



TOTEM TIMES



Safe Driving Week score - no hits, no runs, no errors

Vol. 9

CFB COMOX, THURSDAY, DECEMBER 12, 1968

No. 25

BASE COMMANDER'S CHRISTMAS MESSAGE



—Base Photo

Last week I had the pleasant experience of flying across Canada from Coast to Coast. As I viewed the panorama from the lofty height of around "six miles up," I could not help but think of all the things we in this great country have to be thankful for.

We are blessed with a variety of topography and climate — topography varying from oceans to large inland lakes with generous areas of flat prairie and majestic mountains interspersed with forest and rolling farm land. This landscape is dotted with villages, towns and cities. The climate produces four distinct seasons each year. In addition, our country is rich in natural and human resources.

Those of us who are fortunate enough to live in the Comox Valley are part of this dynamic whole while enjoying the finest scenery and climate in Canada. We enjoy living in an area where we as military servants are accepted as first class citizens and welcomed in all community activities. We are part of an important base containing the National Defence air elements for the entire West Coast.

Whether your work or your interest is in Search & Rescue, Transport, Maritime, or the Air Defence environment, or in the many areas that support our three squadrons, you have reason to be proud of the achievements of 1968. Our flying units have discharged their responsibilities in an exemplary fashion notwithstanding many problems and frustrations, and approach the new year better equipped to play their part in the defence of our na-

tion. We are better equipped in a material sense as well as in the knowledge that we have passed all evaluations of our capability and fulfilled all our operational requirements over the past year.

At the same time we have added to and improved our amenities on base to broaden our sports and recreational programmes. These projects have been enthusiastically supported by all. In the non-public funded activities, that is Messes, Auto Club, Exchange, Arena, and all the hobby clubs, we can be proud of last year's growth and look forward to greater development in 1969.

These accomplishments and the high state of preparedness for the future are only possible through the dedication to duty of all personnel on the base. In the "all" I include the dependents of our servicemen and civilian employees who put up with frequent irritations and family separations so that husbands and fathers can get on with the job. Being a part of this group of people is a rewarding experience.

I am proud of you and what you have accomplished over the last year; I congratulate you and thank you sincerely. I look to the future with confidence in the knowledge that I am supported by a group of dedicated, professional people.

My best wishes for a happy, enjoyable Christmas season and peace and prosperity in 1969.

Col. K. C. Lett,
Base Commander,
CFB Comox



OLD-FASHIONED Greetings

Sleigh bells jingle, voices ring out,
hearts are filled with Yuletide cheer—

We hope your Christmas will be as merry
as all the Yules of yesteryear!

Special fares for Yule travellers

OTTAWA (CFP)—Special fares for Yuletide Canada-bound groups of forces folk overseas have been released by Air Canada, according to an air lines tariff bulletin.

The rates cover two groups: 15 to 24 passengers and 25 or more. They become effective Dec. 1, and expire Jan. 31, 1969.

Cost of return fares to Montreal vary from \$271 (\$251 US) from Amsterdam to \$326 (\$302 US) from Rome for groups

of 15 to 24 passengers. Groups of more than 25 get as much as a \$49 discount on the above rates from some points in Europe while in other cases there are no fare changes.

Air Canada officials say Canada-bound groups must travel on the same aircraft unless space is not available, in which case other arrangements will be made by the air line. On the return trip, servicemen may travel separately but families

must travel together.

Jumping off points are: Amsterdam, Brussels, Cologne, Dusseldorf, Frankfurt, Glasgow, Hanover, London, Luxembourg, Paris and Rome. All flights will be made to Montreal. Travel to other points in Canada is the individual's responsibility.

More detailed information, including a list of fares, is being passed through the director general of personnel support program here by message to all overseas bases and formations.

REDUCED TAX EXEMPTIONS ON 1 JAN.

Commencing on the 1st of January 1969, exemption for income tax applicable to dependant children will be based on the age of the dependant rather than eligibility to receive payment under the Family Allowances Act. Except when liable for Quebec Provincial income tax, exemption for dependants under 16 years of age on 31st of December of the

applicable taxation year will be \$25. Per month under normal circumstances regardless of whether residence is in Canada or outside Canada. No exemption is claimable for Quebec provincial tax when dependant is under 16 years of age.

The exemption claimable for a dependant 16 years of age or more on Dec. 31 of the applicable taxation year is govern-

ed by the same criteria, i.e. age, full time attendance at university or school, mentally or physically infirm, earning an excess of \$950 per year.

Parcel pickup

The Postmaster Lazo advises that the Post Office will be open for business until 5:00 p.m. on Saturday, Dec. 21st. Also lock box patrons may pick up parcels on Sunday, Dec. 15 and Dec. 22nd at the side door between 11:00 a.m. and 3:30 p.m.

This service is to facilitate the movement of outgoing parcels to make space for the expected large volume of incoming parcels, on the following day. Patrons are to understand that this service applies to parcel pick-up ONLY!

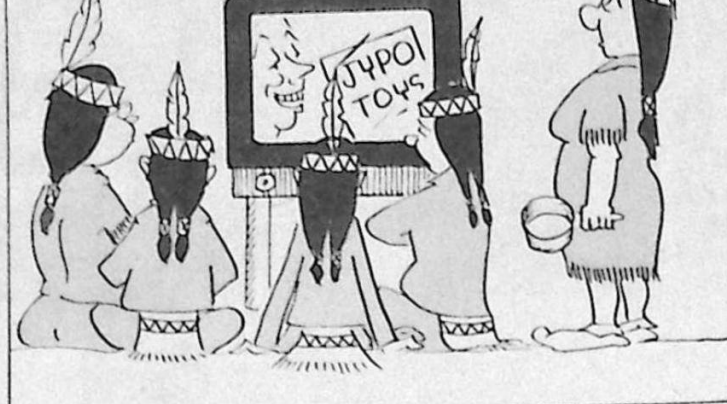
Decorating contest

The Mayor and members of the Wallace Garden's PMQ council are very pleased to announce the Christmas decorating contest to be held in the PMQs during the festive season. The prize of \$10.00 will be awarded to the PMQ resident judged to have the most interesting and colourful decorations on the exterior of their home. The judging will be held on Monday Dec. 23rd and the winner will be notified and announced in the next issue of the Totem Times. Until the 23rd, "good decorating."

... Totem Times staff

UNISKINS by mac

FOR TWO MOONS FAMILY WATCH MAGIC BOX IT TELL THEM WHAT THEY NEED FOR XMAS.



THEY TELL ALL THEIR WANTS TO JOLLY OLD MAN FROM THE NORTH.



SOMETIMES HIM NEED MUCH HELP.



O WELL CHRISTMAS COMES BUT ONCE A WINTER.



409 Sqn CO's Christmas message



This Christmas season, my first as the Commanding Officer of 409 Fighter Squadron, gives me my first opportunity to express by way of The Totem Times my pleasure in working with the squadron and my thanks for the excellent effort put forth by all the officers and men who form the 409 team.

The year, for 409 Squadron, has been a difficult one in terms of weather, hours worked, and the seemingly never-ending tests and examinations, but a brief glance at the record shows that we have met these challenges and have emerged with flying colors.

For example, our performance during the Tac Eval 68 was record-breaking. During the annual CALL-SHOT competition we fought a tremendous battle which resulted in our controller team winning the Tyndall Trophy, and the MacBrien Trophy finding, we hope, a permanent

resting place with 409. These honours reflect not only 409's performance, but also the outstanding support given by all base personnel, and in particular our maintenance organization with whom we work hand in hand.

I am well aware of the demands 409 Squadron has made on all sections of the base. We work at odd hours, frequently throughout the night, and we appreciate your accommodating efforts on our behalf.

To those whom we have kept awake with the sound-of-freedom afterburners, to our conferees in 442 and 407 Squadrons, to base personnel and their families, and to 409 personnel and their dependents, my heart-felt wish for a happy Christmas and a joyful and prosperous New Year.

Signed,
L/COL G FELTON HAMMOND
CO 409 Sqn.

Devil needs your help

OTTAWA (CFP) - Here's your chance to help the DEVIL and not get in trouble with heaven!

The Development of Integrated Logistics (DEVIL) has expanded into the maintenance field. Until September 1968, it was a supply program. It now includes maintenance.

To six, three-man study groups called maintenance planning sections (MPS) has gone the task of designing a Canadian Armed Forces maintenance system. Each section is represented by a member of the sea, land and air element.

Changes at the maintainer level, according to DEVIL Maintenance experts, will be small because the system will be designed with the maintainer's environmental requirement in mind. Changes which occur will be mainly at higher management levels, such as the management of maintenance information.

Here is a run-down of some of the problems and how you, the maintainer, can lend a helping hand.

THREE TO ONE

One of the most perplexing logistic problems in the Canadian Armed Forces is the production and distribution of maintenance information. For example, if one particular type of equipment was to be used by the three forces elements the required maintenance data would reach the maintainer in three different forms.

Currently these would be BRCNs, electrical mechanical engineer (EME) manuals, and engineering orders. These publications would contain the same basic information but would be produced in three different formats, be distributed by three different avenues, and be revised by three different methods. The solution to the problem is to have all maintenance instructions produced to a common format, distributed by one avenue, and amended by one method.

SOME ALREADY SERVE ALL

In recent years there has been a certain amount of maintenance information which has been used in common by the three environments. One example is the common usage of certain information pertaining to air-

craft maintenance which is issued to the three environments as one publication but with the appropriate MICN, EME manual, and EO identification numbers overprinted. Additionally, the EME maintenance management system for land vehicles is used by the air environment.

Further examples are some test equipment, radiac equipment and the FN-C1 rifle handbooks used by the three environments. Although this trend towards common usage of maintenance data is commendable there are still certain disadvantages to this system. There is still a need to cross-index and overprint the publications with another service's identification number. In some cases a separate system of distribution and revision is used.

DEVIL'S AIM

One of the initial projects of the DEVIL team is to recommend a common format for all maintenance instructions. Instructions issued under this format will be known as Canadian Forces Maintenance Administrative and Technical Orders (MATOs). This will eliminate the system of triplication which now exists. The use of a common format for all types of maintenance instructions will allow greater utilization of the "in-house" publishing facilities available to the Canadian Forces and will allow increased efficiency in the publication and distribution of maintenance information.

The immediate bonus to the maintainer would be in the more timely arrival of new maintenance manuals, and subsequently in an improved system of keeping them up to date. This common format will make use of the best ideas in existing instructions as well as new ideas. New methods of circulating maintenance information, such as the aperture card system, will also be carefully considered.

A GOOD START

DEVIL's first step in planning was to collect background material from as wide a range as possible. To date this has included format and maintenance specifications from the armed forces of Canada, the USA, Britain, and other countries. The working group

plan to visit as many of the Canadian Forces' maintenance facilities as possible in order to learn their requirements for maintenance instructions. They won't have time to visit all maintenance facilities, but request help from all maintainers.

Send your suggestions for improving current maintenance publications to Maintenance Planning Section 7, CFHQ/CTS DMG, Room 4403C, Cartier Square, Ottawa 4, ONTARIO. Here are a few ideas to help you start thinking on the subject:

- Are check list cards useful in your trade?
- Is the text easy to read?
- Are diagrams easy to read and use?
- Which would be the most serviceable -- looseleaf or bound books?
- Are there any special requirements due to your particular environment?
- Would micro-film card readers be better than books etc, etc?

ASRO BOUQUETS

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We haven't been able to get proof, but rumour has it that after a hectic week in Nanaimo he had to come back to work for a week so he could rest up before reversing direction and spending a "quiet" week in Campbell River. This should fix up his ulcer.

Elmo has gone into the holly business. He has an unlimited supply and has been seen presenting choice boxes of the stuff to senior personnel from the head shed. We suspect that there is an ulterior motive involved in this generosity and that he will soon be offered his choice of a number of most desirable postings.

Our spy reports Goldy cavorting in the Port Augusta pool - no not in that way - he entered fully clothed to pull out a tad,

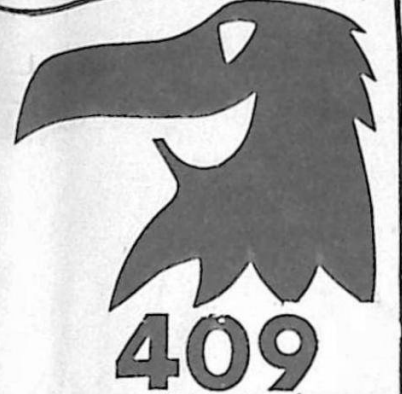
How many miles to Galena

BY RICHARD BISSELL

"Is this just a romantic illusion or are Canadians in general more attractive people than we

are?" muses American author Richard Bissell after making his way across the Canadian Prairies. Of wheat-growing in Saskat-

Night Hawk's Nest



Reports from my news hawks in Courtenay indicate that one of our Nighthawk leaders is a budding magician. Perhaps I should say an accomplished magician, rather than budding, since he does his disappearing act so well. He put on his debut performance at his home during a surprise birthday party. Like a good magician he diverted everyone's attention, uttered the magic words ("Poker Pot?") and disappeared into thin air. Several minutes passed and his guests finally found their host pretending to be resting his eyes in his bed. Completely impressed with such a feat they requested he rise and do the trick again. Their pleas went unanswered since the strain of such concentration was taking its toll. Apparently once a night is enough.

The Nighthawks have spent several days congratulating Captain John Harrison on his promotion to Major. Captain Garry Tomkins has come up with a solution for all the navigators that aren't making the jump from Captain to Major. He has suggested a new rank be established and call it Lieutenant Majors. That way you would still get the same pay as a Captain plus have the prestige of getting a promotion.

Captain Fred Williams had a busy time on Grey Cup Day. He celebrated his birthday and paid for it with all his winnings off of Captain Gord Saunders. Fred felt lucky and decided to sell his car. He figured Jethro would be a likely candidate and allowed him to have the first bid on it. Jethro jumped at the chance and offered a cool one hundred. Fred became dismayed and demanded seventy-five. Two minutes of haggling ensued and Jethro countered with fifty. After more haggling Fred gave his final offer - "take it or leave it, twenty-five". Jethro conceded that he was beat and agreed to buy for that price. Fred's luck ran out though when he approached the dart board. No names mentioned but if you are looking

for a couple of fish at darts just play Williams and Elphick.

Our squadron hockey team is still struggling for first place. Courtenay just managed to tie them during their last encounter, but we lost on the number of fans in the stands. We have a team that we can be well proud of and should show it by coming out and cheering them on. Don't sit around the house - come out to the arena. At least you can sit around and enjoy it. Why not make it a New Years resolution?

LCol Patterson, Major Kinsey, Captain Bartlett and Captain Mike Marsh paid the squadron a visit during the weekend. Unfortunately it wasn't a social call. However after all the work was done some time was found and old friends got together for a bit of conversation.

Christmas time is approaching and so are all those hectic days and nights that go with it. Enjoy yourselves but try to make it a safe Christmas too. Remember the adage if you drink don't drive besides its too much trouble trying to balance that glass when you're turning a corner. Merry Christmas - one and all from the Nighthawks and their families.

chewan, he writes: "There's nothing much to do after wheat is planted because the stems grow so close together there's no room for weeds."

HOW MANY MILES TO GALENA? is a record of the Bissell family journals in America -- from South Norwalk, Connecticut, to Fairbanks, Alaska, to small towns in Iowa, North Dakota, across the Prairie Provinces to big cities - Boston, Philadelphia, and Chicago. This book is not a travelogue, but a notebook of American impressions. It is part history and part scenery, part folklore, part self-revelation -- comic or otherwise and a good part Bissell philosophy, which is as refreshing a thing as you can find.

If you've ever packed wife and kids, family pet, luggage and paraphernalia in your station wagon and then taken off for places unknown, you will probably recognize yourself in How Many Miles To Galena? (or, Baked, Hashed Brown or French Fried?) Do you always take tennis rackets on your trip and never get a chance to use them? Do you enjoy wandering through a strange town and listening to a band concert in the town square? If you like hot dogs, ferryboats, and jolly filling station attendants, you probably already know what this amusing book is all about.

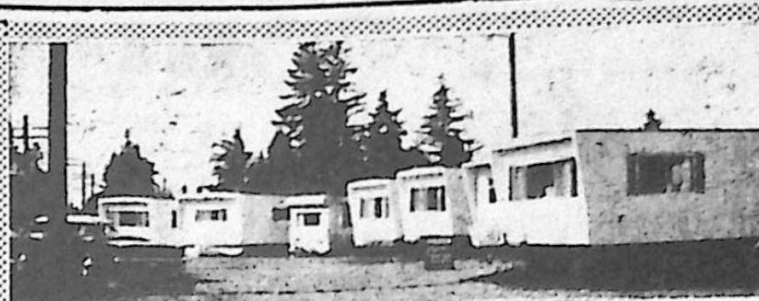
The author of 7 1/2 Cents (from which he wrote the original book for the prize-winning musical Pajama Game) and Say, Darling, among others, Richard Bissell is as devoted to his travelling as he is to his writing. A self-confessed "travel nut", he claims he travels "not to go anywhere, but to go".

— teenagers under age 19 are responsible for two-thirds of the car thefts in the U.S.?

