



TOTEM TIMES



This paper was returned by our troops overseas

Vol. 9

CFB COMOX, THURSDAY, NOVEMBER 14, 1968

No. 23

Chopper down but not out!



CHOPPER DOWN BUT NOT OUT! — The end result of a weird chain of events caused the pride of 442 Sqn., Labrador No. 10402 to find itself on the beach of a lake in the B.C. interior. The aircraft was forced to make an emergency landing on the narrow stretch of frozen beachline when one of the Labs. engines failed at low altitude while ferrying parts to a 442 Sqn Albatross which had become unserviceable

at the end of a SAR mission at Coldfish Lake. Shortly before all this took place a 442 Sqn Dakota lost an argument with a bus in Vancouver. The pilots of the Helicopter executed a remarkable feat of flying in negotiating the crippled Labrador onto the section of beach between the trees and the water, however, they must sometimes wonder if a tour in 442 Sqn isn't a little over exciting.

OVER BUT NOT FORGOTTEN

Fifty years ago on November 11, 1918, the First World War ended. Three Allied and three German officials sitting in the train headquarters of the Commander-in-Chief Allied Forces Europe, located near Retondes in the Forest of Compeigne, France, signed the Armistice at 5:30 a.m. that day to bring to an end to what was described at the time, as "the war to end all wars."

At 6:50 a.m. the following message was sent from General Headquarters to Allied troops in the field: "Hostilities will cease at 11 hours today, Nov. 11. Troops will stand fast on the line reached at that hour, which will be reported by wire to Advanced GHQ. Defensive precautions will be maintained. There will be no intercourse of any description with the enemy until receipt of instructions from GHQ."

Wild enthusiasm marked the occasion in every Allied city, but within the Canadian Corps there were no scenes of elation. After four years of war it would take time for the troops to adjust and grieve for thoughts of home. Memories of the Second Battle of Ypres, Passchendaele, Vimy Ridge and Amiens would remain with the Canadian troops forever.

Canada's price for peace included nearly 60,000 dead and 173,000 wounded. The First World War began for Canada on August 4, 1914 when Britain declared war on Germany following Germany's invasion of neutral Belgium. In 1914 when Britain was at war, Canada was at war.

At that time, the population of Canada was approximately 7,700,000, and in the Armed Forces the navy numbered 352 and the militia 75,361.



COL. KC KETT, CFB Comox Base Commander places a wreath before the Cenotaph during Remembrance Day ceremonies in Comox.

Canada promised Britain the early dispatch of 25,000 men and the Government called for volunteers. Within a month more than 32,000 were gathered at a hastily constructed camp at Valcartier, Que.

Time was spent in forming battalions, issuing clothing and equipment examining and inculcating recruits, leaving little time to training before the troops embarked at Quebec in early October for the voyage to Britain.

The ships rendezvoused in Gaspe Bay, and on October 3, 1914, more than 30,000 men in 31 ships left with an escort of four British light cruisers for the 11-day voyage to Plymouth. The troops were encamped on Salisbury Plains, and following

16 weeks of training, the First Canadian Division was ready to join the British Expeditionary Force in Europe.

The First Canadian Corps was formed in France in September 1915 and was immediately joined by the Second Canadian Division which had assembled and trained in England. In December the Third Canadian Division joined the Corps and in Oct. 1916, the Fourth Division reached the battlefield.

In January 1916, the Cavalry and the royal Canadian Horse Artillery again became a Cavalry Brigade and served as part of the British Cavalry Corps until the end of the war.

In the First World War the Canadian Corps achieved a reputation unsurpassed in Allied armies. Although severely tested, its professional ability and courage proved second to none.

(Continued on page 2)

Merry Christmas from Movements

OTTAWA (CFP) — They finally brought it off!

Movement authorities here have lifted the priority four point restriction on all legs of the transport command's Yukon service for the months of December 1968 and January 1969.

More than half of the Yukon's 120 seats will be vacant according to a movement message to the troops.

Here's the run-down for December:

The Vancouver-bound, weekly Monday run (SF-2) has 55 openings from Trenton to Ottawa and Winnipeg; 65 on the Winnipeg-Edmonton leg, and 85 through to the coast.

The eastbound SF-1 Tuesdays has 85 priority four seats open to Edmonton; 70 to Winnipeg, and 65, Winnipeg to Ottawa and Trenton.

COSMOS UP
Thursday's Cosmopolitan (SF-32) Ottawa to Victoria, weekly, has room for eight, 25-pointers

via Trenton to Winnipeg and 15 via Edmonton to Victoria.

The Cosmo returns to Ottawa as SF-33 Fridays with room for fifteen 25-point travellers to Edmonton; five via Winnipeg to Trenton and 15 priority fours to Ottawa.

The weekly Sunday Cosmo from Ottawa to Shearwater, N.S., via St. Hubert, Que., and Fredericton, N.B., (SF-30) has ten 25-point slots open both ways. It returns to Ottawa via St. Hubert on Mondays.

Its weekly sister flight to Shearwater (SF-39) Wednesdays via St. Hubert also has room for 10 travellers with 25 or more points. It returns to Ottawa the same day via fifteen 25-pointers open via Fredericton, St. Hubert and Trenton.

OVERSEAS GOOD
The Trenton-Lahr flight (SF-151) can handle 25 priority fours with 30 points or more and its Canada-bound counterpart (SF-152) has an equal number of seats available to 20-point passengers.

The Gatwick flight out of Ottawa Fridays (SF-161) has room for twelve 30-pointers. There's an equal number of seats open to Canada-bound, 20-point travellers on the eastbound (SF-162) Sunday flights to Ottawa.

SUNDAY SPECIAL

The east and westbound Trenton-Dusseldorf runs (SF-191 - 192) are booked solid for December. But there's eight seats available to 30-point passengers on the Sunday Trenton-Lahr UN special (SF-307). The eight seats are also available to 20-pointers on the Monday return flight (SF-308) to Trenton.

If you're planning a trip to the continent, don't forget to include with your application \$10 to cover in-flight meals. You'll get it back if there's no room on the plane.

Remember — your point total is reduced by 10 points each time you complete a priority four flight. Take a look at Annex B, Appendix 1, to CFAO 20-20, if you're not sure how many points you rate.

NATO troops turn Keystone Cops

The final phase of the two-week fall NATO exercise - exercise Keystone - came to a successful conclusion Oct. 30 on an extended line a few miles east of the historic Weser river.

The exercise, involving nearly 14,000 British and 5,000 Canadian troops, was to practice rapid movement for the 2nd (British) division, to which the 4th Canadian mechanized brigade group is assigned under Canada's NATO commitment in West Germany. In use throughout the rugged exercise in the rolling, wooded hills and lush, green valleys were 1,200 tracked vehicles, 2,800 wheeled vehicles, 90 self-propelled guns and 60 helicopters.

"We had minor problems, of course", Brig.-Gen. James C. Gardner, commander of 4CMBG, said of the exercise, "but certainly we are well pleased with the results: to move and move quickly".

SWIFT, SURE

The Canadian brigade is considered the best equipped and best trained of the three brigades in the division, and with the acquisition this year of such new equipment as the Lynx reconnaissance vehicle and the new cargo carrier - both tracked - most of the fighting elements are amphibious. However, there was no floating on this year's exercise because of time, and because bridging and ferrying were to be practised, and to avoid excessive damages to the banks of the Weser River.

Brig.-Gen. Gardner said that in a series of three long moves, each of approximately 70 to 80 miles, there were few accidents and little damage to the German countryside.

Maj. Bill Hutchison, brigade major of 4CMBG, said officials were pleased that so little damage to roads, bridges, telephone poles and farmers' fields resulted from this year's exercise, despite the large number of vehicles involved and the great distances travelled.

FINALE
For the Canadians, the highlight of the exercise came Oct. 30 with a conventional battle across rolling farmland near this ancient city. Tanks, armoured personnel carriers, anti-tank rockets, and the new M-109 self-propelled howitzer were involved, as well as air strikes by British fighter-bombers. General theme of exercise



Keystone - especially in the final phase - was to practice withdrawal from one line of offense to another, with rapid deployment and regrouping to turn to the offense.

Maj.-Gen. Chandos Blair, general officer commanding 2 (British) division, said the exercise had few "enemy" troops involved - "just a token force" - because the exercise was not to practise fighting, but movement, deployment and communications.

DELAY REALISTIC

Like every exercise, there were some snags. Technical difficulties with two British ferries across the Weser at Wahnbeck and Gieselwerder delayed crossings for some Canadians, but the delay was used to effect redeployment of infantry, armour and artillery to ward off "attacks" by such units as the crack British SAS, fighting as the enemy.

Although some officers were initially annoyed at the delays, brigade headquarters was pleased with the opportunity to insert realism in the exercise with unscheduled manoeuvres.

"From our point of view, the exercise was a huge success despite delays", Brig.-Gen. Gardner said, "the aim was movement, and we moved".

DEATHS
Canada suffered two fatalities during the exercise, but both were attributed to accidents and not to the exercise. Lt. Joseph

A change in the appointment of a senior Canadian officer at North American Air Defence Command headquarters, Colorado Springs was announced today by Canadian Forces Headquarters.

Brigadier General William Weiser, 49, Deputy Director of NORAD's Operation Centre, will become Deputy Chief of the Canadian Forces Defence Research Analysis Establishment in Ottawa.

He will be replaced by Brigadier General Norman L. Magnusson, 50, of Winnipeg, who has been Chief of Staff for Administration and Technical Services at Training Command Headquarters, Winnipeg, for the past year.

Rene Jacques Pelletier of the 1st Battalion, Royal 22nd Regiment, was found dead in his armoured personnel carrier, believed to have been asphyxiated.

Pte. Joseph Raymond Serves Pelletier, of the same battalion, was killed when an armoured personnel carrier behind which he was standing backed up as he tripped and fell, according to preliminary reports.

Brig.-Gen. Gardner expressed deep regret at the two accidental deaths. Although the brigade, with more than 1,200 vehicles, had made many moves over a wide area of difficult terrain without a serious accident, he urged drivers to be extra cautious to prevent further unfortunate incidents.

As the exercise closed, a quick move back to locations in the 10 forts of the brigade was organized.

GOOD WEATHER

The weather, too, played an important part in the success of the exercise. Other NATO exercises held last month were shortened or cancelled because of rain - West Germany has had more rain this year than in any of the past 30 years - exercise Keystone was held in perfect autumn weather, with warm sunny days and clear, cool nights. This dried up the land and made movement of tracked vehicles off the main roads possible, making the exercise more realistic.

Allocation of trades to payfields

Some concern has been expressed since the re-allocation of some trades to new payfields some men may lose pay or have pay taken away from them. This is not repeat not the case because of the vested right provision and this point has already been covered in reference. A.

Your attention is directed to the relevant paragraphs of reference A which are repeated for your information: "All trades-

men affected have a vested right to their present pay. When treasury board approves the pay raise to be effective Oct. 1, 68 (which also includes the reserves) there will no longer be need of the vested right because pay raises in every case are expected to more than make up the difference. This means for some tradesmen the expected pay raise will be smaller than the average and for others it will be larger."

Two One Five 0817002 Nov. 68

Guess what

OTTAWA (CFP) - Did you know you can change your mind about where you'd like to be posted, regardless of what you put down on your performance evaluation report?

CFHQ 325 says if you want to change your posting preferences, all you have to do is put it in writing to CFHQ, attention of the director-general of postings and careers. If you're a brass hat, it goes to the director-general of senior appointments.

The order makes it clear that a change of preference isn't an application for a particular post. But "subject to the needs of the service" your viewpoint will influence personnel people to point you in what you consider is the right direction.

The order cautions that these requests must be "compatible" with your service qualifications and must fit your overall career plan at CFHQ sees it.

SKED FLIGHT CHANGES

OTTAWA (CFP) - Some forces "Sched" flights will switch travel days during the yule season, according to movement officials here.

The move was made to accommodate forces folk going home for the holidays.

Here are the changes: The Vancouver-Trenton (SF-1) normally scheduled for Tuesdays will operate on the Sundays of Dec. 22, 29 and Jan. 5 instead. The westbound flight normally scheduled for Mondays (SF-12) will leave Trenton on the Satur-

days of Dec. 21, 28 and Jan. 4. Special flights, replacing SF-45/46 (Port Hardy-Victoria-Comox) for the holiday period, will operate between Vancouver, Victoria and Comox, connecting with SF-2 at Vancouver. They are SPL 8886, Dec. 21, 8867, Dec. 28 and 8868 Jan. 4.

The Ottawa-Shearwater Cosmopolitan (SF-30) has been switched to Fridays, Dec. 20, 27 and Jan. 3. The Wednesday Cosmo to Shearwater from Ottawa will operate on Mondays, Dec. 23, 30 and Jan. 6.

Totem Times gets new office

A recent study by CFHQ has decided that the present Totem Times office is hopelessly inadequate for the amount and calibre of work done. The study came up with the recommendation that the Totem Times be given a new office in the headquarters building at CFB Comox and in looking around the building it was decided that the only office be-fitting the paper's staff was that of the Base Commander's.

The Base Commander was then encouraged to relinquish his of-

fice in favour of the Totem Times staff, however, the staff very kindly consented to leave the Base Commander where he was and accept a somewhat less elaborate office down the hall. So dear contributors, the next time you wish to drop in on the staff of your Base newspaper you will have to look for us in room nine of the headquarters building, the broadloom and the crystal chandelier aren't installed yet however, you'll still find the same happy bunch (just like in banana).

Comox Corporal collects cash



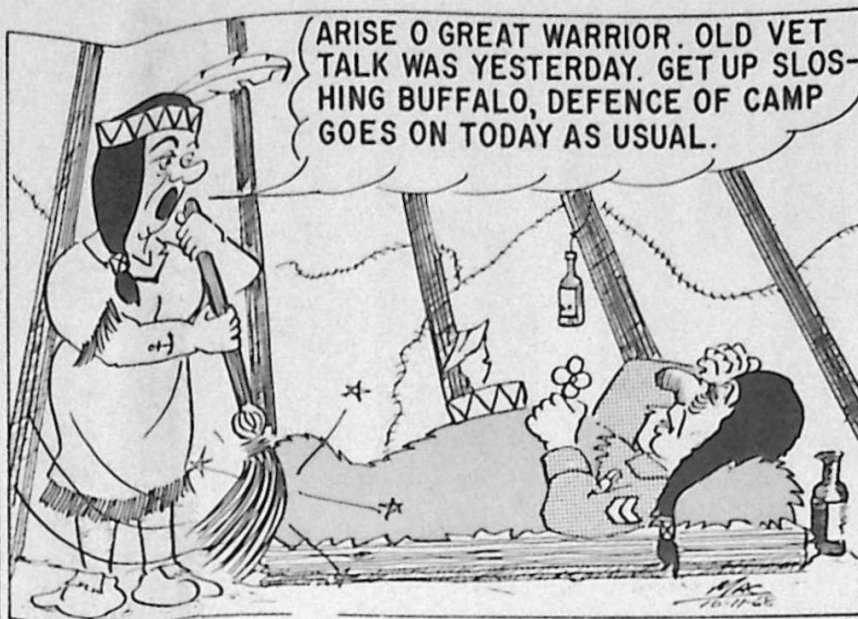
SHOWN HERE attempting to sell Cpl. D J Mallinson \$50 worth of stock in Sunshine Coast Cactus and Coconut Growers Association, we have Capt. Vince Penny of Telecom. Cpl. Mallinson came by this worthwhile amount of ready cash through the Suggestion award program which awarded him \$50 for his ideas on improving some portions of the Argus ASW systems. CFB Comox extends to Cpl. Mallinson a good show and to Capt. Penny, a nice try.

