has been established in Wallace Gardens. They have submitted their constitution to the PMQ Council and will become an official entity at their opening dance in the PMQ School on 25 May. This Club will be known as the Wallace Gardens Junior Teen Club with members ranging from 13 to 15 years. Sgt. D. W. Douglas volunteered and has been appointed their Coordinator in liaison with the PMQ Council's Controller of Community Activities. It all started through the initiative of the teens themselves. They did not feel at

home in the Gyra Set Club due to the age differential, and felt they could form a self-supporting organization which would help the needy in the area. They have no thought of hiring bands and the like, and are quite content to have regular sock hops in the PMQ School. Profits from canteen sales and their dance profits will be used for charitable endeavors. Our hats go off to the organizers of the Wallace Gardens Junior Teen Club for their planning and public-spirited attitude. Our best wishes also for a successful future with none of the usual problems in obtaining chaperones.

Stretch That Food Dollar

By JEAN CONLEY
Fowl cooking is an art. Compare the price of an old hen with that of a young chick and discover how two can live as cheaply as one if you stick with the old hen. The secret is in the cooking if you want it to taste like a frier but pay only half as much. Here's how: Clean and cut up the fowl, roll the pieces in flour and make them good and brown in a hot skillet liberally greased with bacon fat. When they get crispy brown, place in a roaster, cut in at least three medium onions, add salt and pepper and a cup or so of water. Cover and bake in the oven at about 325 degrees until tender. You will find that the combina-

tion of baking and frying really tenderizes the chicken and the onion replaces some of the flavor that has been lost from being chased around the barnyard for a couple years. Another thing; if you want to, add a can of mushroom soup when nearly done. This adds a delightful flavor, except that it doesn't taste like chicken any more. Did you know that you can buy fowl real cheap at some of the local chicken farms? Of course you have to kill and pluck them but that's half the fun. Another good thing about fowl is that it can be preserved in mason jars quite easily and is just the thing for cold chicken snacks or sandwiches. Happy eating!

Dependents Doins

PMQ COUNCIL
1 April 1968 — 21 Oct. 1968
Mayor — MAJOR PULHAM
NAMES
Ward 1 — Cpl. Morton — Mem/Recreation; Cpl. Ouellette — Mem/Recreation.
Ward 2 — Cpl. Tomy — Mem/Spec. Activities; Sgt. Aucoin D/Town Clerk.
Ward 3 — Sgt. Stubblefield — D/Con/Publicity; WO Shields Con/Works.
Ward 4 — MWO Murphy D/Con Spec Activities; WO Chapman Mem/Spec Activities.
Ward 5 — Capt. Penny Con/Spec Activities;

Capt. Parker Deputy Mayor.
Ward 6 — Capt. Faddegon Con/Recreation; Capt. Winter Con/Community organization.
Ward 7 — Sgt. Poirier Town Clerk; Capt. Theiss Mem/Recreation.
Ward 8 — S/Sgt. Mitchell Deputy Con/Recreation; Sgt. Potvin Con/Publicity.
Ward 9 — Sgt. Roque D/Controller; Cpl. Makowichuk Mem/Recreation.

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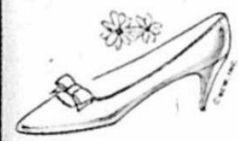
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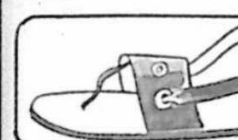
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Very clean. Holiday Special. Stock No. 206A. Priced at \$895. ONLY PER MONTH **\$41**

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A CF-5 FREEDOM FIGHTER takes a last wistful look at the bright lights of Montreal before leaving for the Kingdom of Saguenay, where it will become a member of the first operational CF-5 Squadron in

Canada. It is not known what the significance of the letters RCAF on the side of the aircraft is, but it is assumed to be some sort of military code. — DND photo

CF-Cinques to Bagotville

BAGOTVILLE, Que., May 7, 1968 - "Canadian Forces Base Bagotville has been designated as the home of the first CF-5 tactical-fighter squadron to be formed in the summer of 1969."

That announcement was made at a press conference given in Bagotville by Colonel R. S. Herbert, the base commander.

In a press release a month ago, the minister of National

Defence, the Honourable Leo Cadieux, made public a plan to form an air squadron whose working language would be French and which would probably be based in Bagotville.

Major J. C. Richardson, Bagotville Base Administration Officer said the first CF-5 aircraft was expected to arrive in Bagotville in May 1969 and that others would gradually come in until complete formation of the squa-

dron later that year. As to pilots and technicians manning the new fighters, he said that they would number about 200 and that approximately 80 per cent would be French-speaking.

The CF-5 "Freedom Fighter" which is built by Canadair in Montreal will be used as a close air-support aircraft for ground fighting troops. "Its versatility of operation and the flexibility of its armament make it an excellent aircraft in that role," explained Major Richardson.