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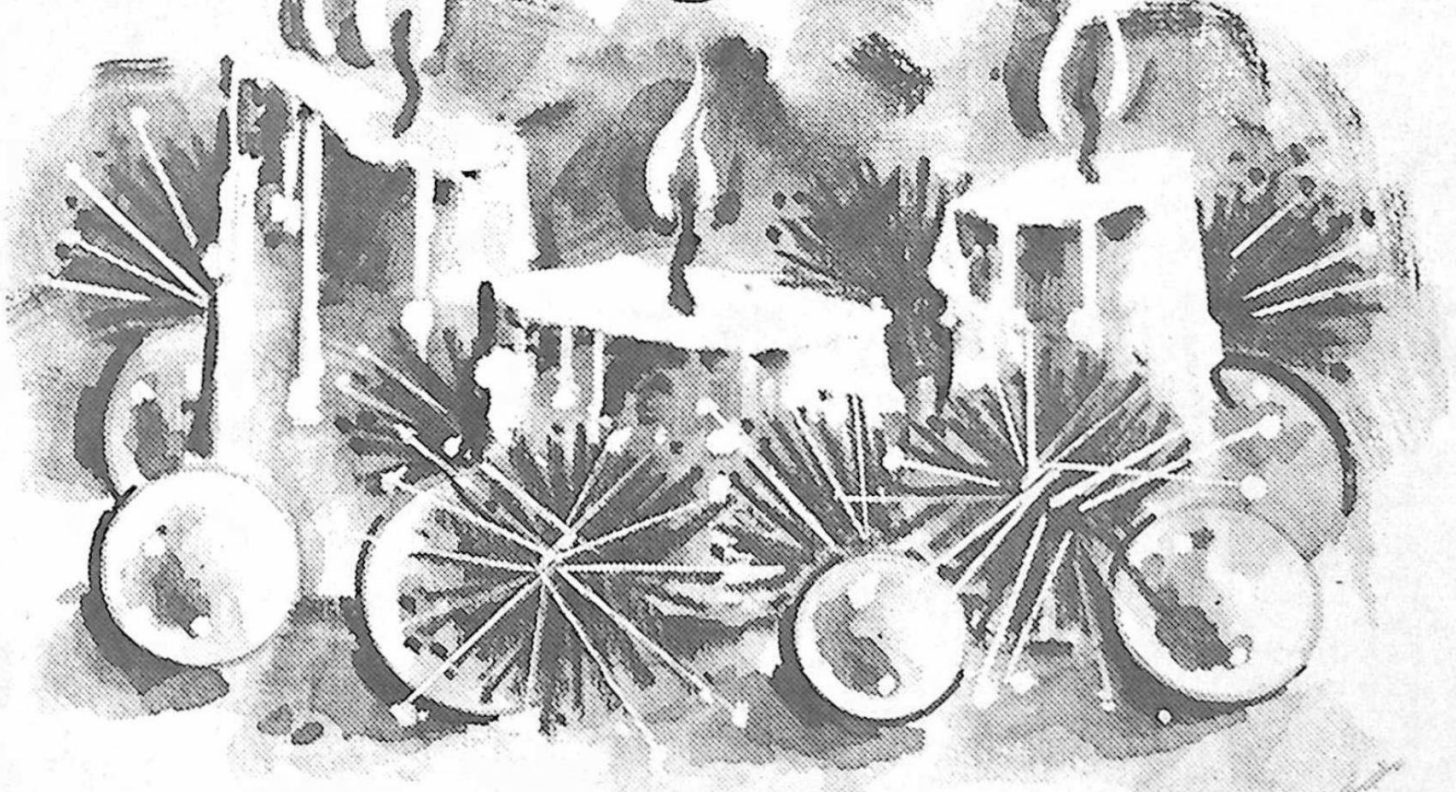
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407 Sqn CO's Christmas message



—Base Photo

The year 1968 has brought a number of major changes to 407 Squadron. The Neptune aircraft has been retired. In its place the larger and more complex Argus has arrived and is proving itself in current operations. A number of families have joined Comox in support of the Argus program. Different accommodations have been occupied.

Throughout this difficult period of transition the 407 Squadron team has continued to show a high standard of professionalism and "esprit de corps." All members of the Squadron, old and new alike, have been affected in some way or other by the need for retraining, relocation and readjustment. The various sections within the Squadron have performed in an efficient and effective manner during this period, and in particular the men who are responsible for maintaining and servicing the Argus. As your new Commanding Officer, I thank you for your support.

As the festive season draws near, my wife and I wish the 407 Squadron family a sincere and happy Christmas. With the approach of the New Year I am sure that "the 407 Squadron pride of professionalism" will continue to produce rewarding results throughout 1969.

Signed,
L/COL JOHN S MIDDLETON,
CO 407 Sqn.

COMOX G.C.A.

By JIM TREMBLAY

These three letters stand for Ground Control Approach, they also stand for an electronic runway which is visible through the eyes of a controller by means of a green dot which is seen and directed on a screen through radio to the aircraft pilot. At a given point, calculated in advance, is the long stretch of runway, all lit up, which now becomes visible to the approaching aircraft. An aircraft comes home safely from a mission, it does not matter what the weather is like, the pilot knows that this electronic angel will guide him home. Whatever the mission or the circumstances, this radar system has enabled the aviation world to carry on ward to progress and safety.

It takes good strong nerves to be able to control several aircraft awaiting landing. They must all come down safely, and they do. Aircraft are kept at different altitudes and in different zones while awaiting in-

structions from a controller, then are directed on the approach pattern, approximately five miles from the end of the runway, where the final controller takes over. After he carries out the landing check orally with the pilot, he directs the aircraft onto the final leg and the landing path. If conversation ceases for five seconds or longer, the aircraft pilot is to carry out an overshoot at a predetermined altitude and flight pattern.

Radar approach systems are constantly improving, however, the radar operators haven't changed very much. Their reactions to situations, however, are quick and precise. They have to be. When an aircraft comes in at a landing speed around 200 miles per hour, that little dot sure moves on that screen.

There are more pilots and passengers relaxing at home today because of these men and their approach system. Today, we salute the officers and men of the GCA system.

DEMON



DOINS

visited the home of the Eagles. They unfortunately had all migrated to the south for some sun and had locked their mascot in a very secure area. We did assure the poor birds that next time we would be equipped to liberate them from their bondage.

Having thus been foiled on our search for travelling companions, we did liberate a great number of apples. The journey home was quite uneventful, except for the early morning arrival at Comox to find that the temperature had dropped to below freezing. Whoever is ordering all this white stuff and cold weather, please refrain from ordering the stuff in such quantities.

In the new year there will be more. Last weekend your reporter journeyed to the other coast to study the situation and report back. 449 is settled down in there new quarters and the first course is in residence. Three of the U/ts from Comox are on the course. The pilots were just finishing their conversion and will soon launch into the remainder of the maritime course.

404 It seems has not heard from their world travelling mascot for over two weeks now, and were becoming quite perturbed. Buffalo Bill usually has not gone for this long without some word. It was insinuated that the Demons might be holding Bill against his wishes, but your reporter soon dispelled those rumours. However, if some Demon does have a house guest who never has seen a barber and claims to be an RO from the east coast, I have a message for him from Col. Souchen. He is to report back to his unit immediately, as he has been chosen again to be duty drunk at the Christmas party.

At this point I would like to extend to all a very Merry Christmas and a Happy New Year. Particular wishes to those who have helped me to put out this unpretentious little column in the past year.

See you all at the party and if you see a friend who shouldn't drive make sure you get him home without mishap.

Demons overseas in W.W. II

Part 2 of Extracts from the RCAF Overseas From the Collection of CWO Parker

THE BATTLE OF THE BAY From the moment France fell the Bay of Biscay area became one of the vital war centres. From the Biscay ports German submarines in packs went out into the Atlantic to harry our convoys; from these ports enemy surface raiders, too, might slip out to menace our shipping lanes. The Demon squadron was the first RCAF unit to take part in the battle, flying its Hudsons to a station in SW England at the beginning of October 1942. This new work, that of flying anti-submarine patrols over Biscay was much less exciting than its former role as a strike squadron smashing at German convoys, but it certainly was of equal importance.

November 1942, when the convoys of British and American troops were on their way to North Africa, was marked by an intensification of activity on both sides and several encounters took place between RCAF aircraft and enemy fighters, submarines and ships. The Demons first made contact with the foe on the 6th when three Hudsons sweeping an area 100 miles south-west of the Brest Peninsula were attacked by three Arado 196 floatplanes. Sgt. T. M. O'Neill, rear gunner in P/O L. H. Jenner's Hudson fired several bursts into one Arado which crashed into the sea. A second was driven off with its tail unit damaged after receiving bursts from FS J. D. Ferguson's front guns, and then the third Arado was seen to go down out of control. Only one of the Hudsons received slight damage.

A few days previously the Demons had lost their commanding officer W/C C. F. King when his Hudson crashed into the sea while engaged in low level bombing practice. The squadron now returned to East Anglia as its aircraft had insufficient range for the long patrols over the Bay. Quickly the squadron converted to Wellingtons and returned to the Bay in April 1943.

THE DEMONS RETURN

In April the Demon squadron, now equipped with Wellingtons, came down from Scotland to share again in the extensive operations over the Bay of Biscay, taking over the quarters of the RCAF Beaufighter squadron, which went back north. On April 19th the Demons began operations, making long night anti-submarine patrols over the sea. They did not have to wait long for action, as six submarine attacks were made during the first eight weeks.

The first two were made by F/L D. G. Pickard and his crew during the course of one patrol on April 21st. With a clear sky

above them and a calm sea below, the Wellington crew caught sight of a fully surfaced submarine and manoeuvred to attack which the enemy opened fire with cannon and machine guns. The Wimpy's rear gunner returned the fire and made hits on the conning tower. After the U-boat had submerged Pickard attacked from a low height, releasing depth charges along its track. All exploded but no results could be observed.

A few minutes later the same crew saw another submarine on the surface silhouetted in the moonlight. The enemy was apparently taken by surprise and once again the rear gunner was able to deliver effective bursts as the Canadians dived across the submerging U-boat. These encounters took place 150 miles or so north of Cape Ortegal.

A week later, on the 28th, F/O C. D. Cross, one of three pilots, out on patrol, made the Demons' third attack. After discerning a tell-tale wake, Cross sighted the submarine which opened erratic fire. The rear gunner replied until the enemy submerged. Once again depth charges were dropped from a low height, straddling the U-boat's track, but no results were seen.

On May 4th F/O B. W. Pritchard made the Demons' fourth attack. Despite a rough sea and haze, the Wellington located a submarine on the surface west of the Scilly Isles and closed in to attack. Depth charges were dropped over the swirl where the enemy had crash-dived.

A daylight patrol on the 24th led to a fifth encounter when P/O E. L. Shuttleworth, second pilot with FS N. C. C. Luther, sighted a wake eight miles ahead of the Wellington as it patrolled north-west of Cape Finisterre. The U-boat crash-dived before an effective attack could be made. After stalking the enemy for a time Shuttleworth again sighted his quarry, or another submarine, on the surface, and Luther dived out of the sun to attack. Once more the enemy disappeared beneath the waves before the Wimpy was in a favourable position.

EARLY SUMMER

These five attacks produced no definite results, but a sixth, carried out by F/L G. C. Walsh during a daylight patrol in early June, appeared to be more successful. As the Wellington was flying through scattered stratus clouds the second pilot, P/O W. C. Otwell, caught sight of a submarine wake two miles to starboard. The enemy had just started to crash dive but, swinging about on his course, Walsh dived to the attack and released depth charges 18 seconds after

the U-boat disappeared. All exploded, straddling the track of the sub. and for 10 minutes bubbles continued to rise to the surface, spreading over an area 60 feet in diameter. When the bubbles ceased oil and scum came to the top, forming a huge patch 400 feet across.

These crews were the lucky ones, however. The majority completed their day or night patrols without any such excitement. On many occasions fishing vessels and infrequently aircraft were sighted. Sometimes the latter proved to be other friendly machines out on patrol, but a careful watch had to be maintained at all times lest the distant speck in the sky grow into a Junkers or a Messerschmitt. One air combat did take place.

Enemy aircraft appeared to be especially active on the 29th. One of the three Wellingtons which the Demon squadron had out over the Bay that night sighted several hostile machines, but successfully evaded them. A second, piloted by S/L R. Y. Tyrrell, was attacked by two enemy aircraft, probably Me. 210s or 410s, carrying orange and white wing-tip, or nose lights.

Tyrrell skilfully evaded the first as it closed in, firing cannon and machine-gun bursts at close range. As the enemy broke away the Wellington's rear gunner, Sgt. R. W. Johnson, fired a burst into it. The second came in, opening fire at long range and closing to 150 yards. Once again Johnson brought his guns to bear and saw a flash in the enemy plane followed by flames. The Hun disappeared in the distance, apparently on fire. Three more Jerries then appeared, taking up position on each side and to the rear of the Wellington. The two flank machines attempted to attack but once again Tyrrell's skilful evasive tactics shook them off and S for Sugar returned to her base unscathed, with one probable victory to her credit.

As the third Wellington, bearing Luther and his crew, did not return that night it seems probable that it was intercepted and shot down. This was not the only loss suffered by the Demons during their participation in the Battle of the Bay. Late in April one Wellington crashed into the sea when returning from a night patrol. The whole crew was lost. A month later a third crew failed to return from another night sortie.

All the squadron's work was not destructive in intent; errands of mercy too were flown. On one of these Pickard, carrying out an air-sea rescue search on a day of poor visibility, located a Sunderland flying-boat which had landed on the sea to pick up the crew of a dinghy and directed a destroyer to its assistance.

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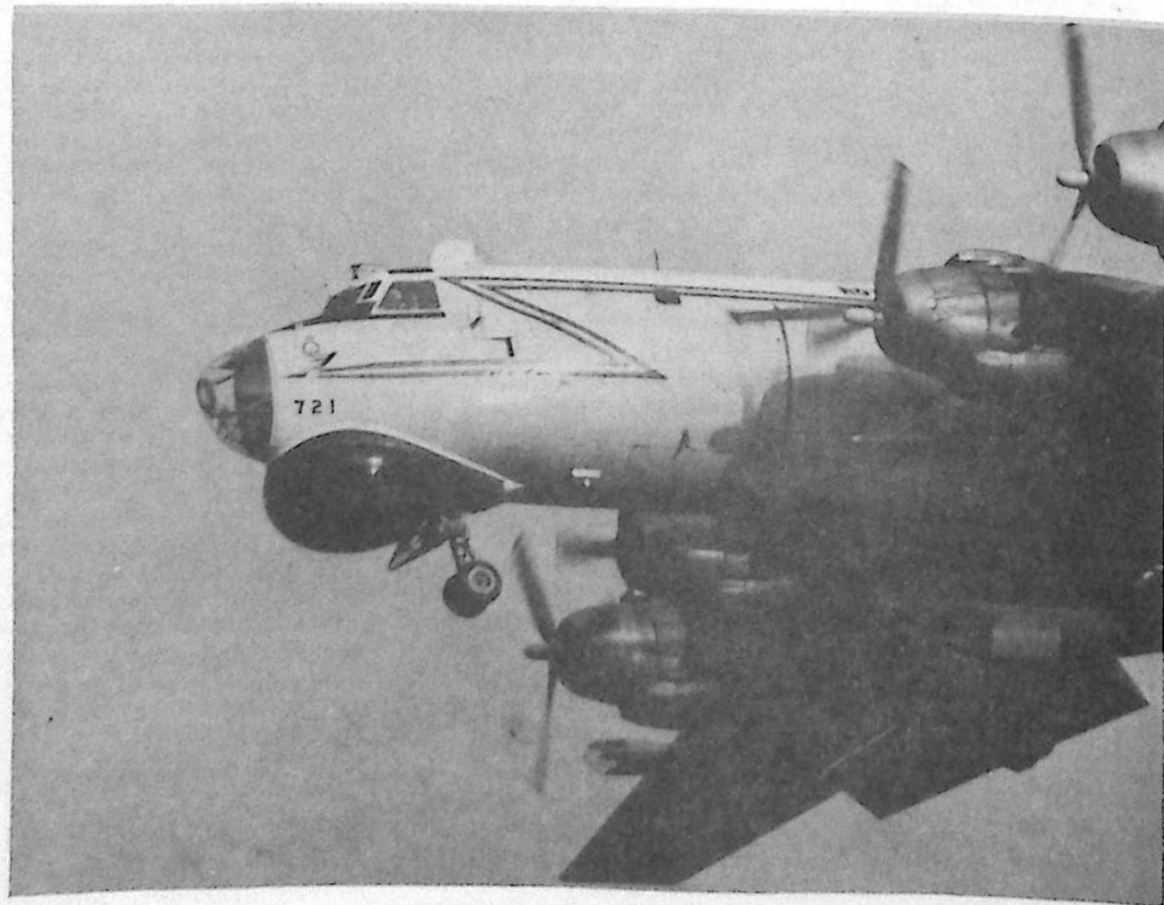
GOVERNMENT OF BRITISH COLUMBIA



Department of Finance
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MISSION ACCOMPLISHED, the huge Argus patrol bomber is finally under Ground Control. The patrols go on in all types of weather conditions throughout the year, and GCA must continually be up to the task of getting the big birds near the ground for landing.