UNISKINS by mac

LAST WEEK BRAVES ALL ACROSS OUR GREAT LAND CELEBRATE REMEMBRANCE DAY. FIRST GREAT BATTLE TO END ALL BATTLES HAPPENED FIFTY WINTERS AGO

BRAVES TRADITIONALLY GATHER IN GREAT SMOKY TEEPEES, TELL BATTLE TALES, COUNT SCALPS, DRINK MUCH FOAMING WATER.

HAVE MANY ARGUMENTS. WHO IS THE BRAVEST? AIR BRAVES, CANOE BRAVES OR THE PONY BRAVES?

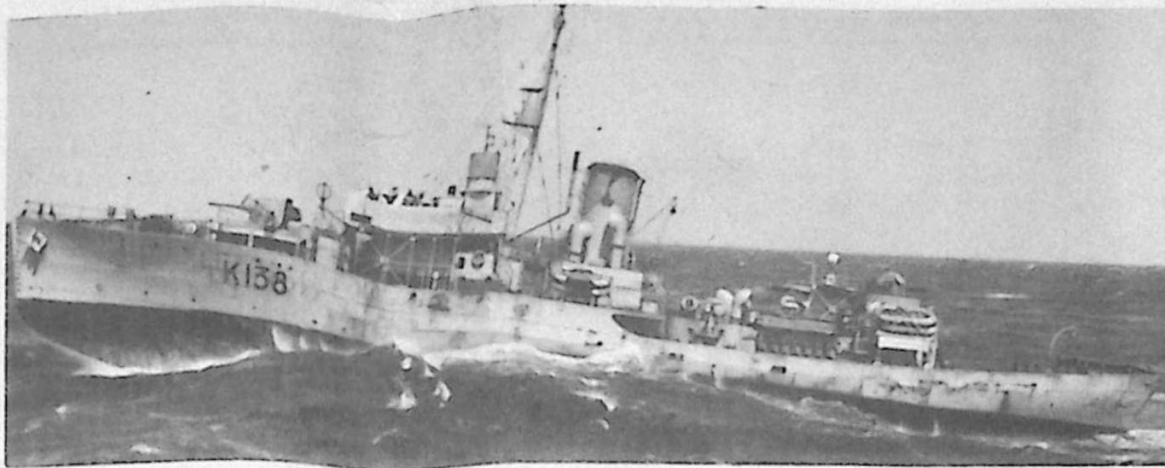


Night Hawk's Nest



Over but not forgotten

Continued from page 1
Canada began the war with little military experience and with practically nothing in the way of a standing army. She ended it with a superb fighting machine, hailed as 'the greatest national achievement of the Canadian people since the Dominion came into being.'



AND SO, the Deputy editor turned to the editor and said, "where did you say to put this picture?" The editor then turned patiently and replied, "why on the 409 page of course."

Major Larsen has returned from Sardinia. He says he enjoyed the course and attributes his lack of a suntan to one fact - "I couldn't find a bar with ultra violet lighting."

Capt. Garry Tomkins may be on his way to making a cool million if he can sell his new parking lot paving material. Garry became disenchanted with seeing broken glass splattering hither and yon on normal asphalt and has discovered a material that affords a softer more beautiful flooring. After the Mess Dinner Thursday night he secretly tested a strip of the material which he had placed in front of his house. Presently it is only available in green and bears a strong resemblance to grass. Garry thinks he should have the color problems licked shortly. Then he will work on the remaining problem of keeping it from growing. Lots of luck Garry.

Major Lelter, Captain Len Dodd and Captain Mike Marsh have returned from the interior. They were on a big game expedition for elk, which proved to be most unsuccessful. Only one shot was fired, but it did not find the required mark. Lenter summed up the trip when he said "I enjoyed the exercise, but I'm sure the big in big game stands for the expense. Elk! You're nothing!"

Last Monday was one of those days that seemed to maxi in and mini out. For Captains Ed Goski and Laurie Bastie it was a maxi day all around. They found out that they had been accepted for

pilot training. Some of the navigators who weren't selected yelled "soul sellers", but this didn't dampen their enthusiasm. However, after talking with other cross trained navigators about the course they became less eager. It seems the hardest part of the course is getting used to the complete lack of a challenge. Best of luck chaps.

Lt. Col. and Mrs. Hammond made Saturday night a time to remember by inviting the Nighthawks to a cocktail party. All the ingredients necessary for a happy time were there - refreshments, food, a fire in the fire place, lovely women and new faces. Some of the new faces included: Lt. Bob Barr, who went on leave single and returned married, introduced Connie, his bride of several weeks.

Lt. Steve Buryan, confirming his intention to walk down the aisle, gave us all a chance to meet his fiancée, Miss Kathy Webb. Welcome to the nest ladies and accept our best wishes for a happy future.

Lt. Les Putland arrived with Miss Suzan Davidson, the prettiest controller at McChord. For many, this was the first time they had met Sue (Supersonic Sue to her friends) and there is no doubt now why Les believes in good crew - controller relationships.

Lt. Hugh Fisher arrived in time from Bagotville for a week-end visit. Hugh is presently on course and will start his tour in December. He is our first Navy pilot to arrive and while

From the Canadian Expeditionary Force in the field over 3,900 Canadians went to the Royal Naval Air Service, Royal Flying Corps and Royal Air Force.

In Canada, more than 17,000 were recruited directly into the British air services and over 4,100 went overseas.

Canadian airmen flew on every major front and in every type of operation, winning more than 800 decorations and awards for valor including three Victoria Crosses. Nearly 1,600 Canadian airmen lost their lives.

At the outbreak of the war, the Royal Canadian Navy's cruiser, HMCS Niobe was assigned to patrol the Atlantic and HMCS Rainbow the Pacific.

Vessels of all descriptions were borrowed from other gov-

ernment departments, chartered or purchased from private owners, and accepted as gifts or on loan from patriotic citizens. They were converted for naval duty and sent out on patrol. Later anti-submarine trawlers were built for the RCN and trawlers and drifters which had been built in Canada for the Admiralty were borrowed and put into service on the east coast. This fleet of small ships, manned largely by members of the Royal Naval Canadian Volunteer Reserve, was engaged in minesweeping, patrolling, convoying, and examination of shipping.

Nearly 9,999 Canadians served in the RCN and RNCVR and more than 1,700 volunteer reservists went to serve with the Royal Navy and nearly 600 joined the Royal Navy and its Reserves.

he is a Lieutenant, to us he is actually a Captain. Don't call him Captain though because in his language that means Colonel. No doubt he answers to "Hey Hugh".

Our newest arrival, Lt. Henry Dielwart, also made an appearance. At one point he was almost over powered by a stampee when he bared his Snoopy watch. Welcome Hank and the best of luck on your course.

Since his nocturnal meanderings Lt. Harry Redden has been trying hard to get his name in the paper again. Here is one ex-

cepted for a grand soiree. Arriving home late he decided to call to explain that he would soon be over to pick her up. Harry started to talk, but during his first listening spell he fell asleep. He stayed sleeping until Sandy finally roused him by banging on his locked front door. When this failed to make print he tried the old "head lights out" trick. Unfortunately this also failed initially. However, his latest decision was and is destined to be successful. He and Sandy have become engaged. Please accept the Nighthawks' heartiest best wishes and congratulations.

plot that previously failed. He promised a lady friend, Miss Sandra Crickmay, that he would escort her to a grand soiree. Arriving home late he decided to call to explain that he would soon be over to pick her up. Harry started to talk, but during his first listening spell he fell asleep. He stayed sleeping until Sandy finally roused him by banging on his locked front door. When this failed to make print he tried the old "head lights out" trick. Unfortunately this also failed initially. However, his latest decision was and is destined to be successful. He and Sandy have become engaged. Please accept the Nighthawks' heartiest best wishes and congratulations.

The RCN's fatal casualties totalled more than 150 including seven sailors who died while trying to sink the S.S. Mont Blanc after it had collided with the S. S. Imo in Halifax harbor. November 11 also commemorates the end of the Second World War and acts as a focus for national remembrance of all people who died on service in wartime. More than one million Canadians served in the Army, Navy and Air Force during the Second World War: nearly 42,000 died and thousands were wounded -- more than 52,000 in the Canadian Army alone. More than 32,000 members of the Canadian Navy and Royal Canadian Navy served in Korea both during and after fighting. In addition, the RCAF ferried passengers and supplies across the Pacific throughout the three conflicts. Canadian casualties of the Korean War totalled nearly 1,600 including more than 300 dead. During the First and Second World Wars, 86 of those serving with the Canadian Forces, won the Victoria Cross, the highest award for gallantry given to a Commonwealth citizen; 35 of them awarded posthumously. In addition, the award was won by 23 Canadians serving with British forces. In keeping with the tradition of their predecessors who fought and died to keep and defend world peace, 100,000 members of the Canadian Armed Forces today served at home and in more than 30 countries around the world.

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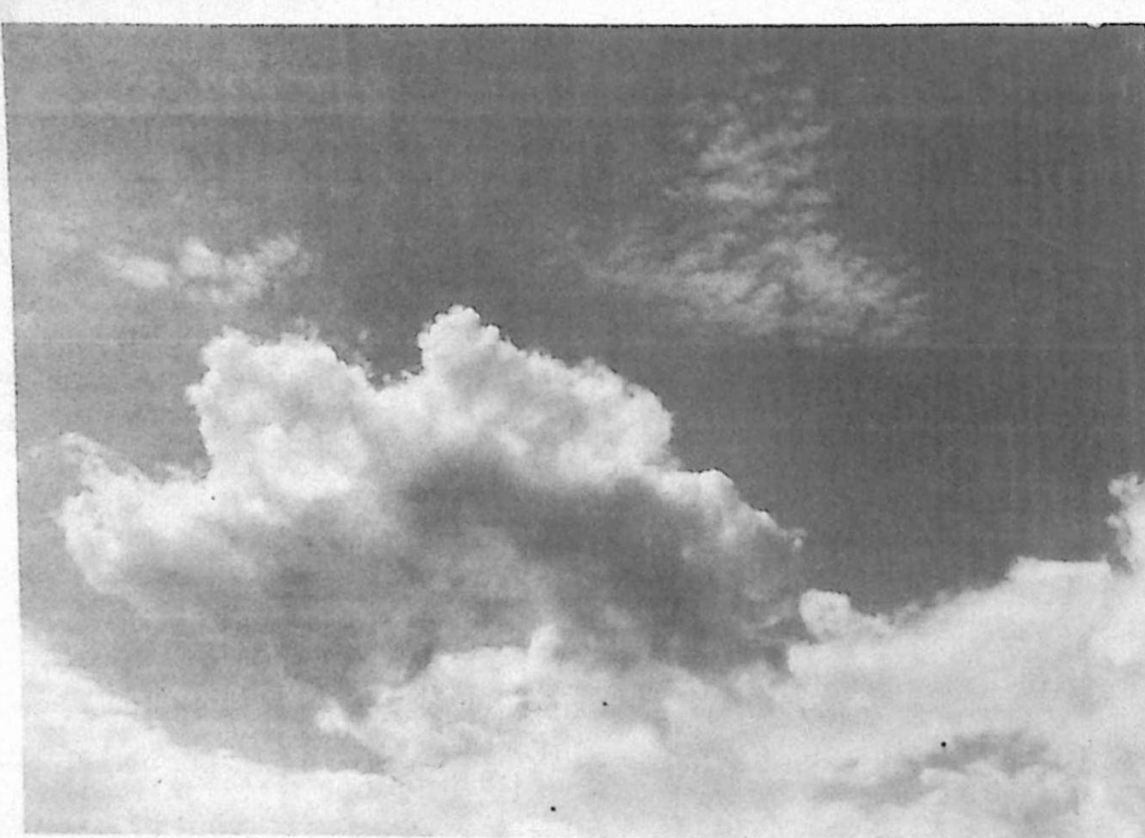
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"OH I HAVE SLIPPED THE SURLY BONDS OF EARTH" says Capt. Barry McLeod as he and his Voodoo (actually it belongs to the government) climb out of Comox's airspace. During this flight Capt. McLeod attained 1000 hours in the CF 101B, a rather historic occasion. All of the Totem Times staff were on hand to record this memorable moment, however Capt. McLeod was in such a hurry that this picture of him just disappearing was all the photographer could take.

Port Augusta Motel

COMOX VALLEY'S NEWEST MOTEL

- ★ Centrally located in Comox overlooking beautiful Comox Bay.
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IDEALLY SUITED FOR - Service personnel between transfers or moves. If you have friends or relatives coming to visit

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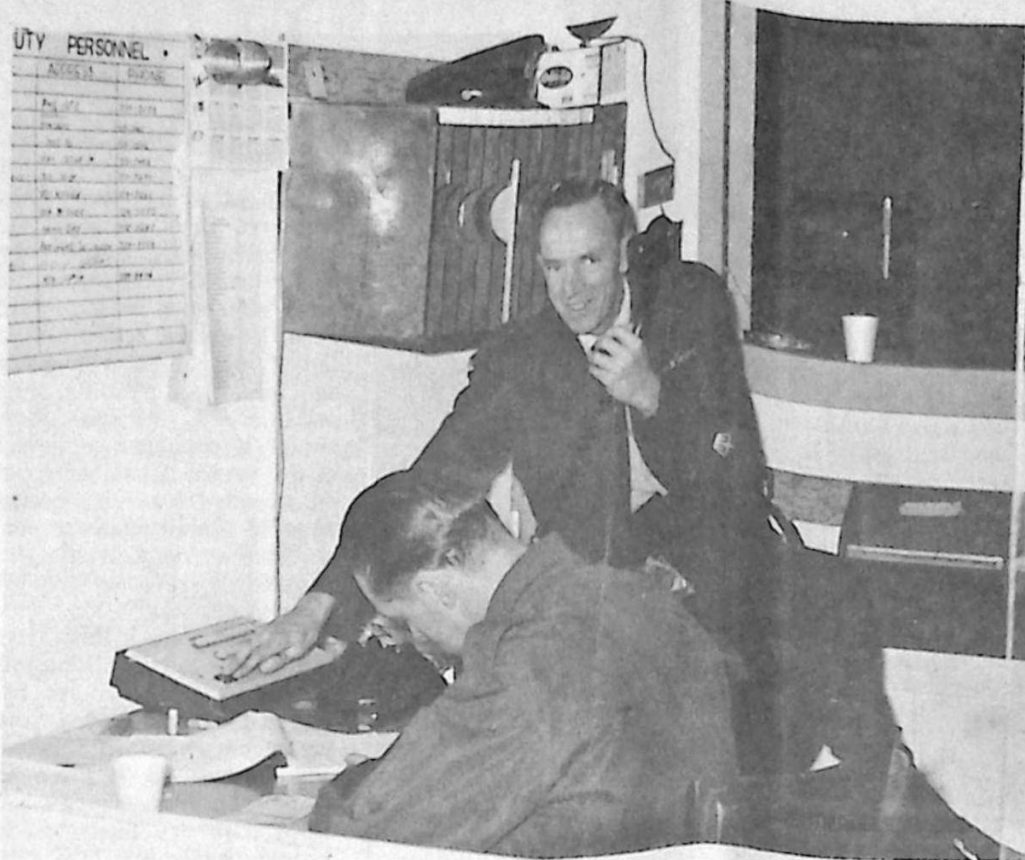
Enquire for particulars of the Provincial New Home Building Grant . . . Up to \$1,000 Outright Grant Available.