To a reporter who inquired as to what would happen of the CF-101 Voodoo interceptors now on the base, Major Richardson answered that no plan existed for the disbandment or move of that Air Defence squadron and that Bagotville would remain a base of the NORAD system of continental defence.

Flashback to '43

The Dam Busters

The Germans nowadays tend to minimize the effect it had on their war production at the time, but 25 years ago this May a special British bomber squadron undertook a hazardous and daring operation that still grips the imagination.

On the night of May 16-17, 1943, 19 Lancasters of No. 617 squadron took off from Scampton, Lincs., England, to attack the Mohne, Eder and Sorpe dams and thereby cripple the industrial heart of Germany.

SPECIAL WEAPON

Led by the late W/C Guy Gibson, VC, the Lancs were loaded with an ingenious cylindrical mine packed with 6,600 pounds of the new explosive RDX. Dr. Barnes Wallis had designed the weapon to backspin on release from a low-flying Lanc so it could skip over the spring-swollen waters, avoiding elaborate anti-bomb and torpedo nets; run down the dam wall to nestle against it deep in the water.

Then, Pow! Aircraft had to fly at exactly 60 feet, the precise altitude fixed by fore and aft searchlights

whose beams set to converge on the surface.

HAIRY WORK

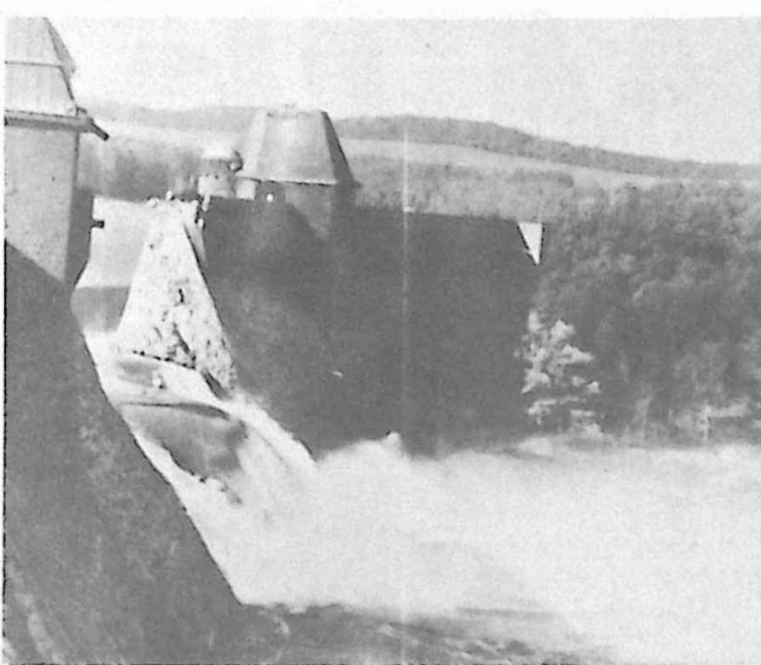
Twenty-nine of the 133 Commonwealth aircrew of the dam-buster squadron on this mission were Canadians, nine of whom were subsequently decorated. One of them still serves in the forces, Lt.-Col. Joe McCarthy, Greenwood ops officer who crumbled 50 yards of the Sorpe dam's earthen crest.

Both the Mohne dam, six miles south of CFB Soest, and the larger Eder dam, 37 miles south of Paderborn, were breached, releasing 250 million tons of water which flooded coal mines and factories up to 50 miles away from the dams.

Eight aircraft of the 19 failed to return.

No. 617 later employed other Wallis weapons in difficult raids and sank the German battleship Tirpitz. Of the 38 Canadians in the special dam-buster squadron only 16 survived the war.

Former dam-busters are having a 25th anniversary reunion May 18-19 in London, England.



DAMBUST — Well defended by nets and AA guns though it was, the Mohne Dam in Germany was breached by British bombers 25 years ago in a daring raid by 617 Squadron. One photo shows thousands of tons of water still pouring through the breach. The water level had been just four feet below the rim of the great stone dam. Other photo shows elaborate effort needed to repair it. Dam is just six miles south of CFB Soest.

— Photos courtesy Capt. Bill Rae

Family First Aid Hints

Officially or not, summer is here once again. With the warmer weather many of you will be taking to the great outdoors with your families. Whether your favorite summertime activity is camping, boating, motorcycling or just the afternoon picnic, you or yours will in all probability encounter some sort of medical problems to mar the fun of the day. If you are fortunate, the worst you will have to contend with will be car sick kiddies or minor scratches. However, the possibility of a more serious, or even emergency situation is just as likely, especially in remote outdoor areas.

The Base Surgeon and your Humbug reporter propose, through a series of articles in each issue of the Times, to give the readers some information which we hope will help them avoid situations which can so often turn wonderful holidays into family tragedies. To do this we will present a number of hypothetical situations which might arise during your summer outings.

Here is number one of the series:

SITUATION — You and your family are camping at Morton Lake, or some other remote site. You plan to camp for the long weekend and the weatherman has co-operated with very warm, sunny weather. You and the kids have had a great time since arriving Friday evening.