—Jim Tremblay photo

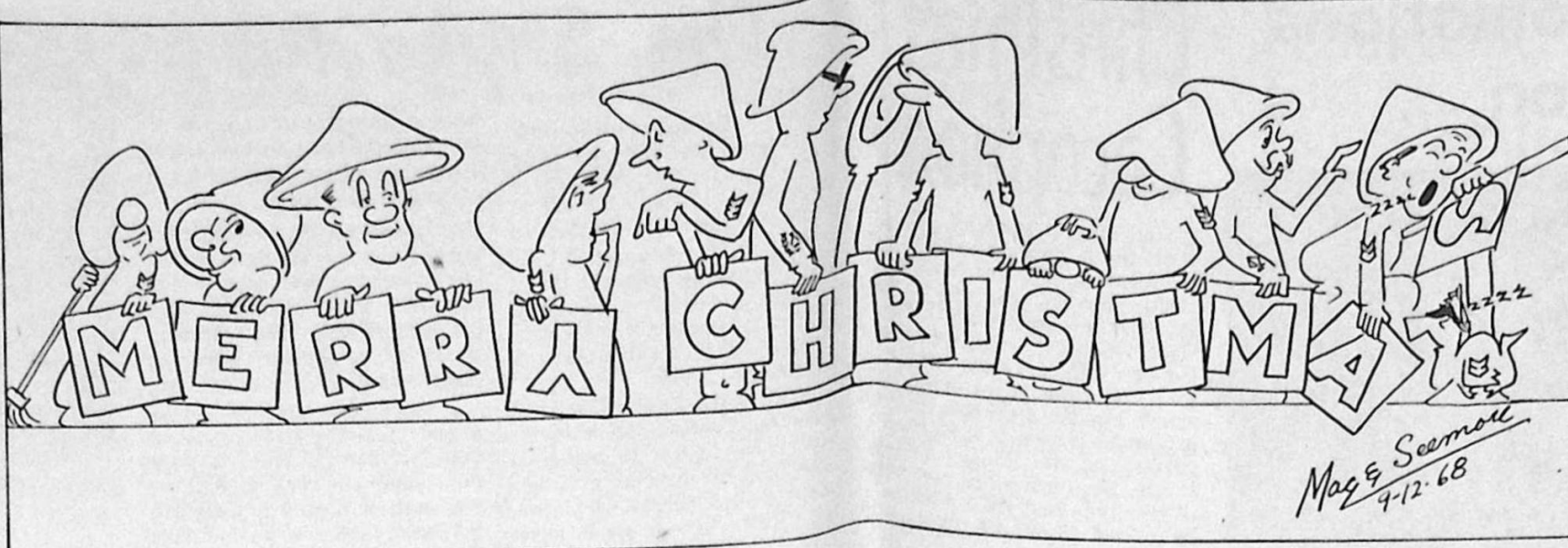


WITH WHEELS DOWN and locked the Argus is on final control and will soon be landing. The only problem remaining for the pilot at this time is to contain the back end crew to remain on board at least until he gets the aircraft parked. 18 hours in the air is a long time.

—J. Tremblay photo

FUNGUS FEATURES

by Mac



442 Sqn CO's Christmas message



I speak for all the personnel of 442 Transport and Rescue Squadron as I wish all CFB Comox service and civilian personnel a Happy Christmas and a successful New Year. The past year for our squadron has been busy, and in our search and rescue role, unusually successful. The airline continues its superlative service both locally and in the far North where our squadron and its personnel have spent a great deal of time in the last two months.

It would be remiss of me not to take this opportunity to not only wish my squadron personnel a happy Christmas and prosperous New Year, but to express my appreciation to the families of the

squadron personnel who grin and bear our quick departures and extended stays away from home. In this regard it is of some comfort to know that there are nearly one hundred people that are able to take part in the season festivities that would not have had the opportunity except for the services we were called on to perform. I would like to express a special thanks to the Base Medical staff for their part in our mercy flight operations.

May you all have a happy and pleasant Christmas and we wish you well in 1969.

Signed,
L/COL DM PAYNE,
CO 442 Sqn.



FROM UP IN MY PERCH

While digging around in my ol' kit bag last week I came across the first meal card I ever had in the Air Force. This old memento caused me to ask myself "how long has it been since I treated my taste buds to the culinary delights of a meal in the Mess Hall?" "Simply ages", I answered myself "I think the last time was when I was Orderly Sgt. but I was so busy with my duties I really didn't get a chance to enjoy the meals. I'll have to do something about that" I told myself. I resolved to rise early the next morning and visit the local eating hall and to quit talking to myself before they took me away.

The next morning I arose at such an hour that I will keep the figure to myself, and ambled down to the Mess Hall. I was greeted at the door by a sleepy-eyed Orderly Cpl. who had difficulty making change from 35 cents. Inside were six of the local storm troopers, dressed in their snappy bush suits made of factory rejected sacks from "Swifts of Canada," who were equally sleepy-eyed, being on the last part of their "fun" shift. Other than these gentlemen and the staff, I was the first one in that morning.

In the "good ol' days" the line up would have stretched outside the door, as the Station Gormets tried to get the first breakfast issued for the day, thereby winning the coveted "warm egg breakfast" award given by Warntosser i/c the Mess Hall. Never being famous as an early riser I became accustomed, nay, addicted to the standard "breakfast, airman for the use of, each one". This Epicurean delight consisted of two eggs, covered with white cold grease and hard as the SWO's heart. Two slivers of bacon, dry as the PAO's wit and two pieces of toast, cold as the SMO's stethoscope, and coffee from the bottomless coffee urn that never got empty, they just kept filling it. Legend has it that SMOs had their own secret additives to this brew, but surveys of chronic pregnancy problems in the vicinity of military airports have dispelled this rumor.

As I stepped up to the steam table I was shocked by the many changes in the traditional system, the first of which was tea

spoons in with the standard knives, forks and tablespoons. This addition was undoubtedly made by a sharp economy-minded politician who realized that if tea spoons were issued the sugar consumption would drop. As I moved along, the lady behind the steam-table said "yes Corporal, (they still call me Cpl. sob) what would you like". What kind of a question is that? "Breakfast, of course" I answered smartly. "I know that Cpl." she answered coldly "but what would you like for breakfast?" I was stuck for an answer, never in my entire (what I laughingly refer to as my) "career" had anyone in a mess hall asked me what I wanted to eat. "What have you got?" I parried. "Well" she answered, sucking in her breath "there's choice of juice, hot or cold cereal, eggs any style, grilled bacon or sausages, hot cakes, french toast, maple syrup, raisin muffins, white and brown fruit bread, toast, butter, assorted jams, honey, marmalade, peanut butter, syrups, ketchup, sauces, half grapefruit, oranges, stewed prunes, apricots, tea, coffee, milk or cocoa." "Is that all?" I asked. "I guess I'll have two eggs over easy, please".

By the time I got my juice and coffee my toast buttered and my apricots - over to my table, the eggs were still hot, the grease still transparent and the melted butter was still running over the edge of my toast. What kind of a meal was this for an ol' vet? I lost my appetite. This was almost like home, it was a waste of effort to get up early just for this. Gone are the chances for a medical pension engineered by constant eating in the Mess Hall. Sadly I took my still full plates up to the return wickets. The man inside smiled at me and asked if I wasn't feeling well. Smiled at me, this was too much; in the old days we used to look forward to returning our dirty dishes as one of the highlights of the meal. Who can forget the joys of baiting the mad airman who was either on duty Watch or C.C. and unfortunate enough to incur the wrath of the mess Sgt. thus winning the mess halls prize occupation.

As I trundled over to the hangar I couldn't help overhearing two young Cpls talking. They were complaining about having

too many steaks on their weekly menu. Gone are the days when the measure of an Airman's manhood was eating three meals in the Mess Hall then smuggling himself in for the late meal.

Clutching my old meal card a little tighter I hurried on to return it to my kit bag. On the way I noticed:

Everyone heading for the Base Theatre to hear a talk on Men's Postings and Careers, or as it was generally referred to "The CFHQ Laugh In." Tagging along I found that the word was "not good," on promotions. It seems the prime requisites for promotion are a close relative in parliament, the ability to speak two languages and the faculty to march on water. The word on postings was "Go or Git," as simple as that. In all the talk was very informative. The question and answer period was, as the usual case, most amusing. One chap, in a great fit of bitterness, got his mouth going, then left it running. The others supplied much material for my forthcoming book entitled "Eighteen Years in this Crummy Outfit and Still Pushing a Broom."

My next door neighbor has just been posted to one of the Embassies overseas. A couple of the more recent highlights of his career are two years at Colorado Springs and just being made Sgt. Does it hurt when you sit on that horseshoe Ted?

I spent the entire last weekend pacing up and down the floor sweating under an engine transplant in my little car. I am happy to report that so far the operation seems to have been a success with no signs of rejection so far. RUMOUR OF THE MONTH: As a Christmas gesture, the Telecom Ground section is going to pipe Christmas Carols through the Base P.A. system.

RUNNER UP FOR RUMOUR OF THE MONTH: Cpls with four years or more in the rank will be made Sgt. effective Oct. 1st. MUSHROOMER: The Labradors are to carry spare engines in the future. These will be disguised as spare wheels and mounted just ahead of the fuel tanks.

HAPPY 39th
BIRTHDAY
LUCY BIRD

FIGHT TUBERCULOSIS AND OTHER RESPIRATORY DISEASES



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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!



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Wacey Forces record jumper

OTTAWA (CFP) - Who's the "jumping jack" in military service today?

He's Corporal Bill Wacey of base Trenton's 424 squadron and he's jumped out of aircraft 630 times in his para-rescue duties. And for fun, as a member of the Trenton sky diving club, of which he is president, he has more than 560 leaps-to-land in his log book.

His nearest rival, and for many years the top jumper in the Canadian forces, is Warrant Officer Bob Crebo of base Edmonton.

Since graduating from the first parachutist course in 1947, and entering the search and rescue

business to become chief instructor at the survival training school he has amassed 604 official jumps.

Both airmen are safety systems technicians. Also moving up the ladder of leaps is CPL. Gerry Vida, a signaller with Princess Patricia's Canadian Light Infantry at Edmonton who has 420 "amateur" free falls to his credit. Gerry represented Canada at the 1965 Adriatic cup world parachute championships held in Yugoslavia.

INSTRUCTOR CREBO
According to Crebo it is now a pleasure to jump from an aircraft because of the improved boots,

headgear and modified parachutes available to the military jumper.

"We can now tear our chutes and land with greater accuracy and more important, the landings are much softer," claims Warrant Crebo.

With the exception of 10 jumps made with the army Cpl. Wacey has made all his para descents in the past eight years with the light blue force. An enthusiastic sky diver, Bill began hitting the silk with the Toronto parachute club before moving over to the Prince Edward sky diving club which was renamed for Trenton because so many members hail from that area.

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Lively selection in checks and Tweed blends, you will be pleased. Corduroys and Blazer styles.
Popular Price
\$37.50 up

Holiday Fashions

"Dress up" for the coming "Holiday Season." We have a choice selection of Dress Suits, Co-ordinates, Sport Jackets and slacks, "ready to wear." Come and see us for good service and quality clothing.

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Drapeshire and Saville Row and Lounge. 2-button styling, side or centre vents. Worsteds, Glen checks, Mohair blends.
Suit Prices

\$79.50 to \$100

Co-ordinates

\$69.50

SLACKS

Don Parker and Style master, Canada's finest woolen dress slacks, quality guaranteed, neat appearance a "must".
Popular Price

\$17.95 up



DRESSING GOWNS

Colorful selection in attractive checks, fully washable. Sizes S, M, L and OS. Gift boxed Christmas priced

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"MERRY CHRISTMAS"



TURTLE NECKS

The swinging sweater style of the season. Large selection in orlons, orlon and wool blends and pure wools. All colors. Sizes S, M, L & XL
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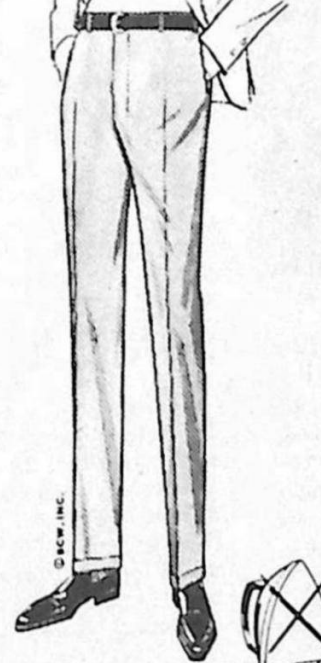
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DRESS SHIRTS

Excellent quality Perma-Press shirts Whites and pastel shades in mint, yellow or blue. Sizes 14 1/2 to 17. Can be worn for dress or sport shirt.
Christmas Special

\$3.95



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\$9.95

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Signed,
Russell H. Rickson

C. S. O.

This is a Christmas Shopping Order to all readers. Bill Rickson Menswear welcomes you to "Christmas shop" in the friendly atmosphere of Courtenay's largest exclusive Menswear centre.

Yes! We are a little crowded for space — with such a large and excellent choice of quality menswear — but our friendly staff will help you make the right selection. After Christmas we gladly make exchanges, refunds or order what you would like.

"Shirts, sweaters, ties etc — gift boxed free. Suits and sportcoats — come with a neat zipper front, plastic travel bag — at no extra charge.

Good accounts welcome—no interest charges. Thank you for reading and heeding this order.

Good shopping!

Santa brings two promotions to 442 Squadron



WO R MURRAY received the surprise of the year when **SAMO Captain J McNeil** presented him with his Master Warrantors badge. "I was never quite sure there was a Santa until this happened," said **MWO Murray**. — Totem Times photo



NEW SGT. Moe Mousseau displays the short end of his tie. The custom of cutting off the tie when a promotion occurs all but died out in October of 1966. Old stalwarts in the Sgt Orderly room revived the custom for this momentous occasion. — Totem Times photo

Seemore scores suggestion award



SEEMORE SCORES SUGGESTION AWARD . . . In response to last issues Hospital Humbug in which the Hospital staff complained of the severe lack of facilities aboard the Labrador, 442s capable Modification Section came up with a quick fix to the problem. The section head, good ol' Seemore, with an eye for a quick buck submitted the idea to the Suggestion Award Committee. The SAC accepted the idea as an intangible saving, therefore awarded an intangible amount of cash. — Base photo

Ed's note — It's good to see some problems which computers can't solve!



Christmas Cacophony

Well faithful readers, it's almost the festive season again in the wonderful world of Cobocland. Pretty soon the snow will be flying and the die-hards from Coboc settling down in their winter routine. Cobocers are pretty flexible creatures and aren't exactly dependent on any particular season to enjoy themselves in the Comox Valley. It may be worth a few moments of your time to discuss what will be taking place over the next several months.

The hot wine season is almost here. This is not directly affiliated with ski season, however, the two seem to go hand in hand. Provided the weatherman co-operates, the Forbidden Plateau will soon be going strong and skiers both male and female (we hope) from all over Vancouver Island will be congregating on the slopes. After a hard day of boring down the slopes for one or two hours what could be more relaxing than a six or seven hour debriefing around a vat of hot glu wine? The trio in the Sugar Shack, Coboc's answer to Stein Erickson, Jean Claude Killy and Nancy Greene, won't mention who represents Nancy until Pierre gets his new laws through Parliament expect to hold quite a few of these affairs over the next few months.

It's about time to warn the senior Officers of CFB Comox about the up coming annual Coboc Christmas carolling. This is a rather quaint little custom whereby a small hoard of Cobocers make their way around the Winner's circle in PMQs and display their Mormon Tabernacle Choir like rendition of the various carols. After a few songs the senior officers are expected to invite our free lance Nelson Eddys inside and come across with some Christmas cheer. Should our bosses appear somewhat reluctant to let us in we simply continue singing until they give in or else somebody calls the Comox dog-catcher. We usually try to visit everyone from the Base Commander to the newest Corporal in PMQs, however, we have yet to make it past the rank of Major, although we try pretty hard.

About this time of year, Cobocers become pretty benevolent and make a sincere effort to forget all differences with our various arch-enemies. We even manage to include the Officers Wives Club if only for the festive. Actually the wives haven't been treating us all that badly lately. Once they drove us out of house and home on good old CFB Comox, and forced most of us to take refuge somewhere out there amongst the civilians, they were seemingly content to leave us alone. What seemed like a good deal from CFBQ in allowing single people to live off base, was actually an Officers Wives plot to take over the messes and institutes completely. Once the single officers were driven away, the last bastion of defense against a wife takeover on the base was removed and all that remains now is their final onslaught. For years the single officers have been warning everyone about this, however, their cries of subversion were mistaken for misbehaviour and we eventually threw in the sponge. Rumour has it that the wives will be infiltrating Base Administration next and instead of Big Brother giving us the evil eye it might just turn out to be Big Sister.

Well dear readers, that's about all that's going on right now. It looks as if we should all have a fun time in the next while. All we need now is enough time off from our bosses so we can all entertain ourselves in the manner we so richly deserve. If you should come across something lifeless lying around, either on the slopes, or at a party, don't kick it as it might be a Coboc member. Until next time cheers.

The Arms of Krupp

"The first Krupp came out of the woods . . . He could just as easily have sprung, order pad in hand, from the hot loins of a dragon", writes William Manchester on the beginning of the Krupp dynasty 400 years ago. That oldest of Germany's dynasties ended in August, 1967, with the death of Alfred Krupp.

The Arms of Krupp is more than the incredible story of an incredible family; it is also the story of centuries of German, and indeed of European history. Because the Krupps made history, as they stormed through it. Their cannon won the Franco-Prussian war at Sedan and they armed the Kaiser's armies and navies in World War I. Rearming secretly after the Treaty of Versailles, by 1926 they had perfected the panzers which were to overrun France, and in 1940 their cannon actually shelled England across the Channel. By 1945 the Krupps ruled 138 privately-owned concentration camps, and Hitler honored their loyalty by decreeing special tax exemptions which continued to be binding in post-war West Germany. They survived a Nuremberg conviction to become the dynamo behind Europe's Common Market.

William Manchester has devoted more than seven years to the preparation of this volume, interrupting his research only when John Kennedy's widow asked him to write The Death of a President. In a letter to Mr. Manchester regarding the present book, William L. Shirer wrote: "As in the President's book, you have organized an immense amount of material superbly. It was a worthy subject and a tremendous challenge, and you have done wonderfully well. Finally out of so much documentation and other material you have fashioned a gripping narrative which is a special achievement."