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DEMON



NEW TOY FOR 407 SQN!



WO Jack Lowdon of 407 servicing is seen here pressing the button on the new PI-Omatic computer. This marvel of electronic wizardry, when operated selects a man from each trade to carry out the primary inspection on our 1001 eyed monster. The machine is so versatile it can be operated on days, evenings or even midnight shifts and when activated gets the boys to rush to their particular areas armed with the tool of the century, a two way screwdriver. Whether in long Johns, pyjamas, or nighties, the troops get the work done and soon another a/c is ready to terrorize Lake Pacific.

Largest log jam in the history of North America's forest industries is believed to be the one that occurred on the St. Croix River, Minnesota, in June 1886. More than 150,000,000 board feet of logs were piled in a mass which extended for miles. A crew of 200 men, 100 horses, two steamboats and a donkey engine worked two weeks to break it.

407 is going to have a party! Come one, Come all! As announced in this column last time there will definitely be a Squadron party on the 14th of December this year. If you haven't as yet bought a ticket, now is the time. It will only cost you \$4.00 for a couple for the entire evening. And would you believe there is a monster raffle on right now which will be drawn for on the night of the party; if you haven't already bought a ticket on this worthwhile prize list, go immediately to squadron servicing and put your quarter in the pot.

So much for the advertising. Now, for the laments. It is now a certainty that nineteen RO's and two naves are going for the pilot operation sometime in the next year or so. To list all the names would be a column in itself, so I congratulate them all for getting what they asked for. This of course does pose a problem or two to the planning staffs who must now attempt to outguess the personnel section in Ottawa as to how long we will have the services of these stalwart souls. And just think of the monster mug parties there will be; your reporter is going to have to learn shorthand to get all the jokes and anecdotes which will undoubtedly be told.

By the time this is printed you will all have worn your poppies and attended the Remembrance Day parade. To give yourself a little better insight into what we are remembering I would recommend your reading the wartime history of 407, which is held by the squadron historian. Once through this volume, you might reflect for a moment on

what the people who served on this unit overseas did and why.

Next in this potpourrie, a well done, to the servicing and maintenance crews of 407. After having watched them in the last few weeks scurrying in the rain and wind to get the aircraft airborne, working long hours to repair what has come undone in the last flight there is no doubt in my mind that these are indeed dedicated people.

I attended a meeting of the Gyro Club of Nanaimo a week ago; these were the people who visited us last August and those of you who attended will recall that most of them remained for the TGIF later. As a return, six members of the squadron went down and were feted on Hallowe'en night. An interesting aspect of the entire night was a presentation given by various members of the club. It was entitled "How To Return To Civilian Employment". The big point all the speakers made was that we have had it too good for too long, and will have to start working harder once we leave the services. Although you will immediately recoil and say you work just as hard as anyone else you might remember that the people who were speaking were the ones you would get your job from.

Basically their theme was that, get more education - than you presently have. Also, don't go into any job with the idea of being a part time employee. Their opinion being that unless you are into it for keeps, you will not be very good at it. One field

which everyone agreed was over subscribed, especially in B.C., was real estate. One of the speakers was particularly irate at part time salesmen.

New advisors

Three air reserve officers have been appointed reserve air advisors of the recently reorganized air reserve element of the Canadian Armed Forces. Appointed senior air adviser and promoted to Brigadier General is Colonel J. W. P. Draper of Toronto, a professional engineer with the Workmen's Compensation Board of Ontario, Toronto.

Appointed air reserve advisers are: Colonel J. D. Fisher, commanding officer 11 Wing HQ, Montreal, a Montreal lawyer, and Colonel D. M. Gray, commanding officer 17 Wing HQ, Winnipeg, Superintendent of Maintenance for Winnipeg Hydro. The appointments became effective Nov. 1.

Under the recent reorganization plan air reserve squadrons located in Edmonton, Winnipeg, Toronto and Montreal will come under the operational control of the two wing headquarters of No. 10 Tactical Air Group, A Mobile Command component, early next year.

The three reserve air advisers will assist and advise the Director General Reserves on all air reserve matters.

Another small point to remember, during discussions later in the evening, everyone was of the opinion that anyone over thirty was unemployable. The moral of the whole piece seems to be to go into business for yourself. There you can prove or disprove the above theory to your own satisfaction.

407 Rumour of the Week: Mike Taylor, Baz Pharoah and the rest of crew six will put out the Totem Times while Bartels sits around 7 Hangar for a change!

The three reserve air advisers will assist and advise the Director General Reserves on all air reserve matters.

It's been fun, however...



IT'S BEEN FUN HOWEVER... With almost ten years as a civilian employee, at CFB Comox, Mrs. Helen Jarvis has decided to resign her position. Mrs. Jarvis first came to the base in Feb. 1959 as a switchboard operator. She served only one and a half years at the switchboard before having her duties re-assigned to stenographer, first with supply and then accounts. Mrs. Jarvis came to 407 sqn. in Oct. 64 in the position of secretary to the Commanding Officer where she has been serving effectively to this day. For her dedicated service to the CO and others on 407 sqn. Mrs. Jarvis was presented with a 407 plaque and given the well wishes of all the squadron members.

Milk
is GOOD...and GOOD FOR YOU!

Children need milk to grow on. With every glass they get extra vitamins, minerals and proteins for health and strength!

Comox Co-operative Creamery
"In The Heart Of The Comox Valley"

407 Squadron, where are you?

WE'RE AN ALL WEATHER SQUADRON BUT WE'D LIKE TO TELL YOU WHY THERE ARE SOME ODD OCCASIONS WHEN OUR AIRCRAFT CANNOT FLY.

IT SOMETIMES GETS TOO FOGGY AND SOMETIMES IT'S THE SNOW, AND OTHER TIMES WE JUST DON'T LIKE THE PLACES WE SHOULD GO.

AT TIMES IT GETS TOO WINDY AND AT OTHER TIMES IT'S COLD AND IT TAKES A LITTLE DOING TO SCRAPE AWAY THE MOLD.

WE SHOULDN'T FLY WHEN IT GETS DARK AND SUNSHINE HURTS OUR EYES BUT SOMETIMES WE GET OFF THE GROUND SURPRISE! SURPRISE! SURPRISE!

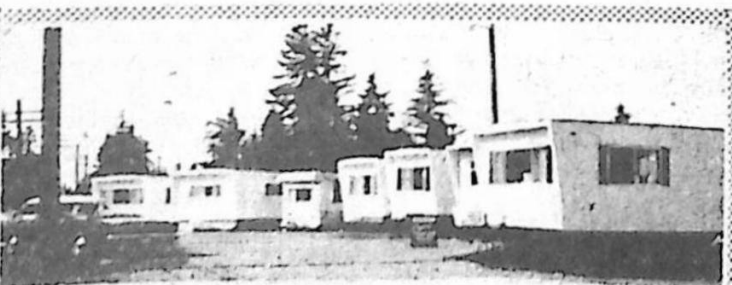
WE SCAN THE SKY WITH FURROWED BROW THE WEATHER MAN WE CALL BECAUSE THERE IS A RUMOR THAT WE MAY GO AFTER ALL.

THE GRILSE THEY SAY IS IN THE STRAITS (ITS BEEN THERE HALF A YEAR) AND SOME SAY THAT THEY'RE DOUBTING THAT OUR SQUADRON WILL APPEAR.

SO DRINK YOUR TODDIES GENTLEMEN AND LET US FIND OUR CRAFT FOR WHEN THEIR RADAR PICKS US UP THEY'LL THINK THAT THEY'VE GONE DAFT.

SO STAND BY GRILSE WE'RE ON OUR WAY OUR MISSION WILL NOT FAIL OUR SQUADRONS FLYING OUT TODAY COME RAIN OR SLEET OR HAIL.

WE'RE AN ALL WEATHER SQUADRON AND THAT JUST ISN'T TALK WHATS THAT YOU SAY—WE CAN'T FLY TODAY IT JUST TURNED FOUR O'CLOCK.



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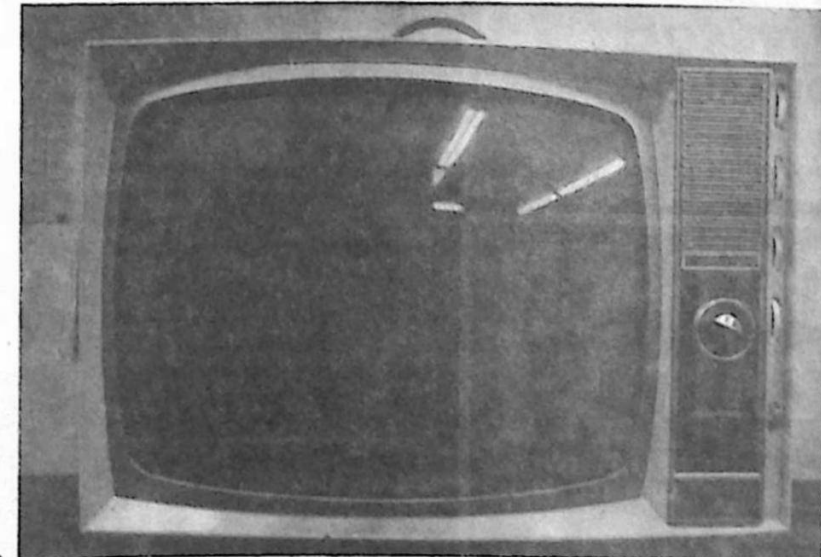
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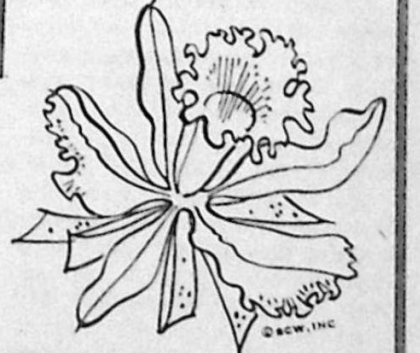
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Courtenay, B.C.

TOTEM TIMES

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



Nothing doing Landsdown, you can't stay behind and be the bartender for the next bunch.

An ordered existence?

It takes no intelligence and no planning to participate in a sit-in. It is also so much easier to sit in than to go on a hunger strike or to research a problem and prepare a treatise on it. It takes no effort to be passive, to procrastinate, to protest.

Our present society is an organized society and is becoming more organized all the time as we shift farther toward socialism. I do not believe in socialism myself, but I do believe in the principle that society must be organized in order to progress. It is seldom indeed that anything good can come from chaos. Yet it is chaos that is being advocated by the demonstrators and the sit-ins with increasing frequency. They feel that the old order of things must collapse. The old codes and traditional mores are not good enough for us in a modern age. They feel that they have arrived; they are the end product. They are what Charles Darwin was thinking about - the final evolved resultant of millions of years of change and mutation. Or at least that seems to be the consensus among our self-styled young intellectual set, those modern, neo-moderns, pseudo moderns, ultra moderns, etc., who are so constantly in the news. Mind you, it is only the under-30 crowd who belong to this all-knowing, all-wise elite, that prescient group who only ask that they be granted their right to rule the world.

What is it about our poor little rich kids that makes them so intractable? Is their consciousness so heightened by drugs or by their undeserved and premature freedom that they can't wait to do great things for mankind? No amount of idealistic dreaming is worth a tinker's dam without the skill and intelligence, and the order and discipline to do something constructive with it. These elements of our society who fail to think or behave realistically, who refuse to abide by the rules and the laws of society present a shockingly deleterious and divisive influence to society, and more particularly so when such anarchic behaviour is condoned, or at least tolerated by that society.

Any society is patterned after the family structure of that society. Each member of a family has certain duties and responsibilities. He also has certain privileges, but he must conduct himself according to the code or set of rules of that particular family. The whole purpose of the family is to equip the growing and developing members of the family to accept a rightful and responsible position in society. Some of the more important aspects of that development include discipline, orderliness, integrity, consideration and respect for others and for the property of others. The rough edges are worn off of a youngster's personality so that he has an easier time of it when he is launched into the world on his own. Other training continues after he leaves home, but everything should point to the same end result, a disciplined and productive member of society. All of these things help to build a strong and healthy character. The guide lines and limits and reference points are all laid down, and the full knowledge of his sphere of action frees a man from indecision, gives him direction and freedom to act with confidence for he is master of his destiny.

Where then, do the UBC pirates and looters fit into this framework? They don't act in a logical, disciplined, or orderly sort of way. Their education has obviously not trained them

WHO CARES?

Nothing changes. All that will be has been. The sum total of our future is only a reflection of the past, varying only in shade and texture. A few weeks ago various elected representatives were condemning as criminal a plane that carried beer. Not wishing to be unique the papers took up their twisted standard and fired with both barrels. Even local papers could not resist the temptation to fill in space. That the whole issue was a colossal red herring is irrelevant.

Now, with the facts and the issue fading into that morass which we prefer to dignify as history one can ask: why? Can it be said that Canada and Canadians are different? Have we a higher sense of values and ideals? Are we better educated and as such are our thought processes always progressing along logical, rational paths? Do we see in ourselves the future for the rest of the human race; do we see Canadians as the epitome of the world?

We are what we are and this is nothing more than the average or mean of man. We surely cannot care more than anybody else. We could not watch Indians and Eskimos living in abject squalor and do nothing about it. We would not mind learning another language if that was the only way to get a good job. Most of all we would certainly not mention or maybe even notice that our neighbor's skin was a different colour.

No, we do not care more than anyone else, but we certainly can do so when nothing is liable to come of it. The smaller and farther away the issue is the stronger we feel. We will get cost us anything. If we shade it truth, just a little though, certainly is for a just cause. Yes, the end does justify the process we degrade a large group of Canadians, we are sorry, but about remote issues.

So do not be afraid to show your children our history. Canadians can be proud of their many stands against injustice,

CARE FOR A CIGARETTE?

OTTAWA - The death rate from the lung cancer epidemic plaguing Canada increased 10 per cent between 1966 and 1967, the Minister of National Health and Welfare, Honorable John Munro, reported today. The disease caused 4,318 deaths in 1966. Of these deaths, 3,844 in 1966, of men, 618, 3,700 occurred among women, the rate per among population, statistically standardized to the 1961 census population to allow comparison, was up for men from 32.9 in 1966 to 36.3 in 1967. For women the increase was from 5.3 to 5.8.

Lung cancer is now the leading cause of death from cancer in Canada for men and for men and women combined. Twenty-four per cent of male cancer deaths and five per cent of female cancer deaths were due to this disease in 1967.

Letters to the Editor

Having wound up on the losing end of the payfield re-amp, I feel that someone at least owes me the right to speak my mind. Whose idea was this payfield system anyway? All it seemed to be is government imposed caste system. Nowadays airmen seem less interested in personal improvement and promotion than in getting out of the lower payfields, an obviously easier way to a better financial situation.

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Signed
Bored!

Editor's Note: Looks like you've got something there, Bored.

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Instead of coming out with a lot of dull rantings and ravings, why don't you people on the Totem Times take up the banner to rid Vancouver Island of a menace even greater than poisonous mushrooms and fungus. I'm referring to that pack of dangerous lunatics known as "hunters". Before the government issues the right to legalized manslaughter in the form of drivers licences, they at least take a few steps to weed out the babbling idiot from the conscientious aspiring motorist. Once people obtain their "privilege to drive" they become subject to certain laws which are mildly enforced. All it takes to become a hunter in Canada is enough money to "buy" a hunting licence, gun, and ammunition. Concerning rules governing the behaviour of these rejects from a John Wayne movie, there are practically none.