Late Sunday morning your seven year old daughter complains of a headache and says that she feels "sort of dizzy." You notice also that she has little appetite for her lunch. From past experience with your children, you put it all down to too much excitement and goodies, or too little sleep the night previous.

Later in the day you notice that the child is rather listless and is acting anxious and irritable. She is quite hot to touch and is dry, as though she were not sweating as much as normal. She tells you at this time that she is feeling "sick in the tummy" or she vomits, possibly violently.

THE PROBLEM — Although the symptoms described may be attributed to any number of illnesses, your little girl is probably suffering from SUNSTROKE or HEATSTROKE, a condition which is caused by prolonged exposure to high temperature or the direct rays of the sun. This is a most serious condition and treatment by a physician must not be delayed.

FIRST AID — Since you are some distance from the nearest hospital, you should get underway as soon as possible. Do not take time to break camp or load your car, unless this is absolutely necessary! The first aid treatment is quite simple, cover the patient's head from the sun, cool the head and body with a dampened cloth and give sips of WATER ONLY by mouth. You should continue the treatment on route to the hospital if possible. Above all, do not delay getting the child to medical care.

Other symptoms of this condition, not described above are far more violent and obvious, convulsions, cramps, coma and chest pain are some which may occur. The condition can affect anyone, of any age. Of course, you could have prevented the problem in the first place with a few simple precautions. Knowing the cause, you can ensure that your family does not get prolonged exposure by having them wear hats or by controlling the number of hours that they spend in the heat of the sun.

Curran Now Red Knight

Capt. Dave Curran, 32, of Kingston, Ont., is the 1968 Red Knight. Based at CFB Portage La Prairie, he'll fly the brilliant red T-33 Silver Star jet trainer through its aerobatics at var-

ious air shows in Canada, beginning early this summer. He joined the forces 12 years ago, flew Sabres in France then instructed on Prairie bases. (CFP)

449 at work

The new 449 Maritime Training Squadron, which was redesignated to its present name in March, 1968, is now located and operating from CFB Greenwood, N.S.

The commanding officer is Lieutenant-Colonel Calvin E. Rushton, of Port Mouton and Dartmouth, N.S. He is the former commanding officer of No. 2 Maritime Operational Training Unit, which was based at CFB Summerside, P.E.I., but is now part of the new squadron.

449 Squadron comprises what was previously No. 2 Maritime Operational Training Unit, formerly based at CFB Summerside, the Argus Conversion Unit, No. 9 Field Technical Training Unit and the Operational Flight Tactical Training Unit, all of which were based at CFB Greenwood.

The squadron's role is to train graduate aircrew personnel to the basic standard of anti-submarine warfare operational efficiency required by Maritime air squadrons. It will provide training courses and facilities for ground crew technicians who will receive special instructions on telecom, aero-engine, airframe, electri-

cal, instruments and weapons peculiar to the Argus, anti-submarine patrol aircraft. It will also be responsible for the Argus simulator which allows aircrew personnel to run through any operational and tactical situation on the ground that might be encountered in the air.

449 Squadron will be equipped with six Argus aircraft.



Walter Safety says, "Think, don't sink! Be water wise! Learn and practise water safety every day."

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Base Golf Driving Range Opens Soon

You will soon have the ideal opportunity to improve on that long and straight drive that we all would like to exhibit — particularly on that No. 1 tee-off.

Warrant Officer Ken Neilly is manager of the Base Driving Range. He has many years of golfing experience. For those who wish instructions, he will be very willing to accommodate them.

In the works is a practice putting green by the club house. It should be ready by the end of May.

Many driving and "Hole in One" competitions are being planned. Check with your Mess Sports Committee for dates.

When the range opens up, the hours of operation will be: Weekdays 5:30 to 7:30 p.m., and on week-ends, 10:30 a.m. to 6 p.m. However, if you wish to use the driving range at any other hour, you have just to contact KEN NEILLY at 339-3919 or Base local 264.

Charges are 50c per bucket of balls and 10c per club rental.

See you on the pad — and good driving.

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— Regular golfing is a KEEP FIT program of pleasure, suitable to any age or physique. The average golfer walks approximately 5 miles for each 18 holes.

— If you travel, you will find that all cities and most small towns have golf courses where you can fill many occasional hours.

— As a MEMBER OF SUNNYDALE, you have the opportunity to use the club facilities in many ways:

★ You may participate in the many club competitions or tournaments that are organized for ALL golfers.

★ Also attend regular after work BARBEQUE GOLF. Special days of the week are reserved as LADIES' DAY and MEN'S DAY.

★ Use the CLUB LOUNGE for relaxation or to entertain guests.

★ Having a SUNNYDALE and BCGA card will gain you entry to most of the best courses in North America.

★ You may pack 36 holes into a single day, or just slip out for a few, whenever you want to get away from it all.

