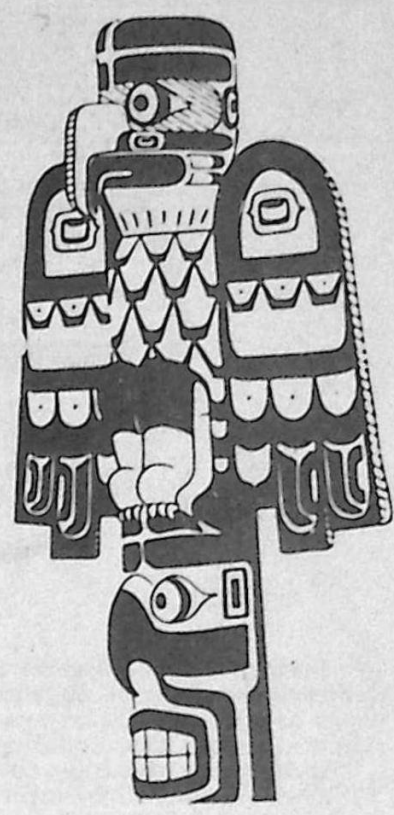




TOTEM TIMES



A Head-On Collision Could Spoil Your Whole Day

Vol. 9

Vol. 9

CFB COMOX, THURSDAY, SEPTEMBER 5, 1968

No. 18

BANG! PRAIRIE FLAT



PROJECT: PRAIRIE FLAT! Finally, the last operational flight of a Neptune took place on Aug. the ninth to photograph the largest non-nuclear explosion ever to take place at the testing grounds at Suffield, Alberta. The P2, flown by a 407 crew from Comox was part of the 408 Sqn. arsenal used to photograph the blast.

The P2V Neptune which had previously been used for the Suffield blasts was once again rigged with the special instruments necessary and flown to Cold Lake to practice for the big blast. The Neptune's servicing crew was flown in from Comox, Ottawa and Summerside, to keep the old bird flying. This proved to be quite a job!

The aircraft's bomb bay was fitted with 6 high speed cameras, accelerometer, and overpressure meter. Its only role

was to obtain pictures of the blast from an altitude of 12,000 feet above ground level. The timing was the critical portion of the entire venture as the crew had to be over ground zero at TIME plus or minus one second.

The crew practiced for several weeks and finally their efforts were to be rewarded, with luck of course. On August the ninth, Neptune 24125 became airborne at Cold Lake and proceeded to its rendezvous at Suffield. The weather was excellent and the aircraft in good shape. Approaching the target the navigators worked. Exactly on time the Big Blast took place, the aircraft buffeted severely, and finally settled down to normal. The crew from 407 was exactly 0.2 seconds early. Success!

Sked Space Up

OTTAWA (CFP) - Priority four on the forces "Sked" flights this fall are up according to figures released by movements at Canadian Forces Headquarters.

The Tuesday Vancouver-Trenton run (SFT) during September has 55 seats open to Edmonton; 35 Edmonton-Winnipeg and 25 through to Trenton. October's quotas for this run are Vancouver-Edmonton, 60; Edmonton-Winnipeg, 40 and 30 seats from Winnipeg to Trenton. If you're contemplating going all the way this fall or trying for a seat on the Winnipeg-Ottawa leg, you'll need at least 30 points.

All other legs are point free. Priority four quotas on the westbound Monday Yukon for Sept. are identical to the east-bound flight but you'll need at least 30 points to travel from Trenton to Vancouver; Ottawa to Winnipeg, or Winnipeg to Vancouver. It's point free from Trenton to Ottawa and Edmonton to Vancouver.

October's westbound quotas are Trenton to Winnipeg 25 seats; 40 from Winnipeg to Edmonton, and 60 from Edmonton to the coast. The only point-free legs are Trenton-Ottawa and Edmonton-Vancouver. Any combination of two legs or an Ottawa-Winnipeg, Winnipeg-Edmonton jaunt will require 30 points or more.

The Thursday, Ottawa-Victoria Cosmopolitan (SF 32) is booked solid for September but there's four seats per flight open to 30 pointers in October. It stops at Trenton, Winnipeg and Edmonton enroute.

The Sunday Ottawa to Shearwater Cosmo via Fredericton and St. Hubert (SF 30) has four 30-point seats open per flight for both months. It returns to Ottawa Monday via St. Hubert. Its Wednesday counterpart, (SF 39) to Shearwater via St. Hubert, also has four seats per flight open during the two month period. It returns to Ottawa the same day via Fredericton, St. Hubert and Trenton.

The Trenton-Lahr Yukon (SF 151) for both months has 15, 30-point vacancies. Its west-bound counterpart (SF 152) has an equal number of 20-pointers available for Canada-bound passengers. There's four spaces on the Ottawa-Gatwick flight (SF 161) for both months. The west-bound flights also has space for four 20-pointers.

SFs 191 and 192, Trenton-

Dusseldorf and return, are booked solidly for both months. SF 307 and 308, United Nations charters which stop at Lahr Mondays, has room for eight, 30-pointers eastbound as far as Lahr and an equal number of 20-pointers from Lahr on the return trip later that day. The October UN charter is booked solid.

Each time you use a priority four booking you automatically forfeit five points. For example, a 30-point serviceman who completes a flight will only be credited with 25 points on a second booking.

If you're not sure of your point score, count one for each year of service and add fourteen for a private down to one for a lieutenant-general.

Hospital Grant Approved

OTTAWA - National Health and Welfare Minister John Munro today announced approval of a \$74,201 federal construction grant for St. Joseph's General Hospital, Comox, British Columbia.

The grant will assist costs of a construction program and renovations to the hospital building. A four-storey addition provides service areas for staff and patients, facilities for the Sisters of the hospital, as well as two additional beds.

Renovations made to the existing hospital building have provided the space for 43 beds for patients needing extended care. The renovations also included the installation of a new electrical system, changes to the heating, ventilation and plumbing systems and relocation of the elevator.

See Europe First Class

GARMISCH-PARTENKIRCHEN, Germany (CFP) - Canadians of 1 air division in Germany and the Canadian land force, Europe are entitled - and more than welcome - to enjoy U.S. armed forces recreation center facilities (AFRC).

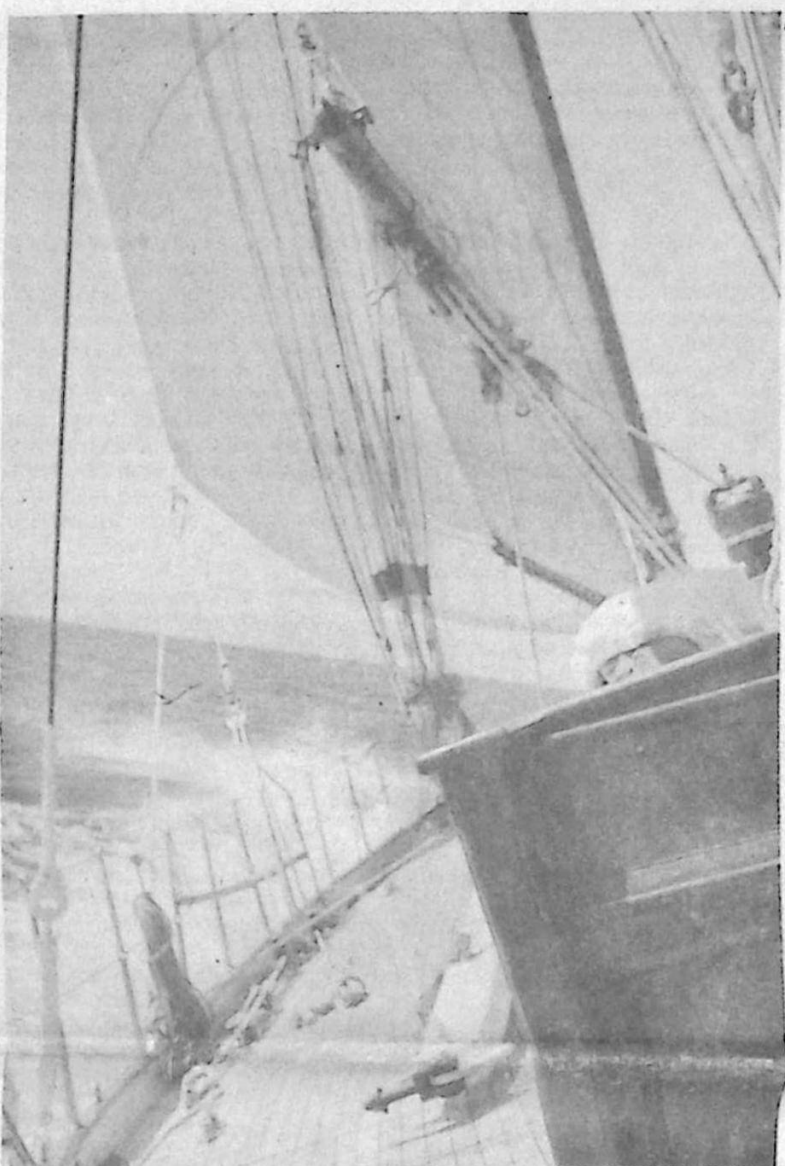
They can vacation in first-class hotels, eat international meals, play every sport from skeet shooting to scuba diving, and enjoy some of the finest floorshows in Europe -- all for the lowest cost possible.

Headquartered in Garmisch-Partenkirchen, Germany, AFRC also has large facilities in Berchtesgaden and Chiemsee. Thirteen hotels, specialty restaurants, a major sports complex and two complete water sports areas with Lakeside accommodations are only part of the AFRC repertoire.

Plenty of rest and recreation is available for all AFRC guests. Wintertime brings skiers and ice skaters to Bavaria, as well as those who want to get winter tans on an Alpine sun terrace or relax before a fire in an "apres ski" den. Summertime means lakeside sunning, tennis, water-skiing, skeet, sailing or golf.

NIGHT LIFE
For evening entertainment a variety of floorshows and revues provide continuous action for vacationers. There's the international bar and grill discotheque in Garmisch, a teenage soda fountain/discotheque in Chiemsee and the famous Berchtesgaden revue. Every hotel has its own band, and hosts the rotating floorshows one or more nights weekly. Native Bavarian groups also tour AFRC hotels regularly, performing regional dances and songs. The Casa Carioea ice revue in Garmisch performs six evenings a week in a specially constructed night club.

Hawaii Ho!



CRASHING THROUGH the seas of the rolling Pacific we find HMCS Oriole obstructing the shipping lanes between Victoria and Hawaii. Notice the conspicuous absence of personnel from this photo. In re-examining this scene later, it turned out that the entire crew was down below being seasick and this photo was taken by a transient Albattross which happened to land on a stray camera left on deck.

"I must go down to the sea again, the lonely sea and the sky!" These and other similar lines have always intrigued me. The lure of the open ocean has been with me since I read my first sea novel and until recently however, I have never had the opportunity of experiencing the ocean first hand. The HMCS Oriole's participation in the Victoria to Maui yacht race provided the chance I had always been looking for.

As an Aircrew Officer in the Air Force I had certainly never expected to be signing on a Navy ship in any capacity, however, a well timed DRO and a leave of absence from my wife soon changed all that. The Air Force was quite well represented. Besides myself we had on board Cpls' Mike McPhee (407), Gord Clarke (407), and Scotty Carrigan (Marine Section). This made for a total crew of 25 men on the Oriole.

We signed on board the Oriole on the 17th of June allowing for a 2 week work-up period for our new crew to reach peak racing form. Before continuing this story it would be fitting to describe Oriole in some detail to give you some insight to the problems of training a novice crew for such a large and unique sailboat.

The Oriole was built during 1921 in Ontario as the private yacht of Mr. Gooderham the whisky baron, and until the early 50's remained with that family.

Continued on page 3

Totem Times Trophy Captured By Geneau-Greenlaw Entry



STREAKING ACROSS THE finish line during the last heat for the best over-all time is Joey Geneau followed by his crewman Robbie Greenlaw. Robbie, in his excitement, momentarily forgot himself and nearly passed his own driver. Exact speeds reached were unavailable at press time, but during one phase of the last heat a loud crack was heard which caused the councillors to worry that they would have a large broken window bill at the end of the race. Fortunately their fears were unfounded as there have been no reports of sonic booms or broken windows received to date.

Joey Geneau and Robbie Greenlaw walked away from the Great Soap Box Derby carrying the major portion of the hardware on Saturday, August 24th. Winning the Juniors trophy race in a neck and neck battle with Barry and Brian Parker, they went on to the race for the coveted Totem Times Trophy.

The Seniors event was won by Lorne and John Franks who nudged out Mike and Lynn Geneau, putting the Franks into the 'best overall time' race.

Running in a 'best two out of three heat' the drivers were forced to muster all their driving skills. With heads down to cut wind resistance they demanded and received the best their cars had to offer. The main design features of both cars were ultra lightness and large free drive, free wheeling, air cooled wheels.

Each time the cars raced down the track the crowd closed in behind and followed the racers to the finish line. Excitement ran high as supporters of both entrants cheered encouragement. It was 'nip and tuck' all the way but finally the Geneau-Greenlaw car nosed past the Franks car, thus becoming the first to win the Totem Times Annual Soap Box Derby Trophy.

Final standings of the Derby were: Overall Time Champions - Joey Geneau and Robbie Greenlaw. Juniors First place - Joey

Geneau and Robbie Greenlaw; second - Barry and Brian Parker; third - Paul Davies and Gordon Coffey.

Seniors first place - John and Lorne Franks; second - Mike and Lynn Geneau; third - Brian and M. J. Parker.

With 23 cars entered, the Race Marshall and Controller of Special Activities on the Community Council, Captain Vince Penny had his hands full. Shrewdly he rounded up a crew of volunteers consisting of MWOs Blyth and Chapman who officiated at the finish line, Capt. Parker, Sgt. Aucoin and Cpl. Cando did the heavy lifting and starting at the ramp. Sgt. Quartermain took on the hazardous task of dishing out the free ice cream to both the contestants as well as the swarms of spectators, while Sgt. Stubblefield tried to keep the cheering crowds off of the raceway. Lt. Bartels, editor of the Times handled the statistical work and assisted the Mayor, His Honour, Mayor Pulham in the smiling and handing out of the hardware. Mrs. Makowichuk and two teen-aged assistants took care of the trophies and answered the thousands of questions.

The C.E., M.T., and M.P. sections all contributed efforts and time to help make the first derby an exciting event for the younger set and one that they will remember for some time to come. More pictures on Page 6

AIR CADETS!

386 Courtenay Squadron, Royal Canadian Air Cadets will commence their regular weekly parades on Thursday, September 5th, 1968 at 7:00 p.m. Give your son an

opportunity to gain experience and see the world. Join the Air Cadet movement NOW!!!

GOOD SHOW!



DEMON PILOT RECEIVES COMMENDATION: Capt. J. Ilcan has just received a written commendation for an air incident over Millinocket, Maine. On 19 July, while training, Capt. Ilcan was the co-pilot of an Argus on an IFR flight plan from Greenwood to Ottawa. As they were flying in and out of cloud Capt. Ilcan caught a glimpse of an aircraft directly in their path and at the same altitude. Immediately assuming control of the aircraft, Capt. Ilcan manoeuvred to avoid collision. In a sharp diving turn to the right, a collision was avoided by one hundred feet. The commendation ends with: "By his vigilance and professionalism Capt. Ilcan prevented a major accident."