The author, who holds three academic degrees, is a Purple Heart veteran of World War II. He has written nine books, and his last one The Death of a President has sold over 1,250,000 copies in the United States and has been translated into 15 languages. In 1967 he was awarded the Dag Hammarskjold International Prize in Literature.

RUMBLE SEAT

The two-seat version of Canada's CF-5 tactical close ground support fighter, the CF-5D, made its initial appearance last month at base Cold Lake, Alta. It is the first of some 22, two seaters which form part of the 115, CF-5 being built for the Canadian Armed Forces, (CFP)

The Snake Pit

Dear Santa,

I know it's still a little early for letters, but there are many things I would like, and some of them might prove difficult. I would like you to understand that I have indeed been good. Oh, there were slips like the time I mistook Seemore for the Great Mushroom, but that's not too serious, is it? What's that thundering sound?

First, Santa, I would like some sunshine. I mean the kind you don't have to put in bottles. I know that mushrooms are supposed to like dark, dark places, but a little light would be nice. Is there anything you can do about those flight engineers? I've tried CR action, but no one seems to listen to me. It's not that they don't do their job or that they're unfriendly, but they do lack the appeal that is found in the cabin crew of civilian airlines.

Just so you don't think I'm selfish, I would like you to bring a little something for F Troop. It doesn't have to be fancy, just something to let them know there is someone who cares. Don't put yourself out on their account. I know that mountains are very scenic, and all that, but perhaps you can take some of ours away and give them to an underprivileged country somewhere. Winnipeg might like them. The tourists might object, so perhaps you could think of something extra special for them. Free passes on Kamikazi Air Line might do the trick.

While we're on the subject of KAL, I'm sure they would like some new terminals to visit. They must get terribly bored churning around the larger centres in Forfortoo land. I realize this will be difficult as their aircraft tends to fly slowly, but I'm sure an aviator of your experience can come up with something. Swept wings on their aircraft might do the job.

I don't know what to ask you to bring to Search Flight. A youth potion might be appreciated. Or perhaps a Penticton in every search area. They are generally pretty easy to please though, so don't worry about their equipment. And please, Santa, don't forget our operations people. They

have a lot of people picking on them all the time, so they might appreciate a large, vicious dog to stand guard for them.

This next might prove difficult, but is there any way you can fasten a large rubber band to our Albatrifi? That way when they get into trouble they will snap back home without requiring major surgery away from base.

I would also like you to take a pad of flight plans to every light aircraft driver in Forfortooland. You could as well issue each of them with a big ball of string and insist that they tie it to the aircraft before they take off.

The navigators are a very underprivileged lot who really deserve something extra. Perhaps you can bring them some pilots who will always obey instructions, and who will fill out their own claims.

That's about it, Santa. As you can see, my requests are very reasonable.

Hopely yours

Haltick.

P.S. — Don't forget to file a flight plan.

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Thurs., Dec. 12

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Anthony Newland, Christopher Lee

Fri., Sat., Sun., Dec. 13, 14, 15

Blow-Up

RESTRICTED: — No admittance to anyone under 18 years of age.
Admission — Adults \$1.00, Teens 75c

Thurs., Dec. 19

Manificent Seven

Yul Brynner, Steve McQueen

Friday., Dec. 20

Frozen Dead

also **It** DOUBLE HORROR

Saturday, Dec. 21

Nevada Smith

Steve McQueen, Carl Malden

Sunday, Dec. 22

Becket

Peter O'Toole Richard Burton

Thursday, Dec. 26

A Man Could Get Killed

James Garner, Sandra Dee

Friday, Dec. 27

Die Monster Die

Boris Karloff

also

Ghosts

Barbara Steele, ePter Baldwin

DOUBLE HORROR

Saturday, Sunday, Dec. 28, 29

Cool Hand Luke

Paul Newman, Jo Van Fleet



EX 407er GREASES ONE ON!

ESQUIMALT, B.C. (Dec. 2) — A twin-engined aircraft, based with Naval Aviation Squadron VU 33 at Patricia Bay, executed a successful wheels-up landing at 1:50 p.m., November 27. The anti-submarine warfare aircraft slid several thousand feet on a foam-covered runway prepared by the DND fire department at the base, before coming to rest some 200 feet off the end of the foam.

No one was injured and minimal damage was done to the airplane.

The pilot was air force Captain E. Ross McGillivray, 1084 Verdier St., Brentwood. The only other person aboard was his observer, Leading Seaman Omer H. Fortin, 2296 Henry Ave., Sidney.

The aircraft left Patricia Bay for a return flight to

CFB Comox at 8:30 a.m. On returning, two squadron aircraft were sent up to see if there was some visual sign of failure of one of the Tracker's wheels to "let down." The other wheel functioned normally.

When all efforts to correct the malfunction failed, a decision was made to land with both wheels up. The decision was made shortly before noon. For the next two hours Captain McGillivray circled the airfield using up as much fuel as possible and preparing for the landing.

Two "dummy" runs were made before he set the crippled Tracker down in what newsmen at the scene termed, "as graceful and beautiful as a sea-gull's glide."

ED. NOTE — The radio officers and navigators extend to Capt. Ross McGillivray a hearty good show.

Rainbow Joins Fleet

NORFOLK, Va. (CFP) — De-commissioned, recommissioned and re-christened all in the same day!

That's what happened to the US Submarine Argonaut here Dec. 2, when she became HMCS Rainbow (SS-75).

LCDR P. C. Taylor, USN, commanding officer of the Argonaut, read the decommissioning directive at this sprawling U.S. naval station ending the submarine's 23 years of active service in the U.S. Navy. He then turned to the Canadian crew and gave them the traditional toast "Fair winds, blue skies and following seas."

Accepting the ship from U.S. Admiral Arnold F. Schade, commander Atlantic fleet submarine force, was Commodore A. G. Bridgeman, director general maritime systems.

"I name this submarine Her Majesty's Canadian Ship Rainbow, and may God bless her and all who serve in her," said the wife of Vice-Admiral J. C. O'Brien, commander of maritime command, as she re-christened the submarine.

Vice-Admiral O'Brien called on the Rainbow's crew to "Cherish and build on the traditions of our submarine service."

The new skipper, LCDR. C. E. Falstrom, and his crew have spent three weeks training aboard the submarine. She is now making her way toward Esquimalt, B.C., her new home port. Accompanying her part of the way are the helicopter destroyers Skeena and Annapolis which were in Norfolk to participate in the ceremonies.

The Rainbow is the second Canadian naval ship to bear that name. The first, a light cruiser commissioned in 1910, was the first ship in the Royal Canadian Navy.

The Argonaut was commissioned in January 1945 at Portsmouth, N.H. On her only war patrol she sank one cargo junk and rescued a downed American pilot.

She is 312 feet long and armed with 10 torpedo tubes, six forward and four aft. A fleet snorkel submarine, the Rainbow has a complement of 85 officers and men. Powered by four diesel engines she has a speed of about 10 knots submerged and 18 knots on the surface.

The snorkel system, a means of taking in air and charging batteries without surfacing, permits her to operate underwater as long as fuel and food supplies last.

Pay Reserves

New rates of pay for Reserve members of the Canadian Armed Forces to be effective from October 1, 1968 have been announced by the Honorable Leo Cadieux, Minister of National Defence.

A modification of the Regular Force pay structure, the new rates are based on a 6.5% increase in the current Reserve Force payroll and reflect re-defined tasks for the Reserves in various categories of duty and training.

New definitions of duty and training for the reserves include normal duty or training at local headquarters, temporary duty on staff or course for a period in excess of 14 days and full time duty in a Regular Force establishment position.

Pay in the first two classifications are based on daily Reserve Force rates, while members of the reserve on full time duty are paid Regular Force rates.

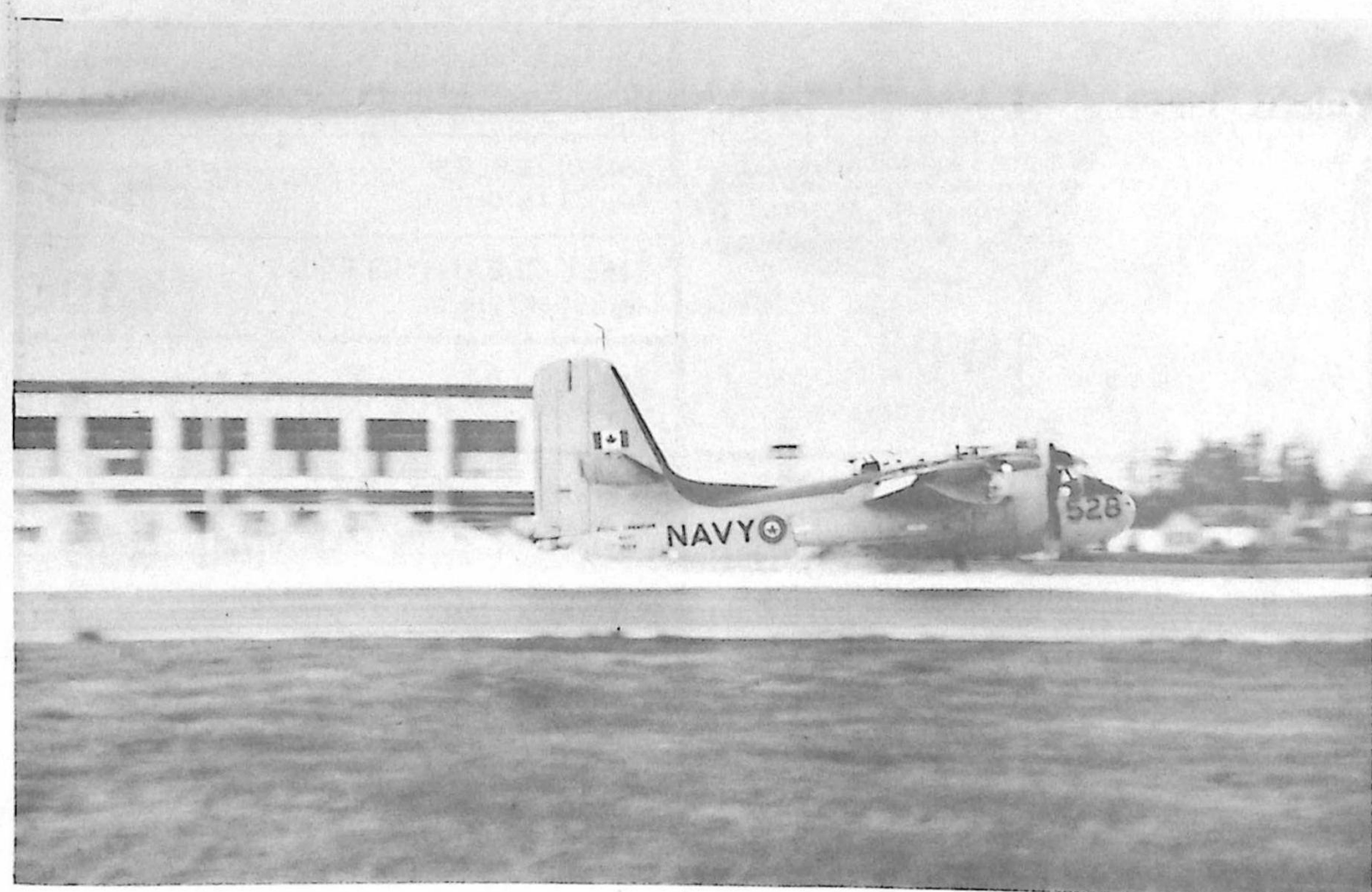
Under the new system, a private will receive \$5.20 a day, an increase of \$1.07; a Sergeant \$11.60, an increase of \$2.43 and a Major \$26.20, an increase of \$6.20.

Preparation - foaming the runway



—C.F. Photo

Landing - both engines feathered



—C.F. Photo

A HAPPY ENDING

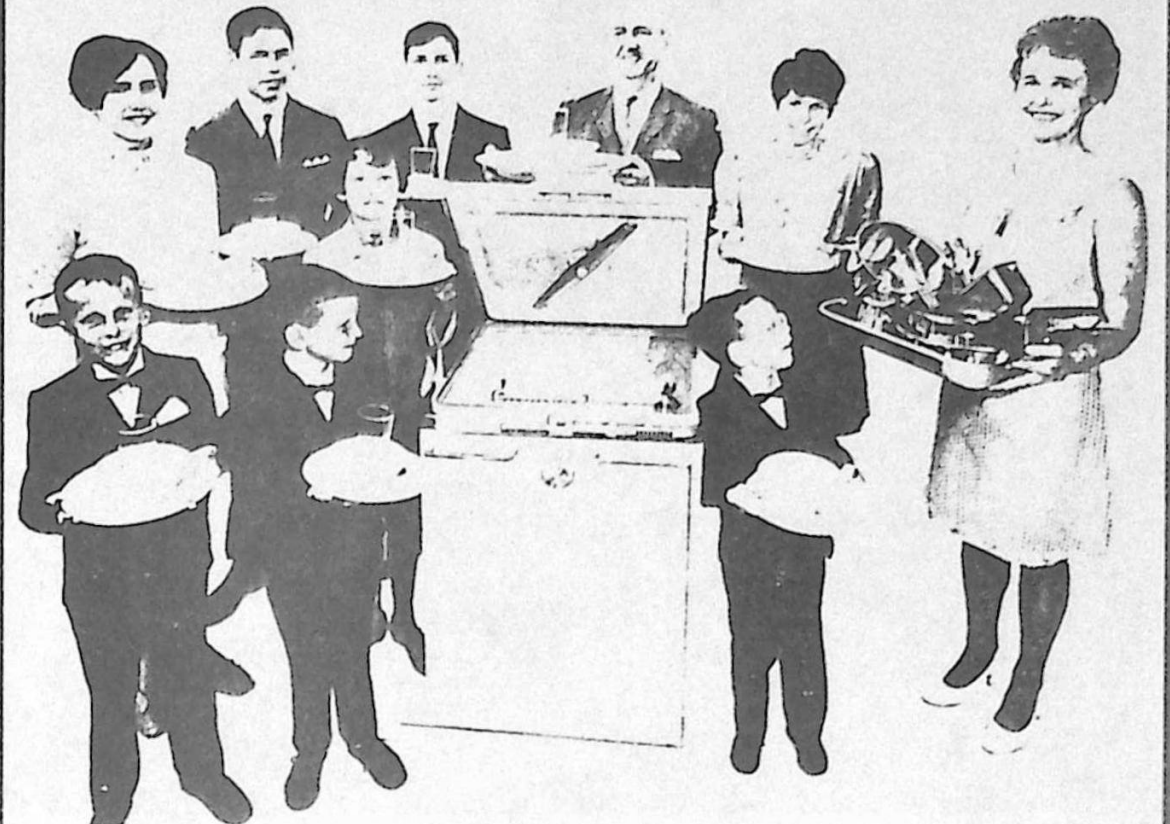


—C.F. Photo

COURTENAY'S CHRISTMAS SHOPPING CENTRE, "FINLAYSON FURNITURE"

To solve your "PRESENT" problem come in and browse through our Wonderland of Gifts. You will find a selection larger and more varied than in most city department stores.

Give Mom a lifetime holiday from dishes



Front: Terry 8, Jim 7, Tim 7, Mrs. Doherty, Middle: Mark 17, Colleen 13, Buck 14, Pat 15, Mr. Doherty, Marg 17

Will her new Maytag Dishwasher be the last dishwasher Mrs. Doherty ever buys?

Probably not, but you can't blame her for wondering.

She's been washing and drying clothes in Maytags for 15 years

— without a single repair.

Mrs. William Doherty of Ottawa, Ontario, waited a long time for the right dishwasher: a Maytag Dishwasher, built to take it, and keep on taking it, in the dependable Maytag tradition.

Mrs. Doherty figures it takes a Maytag to stand up to an active, busy family like hers.

Another thing Mrs. Doherty appreciates is capacity. Her Maytag Dishwasher holds more dishes, glasses, silver, pots and pans, than any other portable. (If you have a small

family, Maytag capacity means you'll only have to wash dishes once a day.)

Maytag gets dishes cleaner, too...without pre-rinsing. And though it holds more than other portables, the Maytag Dishwasher doesn't take any more space. Roll it under any standard kitchen counter.

See it at your Maytag dealer's, in Spanish Avocado, Cordoba Copper, and White. For a free Maytag Dishwasher Brochure, write The Maytag Company, Ltd., Dept. TC 7-68, Downsview, Ontario.



WHY DON'T YOU ROLL A DEPENDABLE MAYTAG UNDER THE TREE THIS YEAR?

PRE-CHRISTMAS SPECIAL Fleetwood 3-way Combination



Reg. \$649 Value **Now 588.00**

FINLAYSON'S
THE FURNITURE PEOPLE

5th Street Courtenay

St. Anns Road, Campbell River

Smile



Very good. Now call for a 'Blue' Labatt's: the true-blue beer.



This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia



A BIT OF CHRISTMAS INGENUITY was recently shown in the supply tool crib by Cpl. George Bird. Cpl. Bird decided that the ordinary Christmas trees were getting too common so he decided to build one made of used packing. His new Xmas tree will probably be around for a while, however, the presents under it don't seem to fit the spirit of Christmas. They seem to indicate a desire to receive rather than to give.

CLASSIFIED

NOTICE FROM CAMERA CLUB
ALL non-current members who have a locker in the club, and will not renew their membership this year, will please remove their contents so that others may use them.

Many lockers have been left by the owner for a period of over two years without notification.