★ Or if you don't play golf, then a SOCIAL MEMBERSHIP will allow you to relax in the quiet atmosphere of the CLUB HOUSE and enjoy service from the LOUNGE or SNACK

101 OPEN — JUNE 1-2
27 holes medal play

Saturday, June 1, 1968 — 9 holes

Sunday, June 2, 1968 — 18 holes

Entrance Fee \$9.00. Includes 27 hole play, dance Saturday evening at club house, lunch Sunday.

Breakfast available Sunday — Clubhouse
Entries close Wednesday, May 29

Every Wednesday night —
HAMBURGER NIGHT — Clubhouse

ANNUAL MEMBERSHIP RATES

Regular Male	\$60.00
Female	45.00
Man/Wife	90.00
Junior	20.00
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A feature of particular interest to members of the CAF. A rebate of half the regular rates will be paid to members transferred from the area before 1 July of the current calendar year.

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Just one item from our large selection.

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8 x 36' Glendale 2 bedroom	8 x 36' Glendale, 1 bedroom
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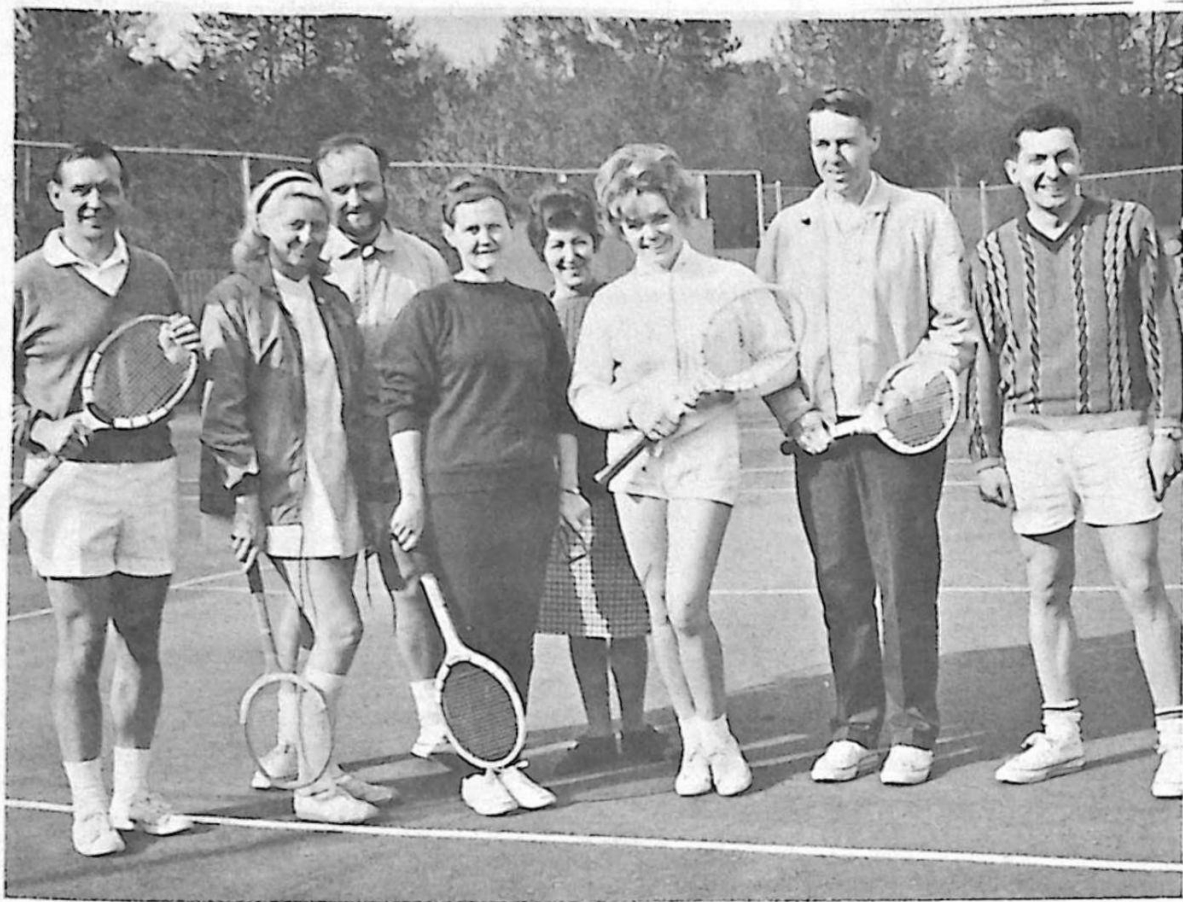
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With BLACK HANK



MEMBERS of the Comox Valley tennis team pose after their matches against Campbell River last Sunday. — RFE photo

Courtenay Tennis Club

A strong team representing Comox Valley Tennis Club enjoyed a decisive win over a Campbell River group of tennis enthusiasts last Sunday. Many of the scores were close however, the Campbell River players showed a high standard of tennis in spite of the fact that they have no courts of their own. The president of the Comox Valley Club, Bob Greenlaw, invited the guests to stay and attend the Annual General meeting, which followed. He gave a warm invitation to all tennis players from the Campbell River area to take advantage of the facilities offered by the Courtenay based club. Annual dues would be \$7 per member or \$12 per couple, with a maximum of \$15 per family. The president asked Mr. Ted Woodland to explain the court allocations which had been agreed with Courtenay Rec. Assoc. He said that club members could play every evening except Thursday, and all day Saturday and Sunday.