Canadian Forces photo

DEMON



DOINS

During the past two weeks the Demons have been re-organizing and as you read this, the squadron will again be operating with two flights of three crews each. Major Smith and Major Osborne will be A and B flight commanders respectively. Major Smith began well with one-upmanship by getting Major Osborne to fly with an A flight crew.

With this news covered, and it being Friday before the deadline, your reporter began a walking tour of the squadron to gather all the news of the last two weeks.

Into the crew ready room and find Capt. Dessereault and Arctestien practicing darts. These two newcomers to the squadron categorically stated that they will be ready to get their beer for free at future TGIF gatherings. To A flight next and watched a conference: Interim Acting Deputy Flight Commander Kohli explains to Acting Deputy Flight Commander Merkeley who passes on to Deputy A Flight Commander to be Charters how the office should be run.

Into the B Flight office next, but Major Osborne is at home resting from a strenuous flight the night before and his deputy, Capt. Norman is not available for comment. Next door, Standards is having a conference.

While searching for crew four, who had just returned from Hawaii, discovered that this trip will be a separate article. Still by listening closely am able to discover that the crew did negotiate the future construction of a new gate to the officers pool. The Management were convinced that this would alleviate the mysterious overnight appearance of holes in the fence next to the transient officers quarters.

At Servicing Capt. Parker lays claim to largest dogfish caught since the last column. This fish weighed 11 lbs. 8 oz. No one challenged this claim throughout the day. Also at servicing Cpls. Workman and Macarenko have received their postings to First Air Div. Germany, good luck and return soon. At Repair 1 found the skeleton remains of an Argus up on jacks, attended by a large white coated staff.

6 SFTS REUNION AT DUNNVILLE

The wartime personnel of No. 6 SFTS Dunnville will gather for their 23rd reunion on Saturday, September 21st. All ranks are invited to this annual get together for reminiscence and reverberation.

The highlights will be an Air Show with wartime Harvards and Jet Voodoos, a tour on a London double deck bus and a Memorial Service at the Harvard Memorial in Civic Centre.

For further information please contact Frank Scholfield, Box 187 Dunnville, who will send all information and will place your name on the permanent mailing list for future reunions.

Did You Know?

That originally HMCS Grilse was named the Winchester, purchased secretly from the neutral United States during WWI, smuggled into Halifax, converted to a destroyer and spent most of her naval career based in Halifax or Sydney doing anti-submarine or convoy work?

Seen here in greeting members of 407 sdn. on their Hawaii detachment were members of the host squadron, VP6. From left to right we have here LCol. John Middleton CO 407 Sdn., Cdr. Jim Loberger CO VP6, L/Cdr. Skip Hartley VP6, and Capt. Bill Short 407 Sdn. This was the first time anyone in NAS Barbers Point had ever seen a 407 Argus in Hawaii and they liked it so much that they offered to trade the recipe for Mai Tais and a section of beach for the aircraft. Although the majority of the Demon crew was greatly in favor of this deal LCol. Middleton decided that he didn't like lying around a beach and figured that a return trip to Comox was in order. He also remarked that in future all 407 crews proceeding to Hawaii would be heavily screened for their susceptibility to desertion!

-RFE photo

After some inquiries, Capt. Lucken, chief of Repair, assures me the airplane will survive and return to the line to taste the joys of midnight take-offs.

From seven hangar your reporter set forth, on foot, to visit THEM at headquarters. On the way a Neptune from VP60 caught my eye, and on inquiry, found the visiting crew to be commanded by Cmdr. Welch USNR from NAS Seattle. During their overnight stay, the crew caught seven salmon amongst them. The largest weighed in at 17 pounds. (Cmdr. Welch passed on an invitation to look him up anytime a 407 crew goes to NAS Seattle.

At headquarters, Capt. Maizey was ecstatic over his exchange posting to San Diego. Due to the press of business was unable to give a full interview at this time.

At ops, some changes, Capt. Snyder returns to a line crew and Capt. Hollingsworth replaces him. Cpl. Carscadden has just returned from selection and is waiting to hear whether he has been accepted as NCO aircrew. Cpl. Abrams will soon depart for the ATC A course at Camp Borden, good luck to both of you. Thus, with one other as yet unnamed B Stand to marry in October, Capt. Ireland is recruiting B Stands.

After this strenuous walk your reporter retired to the coffee shop and found Capt. Carruthers in the throes of final planning for his trip to Staff School. Good luck Bill, hope they tell you "where it's all at."

This week new arrivals you may see; Capt. Gordon, Capt. Waterhouse, Capt. MacKeracher, Capt. Proctor. For those interested Capt. Gordon has some slightly damp furniture for sale. The driver of his furniture van took a short cut through the Ottawa River. So, until next issue, when all corrections and denials will be printed, and the non-existent Capt. Krunch trophy for the largest dogfish will be awarded, your reporter may be found with the use of a good tracking dog.



Just to prove to everyone around that the detachment members of 407 Sqn. were not only the hardened, dedicated submarine hunters feared far and wide, the world over, but that they were also mere mortals interested in the cultural aspects of life abroad. To make our stalwarts from across the sea feel more at home this young Hawaiian islander performs a solo exhibition of the Canadian Bunny Hop to the tune of O Canada with brief interludes of Canadian Sunset, while wearing a lovely gown imported especially for the occasion from the wheat fields of Saskatchewan. Also note the exquisite necklace made from the B.C. Dogwood!

-RFE photo

Forces Have Big CNE Airshow Input

TORONTO (CFP)—Flying machines from two world wars, and the magnificent men who fly them, were highlighting the biggest ever Canadian International Air Show at the CNE waterfront Friday and Saturday, Aug. 30-31.

The air show, which over the years has been the Canadian national exhibition's biggest gate attraction, this year tacked an extra half hour on the traditional two hours. The two-day afternoon spectacle was preceded by a dress rehearsal on the Thursday.

FORCES INPUT
The Canadian forces 30-minute input opened with a highspeed pass by four CF-104 Super Starfighters, and closed with a flypast of four CF-101 Voodoos. In between, the forces demonstrate transport types such as the Hercules, Yukon, Cosmopolitan, and the newly-acquired fanjet Falcon. An Argus long-range anti-submarine patrol aircraft and a Tracker carrier-borne anti-submarine aircraft join in the mock stalking of an undersea target. Helicopters on scene include a Voyageur, Labrador and an Iroquois. The Forces also

LAST WEEK SAW the Demons hosting a P2V Neptune crew from VP60. Here we see LCol. John Middleton greeting Cdrs. Nelson and Welch from the U.S. Naval reserve. The two visitors from the deep south were then taken to King Coho resort where they immediately proceeded to relieve the Georgia Straits of the problem of feeding seven salmon. Incidentally the P2V Neptune that brought our two visitors is the first Neptune to arrive in Comox since the last Canadian Neptune departed for Saskatoon.



Dateline: Honolulu

By RON ELMER

This August centre of culture ceased to be quiet last Thursday evening. The Democratic Convention had not switched cities but the DEMONS had arrived in the middle of Co-Ed Week in the shape of Crew 4, captained by Bill Short. The group was re-informed for the occasion by their CO, Lt. Col. John Middleton, Lorne Scott from Standards and eight groundcrew. The flight started from CFB Comox at 11 p.m. on the 22nd August and after an uneventful 2,400 nautical mile trip landed at Naval Air Station Barbers Point on the south west tip of OAHU, Hawaii. The visitors were met by the officers and men of Patrol Squadron Six (The Blue Sharks) who have the dubious distinction of flying the oldest P3 (Orions) in the U.S. Navy. Unpacking was accompanied by the traditional plastering of anything that didn't move with Demon Decals. Besides the usual assortment of doors, mirrors, etc. getting the decal treatment, in the excitement one surfboard, three U-Drives and the rear-end of a slow moving waitress at the Sandpiper got christened.

This trip was a little special in that it was 407s first opportunity to show off its new Argus aircraft overseas. It was also the first time that 407 had made it to Hawaii non-stop. The hosts, VP-6, seemed bent on a little record-breaking of their own and provided some magnificent entertainment for the Canadians with dinner and entertainment on the night of arrival. This was followed the next morning by a thorough briefing on Oahu's facilities, areas to avoid and dangerous swimming spots. A cocktail party was scheduled for Friday afternoon in case anyone should get bored.

The visitors quickly took exception to the high incidence of heat exhaustion at Barber's Point and at Friday's cocktail party some took the opportunity to invite themselves to the homes of their hosts who had apartments in cooler climes. VP-6 were extremely generous in loaning their cars (a sure sign that they had not had much to do with Canadians).

One lead Yo-Yo who described himself afterwards tersely as being "on instruments" missed the main gate by 25 miles and after circling Honolulu twice in a left hand pattern, got home safely only to find that his room was already occupied. He was at the wrong base. Meanwhile back at the ranch other members of the crew were carving a niche

in the hearts of the local residents by taking a skinny dip in the Officers Pool. So you see, things weren't exactly boring.

Because Monday morning was reserved for putting on a static display for the benefit of those who had not seen an Argus before, the visitors took the opportunity Sunday to do some souvenir hunting downtown. The result was that Fort DeRussy (the Walkiki Rest and Recreation Centre for Vietnam vets) is now minus its 24 foot long banner advertising its weekly Luau. All good things finally came to an end on Monday as the roles of host and guest were reversed and the Demons showed over 70 personnel through the Argus. When the time came for the good-byes to be said VP-6 turned out in strength to see the Canadians off. Lt. Col. John Middleton summed up the whole crew's feelings with a sincere "Thank You" speech and by 5 p.m. the wheels were up and the Argus headed for its natural habitat, the open ocean, on a loop patrol home.



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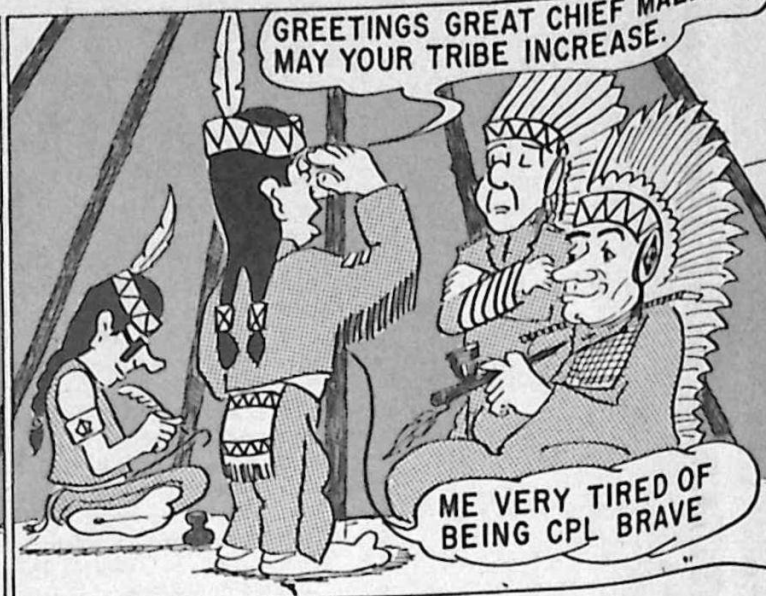


UNISKINS by mac

FOR MANY WINTERS NOW ME, WHIMPERING WEASEL HAVE BEEN CPL. BRAVE. ME VERY TIRED OF BEING OLD CPL. BRAVE. ME GO SEE GREAT CHIEF, TELL HIM MY PROBLEM.



GREETINGS GREAT CHIEF MALLARD MAY YOUR TRIBE INCREASE.



HAWAII HO!

Continued from page 1

The Royal Canadian Navy then acquired the boat for a training vessel and sailed her to the Pacific Coast where she has remained to this day. Oriole is "ketch rigged," 103 ft. overall, 91 ft. of deck and is 63 ft. at the water line. Her main mast, now at 85 ft., was once 8 ft. higher, but due to breakage has been left at 85 feet. Her sail inventory included: spinnaker, large genoa, yankee genoa, small genoa, jib, jib top, jumbo jib, mainsail, mizzen staysail, and finally the mizzen sail for a total sail area of over 14,000 square feet. Quite a mouthful for those uninitiated in the art of sailing!

The manner in which Oriole's sails are hoisted and trimmed make her very unique in comparison to the other boats in the race. All her sails are worked by hand using only block and tackle rigs instead of by the mechanical winches used in newer sailboats. To hoist Oriole's mainsail required a minimum of 12 men whereas in a modern boat this could be done by 2 or less using winches. For instance, Francis Chichester an Englishman in his 60's, recently circumnavigated the globe single handedly in a modern 57 foot ketch.

With such a large crew, the Oriole's accommodations were sparse to say the least. A 2 watch system was promulgated while still on work-ups and the lack of bunks caused us to initiate a "hot-bunk" sleeping system. The term hot bunks caused to be a definite understatement

when we reached the tropics. Oriole's size enabled us to carry great quantities of rations both solid and liquid and this feature, quickly made up for the inconveniences in regards to her accommodations.

Anyways, after 2 weeks of strenuous work-ups in the Straits of Juan de Fuca race day finally arrived. The 1st of July saw a cloudless day with fresh easterly winds blowing across the starting line. Luck seemed to be with us as the "ill winds of the Swiftsure Classic" were still in everyone's minds but nowhere to be seen. The HMCS MacKenzie was the starting vessel and soon all 14 challengers set course for Hawaii. By nightfall all contenders were in the open Pacific ocean and within a 15 mile radius of one another.

Oriole's luck with winds on the starting day was short lived and the first nightfall saw us drifting aimlessly on a windless sea. Daybreak brought fresh winds in the form of 20 mile per hour gusts. This was less of a blessing than it first appeared as the gusts quickly ripped our mizzen staysail, spinnaker, and broke our starboard spinnaker pole to boot.

The weather conditions encountered during the first 24 hours of the race turned out to be indicative of the variable conditions to remain with us until reaching the North-East Trades. Until reaching the Trades at Latitude 28 degrees North, we had calm days during which the crew could dive from the ship's rigging and swim leisurely in the sea to windy days which saw us sail over 240 miles. The unsettled July weather proved to be a severe handicap for all boats in the race, however, the conditions upset us more than anyone.

Oriole, with her displacement of 85 tons was counting on the average cyclonic conditions about the prevailing Eastern Pacific High. Had these conditions prevailed, we would have had no trouble whatsoever in finishing an easy first overall. To finish first overall, Oriole needed to cross the finish line close to 4 days ahead of the slowest boat and 2 days ahead of our nearest rival. As illustrated, the restrictive handicapping system of result tabulation affected Oriole more than any other contender in the race!

So much for excuses! Occasionally we had days that saw 20 knot winds, and white capped seas drive Oriole ahead at her maximum hull speed of 12 knots. The tremendous satisfaction that we derived from witnessing 85 tons of silent power surging towards Hawaii was all that any sailor could ask for and such days saw Oriole's 3/4 inch daron lines resemble steel rods and her sails without a wrinkle. Often, the only sound that could be heard was the occasional breaking of a swell behind the huge steel hull. Under these conditions Oriole was in her glory and at her best as we would then gain over 100 miles on the leader in a single day only to fall back again when the winds dropped off.

rope, a rusty old steam iron for a weight and a stainless steel safety pin with a coloured picture of a herring for a hook and bait. The student, very unsporting like, soon hauled in four fish. The master and pro played the fish skillfully but unfortunately came away empty handed. Soon after the fourth fish was caught the air was filled with reported comments like "Well I've caught my limit let's go home" and "This fishing is just too easy. I think I'll use a black and white picture next time. And close the safety pin". There have been rumours of a new fishing school being started and the publishing of a book called "Fishing Made Simple".