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All in all Mr. Editor, I think hunters in general suffer in mass from inferiority complexes, therefore are in need of something on which to take out their frustrations. As far as alcohol is concerned a bit of booze does wonders to improve their aim and increase courage, what with all those dangerous animals running around the woods. But, then again, if I were departing the safe city streets for woods "loaded" with hunters, I would probably need a little extra courage as well. The only thing safe out there are the animals.

Signed,
Anti-Hunter.

Ed's Note: I hate to shoot you down, but I think your arguments and facts are only 91 1/2 per cent correct! Hunters; care to comment?

Whose decision is it?

The election of Richard Nixon to the office of the President of the United States could have interesting repercussions on U.S.-Canada relations. The general opinion of Nixon is that he represents the hard line American politician not readily found in power during the last 15 years.

That Nixon advocates a tougher stand around the world is no secret. He openly stated during his campaign that he is definitely in favor of strengthening the U.S. military and economic position at home and abroad.

Hanoi seems quite convinced that the election of Nixon would not be in the best interests of N. Vietnam. As Nixon's election became more and more apparent so did Hanoi's willingness to negotiate with the present administration.

Saigon has expressed elation over the election of Nixon rather than one of the "Doves" whose election was a very real thing a short time ago. S. Vietnam's refusal to co-operate at the Paris peace talks can be interpreted as stalling until the replacement of the Johnson administration, when, it is hoped, Nixon will advocate a harsh line towards N. Vietnam and the Viet Cong. Should the war end under the Johnson regime, the only losers in the entire affair would be the crooked politicians and war profiteers of S. Vietnam.

During Nixon's campaign he openly expressed disdain towards the "so called allies" of the U.S. which continually attack American foreign policy and do little or nothing to aid the U.S. military efforts. A closer look at our own foreign policy will show that right or wrong we fit directly into this category.

It's becoming apparent that the U.S. is proceeding on a political course favouring increased military capability while here in Canada we continue the policy of reduced military spending, commitments, and capability. Should Nixon decide that he is fed up with Canada's reducing contribution to the "defense of the free world" and demand more from us it could prove to be very interesting for Mr. Trudeau and Mr. Cadieux to say nothing of the disastrous effects on Mr. Benson's controversial budget.

Some Canadians are of the opinion that these worries will be completely unjustified as were similar ones prior to the inauguration of the last Republican administration. Let's hope that they are correct as the Nixon wrath on our foreign policy would certainly make itself felt. Only time will tell. Perhaps 409 and 407 sqns. will get their Phantoms and Orions yet!

A gift of life

"James Barber, The Province"

Sometimes a lousy cup of coffee tastes great. The best lousy cup of coffee in town is free. It comes with cookies, a smile, and a very peaceful sense of personal well-being. And it is rationed.

Once every three months, if you get on the list, you will get a phone call giving a time and place. The place is drab, institutional, upstairs, along a corridor, check your coat, hold hands briefly with a pretty girl who asks politely about your health, and then relax for 15 minutes. Then comes the coffee.

My last invitation was on Sunday night. We had just finished dinner when the phone rang "This is the Red Cross. We have an emergency. Could you come to 828 West 10th in half an hour?"

And it is a remarkable experience, a free floating, meditative experience which, contrary to what you may think, is as close to pure good as anything I have ever felt.

There, in a little bag, is a pint of life. You don't have to give it, you get no money for it, and it is a private, completely anonymous, purely charitable act which recognizes a need.

And yet it is different from all other forms of charity. Giving money is a long distance connection with need. Helping blind men across the street is an immediate, impulsive touching of one's fellow man. But blood is personal magic, part superstition, part reality, symbolic of life and death, of violence and the peace of brotherhood.

Even though it goes into completely ordinary bottles, and then into cartons with labels and code numbers, there is always some of you going with it.

I get high, I float six inches off the ground for the next 24 hours. I can't begin to get angry. And I feel like a Buddhist, peculiarly aware of the dignity of life. The phone number is 683-2221.

Second thoughts for youth

Fifty years ago the carnage ended. Battle-exhausted allied and central power truce teams brought to a close the war to end wars at Compiègne, France.

Since then, Nov. 11, 1918, Canada and other nations have set that day aside to honour the fallen and mourn their passing on fields of battle.

Thoughtful people have been more and more frustrated in recent years in conveying successfully the meaning of that dreadful holocaust, in which a generation of young Canadians was offered on the bloody altar of war.

It's an uphill battle at any time in history to convince youth of anything they haven't themselves experienced. They've neither been rendered in the crucible of war nor been honed by a great economic depression. They are sometimes disillusioned, sometimes misunderstanding. They say "trust no one over 30".

But the intense attention focused on the 50th anniversary of the Great War has cracked that armour of inexperience, perhaps only a little. But there are chinks nonetheless.

At Remembrance Day ceremonies, young militiamen saluted the veterans of that horrible war, a war that ravaged the youth of yesteryear.

The press did its fair share to herald the anniversary, to present the stories of those muddled, harrowed men of the battleground, the air, the sea.

A main impact in reaching the youth of today comes through radio and television. And it is the CBC national networks in particular that we should salute for the signal effort they've made to communicate in many ways how Canada was forged as a nation in those long days, weeks, months and years on the plains of Europe and obscure deserts of the Middle East.

NEXT TOTEM TIMES DEADLINE MONDAY, NOV. 25

It's not how long you make it, It's how you make it long

by Cpl Lance Sterling

Everything is getting bigger these days. Everywhere you look there are signs of expansion. A bus manufacturer announced recently that the size of individual seats was being increased from 18 to 22 inches because of customer complaints. A few years ago basketball officials had to put in a new rule about players holding their hands over the basket to prevent points being scored. Even in the service there are signs of bigger things to come. We have advanced from Sopwith Pups to CF-104s and from Neptunes to Arguses.

Sometimes it's a little frightening, especially for us old folks. This explosion is not being confined to physical size. Its taking place in education as well. What comes out of the mouths of freshly commissioned babes these days are three and four syllable words that take a dictionary and a degree to understand. And these guys know what they mean.

This propensity towards verbal poly-syllabizing, or just plain using big words, makes it hard on the rest of us. Not that the work is any harder - an airplane is still an airplane, even if you call it an aerodynamically mobile-environmental structure with multi-use capabilities. It is only when you get into a discussion, or dialogue as it is called these days, that you feel lost. And as everyone knows, it Hertz to be number two, even when talking.

This applies especially if you are an old head using words like "broke", "airplane" and "fix" at a staff meeting while everyone else is talking about maintenance saturation.

The problem is not insurmountable, however. It just takes a little practice, patience - and the handy-dandy chart at the bottom of this column.

The words on this list, when used properly, will make you sound like a military planner with a degree in Aerospace Management even if you are the lowest detail-puller in a Mess Kit Repair Squadron.

The chart can be torn out of the newspaper and carried in your wallet. Then, when you are caught with your pronouns down, you can whip it out and, Shazam, instant education.

The rules are quite simple. Take three numbers and use the corresponding words in columns A, B and C. The secret area code of Seemore's phone for instance is 604. This produces "Initiated Incremental Concept!" which could describe the Totem Times, but at any rate could not be called anything but impressive.

- phone numbers are handy for finding useful sounding phrases but social insurance numbers and zip codes should be reserved for annual performance reports.
- A
1. Initiated
 2. Poly
 3. Minimum
 4. Generalized
 5. Optimal
 6. Initiated
 7. Synchronized
 8. Systematized
 9. Functional
 10. Compatible
- B
1. Potentialized
 2. Organizational
 3. Transitional
 4. Policy
 5. Follow-On
 6. Logistical
 7. Monitored
 8. Reciprocal
 9. Digital
 10. Incremental
- C
1. Appraisal
 2. Posture
 3. Ratio
 4. Concept
 5. Time-Frame
 6. Hardware
 7. Capability
 8. Programming
 9. Contingency
 10. Projection

HANSARD HIGHLIGHTS

Monday, October 28, Page 2082
FLYING ACCIDENTS, BRITISH COLUMBIA
Question No. 510 - Mr. Howard (Okanagan Boundary):

1. From January 1, 1958, to date (a) how many aircraft have been the subject of search operations in that part of southern British Columbia bounded by the 49th parallel of latitude and a parallel line through the City of Vernon, British Columbia (b) how many lives have been lost in these flying accidents and how many persons have been rescued (c) how much has the Government of Canada spent on such searches through the Air Sea Rescue Service and as financial assistance to civilian search craft (d) what loss of life or injuries have been sustained by search personnel?

2. What is the cost of the most recently designed homing beacon device (such as SARAH)?
Mr. D. W. Groos (Parliamentary Secretary to Minister of National Defence): 1. From January 1, 1958 to August 31, 1968 (a) 44; (b) 92 persons were involved of whom 43 definitely are known to have lost their lives, 26 were rescued and 23 still are missing; (c) as order in council P.C. 1962-13/653, dated May 2, 1962, stipulates that no fee will be charged for humanitarian assistance, specifically search and rescue, no record of costs of individual searches are maintained; (d) one person has been killed and three slightly injured.

2. There are numerous homing beacon devices on the market ranging in price from approximately \$150 for portable survivor operated beacons to several thousand dollars for more sophisticated crash position indicators which are attached to the aircraft and operate automatically on impact in the event of a crash.

October 29, Page 2152 & 2153
INQUIRY AS TO ACQUISITION OF TANKER AIRCRAFT
On the orders of the day:
Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, my question is for the Minister of National Defence. Since it is seven or eight months since a special study was conducted, is the minister in a position to say whether a decision has been reached with regard to the replacement of the C-141? Is the government to acquire aircraft which can refuel in the air our new support CF-5's?
Mr. Speaker: Order, please. I do not think the question as asked is a matter of urgency. However, the minister might be allowed to reply.

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, we must first decide whether there is a strategic requirement for our procuring a tanker. If there is, then we shall have to make an assessment of what is available and we shall have to begin negotiations. We have not done that yet because so far the CF-5 has been considered a tactical aircraft.

Mr. Forrestall: A supplementary question, Mr. Speaker. Am I to understand from the minister's answer that the government is now reassessing the role of the CF-5?
Mr. Cadieux: No. So far as procuring a tanker to refuel the CF-5 is concerned, we shall have to determine whether to go for strategic mobility or tactical mobility. I was saying that so far we have not made that decision. Mr. Andrew Brewin (Greenwood): A supplementary question, Mr. Speaker. Will the minister tell the house whether his department is preparing a new white paper? We have not had one for six years, and we should like one to explain some of these mysterious matters over which he presides.
Mr. Cadieux: I contend, Mr. Speaker, that some time is still required for the first one to be digested.

Hon. Marcel Lambert (Edmonton West): A supplementary question, Mr. Speaker. Is the assessment of the strategic or tactical role of the CF-5 the first such assessment the minister's department has initiated since the purchase inquiry for some C-141's over one year ago?
Mr. Speaker: Order. The hon. member would be the first one to admit that the question is argumentative.
Mr. Lambert (Edmonton West): With the greatest respect, Mr. Speaker, the question was on the order paper and the department answered it to the effect that it did place an order for the aircraft. It is not an argumentative question.
Mr. Speaker: It is a question of argument whether it is argumentative or not.
Hon. Robert L. Stanfield (Leader of the Opposition): As a further supplementary question, Mr. Speaker, I would like to ask the Minister of National Defence who needs the time to consider this six year old report; the minister and his department?
Mr. Cadieux (Labelle): My implication, of course, was that the opposition needed the time.

Letters to the Editor

Totem Times Editor:
Having wound up on the losing end of the payfield re-amp, I feel that someone at least owes me the right to speak my mind. Whose idea was this payfield system anyway? All it seemed to be is government imposed caste system. Nowadays airmen seem less interested in personal improvement and promotion than in getting out of the lower payfields, an obviously easier way to a better financial situation.

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TOTEM INN LOUNGE



THE LOUNGE became quite an active place on Oct. 31. The annual Hallowe'en dance was a great success due mainly to the excellent participation of the lounge members. Colourful costumes were plentiful, however, the star of the show was FIFI, a rather husky blonde with a miniskirt who amused the crowd with a bump and grind routine. Fifi managed to fight off all advances throughout the evening and lo and behold Fifi turned out to be none other than Mr. Len Irving who along with the many others had a thoroughly enjoyable time at the dance.

— J. Tremblay photo

Comox improvements approved

The Honourable W. A. C. Bennett, Chairman of Treasury Board announced that approval had today been given by the Board to the Department of Highways for an expenditure of \$450,000 for major dredging and dock alterations at Powell River and at Little River in order that the larger ship, the "Queen of the Islands" may be put into service in the Powell River — Comox area next summer.

Surveying for fun and profit

by Jim Tremblay

Not so long ago, surveyors carried out their job in the far north, mapping and surveying every lake and river on foot and by dog team. Moving their camp site from lake to lake every day in the bitter cold, and encountering blizzards, they continued on. It took great courage to get the job done. They were usually flown up north as soon as the ice was strong enough to support an aircraft, and normally stayed on until June, when the waters would be safe enough for float-plane operation. Their only means of communication with the outside world was a small transmitter and the occasional re-supply flight by bush pilots.

As these surveying crews were moving on everyday, and their transportation was with dogsleds, they could not carry too much in the way of food. We would fly supplies and make a food cache at designated areas, where they could pick them up as they moved on. It was of great importance that the exact location and storage of the food was mapped correctly. Our Husky aircraft carried a payload of approximately 1550 pounds, and we normally flew with a minimum quantity of fuel, relying a lot on our own fuel caches.

If I remember correctly, the wages at the time for a crew member of a surveying party were around \$10.00 a day, depending on his exact duty. The cook was one of the busiest since he had to prepare the meals in a make-shift kitchen, and as soon as the crew ate, he had to pack all his gear and move onward to a new location. The cooks carried with them several hundred-pound bags of dog food. This smelly portion was prepared by the cook in boiling water, and with the help of a stick, he fed the dogs, two at a time. The stick was to keep the dogs apart during feeding. They became quite vicious, and a good size Birch whip always carried some authority.

On occasions, we would fly the mail in, and it was always great to see those hard working men cheer over their personal letters and sometimes a few candies from home. We spent many a night with them telling jokes and wild stories around the red-hot tin stove.

During the hard winter months, the snow became quite deep, and the only way to get around was with snowshoes. However, snowshoes became quite heavy after a while, so light footwear was essential. Mukluks were the thing to wear. This Eskimo type boot was made of seal skin, and inside

felt liners were worn. One precaution however, was to keep the mukluks from drying completely. To otherwise they would shrink. To soften mine, I used to leave them in a pail of water at night for a while then work the skin until it was soft again.

I remember one time we had flown a few hundred pounds of supplies to a small lake where we would carry all the supplies several hundred yards to a ledge and then mark the location of the cache. I discovered a spot where all of the snow had melted and on the beach, the sand was hot and dry. We sat there for a few minutes and wondered how in the world this had happened. I reasoned that the sun must have been heating this area at the same angle all winter. We sure enjoyed those few minutes just sitting there, and with our heavy clothing there, had a smoke and talked about how many more flights we had left until spring when we could switch to good old floats. When fuel was taken from a drum or we normally dumped a drum or two back at the same place on the way back from Fort Chimo or Knob Lake. Handling fuel drums in the deep snow was quite a chore. It was slow and time consuming, and we had to make sure that the drums were safely put on shore where the snow had remain upright after they had rolled thawed. Sometimes we had to roll those blasted drums up to several hundred feet in snow that was four to six feet deep. You sweated until your beard would be all iced up. We carried a wobble pump with us and a felt funnel to gas up. This wobble pump would ice up quite often, and I can assure you that after a few years of this I could dismantle and re-assemble a pump in minutes. Felt funnels were always carried along; you don't go anywhere without one. In extremely cold weather, we also had another job for this funnel. We used to put it in front of the engine oil cooler, and this would keep the oil at just the right temperature during flight.