The new club executive includes some armed forces personnel, who have been regular players at Courtenay and consists of: President, Bob Greenlaw; secretary Shirley Mills; playing facilities, Ted Woodland; tournament director, Carl Ensom; publicity Ron Elmer; chairman social committee.

U.I.C.C.

Upper Island Sports Car Club officers are still shaking their heads in shock and disbelief over their sudden expulsion from the Tyee Plaza parking lot during the running of the Tyee Gymkhana May 5. A large number of spectators had turned out to watch 30 cars compete for various honors, including Regional Gymkhana Championship points and Van Isle Drivers Championship points. Negotiations between UISC and Delta Enterprises over the use of the lot had opened more than a month before the event and had apparently proceeded satisfactorily, even to the point of getting extra insurance. Event organizers were not to be allowed to sit back and enjoy the fruits of their labors, however, no sooner had the problems of getting a gymkhana of this size to run smoothly, been solved, and the first timed runs started, then a courteous but determined RCMP officer broke the news that Delta considered the car club to be trespassing. Ah well, the best laid plans of mice and men...

The sports car drivers, however, refuse to be daunted by a little bad luck and are pressing on with their competition schedule. Next on the agenda is a Mini-Rallye to be held on about 50 miles of local road. This will be a novice type rally and if you've ever wondered what those car nuts do on a rally, this would be a good time to find out. The UISC invites any and all competitors to show up at 100 17th Ave., Courtenay at 7:30 p.m. on Thursday May 23 and go for a drive with them.

The next one will be the June Bug Rally, June 9, about one hundred and fifty miles of fun, frolics, and frantic figuring.

Five Minutes of Bridge

Just as the knowledge and application of deceptive bidding tactics are essential if one aspires to become a good bridge player, so the knowledge and application of deceptive techniques in play must be included in the good bridge player's arsenal of weapons.

In combination, working as a unit, technical skill and deceptive tactics form a well-rounded bridge personality, geared to the attainment of maximum efficiency.

If deception is to accomplish its desired effect, it must be performed with spontaneity - not with hesitation. This point is illustrated on this deal.

NORTH
S - 9, 4, 3
H - J, 6, 5, 3
D - A, 6, 2
C - 9, 6, 5

WEST
S - 8, 5, 2
H - 4
D - 9, 8, 7, 5, 4, 3
C - 7, 4, 2

EAST
S - 6
H - A, Q, 10, 9, 8, 7
D - K, Q, J, 10
C - 8, 3

SOUTH
S - A, K, Q, J, 10, 7
H - K, 2
D -
C - A, K, Q, J, 10

The bidding:
North East South West
Pass 1 heart 6 spades Pass
Pass Pass

THE PLAY
West opened with four of hearts, on which dummy played the three East took his Ace and South promptly dropped the King! After a few moments of deliberation, East returned the king of diamonds and declarer was home.

Whether East's return was the logical one or not, does not concern us here. What is of importance is the motivation responsible for South's discard of the King of Hearts.

From South's point of view, he knew that West had started with a singleton heart, for west following accepted procedure, generally led the highest card in partners suit. South observed the three-spot in dummy and the duce in his own hand. The four-spot which was led figured to be

Intersection Six-a-Side

The intersection six-a-side soccer league started 15 May with six teams entered so far. There is still room for more. Following are the teams entered and their representative: 407 Demons, Capt. Ilean; Operations, Sgt. McWilliams and the base volleyball team has also put a team in. Starting times are at 1300, 1400 and 1500 on Wednesday afternoons with each game having 20 minute halves and a five minute rest between halves.

The schedule for the upcoming weeks will be as follows:
15 May - 1300 Technical -

Spikers
- 1400 Operations - 407
Servicing
- 1500 407 Demons -
Safety Systems
22 May - 1300 Operations - 407
Demons
- 1400 Spikers - Safety
Systems
- 1500 Technical - 407
Servicing
29 May - 1300 Technical -
Safety Systems
- 1400 407 Servicing - 407
Demons
- 1500 Spikers - Operations.