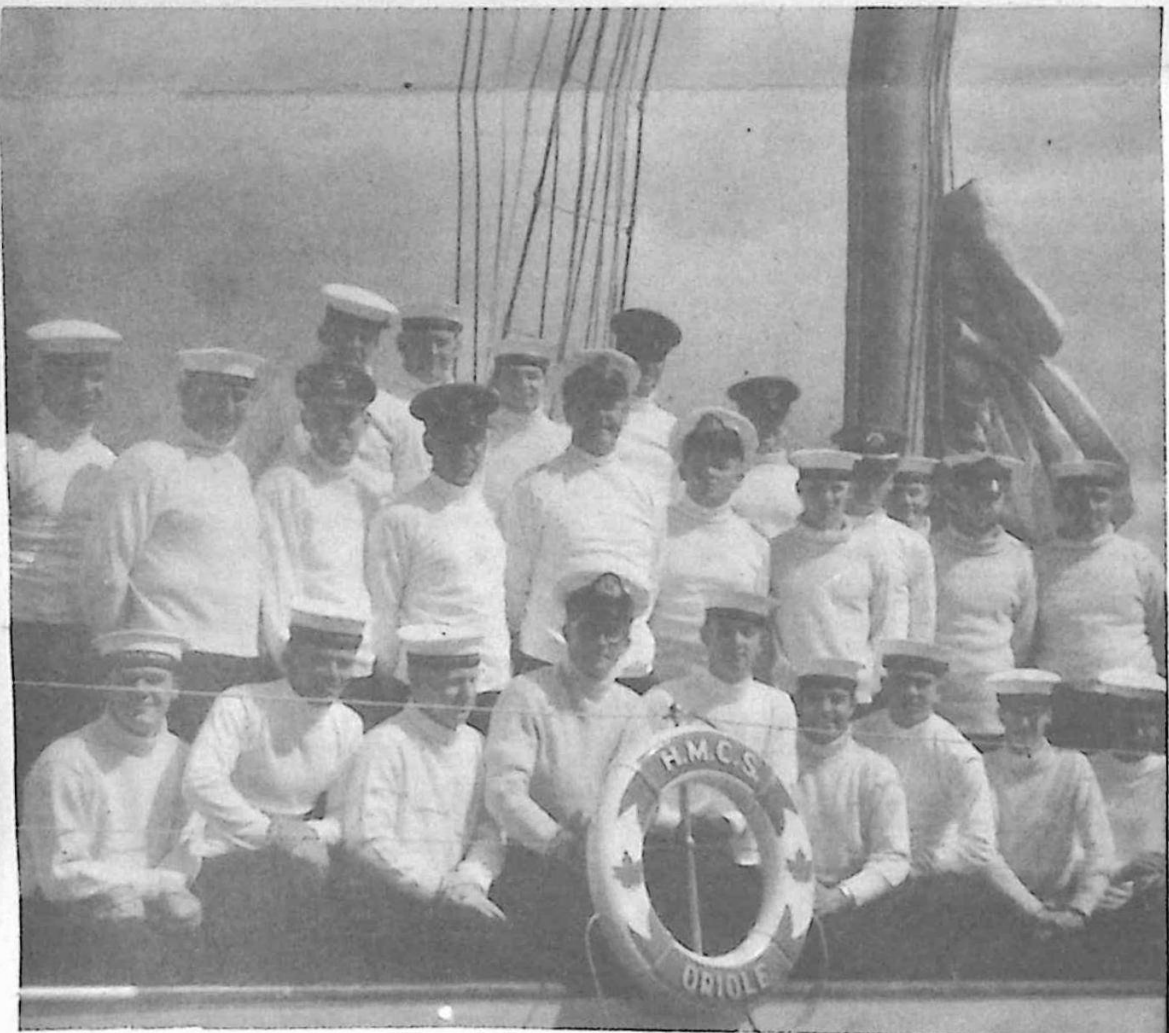
IT'S A SMALL WORLD

DEPARTMENT How many times have you heard someone (or even yourself) say "Imagine meeting you here, it sure is a small world". Just last week Capt. John Sorfleet was heard uttering an almost identical statement. During a short stop-over in Vancouver he met someone he had never met before and it is rumoured he said "This world is getting smaller every day - you just never know who'll run into you next."

Story by Capt. Doug Magill
Photos by Cpl. Scotty Carrigan

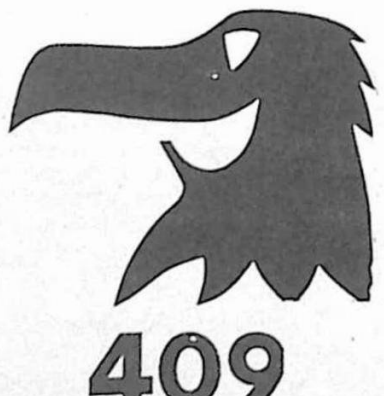


As navigation aboard the Oriole was restricted to non-electronic aids only, the job of staying on track was a rather tricky chore. Due to his widespread experience in sun watching on the Sunshine Coast, this job was given to none other than CFB Comox's pride and joy, Capt. Doug Magill. Doug became very adept at using this little trinket purchased from the Courtenay Auction prior to setting sail, and the only complaint he was heard to make was that he could only use it on overcast days as the sun would get in his eyes during the rest of the time. Clever people, these aircrew types.



LOOKING MORE LIKE an advertisement for some type of laundry detergent than a sailboat crew we have the crew of the HMCS Oriole prior to venturing out onto the high seas. As is evidenced by the photo the Oriole's crew was made up from various personnel of Maritime Command's Pacific contingent. Not wishing to be outdone by the Navy, the troops from Comox promised their new-found friends an eighteen hour trip in an Argus as soon as they made it back in return for the cruise on the Oriole. Kindness is a wonderful thing!

Night Hawk's Nest



Looking down from the upper branches of the Nighthawk's Nest we find most Squadron members making like students and preparing themselves for the onslaught called Ground School.

Captain Al Cooper became so keen he enrolled in a volleyball school on the mainland. After being associated with the game for a number of years he decided to become involved. Now he is learning the finer points of play. Up until now the coach had always used his height at

the end of the net - Al had to hold it up. Funds became available and with the purchase of another post Al was taken off the frozen list and put into circulation.

The Nighthawks have a new navigator in their midst - Lt. Steve Buryan. Welcome aboard 409 Squadron Steve, we hope your stay is enjoyable.

Major and Mrs. "Swede" Larsen celebrated a wedding anniversary. It was learn't how-

and friends enjoyed a night out on the town - or was it out of town. I understand friends and neighbours dropped in during the day to help celebrate and present their surprises. May all we Nighthawks pass on our congratulations and wishes for a happy and prosperous future.

The Letter School of Fishing has graduated yet another superstar - Capt. Paddy O'Sullivan. It seems Paddy had promised his father-in-law, a real pro, a chance to see the master at work and had finally been granted his wish. Paddy, while not a fisherman at heart but wishing to make a bigger impression on his father-in-law, took a total immersion crash course at the Fishing School. The course enlightened him on the numerous methods of fishing for salmon for fun and tall tales. It was with great enthusiasm then that all three set out. After watching his shipmates trying desperately for a strike our hero then decided he knew enough and started trolling. Overboard went his line, 1/4 inch hemp

and friends enjoyed a night out on the town - or was it out of town. I understand friends and neighbours dropped in during the day to help celebrate and present their surprises. May all we Nighthawks pass on our congratulations and wishes for a happy and prosperous future.

that the happy couple

yachts in the race who were continually asking for assistance in one form or another. We sailed the Oriole for over 5800 miles and in one period of 11 days failed to encounter another soul, not even an aircraft. The lines "I must go down to the sea again, the lonely sea and the sky," have taken on a completely new meaning for me and I'm already looking forward to the Victoria-Maul yacht race for 1969!

NOTICE

LA Meeting and registration of Guides, Brownies and Rangers by mothers, Sept. 9 at 8 p.m. on the School auditorium. Meet your leaders. Also new leaders needed. Anyone needing uniforms or having any for sale please notify the leaders at the meeting!

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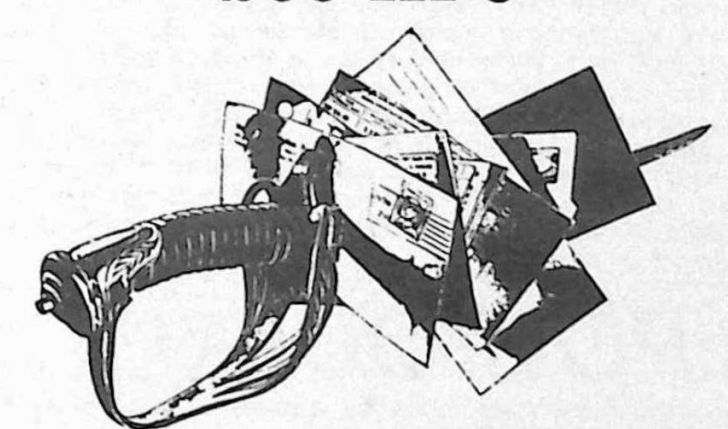
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TOTEM TIMES

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Inquiries may be directed to Cpl. McCaffrey at Local 299.

Where, Oh Where Did Our Money Go?

As inflation and rising costs continue to eat away at the finances available to all Canadians, nowhere does this deterioration of economic capability make itself more evident than in the Armed Forces. All across Canada organizations and individuals finding themselves victimized by spiralling costs, are forced to compensate by taking either strike action or passing extra financial burdens directly to the taxpayer. The object of both steps of course, being to obtain more money.

The Armed Forces are in somewhat of a unique position in Canada. Since we are a government organization which in the eyes of the taxpayer (also referred to as the voter) contributes very little to the economic welfare of our country, we are quite subject to the hatchet in regards to cutbacks in government spending. When civilians scream for more government aid for education, welfare, etc. they generally question the channelling of vast amounts of funds to the military. Since the people they scream at and the government policy makers are usually one and the same, it's not too hard to predict the inevitable result!

In our Armed Forces we have a contingent of policy makers of our own and these very senior military officers seem bound and determined to show the taxpayers what a wonderful group of deserving individuals we in the military really are! That is, we do our utmost to convince the people (another synonym for voter) who ultimately decide our fate by the voting process, that we are in fact necessary. A good policy? Definitely if it works!

All flying Commands of the Air Force are feeling the financial squeeze in the form of cutbacks in their maximum flying rate (MFR)! This is easily accomplished by reduced training, increased fuel restrictions, reduced temporary duty, etc. That these reductions must naturally result in a decrease in capability and efficiency goes virtually unnoticed and that the reduced training could quite easily result in the loss of an aircraft complete with crew thereby costing the government much more in the end, is a subject generally avoided. But then if you don't replace the aircraft you lose, you defray the cost of upkeep!

Regardless of these reductions we still participate in various air shows. All of our commands are ordered to supply aircraft and crews for the benefit of civilian entertainment, however, nowhere do we find an allowance in our MFR or budget for this purpose. The squadrons are told to participate at the expense of their training and operational commitments. Incidentally the Army showed remarkable ingenuity in beating this system by sending to the Abbotsford International Air Show, an all-weather, subsonic, short range, camouflaged field gun!

The civilian personnel supporting all our Armed Forces Bases have not escaped the axe. New regulations simply state that all bases will reduce the number of civilians employed. One then asks the question, "have we been employing too many civilians in the past, do we expect those remaining to do that much more work, or are we simply getting a reduction in services?" The answer is obvious, however, it's a good bet that we'll never hear it from Ottawa!

Since we are now saving all this money on our payroll, we now find ourselves with the resources to go ahead with the new uniform program. Beginning next May, supply sections all across Canada will be issuing personnel with the new "unified walking out uniform." The object of this game is to get everyone in a common suit for dress purposes off base where they can be seen and admired, however, the old uniforms will continue to be worn as regular working dress and during functions within the base limits.

The nebulous procurement program for new equipment is something the person in the field is probably not completely familiar with. We have watched the retirement of several aircraft in the past few years and are all familiar with the program to extend the life and eventually retire several others. The ones remaining, however, are all slated for a new bilingual paint scheme for all persons to see and revel over. We've also witnessed the gradual reduction in the number of CFBs ordered from Canada. Whether or not we need the many aircraft we had in the early 50s is another subject completely, however, it's another even money bet that the cost of repainting all our aircraft in both French and English markings to appease many politicians and civilians would exceed the cost of procuring a number of new aircraft!

POTPOURRI!

Mr. Trudeau's hasty return from his Spanish vacation at the height of the Czechoslovakian crisis must gratify all world leaders interested in Canadian affairs. No doubt Mr. Trudeau inconvenienced himself markedly in returning to Ottawa to instruct Mr. Sharpe to echo the world's sentiments in front of the UN. The result of our commentary on the entire affair exactly reflected the changing course of events in Europe. That is, very little to say the least.

The Democratic and Republican conventions in the U.S. are now history and Canadians are awaiting with interest the result of the November election. Not that the two presidential parties in the U.S. are offering the American voters such a varied or attractive package, or that this promises to be a very exciting election, it's just that our Canadian economic welfare depends largely on who the American voter decides to elect. Mr. Humphrey and Mr. Nixon are certainly not new to the American political scene and their platforms vary by slightly to standard party lines and doctrines, however, they each have

a distinctly different idea on how the world's lesser countries should treat and be treated by the United States.

The Nigeria-Biafra situation is a most sordid affair and must boil the blood of even the most neglectful humanitarian. The Nigerian Government's avowed course of genocide for the Ibos of Biafra must clearly show the world that at least that African "emerging" nation isn't ready to take complete charge of its own affairs. The fact that a smaller nation such as Nigeria can't cope with its internal politics (Canadians had better tread lightly on this one) and that it has become committed to such barbaric, savage means to solve her problems should prove a lesson to the rest of the world in future dealings with Africa.

The death toll in the Iranian earthquake is up to 14,000 and still rising, however, food and relief supplies are being rushed to that part of the world in great quantities. The size of the destruction must literally stagger the imagination as even the Shah of Iran has come down from his platitudinous surroundings to super-



"We had to call our engagement off. Every time I visited her in PMQs I got a parking ticket."

Jogging for Fun and Profit

By Cpl. L. STERLING

Hi there, physical culture fans; it's time to run, or at least jog.

Those in places of authority have decided that we should get up off our dead inertia and do something about spreading superstructures. Running, or more properly jogging, was picked as the best way to regain firm control of the flab and take some of the strain off the heart.

It's easy to see why jogging was picked. When you go jogging along, everything is in motion. Your head goes up and down, arms swing back and forth, your chest heaves in and out and, if you are like most of us, that stomach which has taken years to grow goes bouncing along in counter point to your knees. Everything gets exercised, whether you planned it that way or not.

This is one type of exercise that requires no special equipment, either. For years, many of us have carefully picked sports requiring all sorts of expensive, or unobtainable bits and pieces. Then when the station physical education type came around, we would shake our heads regretfully and tell how we would really like to get in the swing of things, but since he didn't have the right sort of scoop for jai-alai or all the lances required for a picador, we just couldn't do it. After all, you can't play the game without the right equipment.

All jogging requires is two legs and a reasonable sense of balance.

Claiming that there is no place to exercise is too. Soccer requires a field, hockey a rink, baseball a diamond, all jogging requires is a road, or a hallway,

By Cpl. LANCE STIRLING

or at last resort, a square piece of floor, two foot by two foot, so you can run in place.