If these lockers are not emptied within 10 days after this add is published, action will be taken to remove the locks, and dispose of the contents.

Totem Times Photographs, available through Photo Editor 339-2205.

Membership available in the Camera club Monday nights and Wednesday 1900 - 2200.

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S Q J 8 5
H K 6
D J 7 5 2
C 10 9 8

SOUTH
S A K 10 3 2
H A 2
D K Q 4
C K J 5

Continued on Page 13

CANADIAN Power Squadron's Headquarters in Scarborough, Ontario recently announced that Demon Captain 'Ron' Elmer has won third prize in a photo competition held during the recent national convention C.P.S. at Toronto. Capt Elmer, who is a member of Cape Lazo Power Squadron, submitted four local maritime scenes in the black and white section of the competition and competed with 8,000 other power squadron members. His winning entry proved to be "Early Bird", a dawn scene using the Comox Bell Buoy as the setting. — RFE photo

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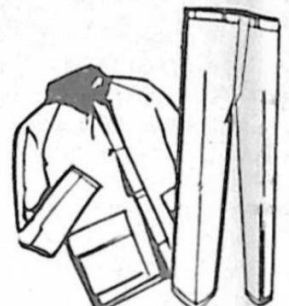


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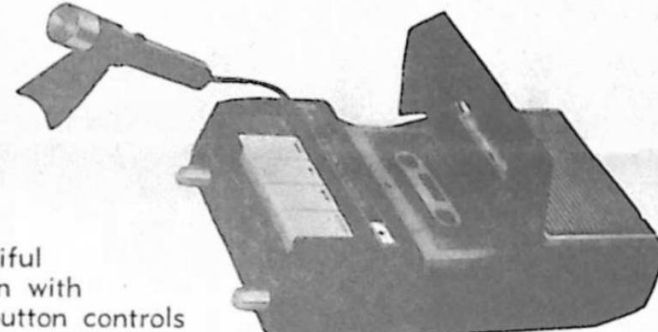
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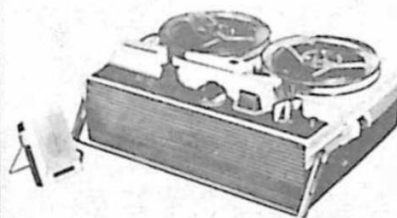
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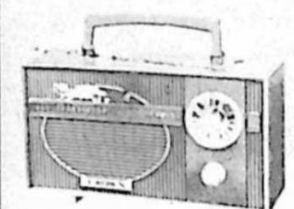
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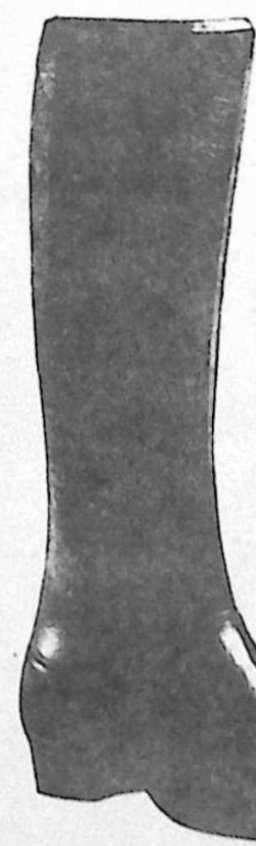


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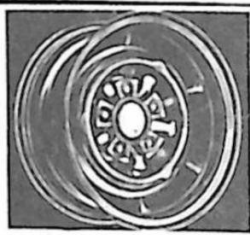
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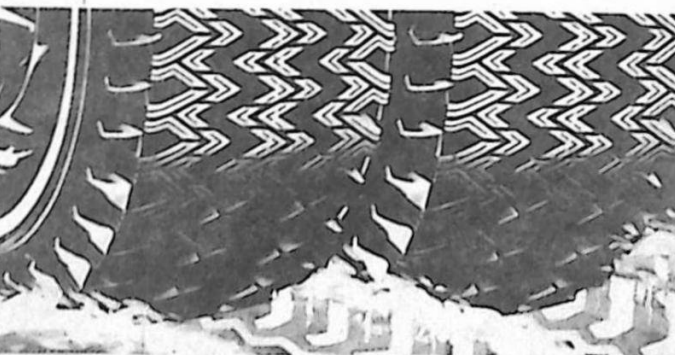
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SPORTS



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and
Black Hank



Totems Intermediate



THE PORT ALBERNI TEAM once again took our Totems to the tune of 7-4 on Saturday night, but this time the offence was out there hustling, fore checking and back checking as seen in the above photo.

The Totems played a home and home series with the Nanaimo O'Keefes on Friday and Saturday last. In Friday's game the Totems got off to a slow start, seeming unable to get organized. The first period ended with the O'Keefes leading by two goals having out shot the home club 19-10. In the second stanza, although the Totems picked up 3 of the five goals, they were again out shot 21-14. The Comox club seemed to be skating better, with Pat Keefe and "Daddy" Lou White accounting for the Totem tallies. The score was 4-3 for Nanaimo starting into the third period. The Totems took over the lead by the seven minute mark, with Al Roque tying the score and Pops White putting the Totems ahead. Lou's goal also completed his hat trick. The O'Keefes came back with three goals and Jack Hamilton scored the Totems final tally. In this frame the Totems out shot Nanaimo 16-11. The final score was 7-6 in favor of Nanaimo. In the last round, "Battling Dick Lee" added some extra excitement with a bout of fistfuffs. Dick, I think, won this contest by a unanimous decision.

This game was a heart-breaker for the Totems. As in the words of one Totem player, "we chased them, caught them, passed them, and then in the third period, gave the game away." Although the Totems are a skating club, it may be that they could be a little more aggressive, as it seems to be a pre-requisite in a tough league such as this. The Totems biggest problem seems to be in their own end, in not being able to clear the puck and not guarding players in front of the net properly.

The three stars were: Wake-lam - Nanaimo, Lou White - Totems and Berry - Nanaimo. Peter Robson of Courtenay won the Super Valu program draw, and Vic Buick of Courtenay won the Shot on Goal draw. He was unsuccessful in his attempt at the Jack Pot.

On Saturday the Totems played at Nanaimo. The final score in this game was 8-5 for the O'Keefes. Although it is usually more difficult to win on the road, I think, even being short three players, (injured in Friday game) they could still have won. It was a hard fought game, however nothing seemed to go right for the Totems.



ANOTHER TOTEM DRIVE thrallied by Port Alberni goalie. Many such frustrating moments faced the Totem attack as they suffered a 5-1 set back.

The Totem Marksmen were Jack Hamilton with two, Dick Lee, Al Decker and Butch Bujold with one each. The Totems came close many times, hitting goal posts or missing by inches, however the game is won by goals, and goals are made on shots. Nanaimo came out on top in this department by 50-38 in the game. The Totems best effort came in the second period, and had they sustained this momentum throughout the third period they would have won.

One point one must remember is that all of the players in the Totem club are there simply for the love of the game. Their first responsibility however lies with their work, and this is one reason it is difficult for the Totems to have full attendance at practice and games. I personally feel that in spite of this, as well as the usual problems encountered by a new team entered into a well established league, the Totems are doing well. Though their win-loss record is not the best, however they are bringing exciting and entertaining hockey to the Comox Valley. With continued fansupport, such as last weekend, they can only do one thing -- improve.

Next Friday the Totems host Port Alberni in the first of another weekend home and home series. The Luckies are the only team the Totems have yet to beat, and this may be their night to do just that. This should be an exciting game as the Luckies are a skating club, and the Totems will be up for this one.

The Totems were defeated in both games of a home and home series with the Port Alberni Luckies. This reporter, due to the flu bug was unable to attend either game. However, from all reports it appears that both were fast, exciting games. For this weeks report I shall only give a rundown on the games from the score sheets.

In the first game at Comox on Friday Alberni opened the scoring at the five minute mark. Five minutes later Jack Hamilton tied the score for the Totems, their only goal of the game. Alberni scored once more in the first period, twice in the second and once in the third. Play-wise, the game must have been close as the shots on goal were 42-39 in favor of Alberni. The final score Luckies five and Totems one.

On Saturday, the Totems



TOTEM TIMES

SECOND SECTION

CFB COMOX TOTEM TIMES - Thurs., Dec. 12, 1968 9



TEAM CAPTAIN Brian Uddenberg on behalf of CFB Comox Crusaders accepts H.M.C.S. Discovery Trophy, emblematic of Zone One soccer supremacy, from Base Commander C.F.B. Esquimalt. The cup has

finally found its way to Comox, since its inception 19 years ago no other Comox team has fared as well, with three straight victories to their credit the jubilant Crusaders have come home with the cup. C. F. Photo

Zone One Champions

By BLACK HANK

After a hard fought battle the day before the Base Soccer team was slowly finding its way to CFB Esquimalt on the morning of the 25th Nov. to partake in the annual playoff for the Zone One honours.

The day before the team had played a beautiful game against Courtenay with only a free kick and a penalty shot beating them. Today, however, was different, they were going down to take on the Navy team and two Army teams from CFB Chilliwack and the Queen's Own Rifles and forget about the Upper Island League for two days. After a long four hour bus ride they arrived in Victoria, tired and hungry they were met with a loud hello and see you on the field in 35 minutes. It took a good strongly knit group to rebound from this, and with only a few moans they went to change, after all they were down here to play soccer and not feel sorry for themselves. On the field at one that afternoon they faced the QOR who had lost earlier that day to the Navy team 6-0. This was the first test and the Crusaders faced it admirably. After the first 10 minutes, after the kinks, tiredness and soreness were shaken off, the team settled down and started scoring goals. First Jit Prasard then Sandy Edwards and finally G. Walker before the first half ended. In the second half the game slowed down somewhat as each team scored once, Sam Casey for Comox and Ray Burner for the Rifles. Then there came a one hour and thirty minute rest before the second game of the day for Comox. The Chilliwack team were the next opponents, the team that had lost 3-0



TRIUMPHANT BASE SOCCER TEAM after final victory in Zone one Play-offs held at C.F.B. Esquimalt. From left to right: Top row, Baz Pharoah, Bud Englund, Andy Hutcheson, Charlie Putman, Andy McWilliams, Dave Webb, Brian Uddenberg (team captain) and Hank Klein (team manager). Bottom row, Sam Casey, Sandy Edwards, Jim Ilcan, Jit Prasard, George Walker, and Bill Johnston. — Canadian Forces photo

earlier in the day to the strong Navy team. This time the team was still alive from its previous game and started out strong. Sam Casey was flying down right wing on numerous occasions and finally capitalized at the 8 minute mark to start the ball rolling. Then Jim Ilcan made it 2-0 to end the half. Again the teams tired as only one goal was scored to end the game, that by Sandy Edwards.

The two victories on that first day set the stage for the final day of the playoffs with the Navy against Comox, both undefeated and the two Army teams playing the consolation effort.

This was the game so many had waited for, the game that Comox could revenge last years 3-0 defeat. Talk was circulating before game time that the Navy would do it again and keep the Zone one championship. One thing however, some one failed to do is inform the Comox team of this. They were determined to give it everything they had this year for it was one of the better teams to come out of Comox for a long time. Then it was two P.M., and kick off time and for players like Uddenberg and McWilliams their fifth crack at the Navy, and Ilcan, Johnston, Englund, Walker and Klein their third try. So the team was really keyed up for this match and it showed right from the opening kick off as Comox went to the offensive and never eased their relentless pressure until that first goal by

George Walker. The game was going great, and that first tally was quickly followed by a second of the foot of Sam Casey. The tide was turning, the Navy were rattled, their super keeper was making costly mistakes. 2-0 at

the half and our momentum was still going until Jit Prasard put the game away 3-0. The first time in 19 years, a very hearty congratulations to a wonderful team effort.

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Fishing Notes

By MUDDY RIVERS

Two items of interest to fishermen popped into the news in the past week. Number one: Winter springs have appeared in Comox Bay and adjacent waters. Number two: Some early run Steelhead have been taken in the Puntledge, Campbell, and Quinsam Rivers.

To get in on the action at this time of the year you must be of warm blood and very keen; what with the temperature in the low thirties and the frequency of recent southeasters. Warm waterproof outdoors clothing is a necessity, and long-johns are not to be sneered at by any means, unless you want to take your winter fishing in very small doses. To spend a full morning or afternoon on the bay or along the river you must be suitably clothed or you will derive little or no pleasure from your outing.

For the salmon fisherman the winter springs seem most partial to herring strip trolled quite deeply and slowly, with or without flasher, preferably without. The Buzz Bomb is also productive, especially when herring schools congregate under the Comox Wharf. A bomb cast off the Wharf is deadly when the springs are feeding there.

Buzz Bomb that is, all you arm-mourers. In fact, the Buzz Bomb was originally designed specifically for this purpose. Apart from the annual Tye hunt in Comox Bay, the winter springs provide the only really productive fishing in the Bay, and if you pick a good day with no wind and a bit of sunshine it can be very enjoyable.

On the Steelhead front things are beginning to shape up. A few have been taken from the Puntledge, but to date the Campbell has produced the best results. A twenty-one pounder two nine-teens and an eighteen have been taken, plus other smaller fish. Goof, the purists term for salmon or steelhead roe has been the best bait so far, but the popular Spin-N-Glo is always a good producer, as are Krocodile spoons, Goody-Bob and other similar lures. Steelhead can be taken on wet flies as well, providing the fly is fishing near the bottom. This holds true for all lures, you must fish deep to catch the big sea going rainbows. Flies with fire red, orange, or yellow components are best. In the next issue I hope to provide you with the details of a successful trip. Watch for it.



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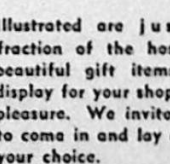
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PROTESTANT CHAPEL CHRISTMAS SERVICES
Sunday, Dec. 15, Morning Worship at 11 a.m. Sermon subject will be "The Positive Values of Christmas."

Sunday, Dec. 22, Morning Worship at 11 a.m.

7:30 p.m. — Candlelight Choir Service, with the Christmas music sung by both senior and junior choirs, under the direction of Mr. Walter Yeomans, with Mrs. Edith Hout at the organ and chimes keyboard. There will be ample opportunity to sing the best-loved Christmas Carols, and hear the reading of the seven Christmas Lessons.

Christmas Eve, 10:30 p.m. Christmas Eve Carol and Communion Service, with the Sen-

ior Choir singing the Christmas Eve music. Retired service people and their dependents are especially invited to attend these two special Christmas Services. **PROTESTANT SUNDAY SCHOOL CHRISTMAS CONCERT AND WHITE GIFT SERVICE.**
All Children in the Sunday School, and members of the Junior Choir will be participating in an old-fashioned Christmas Concert in the PMQ School, this Sunday, Dec. 15, beginning at 2:30 p.m. The children are asked to bring White Gifts of canned foods, used clothing, or toys, to be placed around the Manger. These white gifts will be used by the Salvation Army in their Christmas Hampers for needy families in the Comox Valley area.

The Egg and I

SOUFFLES ADD ZEST TO CHRISTMAS DINING

The French called it a soufflé to describe a light, airy dish. And the soufflé field offers many opportunities to bring a light and flavorsome touch to traditionally rich Christmas fare, suggests the B.C. Egg Marketing Board.

An appetizer soufflé laced with fruit or seafood can be a magnificent introduction to the turkey and dressing. Those who quail before the customary rich desserts, a puffy, sweet soufflé makes a most satisfying end for the CHRISTMAS FEAST.

Soufflés are easy to make and to serve if a few easy rules are observed. A prime rule is to use the very fresh eggs as marketed by B.C. producers throughout the province.

Another key rule is to be sure to whip the correct amount of air into the egg whites, for a soufflé rises on the expansion of air bubbles by cooking heat.

A soufflé is particularly easy to serve as an appetizer to start Christmas dinner.

Prepare the soufflé mixture, with the exception of the egg whites, in advance. During the pre-dinner festivities, the whites are beaten until stiff, but not dry and the mixture carefully folded into the whites.

The soufflé is popped into the already-heated oven from which the turkey has been removed to rest awhile before carving. Guests are assembled at the table just before the soufflé comes out of the oven, and it is served immediately.

The traditional tang of cranberries can be introduced with an appetizer cranberry soufflé.

CRANBERRY SOUFFLE
3 tbsps. lemon juice, 1 cup sugar, 2 cups uncooked cranberries, ground, 2 tps. grated orange rind, pinch of salt, 4 egg yolks, beaten, 4 egg whites.

Combine lemon juice with sugar in a glass or enamel saucepan and cook over low heat, stirring constantly, until sugar melts. Add cranberries and cook for 3 minutes. Add rind and salt, and mix well and cook 10 minutes. Add well-beaten egg yolks slowly, beating constantly. Adjust oven heat to 325 degrees (slow).

Beat egg whites until stiff but not dry. Fold in cranberry mixture carefully, pour into buttered 6-cup soufflé dish or individual dishes. Bake 45 minutes. Serve at once.

For a very easy cranberry soufflé, to be served with turkey, use canned cranberry jelly or sauce.

Melt 1/3 cup jelly or sauce in a saucepan on low heat. Add 1 tsp. grated orange rind and 1/2 cup ground walnuts. Cool 10 minutes. Adjust oven to 350 degrees (moderate). Butter a 4-

cup casserole or soufflé dish. Beat 4 egg whites until stiff but not dry. Fold into cooled jelly mixture. Pour into prepared dish. Set dish in a shallow pan of hot water. Bake 25 minutes. Serve at once with main course.