THE GOLDEN CLAW — Recent action in the six-a-side soccer saw old Golden Claws pick them out of the air and rob the opposition of sure goals. The first day of action was Wednesday and will continue throughout the summer Wednesday afternoon. — RFE photo

Cape Lazo Tide Table

(Daylight Saving Time)

MAY

16 Thursday	03:30 11.5	07:40 13.3	15:15 1.1	23:15 15.4
17 Friday	04:50 11.3	08:40 12.4	16:10 2.3	00:10 15.3
18 Saturday	06:30 10.6	09:35 11.4	17:10 3.7	11:05 5.0
19 Sunday	01:05 15.2	07:45 9.5	11:25 10.5	19:10 6.4
20 Monday	01:45 15.0	08:40 8.2	12:20 10.2	20:50 7.5
21 Tuesday	02:25 14.8	09:25 6.9	13:05 10.6	21:20 8.5
22 Wednesday	03:00 14.2	09:55 5.7	14:25 11.4	21:20 8.5
23 Thursday	03:30 13.8	10:30 4.6	17:30 12.2	22:15 9.4
24 Friday	03:45 13.4	10:55 3.7	18:15 13.0	23:10 10.1
25 Saturday	04:10 13.1	11:25 3.0	19:05 13.7	23:50 10.6
26 Sunday	04:35 13.0	11:55 2.5	19:35 14.1	00:35 11.0
27 Monday	05:05 12.9	12:25 2.2	20:20 14.4	
28 Tuesday	01:15 11.3	05:25 12.8	12:55 2.1	20:45 14.6
29 Wednesday	01:55 11.5	05:50 12.8	13:35 2.2	21:25 14.7
30 Thursday	02:45 11.6	06:30 12.6	14:15 2.4	22:10 14.7
31 Friday	03:40 11.6	06:50 12.3	14:50 2.8	22:50 14.8

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REBEL 500 HARDTOP

Rebel for 1968 has a bold aggressive look of quality with its restyled grille and horizontally mounted dual headlights. Rebel features a new sculptured hood and side styling to provide that youthful look that promises action. Racy air scoops, (on SST models), side safety marker lights, deep-set door handles, full range of "Go-Power" engines and transmissions are some of the features to look for on the new Rebel. The new taillight design for Rebel features a tri-lite theme for high visibility, and sporty new wheel covers reflect the high look of quality of Rebel. You'll also want to see the chamber-quiet ceilings, safety-styled instrument panel, and the new Pre-Set-Impulse locking system for front doors, they are all new on this year's Rebel — the best dollar value in its class.

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Play at Home Bingo

'JUNE'

1. Cards at \$1.00 each may be purchased at No. 7 Hangar Canteen, No. 1 Hangar Canteen, 121 Canteen, Base Snack Bar and from representatives including Teen Town Gyra Set Members.

2. Numbers will be drawn each working day at 0830 hrs. An initial draw of ten numbers will be made to commence the game and four numbers will be drawn each working day until all prizes have been won. Ties will divide the prize money.

NOTE: Cards may be purchased commencing: 29 May 68 Game Play at Home Bingo commences: 3 Jun 68 Cards may be purchased for 25 cents each when Full Card is the only remaining prize to be won. Numbers will not be drawn for two days to permit redistribution of unsold cards and permit all players equal opportunity to purchase cards at 25 cents.

3. Numbers will be posted at No. 1, No. 7 and 121 KU Canteens, Base Snack Bar and Post Office daily. Numbers may be obtained at 339-2211 Local 391 between 0900 and 1000 hrs ONLY.

4. A winning card must be declared and presented for checking at the MP HQ (Bldg 22) before the next numbers are drawn.

5. Open to all CFB Comox personnel, DND and DOT employees and their dependants over the age of 18 years.

6. A total of \$400.00 in prizes for each game is divided into eight prizes as indicated:

- \$25.00 for the first straight line.
- \$35 for first two straight lines, any direction.
- \$40.00 for the first letter "T".
- \$40.00 for the first letter "X".
- \$40.00 for the first Red Cross.
- \$60.00 for the first small picture frame.
- \$60.00 for the first large picture frame.
- \$100.00 for the first full card.

BINGO WINNERS LAST MONTH WERE:

Straight Line: LAC SCULLY
Two straight lines: MRS. LANGLOIS
Letter "T": CPL McNABB
Letter "X": CPL FORRESTER & LAC SCULLY
Small picture frame: MAJOR HAMMOND
Large picture frame: CPL MILLHAM
Red Cross: CPL MacDOUGAL & MRS. HOLMES
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WATER SAFETY AND YOU

If you are a swimmer, beach lifeguard, fisherman, water skier, or boating enthusiast, Water Safety is something you should practice and preach. It could save your life, or the lives of your family or friends. Each summer we all hear or read tragic accounts of drownings and accidental deaths that could in most cases have been prevented had those involved used common sense. What is Water Safety?—simply common sense.

For the swimmers - if you are an average "joe" who takes his family to the beach a few times during the summer season, remember, you're not Johnny Weismuller, so don't show off and swim out to sea until you're tired, then try to swim back. People do it every year - some drown. Realize your limitations, do your swimming parallel to the beach, in a reasonable depth, then you'll be able to touch bottom when the fuel runs out. Keep an eye on the children at all times while on the beach. Remember kids love to "take a chance".