Jogging is supposed to be about as good for the body as swimming except you don't get near as clean. On the other hand, you don't hear of anyone getting a chlorine rash from jogging.

There is even a historical precedent for jogging being good for your health. It's sort of surprising that in this day and age of wonder drugs, plastic parts and transplants, that we go back to a stone age precept for body health. The cave man ran - usually away from something that intended to eat him, but he ran. If he ran well enough he lived another day, proving that running, or in the case of slow carnivorous animals, jogging is good for the body.

All of this is the sales pitch the guys that look like they came out of muscle building ads use. They never tell you the bad side of jogging. And there is a bad side.

Essentially, running is supposed to keep you from getting heart attack. If you live in an average neighborhood, this is true. The dogs will bite you to pieces first. For some reason, dogs ignore kids at any speed, but adults moving on foot faster than a walk are fair game. Puffing your way around the block and coming face to face with a hungry German shepherd will give you a heart attack.

Most neighbors seem to resent running people. Just get up some gray morning, slip into your sweat pants, sweat shirt and go out for a brisk trot. Somewhere after the first wave of dogs and

before the sweat gets into your eyes, the local arm of the law will show up. After informing you that someone complained that a nut was running around outside in his underwear, they will ask for your identification.

Unless you have your ID card tattooed on your chest, there is no way in the world to carry identification in a sweat suit. Even if you try running in broad daylight, there will be trouble. You attract kids. As long as they run beside you, it isn't too bad. But when they turn around and run backwards in front of you so they can carry on a conversation, that hurts.

Kids on bicycles are a menace. You don't dare slow down for fear of getting a road racer up the back. Also, all bikes seem to come equipped with bells or horns, which are used liberally. Three kids on bicycles, all going full blast, can make you sound like a full circus parade.

This leaves running in place. The idea of getting all your jogging done, away from the eyes of everyone in the world seems desirable, but even this has drawbacks. If you do it at home, your kids and wife will be an audience, usually far more critical than the neighbors. If you live in an apartment, the people downstairs may ask you to stop beating your wife rhythmically. If you live in a house, you may get people peering in the windows.

This leaves running in place at work, which seems reasonable since this is where the idea of running originated. It seems reasonable, that is, until the first time the boss walks in and after you explain that you are running, he asks, "Away from what?"

WHO AM I?

I'm big and strong, not too bright, well-dressed, though. I used to be a nothing, but now I'm really important. My lack of education and my hate for people helps me to do my job. I get a kick out of being rude and pushing people around, especially people who think they're better than me! Nothing I like better than a riot or a demonstration, because then I get a chance to express myself by clubbing the men and by punching the snobbish girls in the mouth. People call me copper, fuzz, shamus, blackshirt, and assorted other names, but I get even with them. They have to respect me, because I'm the law.

Why is it that most policemen make such a bad impression, not just on crooks, but on normal, upstanding, law-abiding citizens? Surely it's not the uniform and it's not just a policeman doing his job. It's the way that most of them go about that job. I have a lasting memory of a big surly bull, standing about 17 hands (measured at the shoulder, of course) and weighing about 17 stone. He couldn't figure why I didn't have an Alberta driver's licence, although I told him again and again that I was on leave and certainly didn't plan on staying in the province. Although he was impatient and rude, he kept holding my licence and car registration until I thought he'd never relinquish them. Finally he did me the favour of giving them back;

he grunted and let me go. Now I don't expect a policeman to be obsequious, but at least he could be civil.

On another occasion I went for a stroll while my wife prepared dinner. I got about a block from home before a police car pulled over and an officer ordered me into the vehicle. I was about to refuse when I noticed the size of the bruisers in the cruiser. I decided not to obstruct justice so in I climbed and was driven to the police station. My questions brought only grunts. I was taken into a bare room and shoved against the wall in a line-up with four other men. Now anybody with half an eye could tell just by looking into my baby blues that I'm no crook. I guess the witness behind the peep hole knew that, because he identified someone else and the rest of us were ordered out of the building. I lingered just long enough to hear the other poor devil start getting the third degree. The noise came easily through the closed door. I hustled home trying to think of some plausible excuse for my lateness to dinner.

It seems that police forces attract a particular type of person. Not the TV series type at all: hard-hitting, common sense man with a grain of compassion. No, we get a bunch of losers, people arrested in the oral-aggressive stage of their development, bullies who've never progressed past the bullying stage. They love to manhandle

a person and goad him until he takes a poke at one of them. Then they can run him in and beat him to a pulp. Sporting, what?

We in Canada are pretty fortunate in that most of our rural towns are patrolled by the RCMP. Most of these are real policemen as they should be. But then, an applicant for the RCMP must meet a number of stringent requirements and then go through a rigorous training program. A stable personality and reasonable disposition are pre-requisites and proper police attitudes are fostered. Sadists and brutes are weeded out long before they finish training. What happens to the rejects? Why, they join another police force, No intelligent person would entertain the thought of anarchy for an instant. We need law and order and we want law and order, but why entrust the maintaining of law and order to society's misfits? If we must offer more money to attract more desirable people to a police career, let's spend more money.

Two solutions are possible: one, to increase the RCMP membership and enlarge their training apparatus so that the policemen of our other police forces can be RCMP trained, or two, impose a comprehensive set of personality tests on all police force applicants so that those with serious personality defects could be recognized and eliminated before they can be turned loose on the public.

Statement by the Hon. Leo Cadieux Minister of National Defense

Lieutenant General W. R. MacBrien, 55, Deputy Commander-in-Chief of North American Air Defence Command (NORAD) with headquarters in Colorado Springs, Colorado, will retire



Lt/Gen W. R. MacBRIEN

from the Canadian Armed Forces early next year after 33 years service. He will be succeeded by Lt.-Gen. F. R. Sharp, 52, Vice Chief of the Defence Staff at Canadian Forces Headquarters since July 1966, whose replacement will be announced shortly.

For General MacBrien this is the culmination of a long and distinguished career in the Canadian Forces which included an impressive record of operational and staff appointments.

I would like to express my personal appreciation and that of the government for General MacBrien's devoted and efficient service. The many appointments which brought him into association with members of the military forces of the various countries with which Canada is associated in the NATO and NORAD alliances have contributed to the stature of Canadian defence forces at home and abroad.

General MacBrien was born in 1913 in Camberley, England, where his father, a Canadian Army officer, was attending Staff College. His early service included appointments in flying instruction at various flying schools in Canada under the British Commonwealth Air Training Plan. In 1942 he went overseas to command a Canadian fighter wing and during the invasion of Normandy commanded the Canadian Fighter Sector. For out-

standing wartime service he was made a Commander of the Order of the British Empire.

After the war, General MacBrien served in a series of senior staff appointments including Chief of Staff, 4th Allied Tactical Air Force, Trier, Germany; Air Officer Commanding, Air Defence Command in Canada and Assistant Chief of Staff at Supreme Headquarters, Allied Powers Europe in Paris and Deputy Chief of Staff (Logistics and Administration), Supreme Allied Command, Europe.

General MacBrien has been NORAD Deputy Commander since August of last year, sharing with the Commander-in-Chief, General Raymond J. Reeves, the responsibility for operational control of all air defence command units and forces assigned to NORAD for the fulfillment of the U.S.-Canadian air defence mission.

Lt.-Gen. Sharp is well qualified for his new appointment at NORAD and brings to the post experience gained through a wide variety of staff and command appointments.

During the Second World War he served initially as a flying instructor in Canada before commanding a squadron of heavy bombers overseas and winning a Distinguished Flying Cross. Among the senior appointments he has held since the war are Deputy Commander, 25th Region and Commander of the Bangor Sector of the 26th Region, NORAD; Director General Management Engineering and Automation at Canadian Forces Headquarters, and Commander, Training Command. In July 1966 he became Vice Chief of the Defence Staff at Canadian Forces Headquarters.

Missing and Presumed Drowned



Cpl. Allen Daniel MacPhail, 31, of 442 Squadron, Enlisted in the RCAF in 1957 from his home in Bowden, Alta. He served in Cold Lake, Namoo, Dartmouth and two tours in Egypt before coming to Comox in 1967. The Totem Times expresses its sympathy to his relatives and many friends on CFB Comox.

valise rescue operations. One can't help but wonder what the end result such wide spread devastation would be in countries ruled by such notable philanthropists as King Faisal of Arabia and the Emir of Kuwait!

This has been a pretty good year for labour strikes so far and the unions show no sign of letting up. No one can dispute the value of these unions to the welfare of the average worker, however, a definite lack of liaison exists between our government's economic brains and the various leaders of the labour unions. Some union leaders seem oblivious to the fact that all efforts for their locals, not to mention themselves, must eventually travel the vicious circle of inflation and return to haunt the individual worker. On the other hand, the government is in no real bargaining position with private unions as it can't effectively deal with unrest within its own sphere of control as evidenced by the Seaway and Postal workers and Air Canada pilots.

Don't Just Stand Around, Do Something

The conduct of war and of peace in our modern civilization is governed more by rules and regulations than by tradition. It would be senseless to advocate that this should be otherwise, however, rules and regs that are designed by a strictly military mind are almost invariably extremely restrictive and wasteful.

Seldom in history has an effective military force been developed to fill a purely defensive capacity. Frequently indeed, however, have fantastic fighting forces been developed for purposes of aggression. Prime examples are the armies of Genghis Khan, Alexander the Great, Napoleon, Hitler. The success of these armies was more than a little attributable to the no-holds-barred, ends-justify-the-means, type of rationale employed. In no way similar are the rules that limit U.S. weaponry in Viet Nam to obsolete, 1940s types.

The elemental difference between our armed service and the classical armed service is the aim. The classical aim was to increase territorial holdings and build an empire. This was clear cut. Our aim of maintaining the peace and defending our territory in the event of war is so nebulous that any single-mindedness of purpose is impossible and adulteration of our effectiveness is inevitable.

Perhaps it is time to re-evaluate our goals. Canada's military has always been completely divorced from any other part of the economy, except in relatively minor eventualities such as search and rescue operations, alaracs, or sandbagging Winnipeg against the threat of a flood. The major responsibilities of a peacetime service involve training personnel to a particular standard and then ensuring that they maintain that service had closer ties to the national economy, it could not only continue to carry out these

responsibilities, but also provide a whole series of other benefits to many segments of the country. Two examples will illustrate.

Switzerland, although historically neutral, has always maintained a crack military organization with land, marine, and air capabilities. It has done this in the simplest, most logical and most efficient way. With a hard core of regulars responsible for initial training and refresher training, there is a relatively small standing force to be paid for out of taxes. The conscription policy takes care of induction for the initial training of civilian reserves and later these men are commandeered for their normal jobs for regular three-week refresher camps. In this way currency in military operations is maintained with a minimum standing force having to be paid. The national economy has an easier load to bear and the regular force is kept active even though the country is not at war.

Brazil's handling of her military forces has also shown progressive thinking. Detachments from the Army, with Air Force logistic support, regularly go into remote mountainous and jungle areas to help out backward tribes in the interior. They build schools, roads, and bridges, and help to instruct the natives in self-help programs. This sort of policy is ideal for gaining the most benefit from a standing force of able-bodied men.

Canada can stand to learn a lesson in peacetime utilization of service personnel. We haven't even a "bootstrap" program, so even a U.S. service personnel who want to improve their education while serving in remote areas. Our ground forces dig holes and fill them in again, our air contingent bores holes in the sky and our ships plow furrows in the ocean. Granted, a certain amount of this is necessary for us to maintain our pro-

iciency, but why can't we combine some of these things with projects that are useful for our country? Our Army Corps of Engineers has sophisticated heavy equipment which they use for training purposes. Why not provide on-the-job training by building roads and bridges which can be used by the public? There would be many objections from private industry, but the government always has more projects than it can afford to carry out in any given time period, so there

could be no legitimate complaint. The national budget could be altered slightly to shave the military allocation and shave the allocation for projects, thus offering a stipend for materials while the service supplied the manpower and equipment. Other benefits to the economy could be provided by training civilian pilots, firemen, technicians, mechanics, and TV repairmen. The possibilities for utilizing our peacetime standing service are boundless. Just think about it.

LETTERS TO THE EDITOR

Dear Ed:
I have spent a number of years in the Armed Forces and have finally made it out here to CFB Comox. There are a lot of things about this base which I really enjoy, however, there are a few things which I feel could use rectifying.

Where the devil is the base hobby shop? Is there such an animal? Has one ever existed? Being in the Forces I find that I can't afford to pack tools all over the country, therefore I have always relied on hobby shops to supply me with the tools to keep my feeble mind busy.

I understand that in Comox we have a building full of exotic tools but no place to put them. What kind of excuse is that? If we can afford a new swimming pool why not a hobby shop? I would sure appreciate an answer!

Sir:
I must be the only person on this base that reads your paper. Last December a very well informed person took the trouble to point out many discrepancies in Base Dry Canteen prices as compared to those downtown. All that came of this was a memo circulated to say that the affect that the prices might be higher in some cases but that was understandable. There is one item that I know of that is still at least \$4.00 above the downtown price which incidentally is dropping.

Another short sighted person has been wasting his time for many months by writing to you about the fantastic parking problem in PMQs. This issue has been aired for quite some time on your pages, however, as in the case of the Dry Canteen it seems to have fallen on deaf ears. If it has fallen on any ears at all, babbling on various world and national issues such as Integration, hippies, national unity, and our esteemed political institution. When are you people going to come down to earth and leave the more mundane matters to the people qualified to handle such things.

You pride yourself on running a paper that is a vehicle for information to travel both up and down the chain of command. You claim your paper is published to air our woes. Big DEAL. Why take the time to air them if the wheels are apparently not paying any attention.

To add insult to injury I see that you are now starting to charge two dollars per year for this rag. Don't bother to clutter the doorway of my PMQ with this third class drivel anymore. I would dare you to print this but you probably will, as you are apparently not too worried about anyone reading it anyhow.

Dear GGRM:
The Totem Times is in no-

Another great Totem Times contest. Predict the year, month day and hour the next Times Staff member will be promoted and win a visit to the Times office, a beer and years subscription to the Totem Times. Send entries to the Totem Times. Sorry, one entry per person.