Normally we would cease our winter ski operations around the middle of March or early April, and until June would make repairs to our aircraft floats. However we got a call in early April one year to fly a canoe and more supplies up to one of the surveying crews, and to fly half of the party back out with us, while the remainder would stay up there until June and make use of the canoe. We left our home base for the 600 mile flight to a lake North-east of Knob Lake, and landed on time just before sunset and jacked our aircraft up on

logs to keep the skis completely clear of frost. This way it was much easier to wax them. Waxing the skis helps quite a bit especially if you encounter slush on take-off. The next morning, we loaded the party and their gear (including a full box of fudge the cook had made the day before). The temperature was around 34 degrees with no wind. The Wasp Junior just could not gather up enough take-off speed because of the slush, and we had to taxi a good five miles to a shaded portion of the lake where the snow was a little drier, before finally getting airborne.

Cruising at 5,000 feet we encountered freezing rain, and the weather was dropping below limits. We located a small lake where we had left 2 drums of fuel the year before. There we could pick up more fuel and wait for the weather before departing on the final leg to Knob Lake. After we landed, we noticed that the snow was melting away rapidly. When we came to a stop, water was coming above the skis, but the ice was strong enough to support us. We located the fuel drums, but discovered that we could only pump out about 10 gallons. The rest was all water. Apparently the caps had been left loose and the water got in. Unable to make radio contact with Knob Lake, we set up camp for the night. Three of us would sleep in a small tent, while the other four would sleep in the aircraft. The next day, the weather got worse, and it was several days before we could make an attempt to fly out.

In the meantime, the snow was melting more everyday, and we were out of food. However, it was no time before we got a caribou, and that is what we ate three times a day (along with the remainder of the cook's fudge). We cut several hundred trees and used the branches to make a runway. The idea was to lay the branches to a length of several hundred feet and put a little snow on them. This way it would be much easier to take-off. When the weather lifted a little, we went for broke, and attempted the flight to Knob Lake. I held the throttle right up to the gate, almost bending it, while my partner handled the controls in superb style. We became airborne by the skin of our teeth.

We made it to Knob Lake and had to land beside the gravel runway. When we came to a stop, the aircraft sank right up to its struts in the soft snow. This is where our passengers left us.

They flew home in a modern C-46. Several days passed before we could get home ourselves. Uncertain of the conditions of the lakes, we thought we would never make it. We took-off on the way home, never realizing how long a day it would be. After flying for four hours, we made a landing on Lake Onistagan and picked up 20 gallons of fuel. On take-off, the aircraft suddenly veered to the left, and I saw water all around us. I was sure that we had broken through the ice. When we came to a stop, I was going to start swimming. However, I fell out of the aircraft, and almost broke my leg. What had happened? The main undercarriage bolt, which held the two ski struts together, had broken away, and the skis had just flopped under the wings. It was the prop that was chewing all the water and slush around. We assessed the damage. One bent wing and no skis. We were soaked right through by this time, and wondered how the heck we would get out of this situation. One hour later, toward late afternoon, we heard the distinct sound of two aircraft, and sure enough, I could tell that they were Huskies by the familiar sound of the engines. They were, they saw us and were going to refuel here anyhow. This was good luck.

We climbed aboard the two aircraft and started for our home base at St. Felicien. It was 9:00 p.m. when we circled the town, and there was no ice in sight. The river was clear, and we were on skis. We made radio contact and were told to fly on to a field 14 miles away, where they had started a bonfire. The type of



Typical Surveyors

scrub grass there would enable us to land on skis. I loaded the tail end with everything I could think of, and we landed by the light of the bonfire. We came to a dead stop with the tail high in the air, a bit shaky, we got out and rode home the 14 miles in a jeep with no cabin. After a hot bath and a meal, we had the biggest break-up party you ever saw.

This was bush flying in Northern Quebec, and this is how the North was developed by crews of surveyors and prospectors who analyzed our natural resources, and a bunch of hairy fliers who flew through frozen hell with beat-up old crates.

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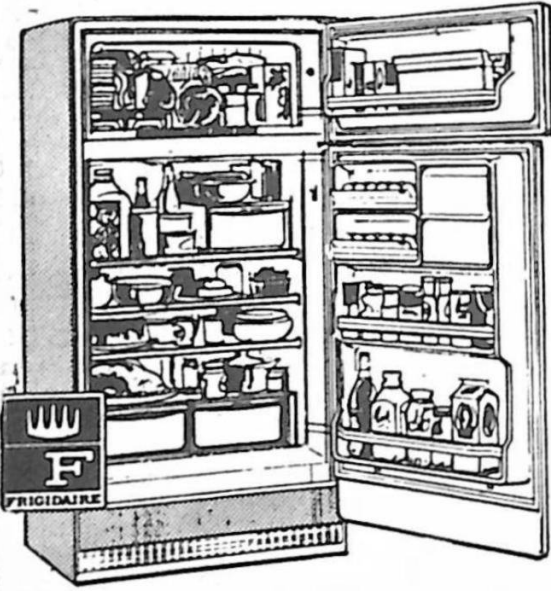
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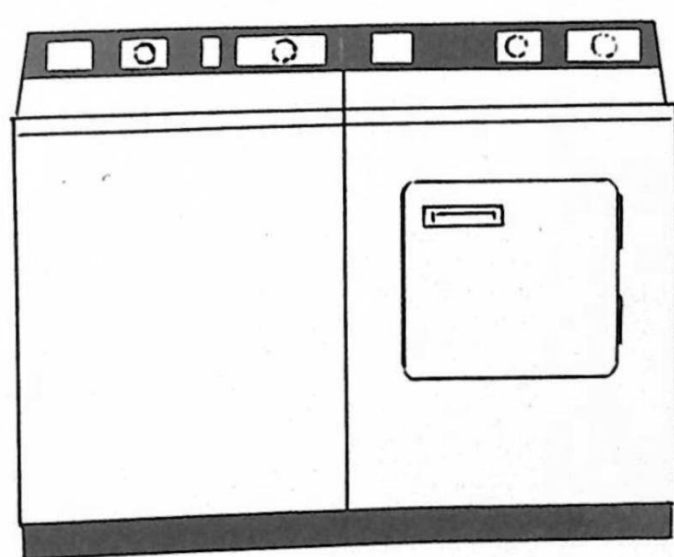
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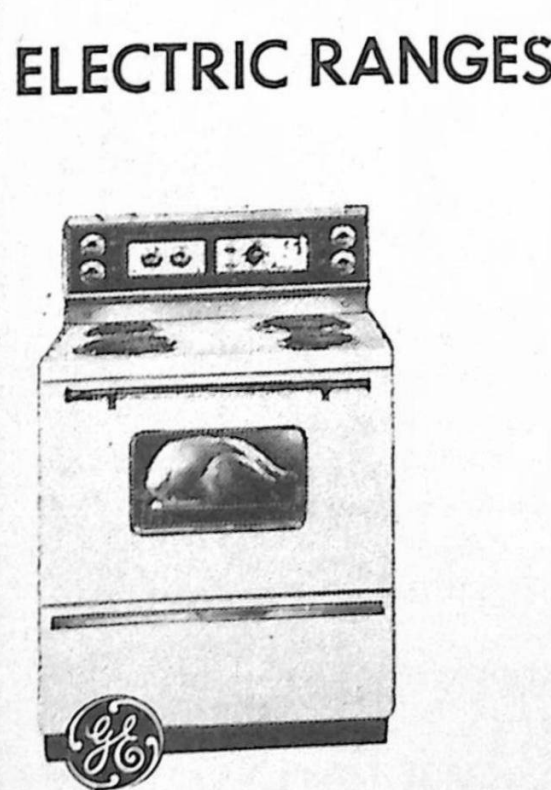
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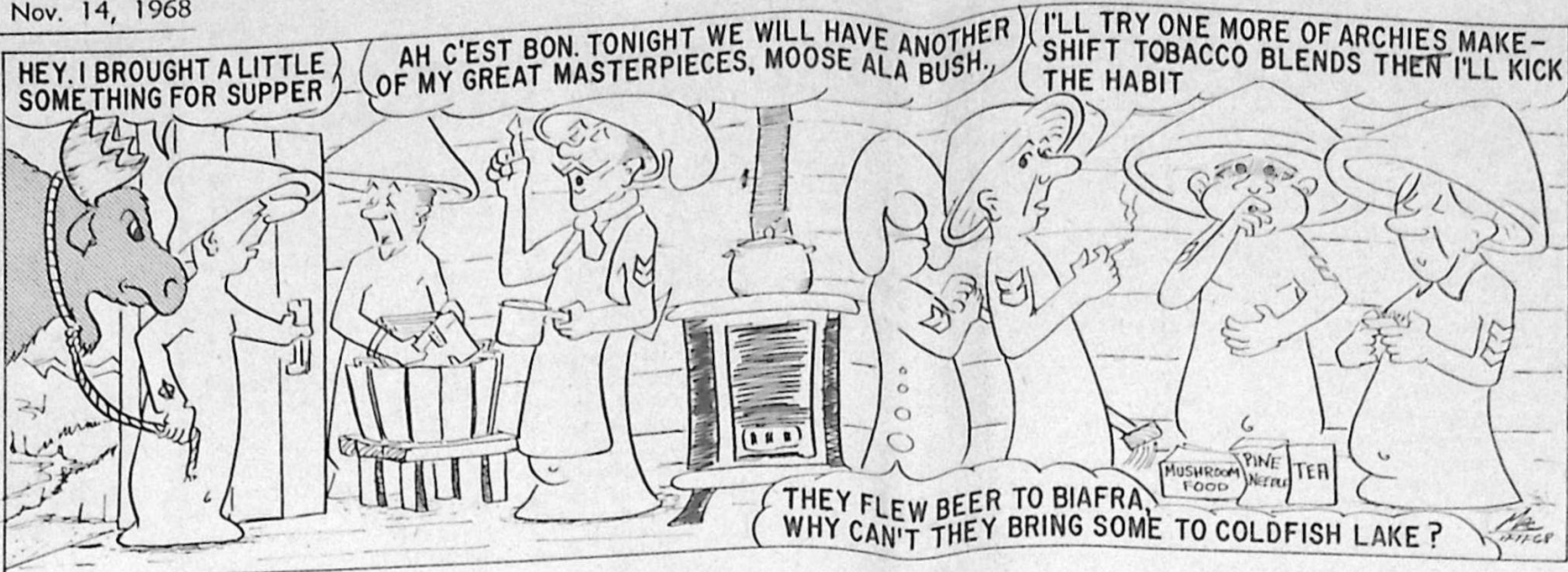
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FUNGUS FEATURES

by Mac



FROM UP IN MY PERCH

BY SEEMORE

Last week I was not digging down in my ol' kit bag, I was filling it. I have seven days leave and we're heading for the big city and out of the arboreal Lazo area. With the help of my favorite leprechaun I have been able to scrape up the ferry fare. Originally I had only five days but thanks to some great chief down east I now have a whole seven days off. My luck is at an all time high.

As I sat tucking away the necessities that I would need for my sojourn to the bright lights, extra boots, brush and polish, razor, brush and soap, freshly pressed shirts and shorts, my housewife (the other one) a travel iron, and the many other sundry items needed for a happy leave. As I carefully rolled an extra pair of trousers, No. 5, SN 8405-21-800-1516 and tucked them in the bag between my copy of QU & OS and my autographed picture of Tiny Tim I had the same thought that has occurred to me every time I have travelled since I joined the Air Force. Never has the service issued any suitable luggage. True, they once issued a kit box, but that was completely useless for light travel. I used to use mine for a field kitchen when we went camping. No sir, no matter what, an airman or in

the new vernacular "man" has only two companions to travel with, his bags kit, each two, SN 8465-21-799-2032. During WW2 they issued those over the shoulder bags, but they proved too practical and were withdrawn from service at the end of the war.

The ol' kit bag is the answer. It has no cantankerous snaps or tricky locks. You can always stuff one more item into it, and there is no problem of packing your favorite number fives so that they won't get creased. No matter what you put into a kit bag it will always come out looking like it was used as a doormat at the steam plant. It must warm the hearts of the more economy minded taxpayers to see the servicemen travelling around the country with all his worldly possessions tucked inside two of the sturdiest and longest pieces of travel luggage to be used by any service since Hannibal crossed the Alps.

As I snapped the lock on the custom handles of the ol' kit bag I pondered the merits of scrimping on my coffee money and buying a suitcase for next years holidays. I vetoed the idea when I remembered that a kit bag was good enough for my Daddy, his Daddy and all our forefathers before us. After all,

how would a bi-monthly column that started with 'last week as I was digging down in my ol' suitcase sound?

The other night I was in bed reading some of the latest amendments to CFAOS. I became so engrossed with the new leave orders I failed to notice the late hours. At exactly 02.37 hours the shaking of the bed attracted my attention. The door and windows began to rattle. There was no wind outside. Did I have a poltergeist? Did the big guy down the block fall out of bed? Perhaps the Canadian Forces had disintegrated without my knowledge and we were having another "sonic" celebration. My spouse, Lucybird, thought I had gotten out of bed for a beer and had fallen down the stairs. The next day another leading publication ran a short notice to the effect that we had experienced a minor earthquake. It was poor planning, I thought to have an earthquake at such an ungodly hour when most people were asleep and missed it.

Would you like to do good ol' Seemore a favour? The next time you see Cpl. Gord Trenholm remind him to submit the form he was supposed to submit last August.

Rumour of the Week. All Cpls with 10 years or more in the rank will be promoted retroactive to October 1st.

Runner up for Rumour of the Week. The Yukon will start having "in flight" movies starting Jan. 1st.

Mushroomer, Seemore is alive and hiding in Vancouver.



AVIATION TROPHY WINNER - Lt. Col. RA (Bud) White, 39, (left) of Kirkland Lake, Ont., accepts the Trans-Canada (McKee) Trophy from Defence Minister Leo Cadieux, official trustee of the award. Col. White, senior AETE test pilot at CFB Uplands, was selected for the award for his achievement in setting the Canadian absolute altitude record of 100,100 feet in December 1967, flying a specially modified CF-104. The trophy was presented at a dinner in his honor at CFB Rockcliff officers' mess, October 24, attended by former winners of the award and Gen. J.V. Allard, (centre) chief of the defence staff. Awarded to top contributors in aviation pioneering, the trophy dates from 1927. - Canadian Forces photo



R. G. H. MURRAY



J. D. McNEIL



"And now, we'll start number two!"

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Four heads are better for sound, too. And the Console-Aire delivers 30-18,000 cps and a signal-to-noise ratio of more than 52 db's. It all adds up to the greater fidelity the pro listen for.

Another great thing is continuous Automatic Reverse. Records and plays back in both directions. It means no more

interruptions. And you'll never have to flip over a reel again. At any point on the tape you can manually punch up reverse, too. Of course, if you don't want it to run on forever, use the automatic shutoff.