"Take a chance" - a familiar expression, but we all do it at one time or another. How about the steelhead fisherman who, confident in his chest waders, heads across the river intent on getting within casting range of that red hot steelhead? Ten minutes later, a quarter mile downstream and on the bank if he's lucky, he realized he had taken one chance too many. Is it worth it? Steelhead are beautiful fish, but there are lots of them in our streams, and they're not worth risking your life for! So for the stream fisherman-use common sense at all times-and enjoy your favorite pastime longer.

If you are a fisherman, of any type, you should know how to swim. Take the time to learn, it may save your life some day, and maybe the lives of your wife and kids too. An adult can learn to swim adequately in half a dozen lessons, and children can learn at a very early age.

For the boating enthusiast, including you salmon fishermen who practically live on the saltchuck all summer, the subject of water safety becomes a bit more involved. As the owner of a boat, of any size, be it powered by oars, a 1.5 h.p. Seagull or 100 h.p. Johnson, the responsibilities are the same. Learn the seagoing "Rules of the Road". The DOT publication "Safety Afloat" reissued each year should be seriously studied and assimilated. This booklet is available at the local Customs office and most Sporting Goods outlets. The required safety equipment for boat owners is listed in "Safety Afloat" for all categories of boats. For the average salmon fisherman with a boat under 18 ft. in length the following items are a must - a DOT approved life jacket or life saving cushion for each passenger, a pair of oars or paddles, and a bailing can or manual bailing pump. These items are required by law, so don't take a chance, you may well be inspected soon. If you have an inboard motor boat, you must carry one Class B fire extinguisher as well (5 lb CO2 or 2 lb. Dry Chemical). This requirement applies if you have a permanently installed gas tank for your outboard also.

Regarding the Rules of the Road for mariners, the basic rules are:

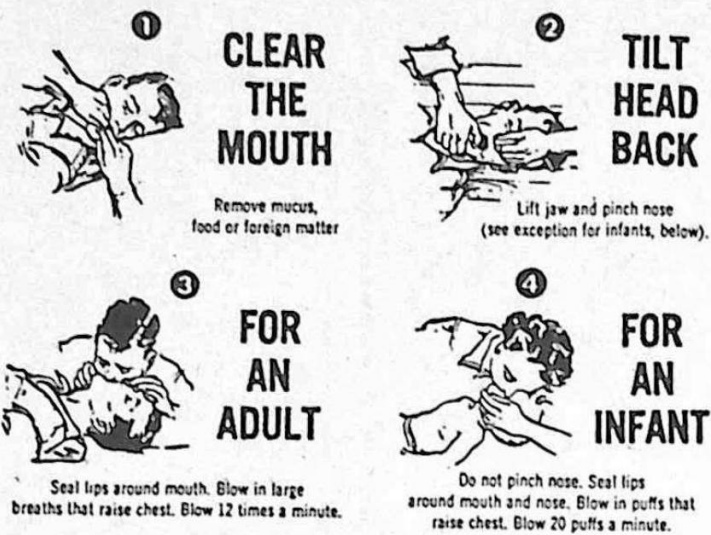
- You must give the right of way to another vessel approaching on your starboard (right) side,
- A power boat must yield right of way to a vessel under sail,
- A vessel overtaking another must keep clear, and,
- If two power boats are meeting head on, each must turn to starboard.

Although not included in the safety equipment requirements for small vessels (under 18 ft.), some type of marine distress signals are a worthwhile addition to your kit. Several types are available locally, one of which, similar to the old railroad flare, is produced with a wooden handle specifically for marine use. A package of these flares could come in very handy if you find yourself drifting along at dusk with a U/S motor.

One precaution worth taking is to let your wife, a neighbor, or the AFP's know your destination and estimated time of return, then if you fail to appear within a reasonable time, other people, beside yourself, are concerned! If you make such arrangements however, don't forget to check in on your return, you may trigger off a futile search if you don't.

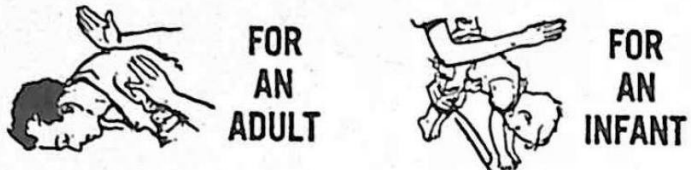
All boaters and fishermen should become familiar with the local weather patterns; listen to the Marine weather forecasts periodically, pay heed to "small

ARTIFICIAL RESPIRATION MOUTH TO MOUTH METHOD



THROAT OBSTRUCTION

This is indicated by gurgling, failure of chest to rise with blowing, or absence of exhalation after blowing.



The DO's and DON'T's following summarize the overall Water Safety situation:

DO

- DO - Learn to swim.
- Swim or wade only where you are familiar with depth and bottom condition.
- Teach your children to swim.
- Use the buddy system, don't swim alone.
- Head for the closest landing point when a storm threatens and avoid the temptation to buck it.
- Make sure your boat is seaworthy.
- Observe the regulations regarding the presence of life saving equipment - use only that stamped or labelled "Approved" by DOT.
- Assist any boat in distress.
- Slow down when making sharp turns, or in rough weather.
- Slow down when passing row boats and canoes.
- Respect your boat and know its limitations.
- Try out your life jacket while at the beach some day, ensure you are familiar with its flotation characteristics.
- Stay with your boat if it capsizes.

size, hold on till you are picked up.