For a Crabmeat Appetizer Soufflé a delectable cheese pastry lining may be prepared in individual soufflé dishes earlier in the day or the day before. Pour the soufflé into the prepared crusts in the soufflé dishes and bake.

Add 1/3 cup grated strong cheddar cheese to your regular pastry, enough for a double crust pie, before rolling.

1 cup crabmeat, canned or cooked, 2 tbsps. sherry, 4 tbsps butter, 6 tbsps flour, 1 1/3 cups milk, scalded, 1 tsp. lemon juice, 1/4 cup sliced stuffed olives, 1 tsp. salt, 4 egg yolks, well beaten, 4 egg whites, dash cayenne.

Roll out pastry and line six 1 1/2 cup or eight 1-cup soufflé dishes or individual baking dishes. Bake and cool completely. Flake crabmeat and pour sherry over it. Mix and marinate about 30 minutes.

Melt butter, blend in flour, slowly add the milk and lemon juice, stirring constantly. Cook 5 minutes over low heat. Add crabmeat, olives and salt. Let cool 10 minutes. Beat in beaten egg yolks. Adjust oven to 350 degrees (moderate).

Beat egg whites until stiff but not dry. Fold carefully into crab mixture. Pour into baked pastry-lined dishes. Sprinkle tops with cayenne. Bake 15 minutes. Serve at once.

Used for soufflés without the pastry lining, this recipe makes four 1 1/2 cup crabmeat soufflés. This recipe has been tested by the J. Walter Thompson Company Limited Home Economics Service Department.

Reference: Ralph Daly, J. Walter Thompson Company Limited, 966 W. Hastings St., Vancouver 1, B.C. (683-4466)

For a light dessert during the holiday season of rich, heavy dinners and desserts, try a fluffy fruit soufflé. This apricot soufflé is very economical — so easy to prepare.

It is especially important in dessert soufflés to be careful folding in the beaten egg whites to ensure lightness and delicacy of flavor. A sprinkling of granulated sugar on top adds a festive gloss, a touch of sweetness, and imparts an unusual cake-like appearance to the soufflé. Whipped cream, or a low calorie topping is a favorite garnish.

APRICOT SOUFFLE
5 egg whites, 5 tbsps. brown sugar, dash of salt, 3/4 cup canned strained apricots (baby food), 1/2 tsp. vanilla.

Butter a 6-cup soufflé dish or straight-sided casserole dish

GIRL GUIDE AWARDS



RECEIVES FIRST CLASS BADGE Miss Mickey McCaffrey receives her first class badge from Mrs. Joan Makowichuk the Girl Guide leader. On receiving the badge Mickey became a company leader.

Editors Note: It's nice to see at least one McCaffrey get promoted.



GUIDES RECEIVE 2nd CLASS BADGE: From left to right the proud recipients are Susan Ellis, Susan Gooding, and Joy Routledge. The girls have been in Guides for 1 year and have completed their 2nd class work and are now well on their way to their first class.

C.W.L.

The regular monthly business meeting of Our Lady of the Airways CWL was held in the Parish hall on Tuesday, Dec. 3, with Mrs. O. Coates, president in the chair.

Following the reading of correspondence by Mrs. Mary Cando, conveners reports were heard, and a motion moved that the council sponsor a Christmas party for the chapel choirgirls and altarboys. Two former members, Mrs. Yvonne Vachon and Mrs. Mary Whetmore were presented by Mrs. Coates with silver spoons, on the occasion of their retirement from the Military Vicariate. Members heard that a letter of congratulations had been sent to the former Comox Altar Society on their incorporation into the CWL.

and sprinkle lightly with granulated sugar. Adjust oven heat to 350 degrees (moderate).

Beat egg whites until stiff, but not dry. Add brown sugar and beat lightly again until blended. Fold in the strained apricots slowly and gently. Add salt and vanilla. Pour soufflé mixture into prepared dish and sprinkle more sugar on top. Place dish in a shallow-pail of hot water. Bake 30 minutes. Serve at once. Serves four persons.

This recipe has been tested by the J. Walter Thompson Company Limited Home Economics Service Department.

Reference: Ralph Daly, J. Walter Thompson Co. Ltd., 966 W. Hastings Street, Vancouver 1, B.C. (683-4466).

Toastmistress Club

The theme of Cocoro Toastmistress Club on November 26 was "East Meets West." The meeting opened with the inspirational thought given by Mary Luck. This was followed by a lesson in the use of the club library by Education chairman, Phyllis Meek.

In the Table Topics, Mary Hamlyn inspired the club members to travel the world over.

Lea Bowen introduced toastmistress Jean Shepherd. Jean's first speaker was Gail O'Connor who spoke on the title "Put Words in my Mouth". She illustrated how voice inflection can change the listener's interpretations. The second speaker was Ina Bennett who gave her research assignment. Ina spoke with conviction on the title "To Want or Not to Want" describing the abortion laws in Canada. Mary Luck and Fran Button were the member critics. Doris Reddington gave the Timer's Report. Gail Ebert thanked the Toastmistress.

Lynn Clark then gave the general evaluation of the evening's performance and presented Lea Bowen with the Spur. Ina Bennett was voted the Oscar winner. The meeting closed with Plane Southern giving the closing thought.

The next meeting is the highlight of our fall season. At dinner meeting will be held at the Sunnydale clubhouse at 7:30 p.m. Anyone interested in attending should contact Doris Reddington at 339-3450.

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Hopefully, they won't be seen in British Columbia this year, but don't count on it!

- a Los Angeles boys' club cures delinquents by encouraging them to hate?

DO YOU SMELL SMOKE?

Here's advice from the Joint Fire Prevention Publicity Committee of Canada:

- Your evergreen Christmas tree and its decorations are potential fire hazards. They head the list of a sensible family's preparations for a happy holiday.
- Your tree should be fresh. A dry tree readily sheds its needles. Keep the tree standing in water, after cutting off at least an inch from the butt. Replenish the water daily.
- Your electric lighting strings should be checked for frayed cords or short circuits. Buy only CSA approved sets. Use non-flammable decorations. Disconnect the lights when leaving home or going to bed. Candles, of course, constitute added hazards.
- Keep matches out of the reach of little hands.
- Clear wrappings away from the base of the tree as soon as the gifts are opened.
- Set the tree away from the fireplace. Do not block access to exits.
- Have plenty of large ash trays for the guests who smoke.
- Never leave small children alone or unattended in the home.
- Cookstove fires from oils or grease are an emergency. Smother the flames... a rug, baking soda, never water. If this doesn't do the job, get everybody out and call the fire department.

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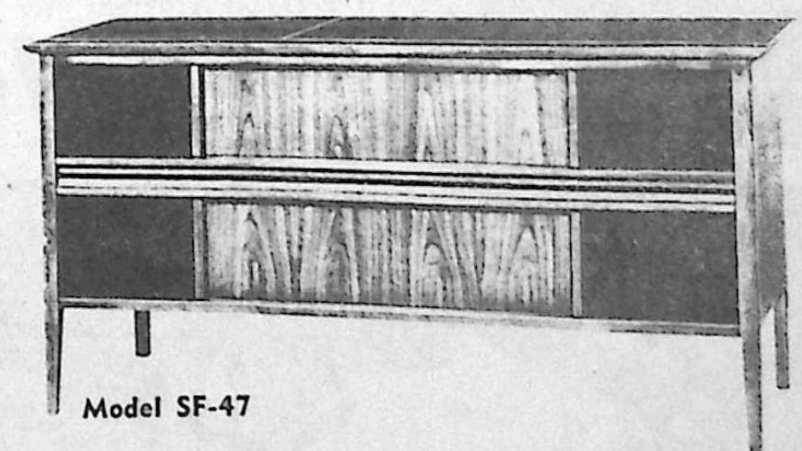
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FITNESS FEATURED AT LAZO P.O.



FITNESS FEATURED AT LAZO P.O. Climbing over mountains of mail bags and lifting heavy parcels make the main of this year's Mail House fitness course. Taking time out from their exercises to check for any parcels marked "fragile" that do not rattle or clink of broken glass are L. to R. Mrs. Smith, Mrs. Lannon and Mrs. Curtiss. Even at this date the pile of Christmas Parcels has reached very near the ceiling of the Post Office and there is plenty more to come.

— Totem Times photo

Invitation to Host 1971 Winter Games

OTTAWA — Cities interested in hosting the 1971 Canadian Winter Games will soon be invited to indicate their intentions, it was announced today by the Honourable John Munro, Minister of National Health and Welfare. The 1971 Games will represent the third in the Canada Games series which began with the First Winter Games in Quebec City in 1967 and are being followed by the First Summer Games in Halifax and Dartmouth next August.

The Canadian Amateur Sports Federation, representative of the majority of national amateur sports governing bodies, is responsible for seeking bids from prospective host cities. John J. Hunnius, Montreal, President of the C.A.S.F., will be extending an open invitation to all cities through the provincial premiers within the next few weeks.

The Canada Games concept was established to provide a major multiple-sport event in Canada in the off-year between the Olympics, Pan-American and Commonwealth Games. In making the announcement, Mr. Munro noted that in its short history the Canada Games have already stimulated the growth and development of several sports in Canada and have done much to encourage the continued training of our best young athletes.

"Another major benefit is that the Games leave the host area a legacy of excellent facilities which will serve amateur sports programs for many years to come," the Minister said. The costs of organizing, promoting and staging these games are met through co-operative arrangements between the federal, provincial and municipal gov-

ernments with the federal government assuming the major share of operating costs and assisting in the development of facilities.

In order to further develop the policies, procedures, rules and regulations which govern the staging of all future Canada Games, both summer and winter, a joint committee has been estab-

CANADIAN SKI TECHNIQUE

The Canadian Ski Technique, published November 30 by McLelland & Stewart in conjunction with the Canadian Ski Instructors' Alliance, is the first step-by-step skiing guide to the Canadian method. The official handbook of the CSA, it includes over 90 lessons progressing from beginner to expert. Each lesson is illustrated with two drawings by Michael Malcolm and a photograph by Toby Rankin.

Written for the CSA by Lorne "Oakie" O'Connor, one of the Alliance's top instructors, the handbook is a pocket-size guide and teaching aid to all the techniques recommended by the Alliance. From the elementary 'snowplow' to the more difficult methods employed in competitive skiing, the handbook is a complete reference that sets goals for the novice skier and follows him through his entire development.

An attractive book, The Canadian Ski Technique has a full-colour cover and two-colour drawings.

lished. The committee consists of representatives of the National Advisory Council on Fitness and Amateur Sport, Canadian Amateur Sports Federation, the National Fitness and Amateur Sport Directorate and the provincial directors of fitness and amateur sport. This committee will be in a position to provide definite guidelines to cities hosting all future Canada Games.

IT PAYS TO BE TOUGH

OTTAWA (CFP) — Avoid, at all costs, co-signing a loan for a friend, serviceman or civilian. More times than not he isn't a friend if he puts you on for your signature.

He may have the best intentions in the world but many things, like sickness or marital difficulties could prevent him from repaying the loan, on the finance company's terms.

That's where you come in, Mr. Co-signer.

You're the finance company's collection agent.

Whether you pay or get the loot from him, they could care less — it's merely an expedient and economical method for the finance company not to have to worry about the payments.

Suppose you do get caught in a co-signing deal. The finance company might suggest you sign a chattel mortgage giving them the title to your furniture or other material belongings. This means long payment plans at atrocious interest rates — 25 per cent and up.

Have an Affair and Live Happily Everafter

from "Rapport"

Written by Robert A. Wallace
Submitted by Padre Archer

A city motel had just raised its marquee when the protesting phone calls began. The sign read (inadvertently, perhaps) "Have your next affair here."

Despite the protests, "Affairs" are in. Some counsellors even prescribe them for a sick marriage. Ten years of marriage counselling leads me to agree — as long as the affair is with your spouse!

The ingredients of a successful affair are also those of a successful marriage.

Here are the five elements required to stage an affair — or revive a tired marriage. You, like every married couple, have once had the makings of a romance. Discover them again with this five-part formula.

The first ingredient is "Attention." Pay attention to one another. If the cure for love at first sight is another look, the same is true for love out of sight. Begin with the simple practice of politeness.

Arnold Bennett, a life-time bachelor, commented, "In a long and varied career as a bachelor, I have noticed that marriage is usually the death of politeness between a man and a woman."

A psychiatrist, the late Smiley Blanton, adds, "I have often thought, wryly, that the main cause of divorce in this country is not alcoholism or infidelity or wife-beating, but the masculine habit of ignoring wife and children at meal-times, and the feminine habit of interrupting a husband mid-anecdote."

Be as courteous to each other as you would be to an attractive stranger. Watch your partner rise to it.

Attention can be more profound. Tell him that you see him — that you appreciate him. Gratitude felt is no substitute for gratitude expressed.

Recently a woman underwent routine surgery but failed to recuperate as expected. Instead, her strength ebbed steadily. Her husband, a successful but tight-lipped businessman, pleaded with her, "Honey, you've got to get better. I need you." Her eyes opened, and her voice was stronger when she said, "You've never said that to me before." She recovered. Say it! Marriages can die for want of such words.

Attention can be fun. Make your gestures imaginative. Send a note or a postcard with a funny verse or cartoon — just the thing you would sneak into the mail if you were having an affair.

A woman said recently, "My husband would just book us a room for a night. I wouldn't care if it was just two blocks from home. I'd be a different woman! Make it clandestine. Tell no one where you are. Can't handle it? Many do — but not with their spouses."

A second ingredient in building an affair has got to be "bending" — the capacity for change.

Nothing is duller than total predictability. An interesting affair thrives on the unexpected. So does marriage! In Hello Dolly one number goes, "It only takes a moment to be loved a whole life through." True, but marriage is made up of many

moments and to avoid the rut of routine there must be some new patterns.

The ladies are often at fault here. Often, out of the home all day, encountering new persons and new ideas, may be stimulated into growth. At home, a young mother's intellect and personality often mark time. Result: husband becomes bored, wife bewildered. This wife must discover where she can "bend". She might start with as slight a thing as a new hair style or a new color for her wardrobe. Bending can mean more. Ask yourself, "What have I done recently to draw out the skills and talents of my partner?" or "How long since we broke into a brand-new field of thought or activity together?" Loosen up! It's a big world.

One family braved the laughter of friends and launched into bird-watching as a family hobby. It has not only given them a mutual interest but a fresh appreciation for one another in a new setting.

Girls, if you do not know a quarter-back from a run-back, make it two season tickets for this year's football season. But make it a trade. After the play-offs you both enroll in dancing lessons.

"Come to me, bend to me" could be a theme song for a richer marriage.

Both attention and bending require communication — the third essential, in an affair or a marriage. If there were space for only two words of advice they would have to be "Keep talking."

Remember when your romance was at its most torrid? You could not talk enough. Everything passed in verbal review. Affairs are often created out of just this experience. Persons entrapped in one will explain, "But I could talk to him..." Survival rations for marriage always include communication.

Do not be fooled here. Much of what passes for communication is simply alternating self-expression. Much that passes for listening is simply waiting. Listening is an active, strenuous exercise. It requires genuine giving of oneself and receiving

of the other. One household function checking with another is not communication.

Be honest now. How long is it since you sat down for a real heart-to-heart about anything more than family routine? How long since you exchanged views on politics, art, religion, or the philosophy of life that shapes your attitudes towards your work, your children, your retirement?

True communication is not easy; but a good marriage, like a successful affair, leaves room for discussion.

The fourth ingredient — dependability — balances the capricious quality in bending.

A great threat to marriage is uncertainty. Marriage has the advantage over an affair in that it has legal sanction; but its legality is not enough. Each marriage partner requires the personal assurance that he, or she, matters most. In all things the wife is "First lady", the husband "Number One Man."

It is this that the ancient words of the marriage ceremony describe when they ask, "Will you honor and keep her?" The lady in an affair may be a "kept woman", but she lacks honor.

So may a wife — or husband. One who is honored relies on the partner for respect and honest dealing.

The marriage problem that I encounter most frequently is the male assumption that all the hours, other than his working day, are free time for his private pleasure. Any husband who spends time fishing, watching football on TV, or just being out with the fellows, must match that time with an equal amount of released time for his wife to pursue her interests and recreation. Otherwise he is both undependable and dishonest.

Over-simple? Perhaps; but this failing is often the warning of a crumbling relationship.

The most frequent complaint of husbands, on the other hand, is "She nags." You may know that you love him even while you nag. He is not so sure. If you must nag, give him enough certainty of your love that he can depend on it through the storm of words.

A person who finds that his affair is undependable can al-

ways look for another. Unfortunately, the same goes for marriage.

The fifth essential is "equilibrium". Jimmy Durante used to rasp, "Dem is de conditions dat prevail!" Only he who has applied Durante's philosophy to marriage can discover the realism that leads to equilibrium. In a going affair or a swinging marriage the eyes must be open.

Marriage is for better and worse, sickness and health, richer and poorer, joy and sorrow. Life mixes them all for each of us. Those who refuse to accept the blend that life has to offer, but look only for joy and riches together, live in the shallows of life and will never experience the fulfillment of life lived at depth. Only the determination to experience the works together opens the way to the best.

Compatibility in marriage is not a pre-condition but an achievement.

It means working hard to mesh unchangeable elements in two personalities and unpredictable events in the tide of time.

Patricia White, Toronto psychia-

trist, says, "Marriage is li fire. Half the fun is in caring it. Neglect it, and it goes. You are left with the ashes." Views are expressed in book, To Love Is to Grow, the title is in itself a good definition of a working marriage. The affair is the result of an unreality, usually — an unwillingness to achieve equilibrium through effort. It is childish return to the romantic dream world of aphrodisiacs. The "old black magic" can be recaptured with another partner. Sure it can — but cannot be maintained. Responsibilities, commitments, will loom again, and Romeo will be off looking for a new amour while Juliet assures herself that the man will be Mr. Right. Real will dog them despite themselves.