Pause Control is another nice feature. It operates in forward and reverse, and locks down for easy editing.

It gets better. There's headphone output for private listening. Makes it easier to record sound-on-sound and sound-with-sound.

If that sounds like a lot of sound, it should. You get 20-watt output through two 7" oval speakers with baffle boards. There's more to come. Like two

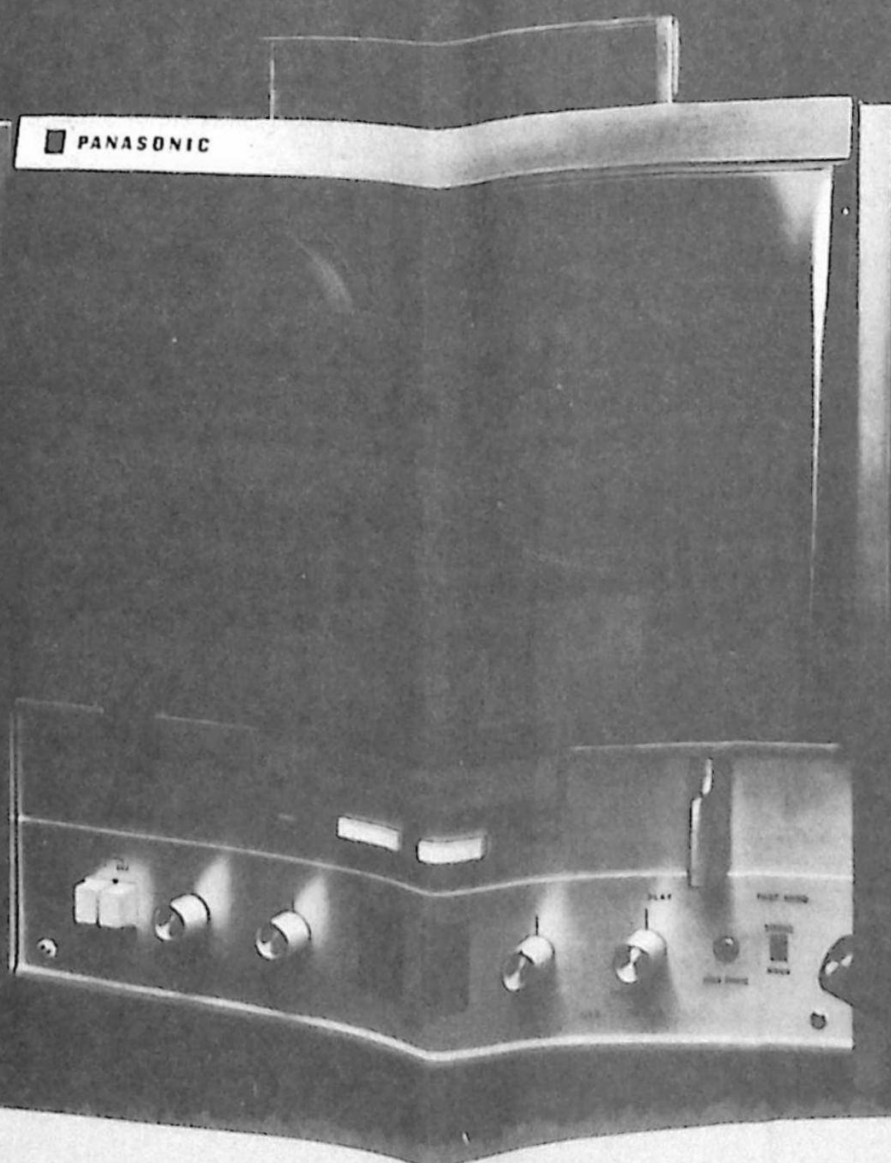
Dynamic Pencil Mikes with stands.

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That's not all. You get 2 precision VU meters, separate tone and volume controls, lighted directional indicators, and a 4-place digital counter. Top this with a smoked-glass dust cover, and you're on your way.

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COUP FAILS

When Captain McNeil was finally successful in toppling the Pyatt regime and banished Captain Pyatt to an eastern Military compound, he felt secure. To ensure his security he imported a little known Lieutenant from down east as his second in command. He knew this humble import would be so grateful for the transfer to the sunshine coast he would have his undying loyalty. Not so. By a devious scheme and a method known only to him Lt. Ruge managed to trick Captain McNeil into a holiday trip into a remote lake in the interior

and have him stranded there with most of his faithful followers. For almost two weeks Lt. Ruge had the run of the hanger. He was even in the process of stranding the C.O. in the States. He sat in the big boss's chair and had all the senior NCOs doing his bidding.

Miraculously Captain McNeil escaped and returned to overthrow Lt. Ruge, banishing him to a glass walled cage on the hanger wall where a careful and watchful eye can be kept on the rascal.

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Chapel Chimes

PROTESTANT CHAPEL. SUNDAY NOVEMBER 17. Morning Worship at 11 a.m. There will be no sermon at this Service, but instead there will be a discussion on the role of the Church. Questions from the congregation will be answered by the Chaplain, or discussed by other members of the congregation. This should be an interesting and worthwhile service—we hope you will attend. SUNDAY NOVEMBER 24. Morning Worship at 11 a.m. will include the Sacrament of Holy Communion, celebrated by Padre Archer. LADIES GUILD. The November meeting will be held at the chapel on Tuesday Nov. 19. Mrs. Joyce

Eggleston, will give a demonstration on making pottery in your own home. Visitors and new members are most welcome. It is suggested that you wear old clothes so that you may participate in the pottery making. SPECIAL NOTICE -Parents of Sunday School Children. On Sunday, Nov. 24 the Sunday School classes from Grade 2 and up are having a family day. Parents may come with their children to the Chapel at 9:30 a.m., participate in the opening worship and attend classes. This will give you a valuable insight into the work and teaching of our Sunday School. For further information phone the Superintendent, Cpl. Andrews at 339-2700.



CITATIONS to accompany the award of the Air Force Commendation Medal were recently presented to three members of Comox's USAF Detachment. From left to right we have Col. KC Lett Base Commander, Master Sergeant Victor F Bartholomew, Captain Kenneth J Binzer, Chief Master Sergeant Anthony C Snyder, and Major Vadnais USAF Detachment Commander.

Flying Club buying 747

At a press conference held at the Comox Flying Club Tuesday evening the President dropped a bomb on the aviation world with the announcement that the club will be increasing its fleet with the acquisition of a Boeing 747. Until now it had been believed that a Cessna 150 was about the club's limit, or perhaps a 172, but the leap to a 747 was unheard of. When pressed for details the President listed the following factors favouring its acquisition:

- A 10,000' runway.
- All-weather radar approach aids.
- Ready supply of jet fuel.
- Availability of trained aircrews.
- Great local interest in flying.

On the other hand he gave recognition to some factors limiting this great leap forward:

- Availability of hangar space.
- Winter weather.
- Financing.

Dealing with these latter factors he noted that some improvement in the hangar space situation had come about as a concomitant to a minor fleet reduction by one of the other tenants on the Base. "The winter weather is of course only tem-

porary and is expected to be gone completely by spring." And, obviously saving the best for the last, he outlined the following plan on financing:

"Using the formula E equals MC squared it is readily seen that an increase in revenue is directly related to an increase in flying. To achieve this we are introducing immediately a plan known in aviation circles as "block time". It operates on the CANEX principal of passing quantity discounts along to the consumer. In the case of the Comox Flying Club this means an hour in a Cessna 150, which normally costs \$15.00 at any other Flying Club, and for which we normally charge \$12.00, will now be available to members for only \$10.00!"

The rush of reporters and others to the flight line to take advantage of this opportunity ended the press conference and further details on delivery of the 747. However, what was made abundantly clear is that you can now rent a Cessna 150 for \$10. an hour and a Fleet Canuck for \$9.00 an hour on Block Time at the Comox Flying Club. phone the Manager, Capt. Jim Donnelly, for details.

Hallow'eners hit 100 for UNICEF

The partial Grade VI class that collected for UNICEF on the 30th came so close to \$100 that we will credit them with having made it. After all, how close can you get? \$99.72 - that's how close they got. Well done kids next year we'll try to break \$200.

The Hallow'een free show was a huge success for over 400 children (is PMQ's really that prolific?) and the free goodies for the small ones added to the loot that they had already collected on their raiding parties. If you were pleased with the above treatment please remember it was the hard work and the sponsorship of your PMQ Council that made it possible. On the other hand, if your angel got sick or lost etc. please blame it on Hallow'een, the neighbors or the communists. We hate blame!

The tickets for the TV raffle are now on sale from 39 directions and the GE 19" color set will be on display in the canteen soon. Buy several tickets or more, we need the money. \$1 each or 10 for \$10. Remember the portable has a stand with casters so if you don't have a car

you can push it home (no riding on the downhill).

Have you got your play-at-home Bingo card yet? Get one!

Fire prevention

Safety in your home is an everyday occupation. Fire inspections conducted by Fire Departments only correct or recommend the removal of hazards relevant at the time of the visit. It is your responsibility to be your own fire preventionist - daily. After all, a profit derived through fire safety may never be noticed but the sorrow from neglect will undoubtedly be felt severely. A few hazards to consider are:

1. Accumulation of rubbish and trash in attics or basements.
2. Overloading electrical circuits, frayed cords on appliances and carelessness with toasters, irons etc.
3. Allowing matches and lighters to be within the grasp of children.
4. Disposal of cigarette butts and carelessness with the smoking habit.

Hospital Humbug

For the new aircrew arriving at CFB Comox, don't let the appearance and advice of the old-timers around the base fool you. It is possible to remain as slim and trim as you are! Here is a simple guide to weight-watching.

FOOD	CALORIES
Vodka	126
Brandy Alexander	243
Gin Alexander	227
Bordeaux Wine	123
Egg Nog	301-405
Cidar	102
Coffee C&S	64
Coffee C	32
Coffee S	18
Scotch	102
Gin Fizz	152
Tom Collins	177
Vermouth	53
Whiskey Fizz	126
Rum	150
Cognac	76
Coke (6 oz.)	74
Martini	125
Milk	120
Malted Milk	402
Milk Shake	352
Pink Lady	175
Red Wine	77
Rye Whiskey	102
Slt&Gin	77
Tea S	36

Tea black 00
Water 00
Beer 120

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"NO PLACE LIKE HOME," SAYS BURGLAR BILL

If you took the advice of Burglar Bill, you'd keep all your valuables at home. Under the mattress, maybe. Or in that old teapot that lost its spout.

But Bill's advice isn't entirely objective. He figures if you leave your valuables at home — even in a "safe" hiding place — he stands a better chance of getting his hands on them.

Much better advice comes from Art Mellin, manager of the Courtenay branch of the Bank of Montreal. "Keep your valuables really safe in a B of M safety deposit box," says Art Mellin. "Your personal strong box, exclusively yours, costs about two cents a day, and it pays for itself over and over again in peace of mind alone," he adds.

Hundreds of thousands of Canadians use B of M safety deposit box facilities. Their valuables — bonds, leases, stock certificates, insurance policies, deeds, birth certificates, passports and other important family papers — are safe and sound behind the steel doors of the B of M vault.

Forget what Burglar Bill says, Art Mellin advises, "Clean out those closets, drawers — and teapots. Bring your valuables into the bank instead."

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THERE'S A REASON MOST PEOPLE ON NORTH VANCOUVER ISLAND SHOP FOR CHRISTMAS AT LAVER'S

LAVER'S

CD's for Demons



CANADIAN FORCES DECORATIONS were presented to the following personnel by 407 (VP) Sqn. CO L/Col J Middleton, on 28 Oct. 68. Back row: L/Col J Middleton, Cpl J V Petersen, Cpl M S Hooley, Cpl C W Onyette, Capt G R Deverell. Front row: Cpl R R Hunt, Cpl W B Logan, Cpl C K Acott.

Camera Club report

The holiday season is just around the corner, and now is the time to spend a few minutes checking your camera equipment. Nothing is more frustrating than getting back a pile of negatives from the Photo shop with nothing on them or perhaps out of focus.

To avoid this problem, a simple check of your flash unit and camera will ensure you of the serviceability of your equipment.

Flash photography is quite easy, and if your results have not been as good as expected, perhaps we can help you with a few hints. First, you should be acquainted with the light source that you are using, whether it be flash bulbs or an electronic flash unit. You should know what you can and can't do with them. Electronic flash light source is soft and yields good results, but you should wait until the ready light has been on for several seconds before taking the picture. This will ensure you of full power output. Flash bulbs come in many sizes and shapes. Don't fool yourself with the idea that a small bulb is as powerful as a large one. Small bulbs cannot be fired much faster than 1/30th of a second, so don't try the impossible. Large bulbs can be used up to 1/500th of a second, however the light falls off rapidly and your guide number is much lower. Make sure that you read the instructions. There are also focal plane flash bulbs, or I should say flash bulbs made especially for a focal plane shutter camera. They are only available at Studio One, in Courtenay. I have used them, and they freeze action up to 1/1000 of a second. If we can help you about flash photography, please drop in and see us at the club, or phone me. We will be glad to help you.

Now is the time to have your favourite photograph made into a Christmas Card. Just drop the negative into a photo shop with your order. The prices are quite reasonable, and the cards are

much appreciated by your families and friends.

Photo club members are reminded that our 4 x 5 Studio camera is available, and we have film on hand. Please contact the Club Vice President and make an appointment to use the camera.

Recent elections in the Club have brought us a new president, Mr. Ken McCurdy, formerly of Summerside. Other members of the new Executive are: Mr. Derek James, vice-president; Mr. Rejean Houle, secretary;

A word of thanks to Capt. Ron Elmer, our former president, for his initiative and interest shown in the club's activities. I am now spending my seventh winter in the club as an advisor, and hope to be of some help to all photographers. Just drop in and see us anytime, it's your club, enjoy it.

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FOR SALE
GIRL'S BIKE 26 inch wheels recently reconditioned \$15.00 Universal trailer hitch, 2 inch chrome ball \$10.00. Local 474 or 339-3204.

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CLUB MEMBERS, dig out your favorite negatives. Christmas is coming.

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Consumer news and views

Certainly one of the most vexing questions a consumer faces at this time of year is just how should they participate in the \$200 million annual Canadian toy industry.

The range of toys on the market today goes from the ridiculous to the very sensible. Because toys are one of the few products where the purchaser is not actually the consumer, the few guidelines are in order.

The main thing is to force yourself to remember the age of the child involved. Sometimes a complicated toy can frustrate, even though you may believe that your particular genius can cope with it. Then too, of course, price is a problem. But there are toys that come at economical prices, despite the over-powering TV advertisements.

Games and Puzzles: These should teach co-operative play, increase knowledge, improve coordination, stimulate imagination, improve memory. Look for clear instructions, sturdy container, well-functioning spinners, timers or plaything pieces. Suit the game to the age of the child.

Infant and plush toys: Removable parts should be too large to swallow or inhale. Look for toys which help develop the baby's senses of sight, sound, touch and speech. Look for clear, bright colors, washability; attached bells, squeakers or eyes, long strings, or puff stitching, brittle plastic, or inflammable toys. Wired limbs or ears can be dangerous.

Science Toys: These should foster new interests. Avoid discouragement by not buying equipment that is too small to work properly. Clear instructions are important as well as sufficient materials. Equipment should be of adequate quality and function to ensure success. Remember, failure is discouraging.

Sporting toys: Look for outdoor equipment that does not rust, is smoothly finished, sturdy and well-balanced. Sporting toys should be selected with the child's level of skill, strength and co-ordination in mind.