DON'T

- DON'T - Operate your boat near swimmers or divers, they are hard to see in the water.
- Stand up in a small boat, if necessary to change seats, crouch low and hold on to both gunwales, keeping your weight on the boat's centerline.
- Engage in horseplay in the water.
- Use a leaky or poorly built boat.
- Cruise fast enough to create a dangerous swell when near small boats.
- Leave your tiller or steering wheel unattended, especially in harbours or narrow channels.
- Wait until the last minute to signify your intentions of obeying the Rules of the Road.
- DON'T - Swim for shore if your boat capsizes.

craft warnings". In general, the local weather improves with the spring/summer season, however, May can provide some pretty hefty winds, which spring up very quickly. June and July see a slackening off of the prevailing winds, and August to mid September are usually the best in this regard with calm weather prevailing. In the latter part of September and in October the south easterlies pick up, and its time to try the lakes for trout! Again the old standby - use common sense. Its no fun to be four miles out on the saltchuck when the sea gets angry. A fishing jaunt can turn into a real survival exercise in quick time under such conditions. Small boat operators should always be on the lookout for swimmers; and in this regard if you see a red flag with a diagonal white stripe displayed on a boat or buoy be particularly alert for scuba divers. While most scuba divers will be aware of your presence, you may not spot them until its too late. If you do see a boat or buoy displaying their flag proceed with extra caution until well out of the area.

You will notice several types of marine markers and buoys in local waters; the Bell Buoy (red), a red Spar buoy, a red Nun or cone buoy, and a black can buoy, all situated along the approaches to Comox harbour. All red buoys are meant to be kept on your starboard side when entering a harbour, bay, or inlet; and all black buoys on your port side. When leaving a harbour the reverse is true, red to port, black to starboard.

The hazard being marked between the Bell Buoy and Comox Harbour, is the huge shallow water Kelp bed, and any sizeable vessel must respect the buoys. Small boats can navigate the Kelp bed, even at low tide, but care should be exercised, and speed reduced, in the interests of safety. The black can buoy at Gardley Point, opposite the Comox Spit, marks shallow water, again a low tide hazard for small boats.

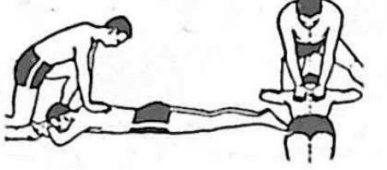
Nautical charts covering local waters, showing water depths and other features, may be purchased at most local Sporting Goods stores. These charts are recommended study material for all boaters.

All water enthusiasts, swimmers and boaters alike, should become familiar with at least

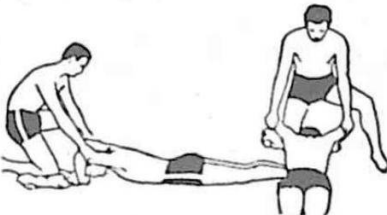
The Holger-Nelson Method Of Artificial Respiration

Lay the victim in the prone position and place his hands, one over the other, under his forehead. To ensure that the air passages are straight tilt the head and chin upward by putting folded clothing or a heap of earth or sand under the victim's hands. The nose and mouth must be unobstructed.

Position of the operator - Place one knee with the inner side in line with the casualty's cheek, six to twelve inches from the top of his head. Place the other foot with the heel in line with the casualty's elbow. Place the hands on the casualty's back with the heel of the hands on the lower part of the shoulder blades, the thumbs alongside the spine, and the fingers pointing to the casualty's feet.



Movement one - Keeping the arms straight, rock gently forward until the arms are vertical or almost vertical, using no special force, and counting "one, two." This pressure causes expiration.



Movement two - The operator now rocks back, counting "three" and slides his hands past the casualty's shoulders until they

Up-Dated Ships

OTTAWA (CFP) - Eight ships and a submarine figure in the current construction program of the forces.

The crystal ball at CFBHQ shows their completion dates ranging from this summer to the fall of 1972.

Four of the seven Restigouche class destroyer escorts to undergo beef-up of attack weapons and sonar also show in the crystal ball.

Last of three Oberon class submarines built in England for Canada will be ready at Chatham overseas June 20. She's the Okanagan.

Canada's experimental fast hydrofoil escort Bras d'Or is to be ready by Aug. 31. She's designed for ocean work.

A research vessel for DRB, the Quest, should be ready in April of next year. The operational support ships Protecteur and Preserver are due to complete in June and November of 1969. They are follow-on versions of HMCS provider.

The new DDHs, contracts for which were let recently, are forecast to complete as follows - Iroquois and Huron in the summer and fall of 1971; Athabaskan and Algonquin by the summer and fall of 1972 or perhaps a few months earlier.

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