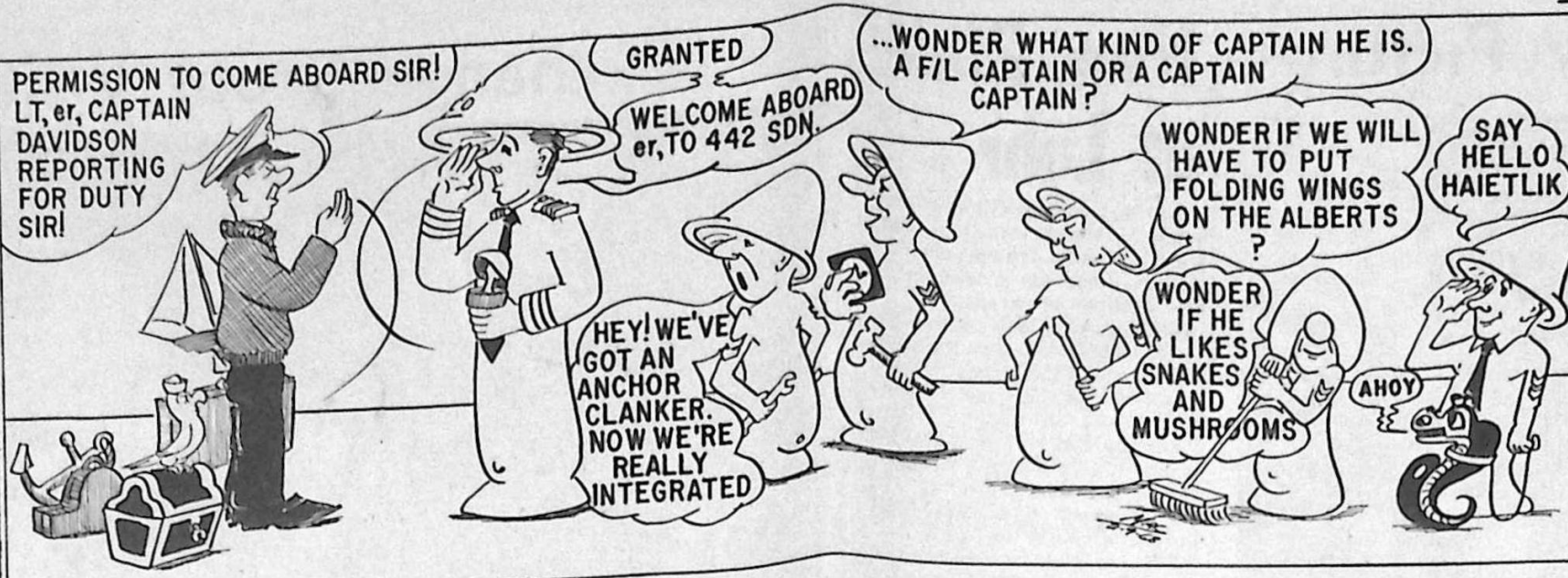
position what-so-ever to decide base canteen prices, or base parking policies. In most cases the Times staff suffers with you. Concerning the Editorial page, we simply try to air views of interest to the servicemen. We realize we are not in the position to shape world policies, but we are content to have just stimulated your mind.

Whether you agree or not the Totem Times does provide a medium for all persons on the base to state their mind. Our subscription rates apply only to our mailing list. We will be only too happy to delete you from our free home delivery list. Signed

Ed.

FUNGUS FEATURES

by Mac



FROM UP IN MY PERCH

Digging down in the old kit bag last week I came across my well-worn copy of CAP-4, Kings Regulations for the Royal Canadian Air Force. Leafing through the pages I came to a section which, in my opinion, offers a simple solution to two of the world's most pressing problems, namely the population explosion and the recent ban on the "pill".

Section 3 of CAP 4 deals with "Marriage and Married Establishment". Glancing through this section one can readily see that the great leaders and founders of the RCAF had the foresight to see the current problems in the making and in their primitive way, took what steps they could to forestall the inevitable. CAP 4, Section 3, para 176 item two reads;

(2) An airman of the Permanent Active Air Force holding the rank of flight sergeant or below shall not marry without the consent of his commanding officer. The commanding officer shall not give his consent to the proposed marriage unless he is satisfied that -

(a) the airman has completed not less than four years' service;

(b) the airman is not less than 26 years of age;

(c) the airman is free of debt and appreciates the financial responsibilities involved; and

(d) the character of the airman's intended wife is such that it would in no way be undesirable for her to occupy public quarters.

Further parts of Section 3 go on to explain the Marriage Establishment, 25% of the aircraftmen and 50% of the corporals were entitled to be married at one time. Sergeants and on up were allowed to be 100% married. Failure to comply with these orders meant the complete lack of financial benefits, disciplinary action and the possible retraction of the offer of re-engagement.

Having at least four years of service and being under 26 is a rare combination indeed. Being free of debt is even rarer. Appreciating the financial responsibilities involved? Only a competent sorcerer can foretell the financial problems that come with today's modern economy. What girl in her right mind would submit to having her character investigated by the Forces hierarchy? Suppose the airman and corporals marriage establishment is full. That would mean that the matrimonially bent corporal would probably have to wait until he is promoted to sergeant. What girl is going to wait out a life sentence like that?

Reinstating CAP-4 and applying to the Canadian Armed Forces we would probably end up with a bunch of unhappy old corporals (which we have already) who would remain bachelors until they reach retirement age. By that time they would be too old to do much damage. This would have a marked effect on the birth rate as the average airman or cor-

poral raises an overall average of 2,349 children apiece. While using the Canadian Armed Forces as a guinea pig is nothing new and while it would not even make a dent in the general population problem, it would give Canada another "first". She could set the example for the rest of the world. Imagine the impact it would have on the Chinese economy if the entire "Peoples Army" practiced celibacy until the age of 50.

Closing the ancient book of law I returned it to the kit bag, settled back on my posturpedic hammock, assumed the "lotus transcendental meditation in the prone" position and continued to contemplate over mundane subjects such as;

The new 442 Squadron symbol, Haletlik or the lightning snake. How can this fierce battle symbol be construed to affiliate it with the more peaceful pursuits of Search and Rescue? Legend has it that the Nootka Tribe Indians dispatched Haletlik to destroy their enemies. No one has ever sent a snake out on a search and rescue mission. Some one did send a snake out to sell apples one time though. I think somebody "goofed" when they selected this symbol for 442 Communications and Rescue Squadron. We might get away by spreading the rumour that we have to keep our lightning snake at home for fear of him starting a forest fire.

Looking over the bits and pieces of 442 history and memorabilia that has been dribbling in since my cry for help I find that when the squadron was in Vancouver they had a snake of unknown species that served as the Squadron Mascot. Fortunately, when the squadron disbanded the last time, the snake was given to the city reptile house. I hope that by this time the creature has gone to its reward and the Squadron doesn't get it back. I can just imagine who would be elected "keeper of the mascot", and that person can't stand snakes. How would the "keeper of the mascot" take a snake on parade?

Now that the last Neptune took the last picture of the last Neptune making the last Neptune flight has gone into storage and possibly the scrap heap, I can't help wondering if it isn't a sign of progress that the Canadians have, at last made an aircraft obsolete before the Americans.

RUMOUR OF THE WEEK: "Savage" a word synonymous with rescue on the west coast, is to be painted on the starboard side of 442 Squadron Aircraft.

RUNNER UP FOR RUMOUR OF THE WEEK: The Neptunes are soon to be removed from storage and returned to service with 407 Sqn. They will be kept in service until the Americans scrap

By Seemore

Coboc Cacophony

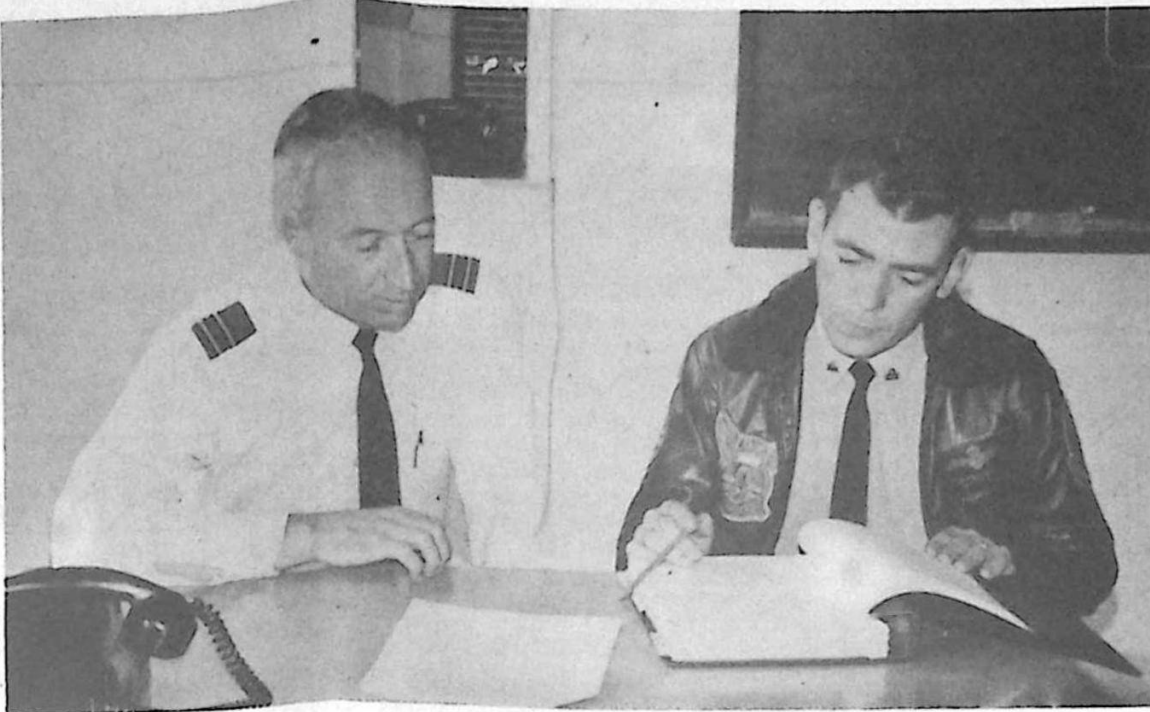
How many people in the military today have seriously pondered over what it was like in the military a hundred or so years ago? Not too many! We've all watched a fair amount of TV and one thing is pretty well evident. The backbone of yesterday's military (since there was no Air Force, it had to be in the Army. Perish the thought of the Navy!) was the poor old single guy. From that observation you could say that single guys have been defending our country for generations and generations! Let's just go back and take a look at the predecessors of Coboc!

The base from which everything operated in those days was the Fort. Much as today it was a fairly self contained unit. Just about all forts were situated out in the boondocks. This was because the local politicians were pressured by the local land speculators to complain to the government about the noise the horses were making and so by doing had the troops shipped out to the sticks, usually in the rugged west somewhere.

Out in the boonies, life wasn't all that bad once the guys got used to it. Living off fort was no problem as some single types tried it at their own expense, got scalped by the local Indians, and sort of discouraged anyone else from trying it. There weren't too many women out there in the sticks anyways and since the government was saving money, it was a happy arrangement all around.

Holding stand-by in those days was a bit of a bind. The stand-by crews had to go into the stables for 24 hours at a time and sit beside a saddled horse waiting for the alarm to ring. It wasn't easy on the smokers as they weren't allowed to smoke within 50 feet of the horse due to the risk of its tail catching fire. Drinking on stand-by was taboo as there was too much danger of falling off the horses and breaking something, after getting called out. Not to mention the severe pension implications. Incidentally, troops that rode horses were paid more money than those who simply worked around the fort!

The scourge of the single guys in those days was the early morning patrol. That meant the guys had to show up early, attend briefing, PRI and saddle their



"You mean you don't even have an Officers Ward Room on board your Albatross?" asks Captain WR Davidson, 442 Sqdns. latest integrated addition to its team. "That's right, and I'm sorry to say we can't even get a berth for a bos'n's mate with this new tight money policy," Capt. Kilgour, 442's Albatross check pilot replied sadly. Capt. Davidson and his family have just come from Shearwater where the Captain was a Tracker driver. It may take a while for him to get used to landing on the long runway and not having to fold the wings up every night but the Merry Mushrooms hope he will be able to adjust and have a pleasant stay with them.

— Times photo

horse and ride off wearily on patrol, usually without breakfast. Doing a PRI (Pre Ride Inspection) was very important as the middle of the desert was no place to find out that the horse was developing a limp. Feathering a leg was risky business! The short anti-Indian patrols weren't too bad as they usually ended quickly, however, the guys had to carry tasteless, box lunches. The longer patrols were quite tedious, although, the guys did receive longer rest periods and carried wet rations which they cooked along the trail. They rarely found anything on patrols as they were pretty well routine and the Indians had no trouble avoiding them. Besides the Military never seemed to get fresh replacement horses.

Getting called out on stand-by was a common thing. What that meant was that some nearsighted commercial stagecoach driver would figure that he saw some hostile Indians, report the incident to the nearest fort, and away would go the stand-by crews. Stagecoach drivers had some curious significance as reports of Indians by the fort's own patrols were often discounted unless someone had a photograph to prove them. Since there weren't too many cameras in those days, that was rather difficult.

Social life wasn't too bad in those days. Single guys could usually get some horses on weekends and ride off to the nearest big city. This was pretty hard on troops from Vancouver Island as they had to get horses that could swim a fair distance. Every year, a different fort would hold a big ride-in. Single guys would ride in from all over the States or Provinces and have a big blast. This didn't last too long as the government eventually initiated an austerity program for the military. That cut back recruiting, training trips away from the forts and placed heavy restrictions on the horses. Once the government introduced these restrictions, life became pretty dull for the troops and they soon all got married off.

Well faithful readers, that was life in Coboc during the last century. Things sure were different! Cheers!

Lysander's Last Fling

TORONTO (CFP) — A rebuilt Westland Lysander has a last public fling at the 1968 Canadian International Air Show before settling down in the RCAF section of Ottawa's national air museum.

The air show was at the CNE waterfront on Friday and Saturday, Aug. 30-31. The dress rehearsal of the CIAS took place on the Thursday.

The two-seater Lysander is one of three intact today of more than 1,700 built between 1939-41 in Britain and Canada. One is on static display in England, the other in India. The reconstructed Canadian Lysander is the only flyworthy one in the world.

Rebuilding Canada's Lysander was a ceremonial project of airmen at base Winnipeg. They rebuilt from the skeleton of one found in a Saskatchewan farmyard. Head of the project and pilot is 3-year-old Capt. Bernard Lapointe of Pembroke, Ont. He served at training command headquarters in Winnipeg.