Teaching aids: These allow scope for creativity, using intelligence and imagination and developing a desire for new experiences. The end result should not be too obvious in advance.

Wheel toys: Avoid toys that come apart unintentionally. Look for sturdiness, balance, free-running mechanisms, good design, finish and appearance, well-finished edges. Poorly attached wheels, exposed axles and dangerous projections are a hazard.

The annual toy buying guide is printed in the November/December issue of Canadian Consumer, the bi-monthly magazine of Consumers' Association of Canada. Persons interested in subscribing should write to: National Office, Consumers' Association of Canada, 100 Gloucester St., Ottawa 4.

child's other play equipment, strong, sturdy and well-balanced. Avoid sharp edges and flimsy materials.

Games and Puzzles: These should teach co-operative play, increase knowledge, improve coordination, stimulate imagination, improve memory. Look for clear instructions, sturdy container, well-functioning spinners, timers or plaything pieces. Suit the game to the age of the child.

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Sporting toys: Look for outdoor equipment that does not rust, is smoothly finished, sturdy and well-balanced. Sporting toys should be selected with the child's level of skill, strength and co-ordination in mind.

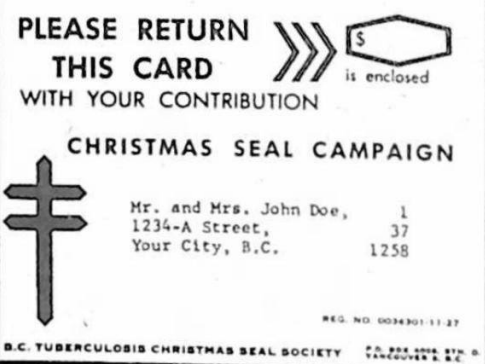
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B.C. TUBERCULOSIS - CHRISTMAS SEAL SOCIETY

In this area you will receive a contribution card with your CHRISTMAS SEALS this year. It is part of a new look for the campaign and is being introduced for the first time to certain areas only. Please include the card with your gift, marking in the box the amount. Then we will be sure to have an accurate record of it.



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COBOC CACOPHONY

Well, faithful readers, things haven't been overly exciting around here in the land of the rising rain cloud. Despite all efforts to keep this column devoid of sombre gloomy subjects such as marriages, it now appears once again we are forced to bid farewell to Cobocers because of that fateful heathen process.

Back east in the thriving metropolis of Lloydminster, Alberta we said goodbye to former Coboc, Admiral's aid, tomato grower supreme and all around near-to-do-well Scott Eichel. In attendance (actually palbearers known as ushers and best man) they had three of Coboc's finest gentlemen who because of extreme modesty will go unmentioned at this time. The wedding was virtually the same as all weddings. There was a bride, a groom, and various other people. For the bride there had 189 guests and Scott had his choice; his mother or his father. The new Mr. and Mrs. Eichel will be residing in Moose Jaw for the next year while the instructors there attempt to teach Scott the finer points of flying an airplane.

From Down under in the land of kangaroo we've found out that good old Brother Locke Paterson will be taking the final vows on January 4th. It looks pretty much that Brother Locke (Coboc alumni class of '67) is determined to hang up his cross, holy raiment, forgo his eternal pledge of celibacy and take up the not so sacred life of the bagger. We've taken the pains to inform Locke that should he go through with his decision he will be immediately excommunicated from Coboc, however, we don't expect that to change his mind. It seems that the threat of excommunication doesn't weigh too heavily with people these days!

A little closer to home we saw Transistor Marv Davis get married last weekend. Rumour has it that Marv's honeymoon will be an attempt to Circumnavigate North America in two weeks and Marv figures that this worthwhile project should require about 22 hours a day behind the wheel

of his \$6300 go-cart. This wouldn't leave much time for anything else so Marv ingeniously came up with the idea that he leave his wife at home and he go on his honeymoon alone. Coboc efficiency is a wonderful thing, however we suppose that you could still go too far!

Now for things a little on the lighter side. Three of Coboc's finest were recently told that their back seat Navigation days were numbered. Bob Lemm, Tricky Dick Saunders (Canada's

answer to Richard Nixon) and Wayne Sled (of "Please Release Me" fame) have been given the go ahead to their pilot aspirations. Don't let all those resignations from the remaining Navigators deter you, best of luck troops and don't take any wooden joystick!

Getting back to the subject of marriage, it seems that two residents from "The House" have wagered 5 bottles of Canadian Club on who would remain single longest. The twogamblers

in question are Nobby Bartels and Hank Klein is a sure winner it that Klein is the fact that women refuse to be seen with him. Bartels, however, is advertising in lonely hearts clubs far and wide in search of anyone to go out with Hank. He figures that out of 10,000,000 women in Canada there must be some willing to go out with Klein and for 5 bottles of Canadian Club why not play the odds. Well faithful readers, that's about it for now. Cheers!

CHRISTMAS COMING?

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1965 Pontiac Catalina 2-door hardtop (the U.S. model), V-8, 27 cubic in. auto, power steering and brakes, radio, very deluxe interior with mesh grille, bronze exterior, one owner. \$2395	1966 GMC Long wheel base. A-1 condition. Radio. New Only \$1685	1966 Buick LeSabre 2-door hardtop, green with black vinyl roof, interior gold and black tu-tone with extra chrome. V-8, auto, power steering and brakes. Radio and other extras. One owner. Low mileage. Mint condition. \$2995
1965 Mustang 2-door hardtop highuster black exterior, white and black vinyl interior, bucket seats, radio, three-speed floor shift, very clean car. \$1995	1965 Pontiac Parisienne Black with red interior - big 8 auto, radio, white walls, good condition - one owner. No. 021A \$1995	1964 Olds 4-dr. Hardtop Light blue, with matching pleated interior, power steering, power brakes, radio, and other extras. One owner. Over 100,000 miles. \$2295
1964 Chevrolet 4-dr. Sdn. V-8 automatic, radio, reliable transportation. \$1795	1964 Pontiac 4-door sedan, white with ivory top, V-8 standard transmission, radio, dependable and clean. No. 123A \$1495	1965 Falcon 2-dr. Coupe Tulip, white and red, V-8, bucket seats, standard radio, new tires, very snappy. One owner. Over 100,000 miles. Very clean car. \$1695
1965 Chev 1-ton Truck Step side box, good condition. Come in and see this bargain. \$1595	1964 Chevrolet 4-door sedan, white with red interior - standard transmission, radio, dependable and clean. No. 332A \$1495	1965 Olds Super 88 4-door sedan V-8 automatic, power steering and brakes, radio, first-line whitewall tires, low mileage, very good condition. \$2295

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by Cpl Omar Shazaam

MONDAY, NOV. 18, 1968
CAPRICORN (Dec. 22 to Jan. 19) - When in doubt of your future, lash out. Don't be afraid to inform your superiors of your best qualities, however, try to avoid discussing your poorer ones. If you still have problems being recognized invite your boss out for a few drinks and fill him in good!
AQUARIUS (Jan. 20 to Feb. 18) - A fine love life is your greatest asset. If you are already married you are probably in no position to back out, so try to make the best of it. If you are still single let common sense prevail and stay that way. Should you happen onto a potential spouse remember that man cannot live by liquid breakfasts alone!
PISCES (Feb. 19 to Mar. 20) - Personal magnetism is one of your most prized characteristics. Wear striking clothes, keep your hair well groomed and try to brush your teeth after all meals. If you suffer a lack of personal magnetism it is probably just that you have a rotten disposition or have bad breath!
ARIES (Mar. 21 to Apr. 19) - Financial independence is what you should strive for. Try to avoid petty monetary deals and stick to the basic aim of making yourself rich, however, try to remember that crime does not always pay!
TAURUS (Apr. 20 to May 30) - Strive for a better social life. Make as many new contacts as possible even if it means considerable personal hardships to you. Should you come across a person you consider to be a complete incompetent, act cordially as it is probably your new employer!
GEMINI (May 21 to June 20) - You are blessed with an industrious nature. Try to avoid extra contact with those who are obviously shiftless and lazy regardless of whom they maybe. When on the job try to put forward a little extra effort regardless of the laughter and criticism you will be subjected to.
CANCER (June 21 to July 22) - Your opinions are greatly treasured by those with whom you associate. Try to live up to the

opinions of your friends. Before becoming involved in heated debates research the subject beforehand and convince your associates that your thoughts are original.
LEO (July 23 to Aug. 22) - You were born under a lucky star. Invest heavily on the stock market, don't hesitate to gamble on horses and in poker games and the rewards will be yours to enjoy. Should some of your deals go awry prepare yourself beforehand by making friends with your local bank manager!
VIRGO (Aug. 23 to Sept. 22) - Study the message put forward in Leo but remember that this is not for you. Unfortunately you have been born under an unlucky star and conservatism should be your predominating characteristic. Avoid all situations in which you might be called upon to make a decision. Don't become disheartened. All around you, you should see successful people who live by this theory!
LIBRA (Sept. 23 to Oct. 22) - You are a retiring person who should try to become more outgoing in your personality. Quiet confident persons are a welcome addition to any community however, it is usually the noisy loudmouthed ones who receive recognition. Try to avoid getting carried away with this advice.
SCORPIO (Oct. 23 to Nov. 21) - Every day should bring new excitement to you. Continue your interest in useless things if they bring you personal happiness. Many people in this world have made themselves quite successful with their continuing interest in petty subjects!
SAGITTARIUS (Nov. 22 to Dec. 21) - Reduce your tendency to be a nice guy in favor of becoming a success. Just remember: It's important to be nice but it's nicer to be important.
"IF TODAY WAS YOUR BIRTHDAY:" Probably the best advice you is to lavish yourself with presents. You are not the most popular person in the universe therefore cannot expect too much from your acquaintances. Enjoy yourself and buy what friends you have a beer!

NCO's out but not down!



Old berets never die, they just fade away

OTTAWA (CFP) - The beret is still very much part of forces attire but only on the operational and training side of the business according to a recent forces supplementary order.

The beret is still worn by seamen connected with flying operations and naval airmen, by tank men of the land element, by air-borne and para-rescue teams and by Canadians serving with United Nations forces. In the late 1950's, it was replaced by the forage cap in the Canadian forces as part of walking out dress. The service beret comes in a variety of colors. The naval and armoured men wear black and airborne units maroon. Para-rescue people recently adopted scarlet which during the early 1950s was the color of Canadian infantry units other than rifle regiments. The riflemen wore dark green.

For part of the second world war, the immediate postwar and into the 1950s the khaki beret was the prime headgear of many army regiments. It was later replaced by a navy blue shade complete with a corps-colored front. But berets didn't stay around long after the late 1950s.

One of the frustrations of a CO was the variations in fit - sometimes through no fault of the wearer. Some (would you

believe officers?) chose to wear it as issued by the quartermaster stores.

But a soldier's favorite pastime was beret christening. Here's how he gave it the treatment in the 1950s. First a dunking in scalding hot water to shrink its floppy top. The he removed the lining. (He claimed it was too warm and caused shaping problems). Lastly, he wore it wet for permanent shaping. The hard leather band eventually was replaced (except on parade) by a black ribbon material.

The jumper caused an additional problem - what to do with a well-fitted, but faded maroon beret? Dye sales in local stores near airborne bases boomed.

A new addition to the many colors of berets is the light blue of the United Nations. Since 1957, tens of thousands of Canadian servicemen have worn the blue heany. Nearly a thousand wear it on current UN duty. More Canadians no doubt will be joining the "blue-berry" club in this wary world.

WHAT'S IN A NAME?
 It is almost 200 years since Dr. Archibald Menzies, one of the most renowned botanists of the early west, officially "found" and catalogued the king-sized monarch of our coastal forests known throughout the world today as the Douglas Fir. Menzies endowed it with the botanical name of Pseudotsuga Taxifolia, which may be translated as a false hemlock with yew like leaf. The big fir proved a mystery even to its discoverer, who noted a likeness to the spruce as well as to the hemlock and yew, and, strange as it may seem, modern botanists have not yet precisely pin-pointed the connection. Scottish botanist David Douglas arrived on the Coast in 1823 and embarked on a tree exploration tour. On the very first day of his expedition he made the acquaintance of the tree that was to bear his name. He, too, as missions after him, was awed by its majestic proportions.

THE SGT'S MESS at CFB Comox was recently the site of a rather large retirement dinner. Shown here with their wives prior to taking official permanent leave from the Armed Forces for the greener pastures of city street we have from left to right in back WO Opperman, Sgt. McClelland, WO Zaleski, Sgt. Ditchburn, MWO Zaruk, CWO Petch (PMC), Col. Lett (Base Comdr), Sgt. Foster, Sgt. Graves, WO Miller, MWO Couzic. Incidentally the Base Commander and the PMC won't be taking their retirement leave for quite some time, however, they just couldn't resist getting in the picture. To the gentlemen retiring at this time we extend our congratulations and wish for them and their wives every success in their new careers.

B.C.'s red cedars

Down through the centuries cedar has been the willing servant of man since Hiram rafted cedars of Lebanon to Tyre. For interior finish, British Columbia red cedar is probably one of the most beautiful woods in existence.

Its value for shakes and shingles has been confirmed throughout the centuries. Red Cedars grow to great heights, from 150 to 200 feet, with diameters of from six to ten feet or more. Cedar is very light in weight, with straight and even grain. There is seldom a trace of resin in the wood, though it possesses a natural oil which acts as a preservative.

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Not only birds strike

OTTAWA - September saw a total of 124 industrial work stoppages across Canada, 22 fewer than in August. During September 44 strikes or lockouts ended, while 42 began. As at October 1, there were 80 stoppages in effect involving 13,664 workers.

The total time loss from all work stoppages during September was 346,140 man-days, equivalent to 27 man-days lost for every 10,000 man-days worked by non-agricultural paid employees. Comparative figures for August show 43 man-days lost in that month for every 10,000 worked.

An analysis by industry of all work stoppages in effect during September shows one in agriculture, six in mining, 75 in manufacturing, 18 in construction, seven in transportation and utilities

11 in trade, three in service and three in public administration.

The breakdown of work stoppages in effect by jurisdiction was: Newfoundland one, Nova Scotia three, New Brunswick one, Quebec 27, Ontario 68, Saskatchewan three, Alberta three, British Columbia 13, and federal five.

THREE WHO STAYED BEHIND



THREE CREWMEN stand on deck of Norwegian tanker Etnefjell near sign reading "members of crew on lifeboats." Twenty-five crew members abandoned ship in two lifeboats after it was damaged by fire, 450 miles south of Greenland. Argus aircraft from CF Bases Summerside and Greenwood took part in a search for the missing men. Photo was taken from an Argus from 405 Squadron, Greenwood, after food, clothing and radio equipment was dropped to ship. Dutch tug is towing the tanker to the United Kingdom.
 - Canadian Forces photo

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 DEBORAH KERR - DAVID NIVEN
 Sunday, Nov. 17
CAPTAINS COURAGEOUS
 SPENCER TRACY
 LIONEL BARRYMORE
 Thursday, Nov. 21
KING RAT
 TOM COURTENAY - GEORGE SEAGAL
 Friday, Nov. 22
THE GNOME MOBILES
THE LEGEND OF A BOY AND EAGLE
 WALT DISNEY SHOWS
 The show you have been waiting for
 Saturday, Nov. 23
WAR GODS OF THE DEEP
 and
PREMATURE BURIAL
 VICENT PRICE - TOB HUNTER
 SUSAN HART
 RAY MILLAND - HAZEL COURT
 Double Horror Show
 Will keep you jumping for 166 minutes
 Sunday, Nov. 24
THE SILENCERS
 DEAN MARTIN

Thursday, Nov. 28
AFRICA TEXAS STYLE
 HUGH O'BRIEN - JOHN MILLS
 See the capturing of wild animals for the circus
 Friday, Nov. 29
SHAGGY DOG
THE ABSENT-MINDED PROFESSOR
 2 WALT DISNEY SHOWS
 Come early - avoid the rush!
 Saturday, Nov. 30
 Sunday, Dec. 1
DOCTOR SPEAKS OUT
 Realistic film on facts of life
Matinees
 Saturday, Nov. 16
EVERYTHING IS DUCKY
and THE THREE STOOGES
 Saturday, Nov. 23
AROUND THE WORLD IN A DAZE
 THE THREE STOOGES
 Saturday, Nov. 30
A BOY TEN FEET TALL
 EDWARD G. ROBINSON
 CONSTANCE CUMMING

Evening performance commences at 2000 hours.
 Matinee performance commences at 1400 hours
 It is regretted that the cost of matinees for children has been increased to 25c because of increase in cost of films.