Marriage is the something tough, sometimes tender, reality that comes when hope and hat fact and fascination, are held in balance.

These, then, are the essen-

Continued on Page 13

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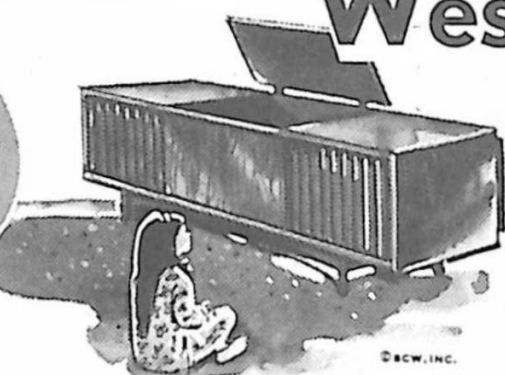
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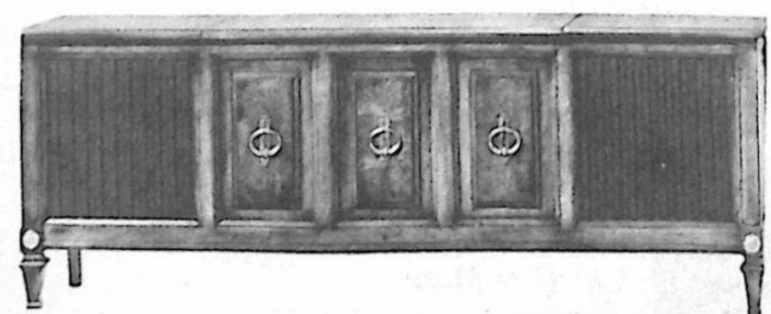
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The voice you hear on the Armed Forces show every Sunday at noon hour belongs to none other than Cpl. James (Yogi) Bear. Coming over 1440 on your dial, the show follows the Sunday Noon News. It features in between music selections, news of goings on in the Totem Inn Lounge, Base Theatre presentations and any timely items anyone wants to pass along. Yogi has been in the Forces for five and a half years, coming to the Base O.R. in April of '67. Previously he was a DJ on CFAO (the sound of the Northwest) the forces radio station at CFS Armstrong.

— Totem Times photo

Midnight Oil Consumption Up



Unsung heroes, Pts. Gerry Blankorn, Rene Chayer and Cpl. John Black burn some of the precious midnight oil in the Accounts Section. The entire staff was unavailable for this picture as they had flaked out beneath their desks from exhaustion. The accounts boys logged over two weeks of nights and overtime in order to get the latest pay raise ready in time for your December pay. The Totem Times Staff join the rest of the base in expressing a "very well done" men.

— Totem Times photo

Consumers News and Views

By CONSUMERS' ASSOCIATION OF CANADA

The thought of buying a fur coat, jacket or stole leaves most women with mixed feelings. On one hand is the thrill that furs seem to arouse and on the other, the fear of "being taken."

A fur coat usually constitutes a major part of the clothing budget and a wise choice must provide a good compromise of four points: suitability of purpose, style, serviceability and price.

Decide on the price you want to pay and deal only with reputable retailers. A good furrier will stand behind his reputation. Beware of advertised "bargains." Real bargains are rare, because of the cost of the skins and workmanship. Remember -- furs are produced by nature and fashioned by man. There are many different types and qualities of any one fur.

Good quality in a fur is indicated by a smooth, lustrous appearance, uniform color and texture, pliable skins and thick, glossy, long guardhairs. (The guardhairs are the long coarse hairs which cover the shorter, softer and denser underfur.) In furs from hoofed animals, such as lamb, look for tight curls or lovely, natural patterns. You can recognize poor quality by any of these characteristics: dull, lifeless color; thin uneven fur; brittle or split hairs; stiff, "rattling" skins.

There are several things you should check when trying on a fur coat. First, the fitting; be sure there is enough room through the shoulders and arms so that the garment will not be unduly strained. There should be a generous lap when closed, to prevent straining and splitting when you sit in it. There will be less strain on the skins if the weight of the furs hangs from the shoulders rather than from the neckline.

Now inspect the points of wear, namely cuffs, neckline and facings to see that they are well protected by thick guardhairs. The skins should be folded over at the facing edge rather than seamed unless the fur is

very bulky, and the facings should be at least two inches wide.

Check the lining for durability and decide whether it is made from strong enough material to support the weight of the coat.

Look at details such as buttons and stitching. Good workmanship in finishing usually accompanies good quality in the fur.

When it comes to style, it is a matter of personal preference but you may want to follow the general rule that short-haired furs are usually more flattering to a small figure, while the tall, slim person may look well in a bulky, longer-haired fur. Consider the fact that if the style is extreme, it may be obsolete next season. Then, does it fit in with new stylings in size of collar, shoulder fit and body fullness? Does it conform with the accepted length of dress? Does it suit your personality?

One final point: remember the necessity of cleaning and glazing your fur coat regularly. Dirt stiffens and mats the hair and sooner or later it will break instead of cushioning beneath you when you sit down. When it comes to caring for your coat, remember that the greatest enemies of furs are moths, heat, light, moisture and friction. You should hang your fur coat on a wide, properly constructed hanger in an uncrowded clothes closet. In the coolest part of the house, crushing it between other garments may mat the fur and damage the guardhairs.

If you get caught in the rain and your coat gets soaked, send it to a furrier for proper care. But if it is just damp, hang it up away from heat to dry. Above all, do not place it on a radiator. Never brush or comb fur when it is wet.

Most good furriers provide services such as cleaning, repairing and storage and are competent to guide you.

If you have any fur garment problems, Consumers' Association of Canada would like to hear of them. Write Consumers' Association of Canada, 100 Gloucester St., Ottawa 4.

BRIDGE

Continued from Page 8

West	North	East
1 H	2 S	Pass
Pass	4 S	Pass
Pass	South	Pass
	1 S	
	Double	
	3 S	

Lead: Queen of hearts.

A quick look at dummy reveals that in order to make your trump losses to 1 trick. As declarer you should win the opening lead with the Ace. Take one round of trump out with the Ace then go to dummy with the diamond Ace. Now comes the safety play that makes the contract for you. Lead the 7 of Spades from dummy and if East plays low finesse with the 10 from your hand, when you let the 10 of spades stand, you do so with the idea of losing the trick to a higher trump from the West hand. If this happens, you know your contract is safe as the trump has split favourably for you and the outstanding one must fall when you play the Ace. But since from the hand you can see that the 10 of spades holds the trick you can still bring the contract home against a 4-1 split by playing your Ace of spades and then conceding a trump trick.

GLU VINE

Slice two oranges and two lemons, 1 1/4 cups of sugar, 1/4 teaspoon cloves, 1/4 teaspoon cinnamon, 1/2 teaspoon nutmeg, 4 parts dry Calona red wine, 1 part water, one bottle of brandy. Boil water, spices and ingredients for no more than 4 minutes. Heat wine and brandy just short of boiling point. Do not boil wine. Mix the two batches and consume at will. Standard batch. 12 bottles Calona, 1 bottle of brandy and ingredients listed above.

THE SALESMAN A BOGEYMAN

OTTAWA (CFP) — Door-to-door peddlers can be the bane of the householders' budget. Watch the door-to-door salesman who tells you he is merely taking a survey or seeking directions. Tell him to go away immediately. That's the best direction for him, as far as you are concerned.

To rid yourself of the type whose product is dubious and whose pitch is obviously memorized, throw in some persistent questions during his pitch. It throws him off his course and ruins his sales patter.

Remember, in the battle of the buck, keep your resistance up.

AFFAIR

Continued from Page 12

tial elements of marriage-which, itself, can be the most exciting "affair" imaginable. These are the ABC of relationship - attention, bending, communication, dependability, equilibrium.

With these as your recipe, go out and have an affair - with your spouse - and live happily ever after.

At a busy intersection a pedestrian waited for the light to change. A string of cars whizzed by, bunting flying, horns honking.

Next to him, a dour little lady muttered, "They'll no be tootin' their horns a year from now."

Unless they discover the necessary ingredients of marriage, she could be right. With those ingredients, others have kept the horns tooting through many anniversaries.

CHRISTMAS SPIRIT

By JIM TREMBLAY

In the process of modern living and constant upgrading of our way of life, we slowly lose the real meaning of the holiday season. Our children usually receive what they have requested for Christmas, and if they don't, you probably will never hear the end of it. We spoil them and also spoil ourselves.

Many years ago, groups would gather and go from house to house singing beautiful carols. When we were young, we would look at toys and such for hours in the catalogue. Whatever we received as gifts, we would appreciate very much and we had a good time visiting with relatives. Now there is still a chance for us to go back to the old ways.

There are many people in need who have never had much at Christmas and we should spend a little time thinking of how we could provide them with something. There is nothing more exhilarating than to see a face light up with surprise when, poor and unable to afford little things, they are suddenly showered with food and unexpected gifts from someone. This is a sight that our children should see and probably would never forget.

But another way to enjoy this beautiful holiday season is to become rich with good thoughts and good will in wanting to help a friend, to double the pleasure for all of us. This is Christmas and let's make it a happy one.

LUXURY LINER HAD SHADY REPUTATION

Ever wonder how the word "Posh" found its way into our language? "Posh" is another word for luxury, and its origin is an interesting one. The P & O steamship line between Great Britain and India used to charge a premium for cabins on the shady side of the ship.

Since the shady side was the port, or left-hand side, on the outward voyage, and the starboard, or right-hand side, when homeward bound, the cabins were referred to as Port Outward — Starboard Home, or P-O-S-H.

Words are fascinating creatures. They have so many faces. Take the word "Bank," for example. It can mean the ground near a river, an establishment for the custody of money, or, when it's used as a verb, security of feeling, absolute reliability, especially the Bank of Montreal.

And, of course, savings at the Bank of Montreal doesn't only mean your money is safe. It also means that with money in the bank you can often take advantage of unexpected opportunities that might otherwise pass you by.

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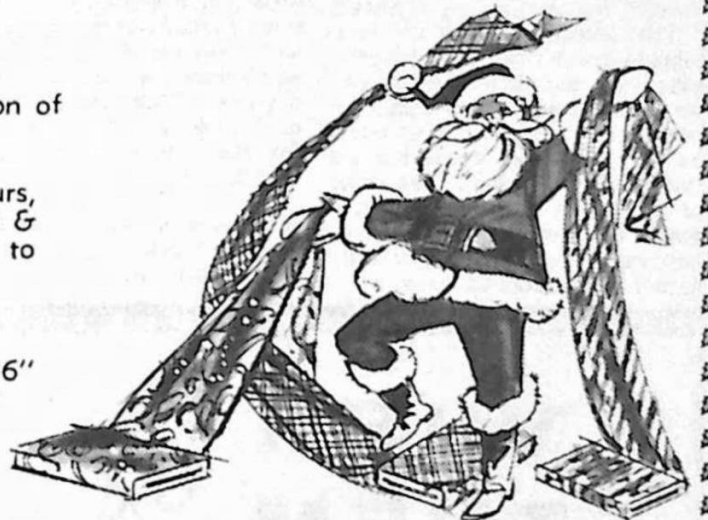
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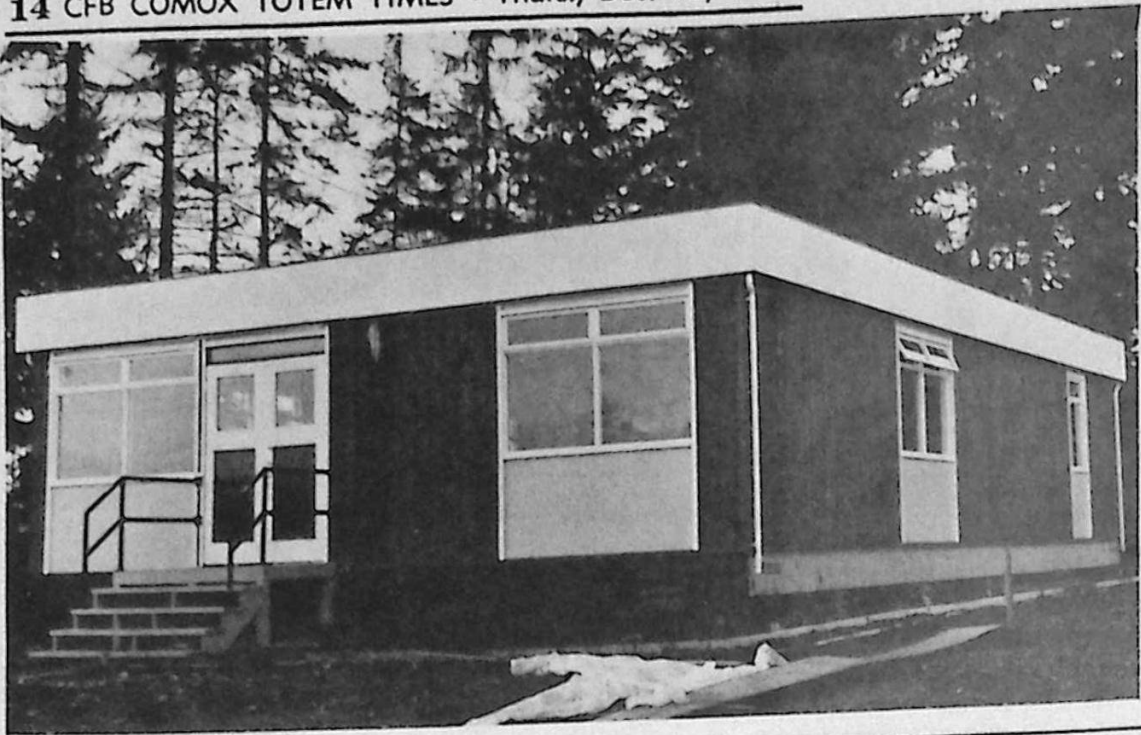
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"There's a reason most people on North Island Shop at Laver's"



THE CANADIAN Imperial Bank of Commerce's Lazo branch has recently moved to a new building across from the Post Office. Bank manager Mr. Al Good stated that although service in the new building will be increased markedly, they still couldn't get our pay out of accounts any faster. Asked about the parking facilities at the new site, Al replied that people in the Florida Everglades have been parking their cars in swamps for years and there was no reason we couldn't do the same.

— CFB Comox Photo

Driving for Humans

by JIM TREMBLAY

Perhaps long ago the art of driving was described as something like this: To direct a horseless wagon toward a known direction and enjoy a thrilling ride. Today it is quite different. I think the art of driving is to control a 4,000 pound vehicle through heavy traffic, and avoid colliding with one another until you have reached your destination.

The rate of accidents increases every year, so are the number of new drivers who have joined the black top club. What makes an accident happen? Many things I suppose and I will list a few of them.

First you have the driver who does not believe in having clear windows. He decides to travel with impaired vision, then hits somebody, then says that he did not see a thing. It only takes 23 cents worth of gasoline to warm-up a car in the winter and this should ensure de-fogged windows.

I think it is really worth the money if you consider the consequences.

Then we have the young couple in love, you see them every day or night cuddled as one behind the driver's seat and of course her gentle hands feel nice and warm while she is carressing his manly face, until she accidentally pokes a long fingernail in his eye. He loses control momentarily and bang—another accident.

Or a sweetheart may light up a cigarette for her loving driver and give him the wrong end — smashing results.

These seem to be funny, in a way they are, and deadly funny. Sometimes you will never know the real circumstances of an accident, so we must be careful at all times and have complete control of ourselves and the vehicle we are driving.

There are thousands of rules that we should follow and we should review some of them.

Turn signals: When the turn signals system had to be paid for extra on a purchase of a new car we complained as how unfair the car dealers were. Now they come as part of the equipment but one thing hasn't changed. The using of these turn signals. You drive down the road and just check how many drivers will actually signal their intended turns.

Courtesy: A certain amount of courtesy can be afforded by the average driver toward others. There are many situations where you can be respectful to a fellow driver, but being too courteous can be a pain in the neck and tie-up traffic for nothing. Pedestrians often take advantage of motorists by simply jangling in their path and expect everything to come to a dead halt, while they slowly proceed across a street. This can be commonly seen in Courtenay on a busy day and the culprits—young girls who want some attention.

Speed Limits: Speed limits have been posted for many reasons and here is why we should follow them. In certain areas roads were constructed for the horse and buggy days and the only improvement since has been a black top surface once, then a constant patching up here and there. So we must be careful when driving on those types of roads with powerful vehicles where there is little room to spare when meeting another car. But in other areas where the speed limit is posted such as city limits and other residential areas drive at the posted speed, don't hold the traffic by driving 10 or 15 mph below the limit, this is a good way to tie-up the flow of cars behind you for several miles and of course you could pay or be penalized for this.

The Educated Driver: I remember reading at one time that an educated person was a better driver. To this I am sure that we have different opinions on this statement. If you have developed good driving habits from the beginning and have followed the rules of the road, it does not matter what background you actually have when you are behind the steering wheel. There is only one thing you must concentrate on. That is to direct your car in a wanted direction towards a given objective or destination at a safe speed and at the same time maintaining self control, while avoiding nutty drivers. This is the good art of driving and these are only a few rules among the thousands listed.

The heck with Canada Safe Driving Week, Let's make it a decade at least.

Avoid Another Mortgage

OTTAWA (CFP) — Treat real estate second mortgage like the plague — avoid it, if at all possible.