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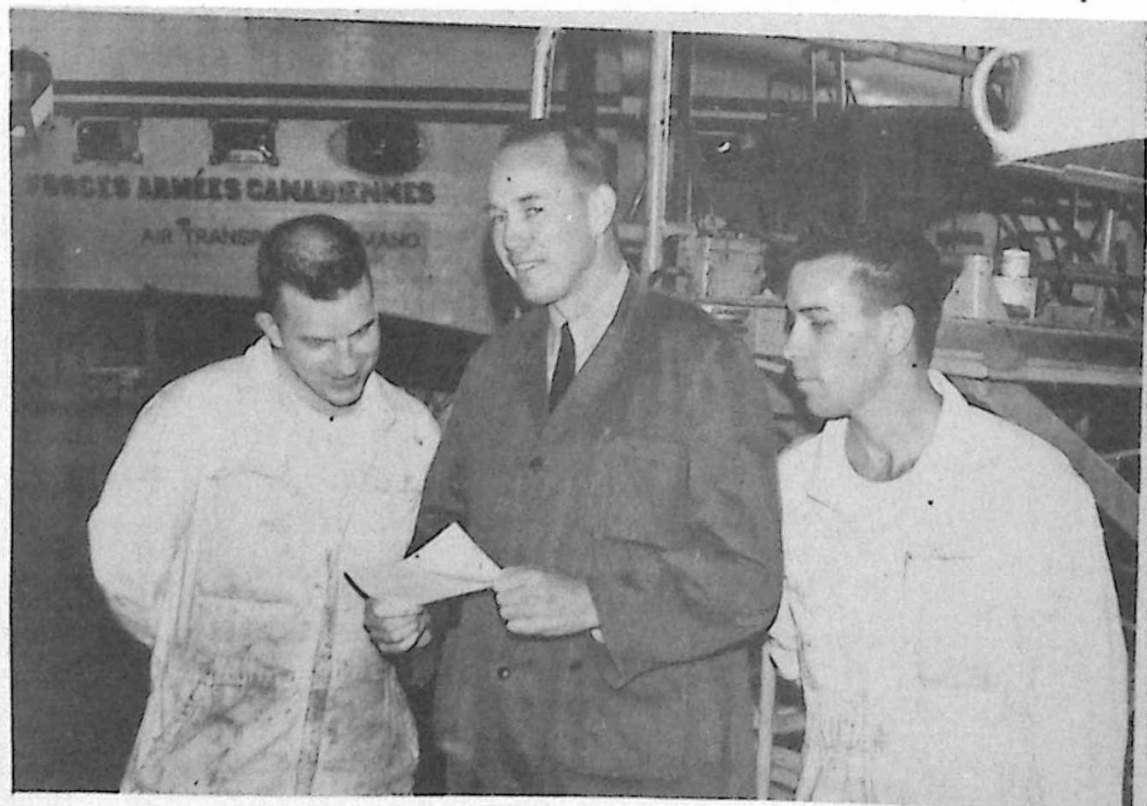
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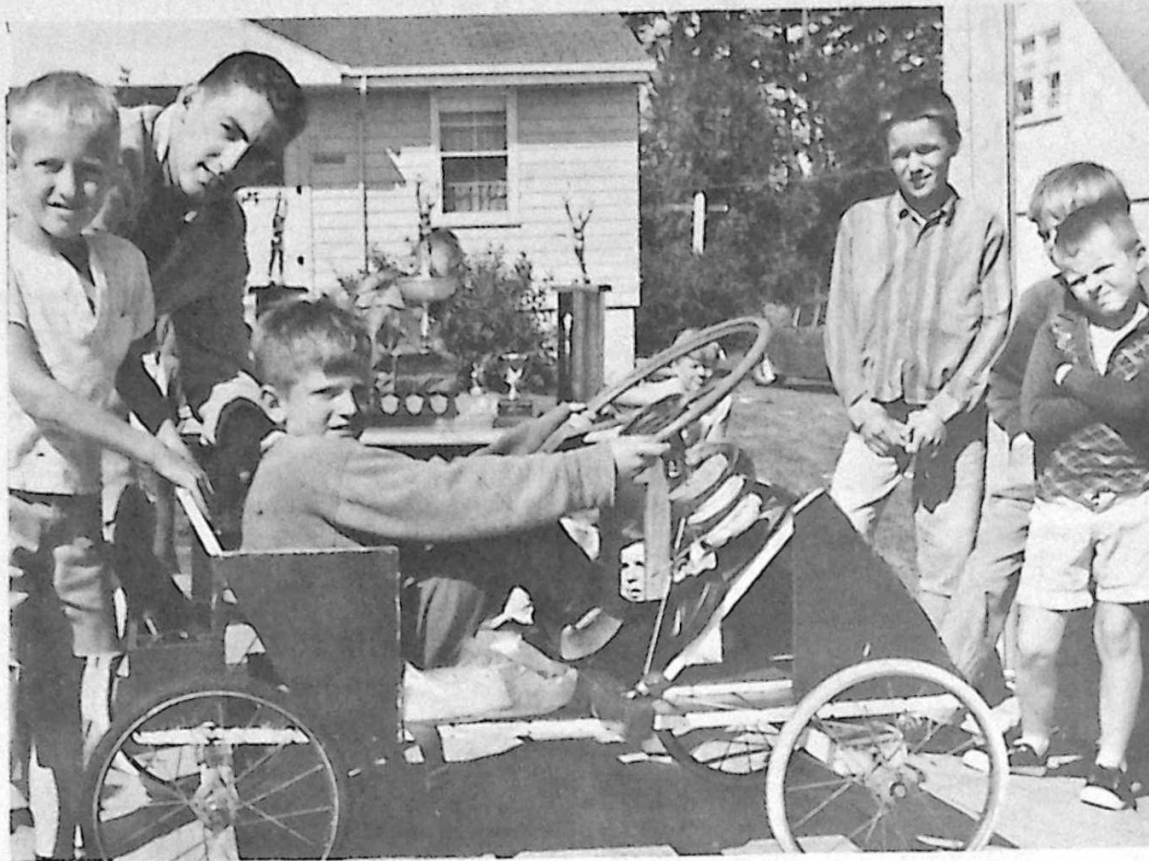
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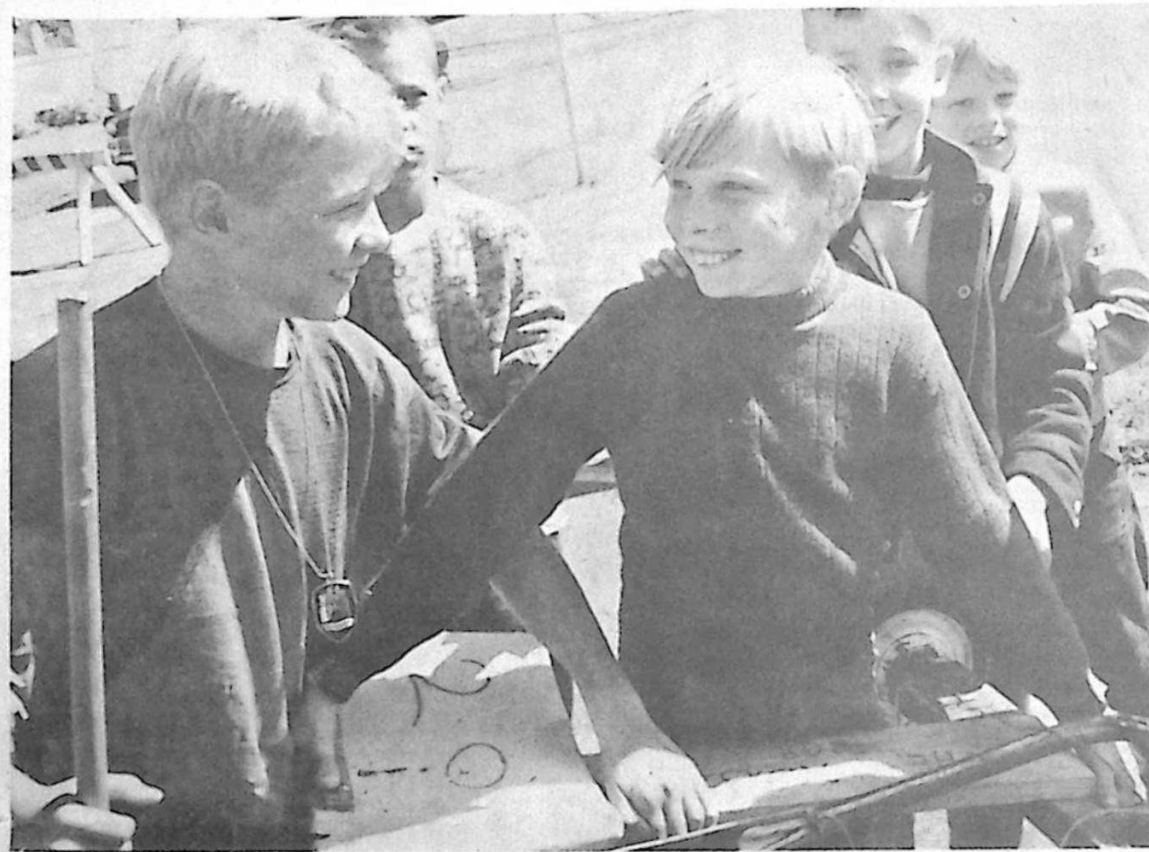
"NOW THAT I'VE got these Sergeants stripes all I have to do is walk around with this important looking piece of paper in my hand," said new Sgt. Robbie Robinson. "But that's only an E200 for a dozen pencils," exclaimed Cpl. Bud Beal from stage left. "How else are you supposed to get a dozen pencils?" asked Cpl. Gavin Macglen in a serious voice from stage right. "That's not the point," Sgt. Robinson giggled from stage centre. "All I have to do from now on is keep going for the same dozen pencils until I retire."

— Times Photo

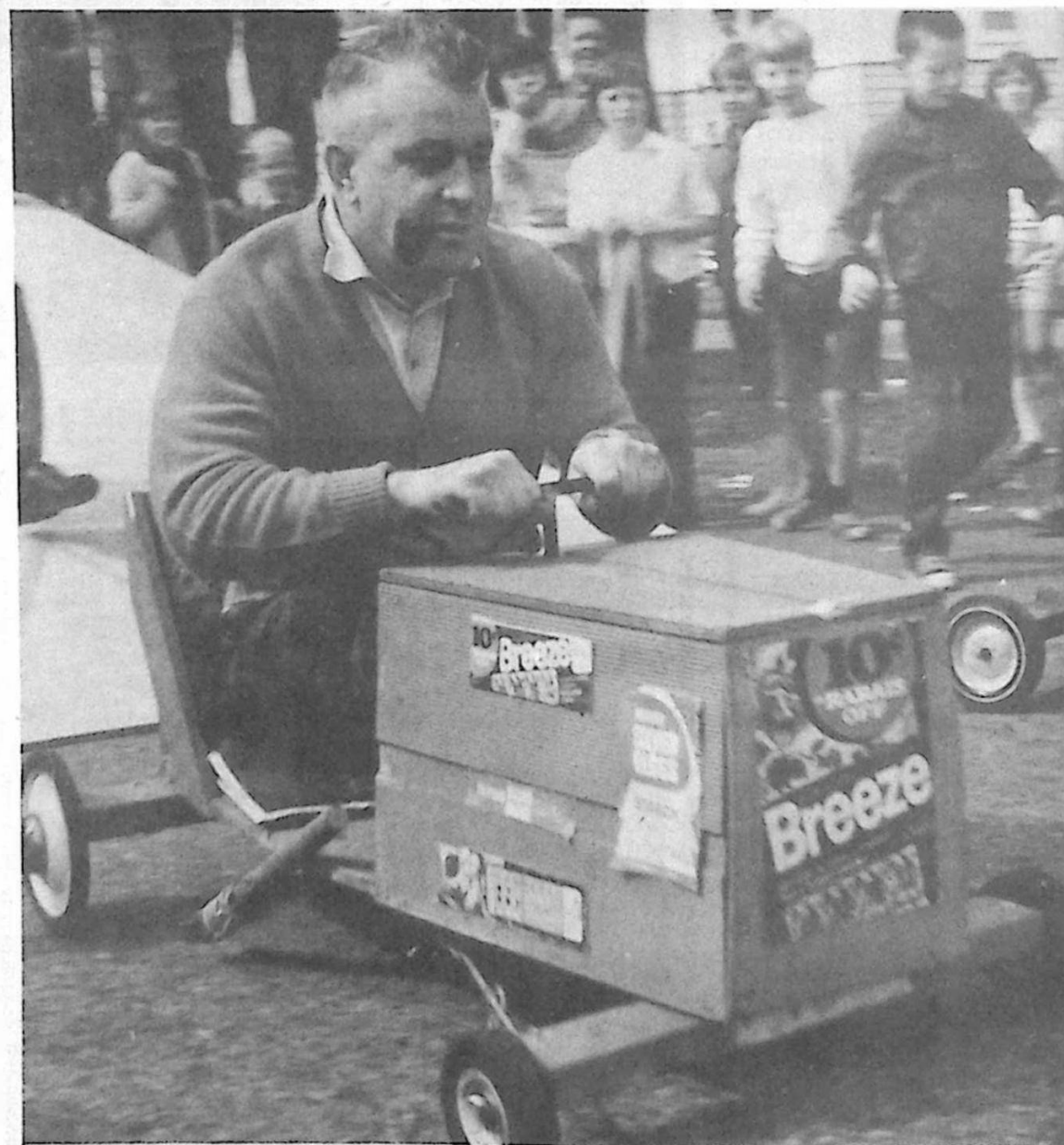
More Soap Box Derby Pictures



THE EDITOR OF The Totem Times, Lt. Bartels has the controls of the Geneau - Greenlaw car explained to him. Standing in his famous 'ready to push' stance is the winning crewman, Robbie Greenlaw. Seated in the winning car is its driver, Joey Geneau. In the background can be seen The Totem Times trophy flanked by the trophies for first place in the juniors race. In a press interview the boys expressed their joy at being top winners. When asked of their plans for the future they said, "We both plan to study very hard and become full colonels in the Canadian Forces so we can drive real race cars, just like Colonel Lett."



WE WON! It's written all over their faces. The Franks brothers pick up their car at the finish line, displaying its ultra lightness just after they won the first place prize in the Seniors race.



"IF I'M EVER going to be a colonel I'll have to learn to drive a race car," Major Ford keeps reminding himself as he takes the opportunity for a little driver training during the recent Soap Box Derby. With a great display of determination he clamped down on his pipe and roared off to the finish line.

GIRLS' TALK CONTINUES

"Kick-Off for Fall '68" will be the theme of the first fall meeting of the CoCoRo Toastmistress Club to be held on Tuesday, September 10th at 8 p.m. Head Coach, Sally Hughes announces that meetings will be held on the 2nd and 4th Tuesdays of each month at the Comox Recreation Association. Calling the signals for the first and subsequent meetings will be Gail O'Connor, this year's program director. Recruiting of new team members this year will be the responsibility of Doris Reddington.

After a most successful first year under the leadership of Lynn Clark, the Toastmistress Club is looking forward to its second year. Sixteen members have joined the club again for the forthcoming year and the club executive hopes that this number will increase through the coming months. A booth at the Fall Fair has created interest in the Club and hopefully will bring new members to it.

CoCoRo Club received its charter in the International Toastmistress Organization in June 1967. The ultimate objective of Toastmistress is the development of the individual woman - so she will be better prepared to give service to her community, and leadership in business and professional life. Toastmistress aids women in establishing confidence, assurance and poise, with one person, a group or before an audience of many. Any woman interested in learning more about Toastmistress is welcome to attend any meeting. Further information can be received by phoning President, Sally Hughes at 339-2074 or Membership Chairman Doris Reddington at 339-3450.

New Rink at Lahr

LAHR, Germany (CFP) - Canadian forces personnel in Lahr, West Germany, are spending one million Deutsche marks for a new artificial ice arena.

German architect and builder C. W. Langenbach says the arena will be one of the largest wooden structures of its type in West Germany.

The building will not be so big (about 150 by 250 feet) but the wooden trusses supporting the roof will span close to 115 feet. And that's BIG in Germany.

The new rink is scheduled to be ready for the first ice surface in late November. Already, requests from Germans and Canadians for ice-time exceed the number of hours in a day.

There will be seats for 770 cording to original plans. But before the first roof trusses were in place, the Canadian's construction engineer, Capt. J. P. B. Belley of 1 Air Division headquarters and Arvida, Que., said "If interest keeps climbing we will need to get authority to proceed now with further expansion plans."

The ice plant will be in what used to be the air raid shelter for a German panzer unit. The spot, in the Canadian caserne where the arena is going up, used to be the floor of a tank garage. The air raid shelter was deep underground and directly under the garage.

The one million Deutsche marks, about 250,000 Canadian dollars, isn't from the taxpayers, but from what is called "non-public funds". That's money collected from canteens and other activities controlled by and for military personnel and their dependents of NATO assigned 1 Air Division.

SOEST, Germany - Three National Hockey League clubs have answered League President Clarence Campbell's call for assistance in running a hockey clinic for soldiers and their dependents serving with Canada's NATO army brigade in Europe.

Last Saturday Henri "Rocket" Richard of the Montreal Canadiens, Tim Ecclestone, last year with the T. Louis Blues, Wayne Connelly and defenceman Bob McCord of the Minnesota North Stars arrived at Dusseldorf airport to set up such a clinic.

With them was Frank Udvari, Supervisor of Referees, Eastern Division and "Dutch" Van Deelan, Supervisor of Referees, Western Division, who will conduct a referee's school.