SPORTS BEAT

With Neut and Black Hank

Totem Intermediates

On Friday, Nov. 1, before a near capacity crowd, the Totems hosted Powell River in a Pacific Coast Amateur Hockey League game. Despite an excellent team effort, the Totems were defeated by a score of 7-4, in a fast hard-hitting contest. Totem net-minder Stew Smith was sensational, at times making some almost impossible saves. It was the type of game which, to the spectator could only have been better had the Totems won, and if the Totems continue to play this hard, sooner or later they must.

The Totems appeared to have a short mental lapse, and made some costly mistakes in the second period. Powell River's Allan Small capitalized, scoring three goals in under two minutes. In this league it is just not possible to make mistakes and not be in trouble. With this exception, the Totems were either on top of, or skating with Powell River all the way.

Powell River, last year's league champions, is a young club (average age 25) with every player in excellent condition, and are not an easy team to beat. They defeated Nanaimo the previous week 12-0, and on Saturday, Nov. 2, defeated the unbeaten Port Alberni club 6-4. This is going to be the club to beat when we come to the big games in February. The Totems have the skaters, the marksmen, and net minders and when they

begin to jell as a team, I'm sure will have the potential to do just that.

The three stars for the game were, Allan Small-Powell River, Stew Smith-Totems, and Dave Kineshenko-Powell River. The winner of the Super-Valu program draw was Laurence Anderson from Cumberland. The shot on goal draw was won by Mrs. Carrol Bruce from Campbell River. Due to circumstances the shot was taken by her husband Doug. Doug was unsuccessful for the jack pot, but however, took home \$5.00 for his attempt. Mike Stephen received the Marina Hotel Dinner, and Gord Palmer the Pacific Coast Cleaning voucher. The Bill Rickson's first goal of the game award went to Pat "beep-beep" Keefe.

As for the game in Nanaimo on Sat., Nov. 2, the kindest thing I can say is that the game was played. The highlight of the game was the efficient manner in which it was officiated. The final score was 11-3 for Nanaimo. I suppose you could say it was just not the Totem's night, although after the first period the play was not too bad. I can say however, that the Totems are capable of beating Nanaimo, and will have the opportunity on Nov. 22 when Nanaimo travels to Comox.

The Totem's next home game is on Nov. 15 against Powell River. On the 16th they travel to Port Alberni.

HOCKEY NOV. 15 - 9:15 p.m.

The Totems have acquired the services of George Palmer who has taken over the reins as coach. This move has made it possible for the Totems to use former coach, Gerry Fleet, as a player on a full time basis. Gerry will be playing defence and will be a definite asset in this capacity. While the Totems were inactive this week, as far as league action was concerned, they have been very busy in practice. George Palmer has been using this time working on lines, defensive plays, and trying to weld the team into a winning combination. The last practice I saw, things appeared

to be coming along nicely. The Totems will host Powell River again on Friday, Nov. 15, and on Saturday will travel to Port Alberni. Let's hope that the Totems will come out of these games on the credit side of the score sheet.

Once again I should like to remind fans about the Laver's Men's Wear Most Popular Player Award. Spectators should keep a sharp eye for their choice. Ballots will be printed and distributed some time in January. It is planned to make the selection, and presentation during the Winter Carnival.

PCA hockey league standings

TEAM	P	W	L	GF	GA	Pts
Port Alberni	5	4	1	34	26	8
Powell River	4	3	1	33	14	6
Nanaimo	4	2	2	25	27	4
Comox	5	0	5	21	46	0

INDIVIDUAL STATISTICS						
Including games to November 1						
PLAYER	TEAM	P	G	A	PM	Pts
Statz, Selby	Port Alberni	4	8	5	0	13
Carmen, Rob	Powell River	3	4	4	2	8
Blais, Paul	Port Alberni	3	2	6	0	8
Berry, Ron	Nanaimo	3	7	0	18	7
Small, Alan	Powell River	2	5	2	0	7
Bujold, Butch	Comox	4	3	3	0	6

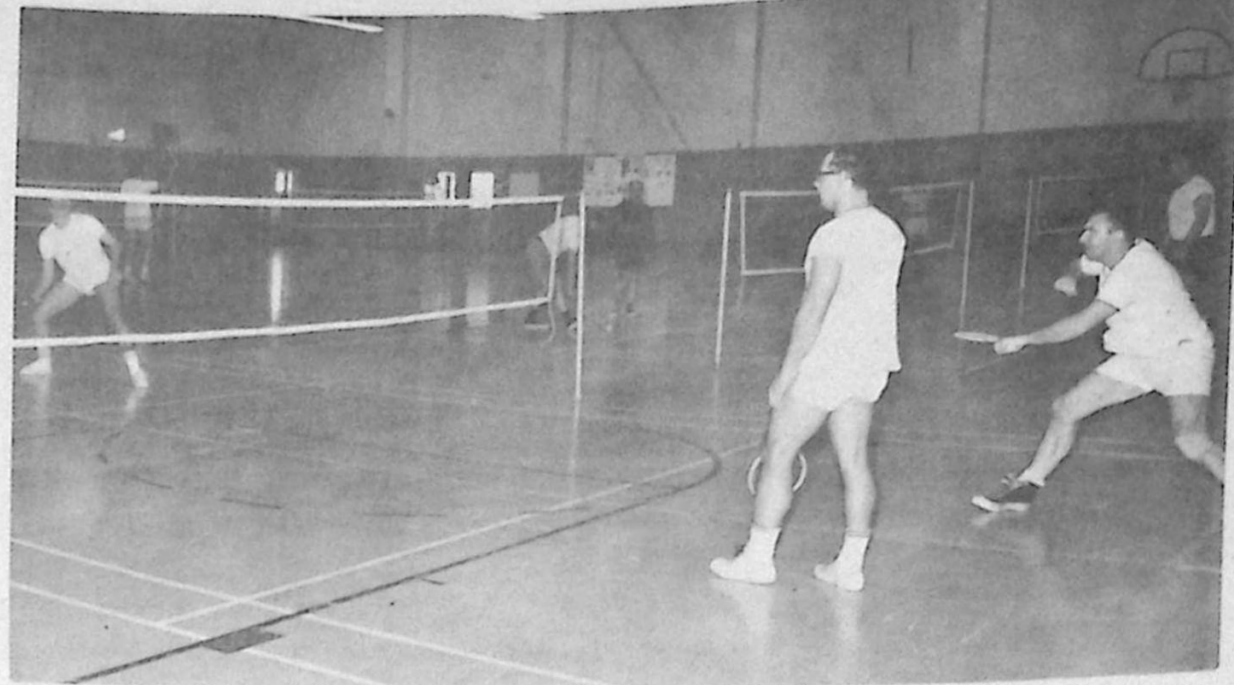
SKATING - Mothers and Tots

Some time ago the arena administration was asked to set aside hours for parents and tots skating time. It has been difficult to arrange for ice time for this group, however it has been decided to combine them with the PMQ school skating times which are each Monday, Wednesday and Friday from 1300 hours to 1500 hours. Choosing these

hours ensures that no unsupervised skaters will be on the ice with the tots. It must be understood that one of the parents must accompany the tot at all times. The charge for this parent and tot skating will be one dollar per season and the admission passes may be picked up at the recreation office in the Base Recreation Centre.



THE FIRST . . . Bronze Medallion Course to be held at the new Swimming Pool at CFB Comox was completed recently. This course emphasizes swimming, and life-saving skills including training in body contact rescue. Those who graduate are qualified for lifeguard duties. In this photograph, Mrs. Eileen Gooding demonstrates a lifesaving hold on Mrs. Norma Carswell under the eye of their instructor, Cpl Bob Clarke (left). The other students are Sgt Kyle Jones (second from left), Sgt Pete Plewes, Cpl Tom McCullough, and four teen-aged dependents, Dudley Hill, Bob Somerville, Adele Aucoin and Angela Hacking. — CFB Comox Photo



NOW IF I were to just stand here and let my partner do all the work I could let my lunch settle. Fearless Fred is one of the noon-hour badminton players, the people that are going to stay in shape this winter no matter if it's lunch hour or not.

Just Fishing

By MUDDY RIVERS

Several large schools of Chum salmon passing south along the Little River-Point Holmes coastline last week created a stir of interest in those salmon fishermen who happened to see them. They were mature fish, quite dark in color, and on the move to their spawning rivers. The Puntledge and Tsolum Rivers are now loaded with these salmon which are usually the last of the season to enter the rivers. A very few late Coho may still come, but to all intents and purposes those salmon which are to spawn this season are now in the rivers and engaged in their final activity. They all die after spawning, unlike their close relatives the Atlantic salmon and the Steelhead, both of which may spawn two or three times. The run of Chum or Dog salmon now in the Puntledge is one of the heaviest the river has claimed for some years. The fish are spread in large numbers from the lower reaches below the Condensory Bridge to the Power-

house, some three miles upstream. It is practically impossible to fish for trout for any length of time without hooking several big Dogs, and they take a long time to subdue. They seem to snap up a spinner or spoon quite readily, however most of the ones you hook will likely be snagged in the dorsal fin or tail. Believe me, a 10 pound Dog salmon hooked in the tail is pretty tough to land, especially if he takes off down the river in fast water. If you do hook one be sure to return it safely to the water, as the Chum or Dog is not classed as a game fish in fresh water, and therefore cannot be legally kept.

There are five species of Pacific salmon, and all five types spawn in the Puntledge River. The Springs, including the Tyees, which are actually Springs over 30 pounds, are pretty well finished

ed now, and some real monsters can be found dead or dying along the gravel bars. The Coho are still spawning, and these salmon go way up to the headwaters of the river and on up into the small tributary streams before settling down to spawn. The Humpback or Pink salmon run to the Puntledge this year was very small, and they usually spawn in the lower reaches of the river. They enter the river in late August and are all finished now. A very small number of Sockeye home in on the Puntledge, they are easy to identify, bright maroon bodies and green heads. You won't see too many though, in tramping the river for quite a few hours I found only one this fall. Last of all come the Chums. This is the time of year to add to your childrens education with a first hand look at one of Canada's most important natural resources. For a short quick look at the Chums, drive over the highway bridge towards Courtenay, turn right and proceed approximately one half mile to the Condensory Bridge where lots of salmon may be seen upstream and downstream from the bridge. If your interest is a little deeper, take a drive south on the highway to the Department of Fisheries Big Qualicum River Project. This is a major development in Fisheries research and will worth the one hours drive. Cross the Big Qualicum River south of Qualicum Bay and turn right at the large Fisheries sign. Fisheries Department personnel are available to answer questions, and provide details on the many facilities at the Project. Like they say for Armed Forces Day, "see your tax dollars at work" visit the Fisheries Project.

BRIDGE by WUN I

Judo Club

Under the very capable instruction of Cpl. Dick Kensett, the Judo Training is progressing very rapidly and smoothly. The club has at present 35 Junior and 15 Senior steadily participating members.

Improvements to the Dojo are slowly but surely being made and we shall soon have a very comfortable and practical training room.

Although a great deal of ground has been covered, it is still not too late to join. Instructional periods are:

Juniors: Tues. and Thurs at 4:30 P.M.
Seniors: Tues. and Thurs. at 8:00 P.M.

The Dojo is located in the former Central Warehouse room. For more information, contact: Cpl. Dick Kensett — 336 Capt. Denny Tretiak — 480

Another type of safety play is the refusal to take a finesse in the trump suit in order to reduce to a minimum the chance of losing 2 trump tricks.

NORTH
SA Q 10 3
H 5 2
DK 9 8 2
CA 4 3

WEST
S 9 7 6 2
HK
D Q 10 5
CK Q J 8 7

EAST
S 8 5 4
H J 8 3
D J 7 6
C 10 9 5 2

SOUTH
SK J
HA Q 10 9 7 6 4
DA 4 3
C 6

NORTH-SOUTH Vulnerable

South	West	North	East
1 H	2C	2S	pass
4 H	pass	5C	pass
6 H	pass	pass	pass

Continued on Page 11

Sports Standings

A LEAGUE VOLLEY BALL				
TEAM	P	W	L	Pts
ADM Dragons	18	18	0	18
407 Demons	18	9	9	9
409 Nighthawks	18	7	11	7
442 Haultik	18	0	18	0

NO. 1 DIVISION — B LEAGUE VOLLEY BALL				
TEAM	P	W	L	Pts
409 Maint	30	23	7	23
MSE A	30	22	8	22
B.O.R.	30	18	12	18
Accounts	30	17	13	17
Torpedo Shop	30	14	16	14
Supply A	30	1	29	1

NO. 2 DIVISION — B LEAGUE VOLLEY BALL				
TEAM	P	W	L	Pts
Fire Hall	30	22	8	22
442 Maintenance	30	20	10	20
407 Tel Air	30	15	15	15
Tel Grd	30	14	16	14
407 Armt	30	13	17	13
Supply B	30	12	18	12
M.S.E. B	30	7	23	7

UPPER ISLAND SOCCER LEAGUE						
TEAM	P	W	L	T	GF	Pts
Courtenay Luckies	5	4	0	1	14	4
CFB Comox	5	3	2	0	10	12
Molsons	5	2	2	1	18	10
Tyees	6	2	4	0	11	7
Gold River	5	1	4	0	10	2

INTER-SECTION HOCKEY					
TEAM	GP	W	L	T	Pts
Courtenay Mustangs	2	2	0	0	4
409 Night Hawks	2	1	1	0	2
ADM Dragons	1	1	0	0	2
442 Haultik	1	0	1	0	0
407 Demons	2	0	2	0	0

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Drop in and watch it being cooked.

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The Findlay range used to cook the big roast will be given away free to the lucky adult who can guess how long it will take to cook this 100 lb. roast — Get your entry blank now from Fletchers — Winner will be announced on Wednesday, November 20, 1968.



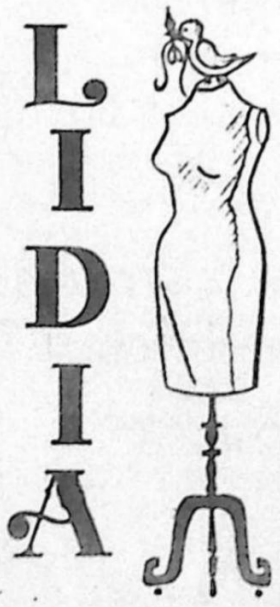
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 - Beef
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