Training got underway Monday with over 400 enthusiastic youngsters turning out for instruction. Three age groups were represented - 9 and 10 years, 11 and 12 years and 13 and over.

Sixty candidates registered for the referee school which covers theory each morning and ice work in the afternoon.

The pros will have lots of opportunity to meet and talk with hockey enthusiasts of all ages when they attend as guests of honor a series of "Meet the Stars" nights to be held in each of the three main areas where Canadian families are located - Soest, Werl and Hemer.

Exchange Scout Visits



DAVID MANSON, a Queen's Scout from Wolville, Nova Scotia, was the guest of Keith Sibbert, son of Capt. R. Sibbert. Under an exchange program, David spent 10 days at Comox and toured the Island, including a visit to the base. David, left, is shown here with Keith receiving a briefing from WO Raiwet on the operation of the precision landing radar.

Consumers News and Views

Each year, the average home-maker washes and dries 48,000 dishes, cutlery, glasses, pots and pans spending 225 hours at the sink to do it!

Is it any wonder that sales of automatic dishwashers are rising rapidly? The automatic dishwasher has been developed to a highly reliable appliance and becomes a piece of equipment that represents many hours of extra time for more significant activity.

There are two basic advantages of having an automatic dishwasher. First, you will save yourself some time. Second, you will have a healthier situation in your home.

The first is obvious - it is simply a matter of a machine taking over a chore. The second is not so obvious - but the facts are, that dishwashers use water at a far higher temperature than hand-washing can bear, and use detergents with a higher cleaning power than is possible in hand dishwashing. The result is cleaner dishes from the bacteria point of view.

It is important to realize there are some prerequisites for automatic dishwashers. These are: • An adequate hot water supply of at least 150 degrees Fahrenheit on arrival at the machine. • Delivery of from 1.7 gallons to 2 gallons of water per each wash cycle and each rinse cycle. • A water pressure of between 16 and 125 pounds per square inch depending upon the particular machine to be purchased.

Once you have decided you want an automatic dishwasher, there is an initial choice to be made even before you begin to shop around. There are three kinds available. • The built-in type: designed for permanent installation and usually built right into the kitchen counter. You may have to have some carpenter work done to fit it into an assigned space and there will be some installation charges. It saves space. You don't have to plug in connections (water and power) each time you use it but it is usually considered a fixture and part of the house, so if you move - it doesn't move with you.

• The portable type: can be moved around at will and you don't have to remodel the kitchen when you buy it. It is attached by a dual hose to the kitchen faucet and drains into the sink. There is no installation expense and you can take it with you when you move.

• The convertible type: this can be moved about just as a portable but can be installed as an undercounter, permanent type, when you wish. The big advantage of this type is that you can buy now and install later if you have another house in your future. Dishwashers come from the very basic style to the very fancy types. The more special features you want, the higher the price will be. Exotic decorator colors are available from all manufacturers. Wooden cutting boards are on the lids of some models and are very convenient. A useful feature is a by-pass on the faucet which allows you to draw water from the tap even though the dishwasher hose is connected.

Some trial and error experimentation will be necessary to find the right detergent for the particular water you use. Dishwashers perform better with soft water, but some dishwashing compounds are made to handle hard water. A new machine will usually have sample compounds with it. Under NO circumstances should ordinary laundry or hand-dish-washing detergents be used in automatic dishwashers.

All the major appliance manufacturers today are producing good, useful automatic dishwashers with a wide price range. The standard models perform effectively and are the most economical to buy. From the basic models upward, the added features invariably mean higher cost but do not necessarily give you cleaner dishes.

A free buying guide to automatic dishwashers is available by writing: Consumers' Association of Canada National Office, 100 Gloucester St., Ottawa 4.

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Triumph at Tennis Tournament

Over 40 club members and tennis buffs were on hand to watch Major Bob Greenlaw, win the men's singles championship at Courtenay last Sunday. He beat Ted Woodlands 6-1, 6-0 in a strongly contested match which drew continuous applause from the crowd. Major Greenlaw then went on to team up with his opponent to beat a much favoured pair from Campbell River, Roger Mielke and Mike Stettin in the men's doubles final. Tournament

co-ordinator, Capt. Carl Ensom declined to award the trophies at the close of play and introduced 86-year-old Mr. Herbert Spencer, a 30-year veteran of the club. Mr. Spencer who is no slouch at the game, even these days, remarked in passing that he was proud to see that after all the ups and downs that the club has experienced during the years, Courtenay now has a permanent club. At an end-of-season party held at the home of retired ser-

viceman, Graham Woodward, club president Bob Greenlaw said that he had seen a marked improvement in the standard of tennis played this season. The club compared favourably with others, as was shown by the recent win over Nanaimo in a recent tournament.

On Base Paths

By GORD PALMER
TOTEMS WI TWO STRAIGHT
After considerable delay due to rain our Base Totems have finally squared off against the Comox Luckies in the league finals. At the time of writing this article they are in the lead by two games to nothing in the best of five series. There were two other games started but neither one got finished due to the fact that the rains came.
TOTEMS - 1, LUCKIES - 0
In the first game of the series the two best pitchers in the league met face to face and you could tell right from the start that it was going to be a pitchers battle between Frank Britton of the Totems and Norm Haney of the Luckies. I was unable to see this game so I don't have too many details. I believe the Totems lone run was scored when Brian Spencer drew a walk and then moved up a base on a passed ball, he scored on a big single by Butch Bujold. From what I have been told by different people Frank Britton and Norm Haney both pitched fabulous games.

TOTEMS - 4, LUCKIES - 0
For the second game in a row Frank Britton completely shackled the big bats of the Luckies when he allowed only two hits, the Totems got four hits off Churchill but when big Norm Haney came on in relief they only got one hit the rest of the way. The Totems scored all their runs in a big crazy third inning. The inning started off innocently enough when the first two batters flied out but then the roof caved in on Lyall Churchill, the Luckies pitcher. The trouble all started when Reg Smith was hit by a pitched ball, he moved up on a walk to Pat Keefe and then took third on a passed ball, when the Luckies shortstop couldn't field a ground ball by Britton, this scored the first run of the game. This still left two men on base and when Lee Emery hit a fly ball to centre field that the fielder misjudged, the rest of the runs came across the plate. By the time you receive this issue it is quite possible that the series will be all over. I will give you a report on the remaining games in my final column in the next issue.
MOST VALUABLE PLAYER
If I had to select one player who has been the big leader over the past season, that man would, without a doubt be Frank Britton. It is just fine to have a team that is laden with big powerful hitters, which the Totems didn't have, but if you don't have a pitcher that can stop the opposition you are in real trouble. Time and time again Frank has come up with the big performance when his team has needed it most. So far in the playoffs he has won three, lost one and tied one game. It seems to me that he is getting stronger each time out. Another player that has impressed me a great deal is Pat "Smoky" Keefe, he has come up with the big plays in the infield when the team seemed to be getting into trouble. His bat hasn't done the team any harm either, he can come up with a big hit when it is really needed, the series against Campbell River proved that.

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

JUDO CLUB

Registration for the base Judo club will commence on the 10th of September. The club is located across from the RC Chapel, (the old central warehouse). Times for registration are as follows: Boys and girls 8 years to 16 years — 1830 10 Sept. Ladies and men — 2000 10 Sept.
Anyone requiring further information on the base Judo club may do so by phoning Dick Kensett at Loc 336 or 338-8845 or Capt. Tretiak at Loc 480.

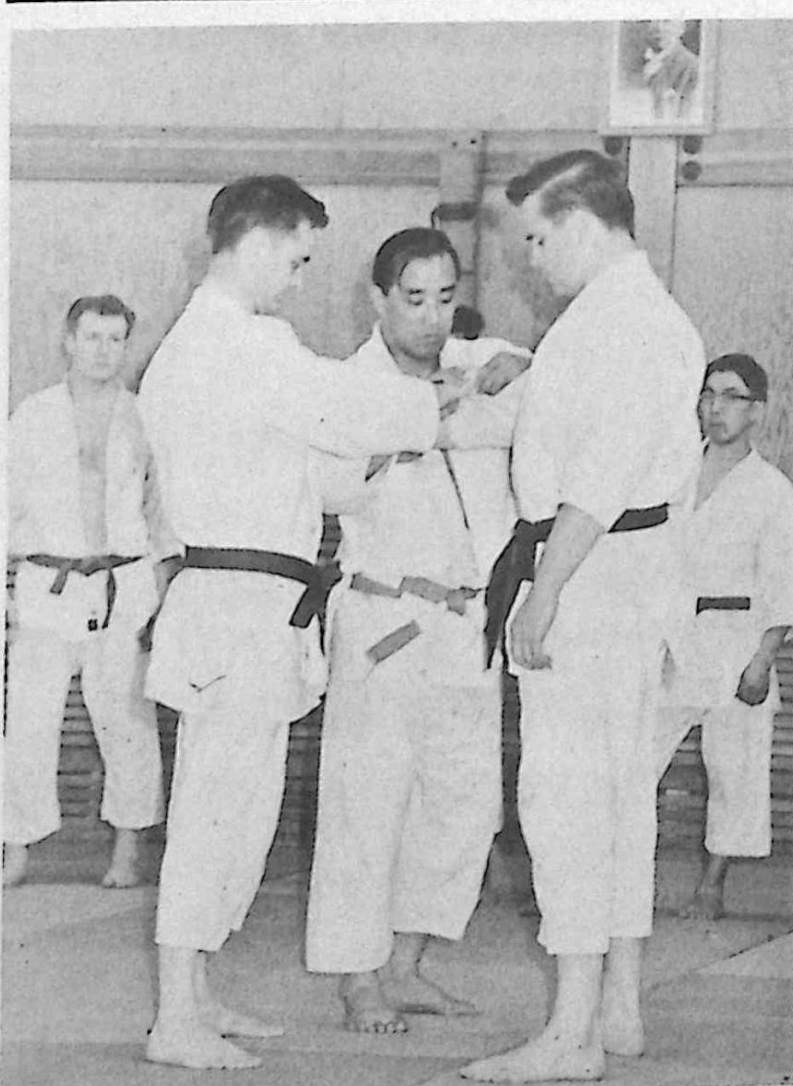
LONG-TIME MEMBER — Mr. Herbert Spencer presents Maj. Bob Greenlaw with the men's singles Tennis trophy.



DOUBLES CHAMPS: Mr. Ted Woodlands and Maj. Bob Greenlaw pose with their newly won silverware after winning the men's doubles Championship at Courtenay last Sunday.

CAMERA NOTICE

Membership now available at the camera club Monday nights 7 p.m. until 10 p.m. Get yours now. \$5.00 per year. For adult dependants \$2.50.
Color film processing done also — Ektachrome film for slide.



JUDO — Dick Kensett, left, is shown above being taught some of the finer points of Judo by Mr. K. Tokata, 7th degree black belt, who is from the Ko-Tokata, Japan. Dick, who has been practising the sport of Judo for the past 6 years, will be the instructor at our new club on the base.

Live Coverage of 20 NFL Games

Live coverage of 16 regular season National Football League games, and four playoff games including the Super Bowl, will be presented again this year on the CFB Television Network beginning Sunday, Sept. 15. Most games will be colorcast.
This season marks the eighth consecutive year that CFB has telecast NFL regular-season and playoff games.
In the first game, Sept. 15, the San Francisco 49ers meet the Baltimore Colts in Memorial Stadium, Baltimore, beginning at 11:00 a.m.

Besides the Super Bowl game, which pits the top NFL team against the champions of the American Football League, other NFL playoff games to be telecast on CBC include the Eastern and Western Conference playoffs and the NFL championship game.
The NFL will consist of 16 teams divided into four divisions: Capitol, Central, Eastern, and Coastal. In the Eastern Conference there have been two changes. New York moves from the Century Division to the Capitol Division, changing places with New Orleans.

DATE	TIME (Pacific)	GAME
Sunday, Sept. 15	11:00 a.m.	San Francisco at Baltimore
Sunday, Sept. 22	11:00 a.m.	Minnesota at Green Bay
Sunday, Sept. 29	10:30 a.m.	Washington at New York
Sunday, Oct. 6	11:00 a.m.	Dallas at St. Louis
Sunday, Oct. 13	11:00 p.m.	Los Angeles at Green Bay
Sunday, Oct. 20	11:00 p.m.	Cleveland at Baltimore
Monday, Oct. 28	6:30 p.m.	Green Bay at Dallas
Sunday, Nov. 3	11:00 a.m.	Chicago at Green Bay
Sunday, Nov. 10	11:00 a.m.	Pittsburgh at St. Louis
Sunday, Nov. 17	10:30 a.m.	Philadelphia at New York
Sunday, Nov. 24	11:00 a.m.	Dallas at Chicago
Sunday, Dec. 1	11:00 a.m.	Chicago at New Orleans
Saturday, Dec. 7	11:00 a.m.	Baltimore at Green Bay
Sunday, Dec. 8	11:00 a.m.	Pittsburgh at Dallas
Saturday, Dec. 14 11:00 a.m.		Cleveland at St. Louis
Sunday, Dec. 15	11:00 a.m.	Green Bay at Chicago
Saturday, Dec. 21 10:30 a.m.		Eastern Conference Championship
Sunday, Dec. 22	TBA	Western Conference Championship
Sunday, Dec. 29	10:30 a.m.	NFL Championship Game
Sunday, Jan. 12	TBA	Super Bowl Game

The 1968 team alignments are: Capitol Division: Dallas, New York, Philadelphia and Washington; Century Division: Cleveland, New Orleans, Pittsburgh and St. Louis; Coastal Division: Atlanta, Baltimore, Los Angeles and San Francisco; Central Division: Chicago, Detroit, Green

Bay and Minnesota. Editors Note: The scheduled games to be telecast November 10, November 17, November 24, be altered if there is a more important game being played elsewhere. You will be notified as quickly as possible about any changes.

BRIDGE by WUN-I

A safety play is a play that reduces to a minimum the risk of losing a contract. Therefore it is vitally important to the rubber bridge player, but often ignored by the duplicate or tournament player.

There are several types of safety plays and they will be discussed in a series of articles. The safety play shown today is the refusal to take a trump finesse, if the loss of the finesse could cost another trick.

This is illustrated in the following hand:

NORTH	EAST
S K 7 5	S Q J 9 8
H J 7 6 4	H 9 2
D K 4 3	D 10 9 8 7 6 5
C A K 3	C 8
WEST	SOUTH
S 10 6 2	S A 4 3
H K 5	H A Q 10 8 3
D Q J	D A 2
C Q J 10 9	C 6 5 2
7 4	

Nobody vulnerable, the bidding is:
South West North East
1H 2C 2nt 4H
3H pass 4H pass
pass pass

Newt's Brine Levels

5 Thursday	04:05 13.4	11:10 2.9	06:25 14.7
6 Friday	00:00 9.5	05:10 13.5	12:00 3.4
7 Saturday	00:40 8.4	06:05 13.5	12:35 4.2
8 Sunday	01:15 7.4	06:55 13.3	01:05 5.3
9 Monday	01:50 6.4	07:50 13.0	01:50 6.5
10 Tuesday	02:30 5.6	08:40 12.8	02:25 7.8
11 Wednesday	03:05 5.1	09:40 12.6	03:00 9.1
12 Thursday	03:40 4.8	10:50 12.5	03:45 10.1
13 Friday	04:25 4.8	12:10 12.6	04:40 11.0
14 Saturday	05:10 5.0	01:35 12.8	06:00 11.6
15 Sunday	06:05 5.1	02:55 13.1	08:05 11.7
16 Monday	07:20 5.1	03:50 13.4	09:45 11.4
17 Tuesday	08:25 4.8	04:30 13.7	10:05 11.1
18 Wednesday	01:45 11.6	05:20 4.4	05:10 13.8
19 Thursday	03:00 11.9	10:10 4.1	05:30 14.0
			10:35 10.5
			11:05 9.8

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John Wayne, Robert Mitchum
It's the Big One with the Big Two

Saturday, Sept. 7
REPTILICUS and HORROR CASTLE

Two of the top horror movies

Sunday, Sept. 8
FEVER HEAT

Nick Adams
Spills, chills, and heart-to-heart collision

Tuesday, Sept. 10
AND NOW MIGUEL

Pat Card, Guy Stockwell
A great family show. Story of a boy's courage

Thursday, Sept. 12
FLIGHT OF THE PHOENIX

James Stewart, Peter Finch
It's excitement is headed right for you!

Fri., Sat., Sun., Sept. 13, 14, 15
VALLEY OF THE DOLLS

Patty Duke, Susan Hayward
America's No. 1 Best Seller
Admission this show only:
Ad. \$1 St. .75 Chil. .50

Tues., Sept. 17
THE LONG DUEL

Yul Brynner, Trevor Howard
Its proud warrior, its exotic women... aflame in revolt.

Thurs., Sept. 19
WILD WILD PLANET

Tony Russell, Lisa Gaostoni
Wild is the name of this show!

Fri., Sat., Sept. 20, 21
DOUBLE TROUBLE

Plenty of trouble brewing here

Sun., Sept. 22
THE CARPET-BAGGERS

George Peppard, Carole Baker, Alan Ladd
One of the Top Ten movies!

Tues., Sept. 24
SADISMO

Seeing is believing!

Thurs., Sept. 26
THE NAKED RUNNER

Frank Sinatra, Peter Vaughan
... Always a great show with Frank

Fri., Sept. 27
THE GLORY STOMPERS

The Black Sals vs The Stompers
Two of the toughest motor cycle gangs meet in combat

Sat., Sept. 28
FATHOM

Racquel Welch, Tony Franciosa

Sun., Sept. 29
SONS OF KATIE ELDER

John Wayne, Dean Martin
You can't afford to miss this show

MATINEES

Sat., Sept. 7
NORTH TO ALASKA

John Wayne
A riotous comedy

Sat., Sept. 14
HAVE ROCKET WILL TRAVEL

Three Stooges

Sat., Sept. 21
CHARTROOSE CABOOSE

Sat., Sept. 28
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Natalie Wood

The Great Race
Technicolor - Panavision - From Warner Bros.
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Thurs., Fri., Sat., Sept. 12-14
Lee Marvin in "THE DIRTY DOZEN"
Plus three colored cartoons
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FREE SHOW — Sept. 15
Sidney Poitier in "LILIES OF THE FIELD"

Mon., Tues., Wed., Sept. 16-18
Stewart Granger in "FRONTIER HELLCAT"
Plus "GREAT SIOUX MASSACRE"

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"HEAT OF THE NIGHT"

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NBA in Vancouver

Craftsman Floors (B.C.) Ltd. have been awarded the contract to build the new basketball floor for the Pacific Coliseum to be ready for the Vancouver opening National Basketball Association game October 21st between Baltimore "Bullets" and Seattle "SuperSonics". The cost of the floor is reported at around \$20,000.

This announcement was made jointly by Mr. Harry Franklin, President, Vancouver Professional Basketball Ltd., and Mr. Bus Evans, Coliseum Manager, on behalf of the Pacific National Exhibition.

Basketball fans who saw the Boston "Celtics" vs Seattle "SuperSonics" game February 24 on the borrowed short floor will be extremely pleased that the running styles of the five NBA pro teams appearing this season will not be hampered due to a short or rough playing surface.

Concurrently with this announcement, the PNE and Vancouver Professional Basketball Ltd. confirmed that rental contracts have been signed for a total of four different dates. The schedule of games with Seattle SuperSonics as "home" team are: Baltimore "Bullets" Monday, Oct. 21 at 8:15 p.m.; Milwaukee "Bucks" Monday, November 25 at 8:15 p.m.; New York "Knickerbockers" Sunday, December 29 at 2:00 p.m. and San Diego "Rockets" Wednesday, March 12 at 8:15 p.m.

Plans have been approved and work will commence September 2nd at the Vancouver plant at 225 Salisbury Street under the watchful eye of Mr. Art Clarke, an expert in hardwood sports floor construction and a former manager of Senior basketball teams in Vancouver in the late 1930's.

"We're using all Canadian wood materials — hard maple from Western Ontario and British Columbia fir in the framing lumber," Mr. Clarke revealed today. "We'll take four and one half weeks to construct the 232 separate interlocking sections and another 10 days to finish and paint the lines. We'll be ready in plenty of time for the NBA 1968 inaugural league game. All fitting and final finishing work will be done right in the work area of the Pacific Coliseum itself. It will take eight experienced workmen to construct the 114 feet by 60 feet floor (when all the sections are laid) and they would have handled 20,000 pounds of kiln dry maple and 10,000 pounds of B.C. fir used in framing."

Directors of Vancouver Professional Basketball Ltd. were consulted by the PNE Coliseum Committee in the selection of the floor design. The floor being built is from the latest plans featuring the highest quality.

Vancouver Professional Basketball Ltd. Directors, Art Phillips, Harry Franklin, Nev Munro, Gerry Stevenson, Pat McGeer and Sandy Robertson, will host a press luncheon on Monday, September 9th in the Hotel Georgia, to introduce the new Seattle General Manager, Dick Vertlieb, Sonics Coach Al Bianchi, and Walt Hazzard - NBA All-Star.

Season's tickets go on sale September 5th at Vancouver Ticket Centre, 630 Hamilton Street (683-3255), Vancouver, B.C., and the following additional locations: All Eaton's stores in Vancouver, New Westminster, Brentwood, Park Royal, Victoria

Limits for B.C. Hunters

Ottawa, August 12, 1968 - Bag and possession limits for ducks in British Columbia will continue at eight and sixteen, according to the 1968 Migratory Birds Regulations, released today by the Canadian Wildlife Service, Department of Indian Affairs and Northern Development. An additional sixteen ducks may be held in the possessor's residence or a cold-storage locker.

The daily bag and possession limits for geese are five and ten, of which not more than four and eight may be black brant. An additional eight geese may be held in the possessor's residence or in a cold-storage locker.

Bag and possession limits for rails and coots are eight and sixteen, except that Indians, Eskimos, Metis and other persons

District	Ducks	Coots and Black Brant	Snow Geese	Other Geese	Wilson's Snipe
No. 1 (P.M.A. 1 & 24)	Oct. 12 to Jan. 12	Dec. 28 to Mar. 10	Oct. 12 to Jan. 12	Oct. 12 to Jan. 12	Oct. 12 to Jan. 12
No. 2 (P.M.A. 2, 3, 17 & 23)	Oct. 12 to Jan. 12	Dec. 7 to Mar. 10	Oct. 12 to Dec. 8	Oct. 12 to Jan. 12	Oct. 12 to Jan. 12
No. 3 (P.M.A. 4, 5, 6, 7, 8, 12, 13, 14, & 15)	Sept. 21 to Dec. 22	No open season	Sept. 21 to Dec. 22	Sept. 21 to Dec. 22	Sept. 21 to Dec. 22
No. 4 (P.M.A. 9, 10 & 11)	Sept. 7 to Dec. 8	No open season	Sept. 7 to Dec. 8	Sept. 1 to Dec. 1	Sept. 7 to Dec. 8
No. 5 (P.M.A. 16, 18, 19, 20, 21 & 25)	Sept. 14 to Dec. 22	No open season	Sept. 14 to Dec. 15	Sept. 14 to Dec. 15	Sept. 14 to Dec. 15
No. 6 (P.M.A. 26, 27, & 28)	Sept. 1 to Dec. 1	No open season	Sept. 1 to Dec. 1	Sept. 1 to Dec. 1	Sept. 1 to Dec. 1

Not Those Physical Jerks Again

Heard a few guys talking in the club the other day. One chap was saying: "When I came here I was told that this was the place for fishing, hunting, golfing, no snow, just a lawn chair and a beer. Now if they keep pushing this physical fitness test bit, I think I'll ask for a transfer." Another one was: "Cripes they want us to exercise - I just added 8 inches

On the Blue Line

BY GORD PALMER
You may think that I am crazy to start talking about hockey already but I received a phone call the other day and I was asked to relay the following information.

Contrary to rumours that have been going the rounds lately, we would like to say that there will definitely be a Junior "B" Hockey Club this year if there is enough interest shown. Would all boys who are interested in playing for the team please contact Captain George Palmer at the Base Fire Hall - Local 224 or Sergeant Al Roque at 409 Servicing-Local 386. These two men are willing to give up their valuable time to look after the team so let's get right behind them and get as many players as we possibly can. We will give you more information about the team in future issues.

and Abbotsford; Townhouse Electronics, 2347 West 41st Ave., Vancouver; and Town & Country Electronics, 684-No. 3 Road, Richmond, B.C.

living by trapping and hunting may take twenty-five daily with no possession limit. The limits for Wilson's snipe, mourning doves, and band-tailed pigeons are ten and twenty.

Mourning doves may be hunted in Provincial Management Areas 4 to 16 inclusive, 18 and 19, from September 1 to October 27. Band-tailed pigeons may be hunted in Provincial Management Areas 1, 2, 3, 17, 23, and 24 from September 1 to October 31.

When hunting or transporting migratory game birds, you must be in possession of a valid Canada migratory game bird hunting permit in addition to any required provincial hunting permit. The permits are sold for \$2, at post offices.

The Comox Bay Sailing Club

By CAPT. GARRY MACRAE
Three years ago this month a group of anti-pollutionists met to see if boats could be propelled without noise and blue smoke. Two of the group, Doctors John Fairley and Dennis Bullen, being quite knowledgeable in this area, had heard that in bygone days boats could be made to move in desired directions by the judicious use of "sheets" attached to poles set up to catch the available sea-breezes. This was the beginning of the Comox Bay Sailing Club. Early meetings were held in the CRA hall whenever two or more members could attend. Now the meetings are held regularly in the distinguished Elk Hotel's bar room the third Wednesday of each month.

The club's aim is to promote the art and sport of sailing in the Comox Bay. Our membership has exploded from 6 to 24 members. The number of sailboats has also increased. Presently there are approximately 28 sailboats based here; including such classes as, Sabots Moths, Signets, Port Madison Frams, Fireballs, Snipes, Lightnings, O'Day Mariners, Cal 20s. The boats range in length from 8 feet to thirty-one feet. We have three seasons of racing; spring, summer, and fall, in which all but the largest sloops participate. The various boats competing are timed and their Portsmouth Handicap rating is applied to equalize the classes. Traditional to the club is the sailing race to Tree Island, and a picnic once there. This has been a very enjoyable outing for all the sailing widows and orphans.

The club this spring organized a training program for anyone interested in sailing. It was pleasing indeed to see the novices, ranging in age from 6 to 36, sailing so well in such little time. The only attribute you must have to learn to sail is to be more intelligent than the boat. It is hoped that further training programs can be held. This summer the Comox club hosted the Canadian Yachting Association's Junior Novice Championships for Western Canada. Those youngsters from the prairie provinces were most impressed with our beautiful valley. Inter-club regattas have been held with Maple Bay Yacht Club, South Okanagan Yacht Club and April Point Yacht Club.

Whether master sailor or novice much enjoyment can be had through sailing. Indeed, it is great fun to sit and listen to the excuses after a close race - it's always uncontrollable factors: not the boat or its skipper who lost the race. Our club is open to anyone interested in sailing.



ONE OF THE many sail boats that can be seen regularly on a Sunday afternoon is seen going through its paces in Comox Bay. The above signet class sail boat is one of the most popular day sail boats in the local area. The inexpensive cost and its ease of handling have made the signet a favorite among young and old alike.

SAFE SHOOTING

By COOL HAND LUKE
Hunting season is upon us once more with the thousands of enthusiastic hunters heading for the great outdoors. Rich and poor, young and old, novice and professional, they prepare for the annual slaughter of British Columbia's wildlife, farmers livestock, assorted vehicles and the odd neighbour. This is the season of a high rate of diseases common to the modern hunter. Buckfever, trigger-itch, and Oops-itis, play havoc amongst the happy-go-lucky once a year outdoorsmen.

Before the hunting season is over many people will remember it for some unforgettable experience; good or bad. All too often nowadays the experiences are bad. Ask any farmer who lives in the farther reaches of British Columbia, and see how many head of livestock he loses each year. Some stories are supposed to be humorous to most but are really tragic when you think about them. One enthusiastic slayer of wild beasts, went through a game checking point with a mule tied on the roof of his car. He actually thought it was a cow moose! One farmer lost three horses and a cow last year even though he painted COW and HORSE on their sides. And something that still escapes all observers is the fact that two of his tractors have mysterious holes in them. How can anyone, no matter how stupid, mistake a tractor for a wild animal.

What is tragic is the fact that this sort of mistake is made continuously and people have died because of them. A good percentage of hunters, especially city-borne novices, shoot anything that moves. Their famous excuse: "Well I thought it was..." One instance that shocked a few people happened about six years ago. While on a deer hunting trip in the caribou country, three hunters prepared to make camp in an alpine meadow when what appeared to be a large buck caught the eye of one of them. He was drawing a bead on it when one of his buddies swung his rifle away sending the bullet astray. There actually was a buck there but it happened to be quite dead and on the back of a pack-horse. The hunter was walking.

Owning a sailboat is no prerequisite, not wanting to offend any motor-boaters -- there is lots of water for both of us -- but if any of your ranks wish to try sailing, don't throw away your "stink-pot", they make excellent anchors for race-course marker buoys. Come out to the Elk Hotel dining room at 8:00 p.m. the third Wednesday of Sept. for a short business meeting after which the old salts retire to the more comfortable skipper chairs of the pub. You are most welcome.

along side. The odd time even the most experienced hunter falls prey to Ooops-Sorry-itis. One such fellow was riding along scouting for moose when he sighted one off away. Deciding to stalk it, he tethered his horse and proceeded to get up wind of the beast and close the distance.

He eventually came as close as he figured he could, so he sighted the moose in and drilled it. Proud of his one shot kill he walked up to it to discover that the dead animal was none other than his trusty steed. He had circled completely around and come out upon his horse. All one can say to that is he had probably in his own mind known that the moose was going to be right where he wanted it to be and just shot whatever animal that appeared in that area. These are only a very few instances and therefore the true impact of the large number of hunting mistakes that occur does not show.

A few words to the wise for the novice and not so novice hunter. Know your weapon inside-out and how to handle it in all instances. Know your game to be a certain degree for identification reasons. Study and know the rules and regulations governing hunting, and most important of all, when the great moment comes at the peak of a hunt KNOW your target before squeezing off that unreturnable shot.

Saturday the seventh is opening day for hunters on the Island. Adios and "Safe Shooting".

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Attention INTERESTED HOCKEY OFFICIALS

Anyone interested in refereeing all phases of hockey on the unit this season is to contact either Cpl. Ericson at local 417 or 339-2298 or Cpl. Harris at local 256 or 339-2563 by Sept. 18, 1968.

No experience is necessary — A clinic will be held on the base.

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COMBO on SUNDAY

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