Let's say you buy a home for \$22,500. You deposit \$2,000 when signing and take a first mortgage of \$18,000. An outstanding amount of \$2,500 remains which you, the buyer must raise.

If you don't have a cool \$2,500 in your jeans the real estate company will probably come up with it, at a fee, of course. Now you're into secondary financing.

Your agent gives you the \$2,500 on a second mortgage. He will probably expect a bonus, as high as \$800, and you will still have to pay interest as high as 16 per cent per annum.

Secondary financing can follow other avenues of expense too. The agent could produce the \$2,500 for you through a long term agreement of sale. He retains the title, you pay him, say, \$500 and sign a contract to pay \$150 per month. Out of this the agent makes payments on the first mortgage, perhaps \$85 per month and applies the remaining \$65 against a promissory note which you give him for the \$2,500. He could still want an additional \$500 or \$600 for his trouble in arranging the financing, and the title isn't yours until the \$2,500 is paid up.

An involvement with first and second mortgage can be complicated and costly when you wish to sell the house. Finding a buyer with the necessary green in large enough quantities can be difficult. Without him you aren't likely to get back your equity, the amount of cash you have invested.

If you are forced to turn the house back to the dealer for resale because you are unable to find a buyer with enough capital and the sale price isn't enough to cover the first and second mortgages he could come back on you, the original owner, to make up the price difference.

It works like this — the first and second mortgage totals, say \$21,500 and the house sold for \$20,000 — the real estate people can sue you, the original owner, to recover the missing \$1,500.

GET LAWYER

He's expensive but well worth the investment in researching the title.

If you sign a contract for an incomplete home ensure all specifications and design changes are in writing. Lastly, with an NHA mortgage, Central Mortgage and Housing Corporation will inspect the premises, not for your benefit, but merely to ensure certain building standards are maintained.

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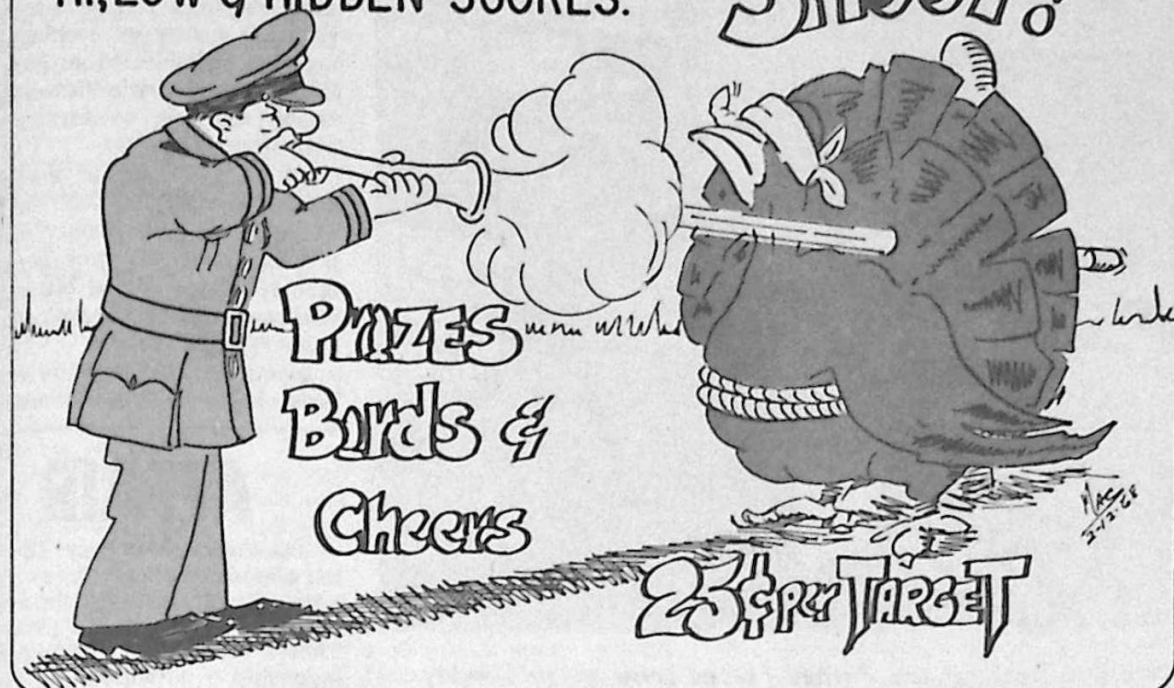
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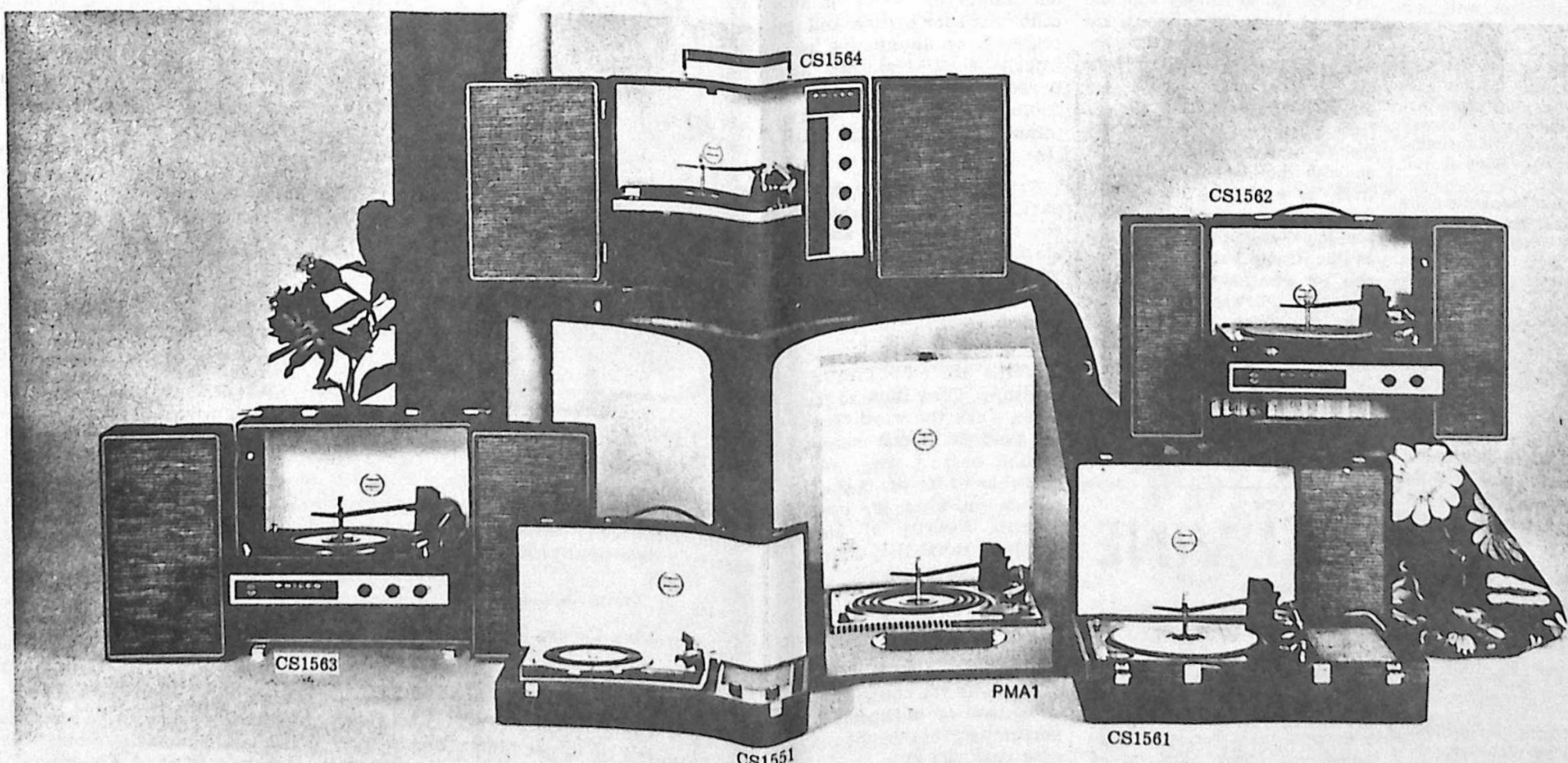
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ZWEIBRUCKEN, West Germany (CFP) — Naval Lieutenant Larry A. O'Brien looked down from his high-speed jet aircraft to see a familiar sight.

H.M.C.S. Bonaventure was again patrolling the high seas.

Many were his thoughts when the graceful aircraft carrier came into view. Many times before he had radioed for landing clearance on its deck.

But not this time.

C. F. Photo

FUR TRAPPING IN THE NORTH

By JIM TREMBLAY
When we took off from St.-Felicien on a cold January morning, the temperature was around 45 below zero. Our direction was Lake Mistassini trading post, where we would meet the owner of the local trading post, then proceed northward to pick-up pelts from the trapping Indians who were scattered over the area. Extra supplies were taken along with us, and we normally carried a few hundred pounds of flour and other goods for the Indian families. From the Lake Mistassini trading post, hunters and trappers would move from this summer location to distant lakes and rivers in the fall. Their families would canoe their way up north, others would be flown to those areas when money was sufficient to cover the expenses. A plane ride is always something to look forward to anyhow, although we had no seats and everybody had to crouch over the luggage, it did not matter much. They enjoyed those few hours gazing at the wild terrain down below and surveyed the route back to the trading post for the next summer by canoe.

Campsites were erected and made quite comfortable. Poles were set up, then covered with large canvas. When completed the whole thing was in a semi-circle and very strong. The entrance consisted of two sets of doors made of canvas and blankets, like a porch affair. The number of stoves in such a camp, would determine the number of

families under the same roof. All stove pipes led to a single opening at the top and were kept at full heat all day long. When I first entered such a dwelling, it really hit my smelling apparatus, but you so get accustomed to it after a while. The tea was prepared in a three gallon lard pail, and tasted funny. Maybe it was due to the pine needles and other stuff that this coverless pail was vulnerable to.

Life was simple and primitive amongst the Indians. On one occasion we had supper with them. The delicacy of the night was to be beaver tail. I did my best to chew this animal version of a 20 ply rubber tire, but I finally managed to sneak the piece out of my mouth into my flight jacket. This beaver had been cooked tied by the tail end between three stoves with the innards still in it. I guess if you eat that way all your life, it does not make too much difference how you cook it.

When the actual trading took place, pelts were shown and comments were exchanged. There was a lot of talking and it was unfortunate for me not to be able to understand the language until much later. Chewing gum and chocolate bars were a favorite, and favoured by everyone. Since we were visitors and special guests, the young maidens always wore their best mocassins for us. But being 16 years old at the time, I decided hands off for a while yet. Actually it was decided for me.

During the winter, daylight hours were quite short, and our flights from camp to camp gave us time enough to eat one good meal a day. This food was prepared in a big pot, then heated over and over again until it was empty. I never thought too much about girls at the time just a large T-bone steak when I got home.

In the bitter cold winds of this area of northern Quebec, trappers would get out on foot and snowshoes in the early morning, then make the rounds of their trap lines. If the trap lines were set over a large area, a small tent and stove were taken along with a dog or two and a toboggan. The traps were reset and the catch taken home then skinned carefully. The pelts were cleaned of the fat matter with a sharp knife, then the skin was chewed until it became soft. The pelts were stretched with the aid of bent branches which would pull on all sides of the pelts at once. A good beaver would be worth around \$65, mink \$15 a pelt. What to do with all this money? Since food was flown to those Indians, the cost of a 98 pound bag of flour was \$65. Sometimes the money was spent to buy a good knife or a watch, a shiny compass or a lighter. Perhaps a brand new rifle. Whatever they needed they bought, and took great care of fancy items, which were kept carefully wrapped after use. Occasionally a radio was purchased. The tube type radios at that time used a much more power-

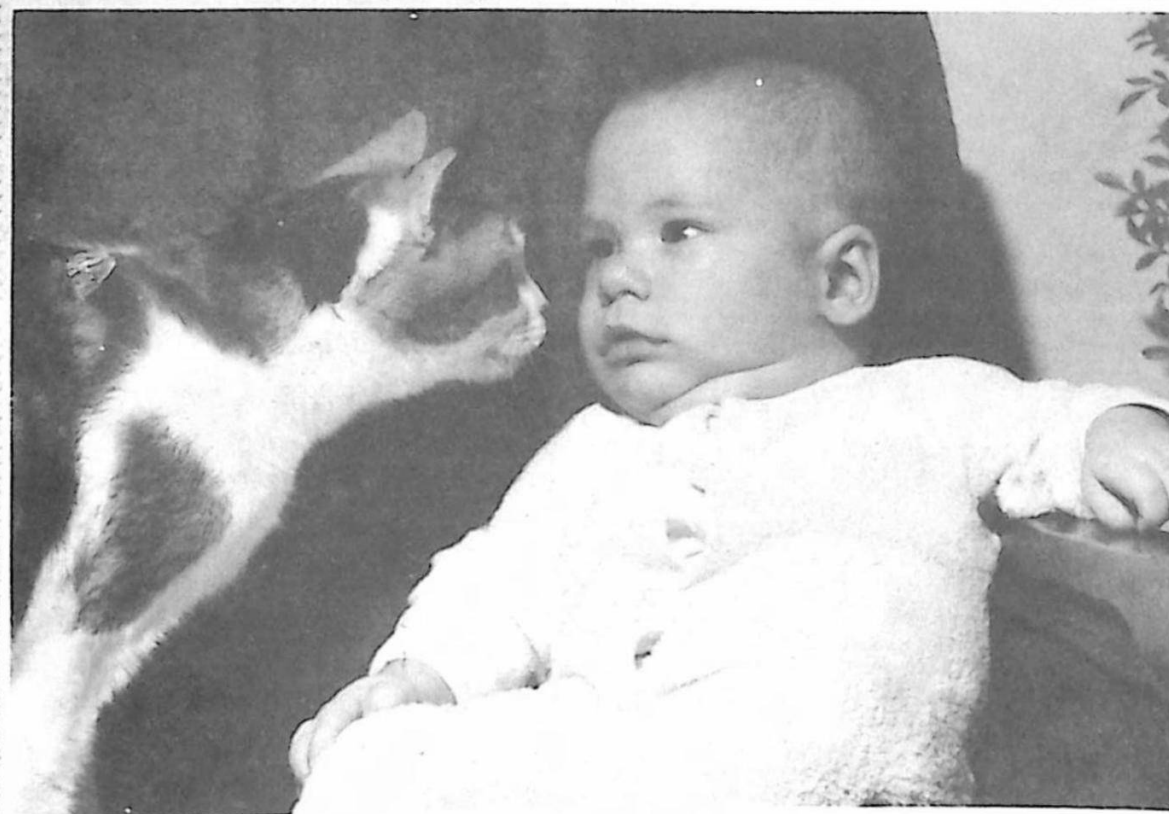
ful and larger size battery. Radio stations from far away could be heard in the early morning hours. What can you hear at that hour? Cowboy music, of course.

I remember one time back at the trading post on Lake Mistassini after a long working day, I was preparing the old Husky aircraft for the night. After I had carried out the oil dilution and installed the necessary covers, I had removed the battery and started toward the post up on the shore. Suddenly I heard a drone that sounded like several aircraft in a formation. It really got me thinking for a moment, but it turned out to be some Indians in the store who had purchased some Jew's harps, and as they got all in tempo, the sound coming out was quite similar to that of a formation of aircraft.

Staying up in the woods weeks at a time, did not give us much of a chance for a good bath and a shave; by the time we got back to the nearest hotel facilities in Chibouganou, we were not too appreciated by the owners. This was due to the scruffy appearance and the smoky smell which is a prominent feature of woodsmen.

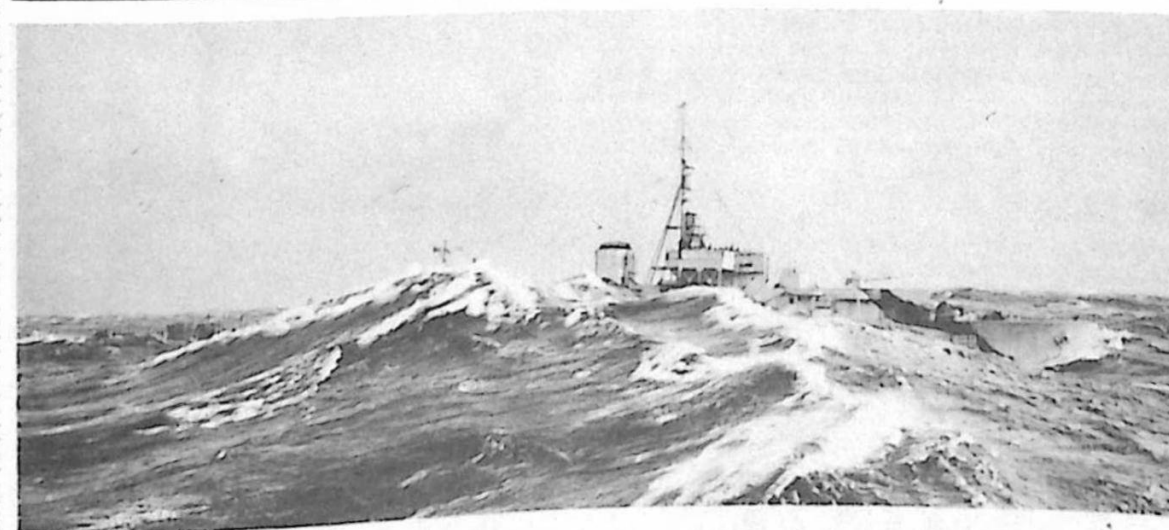
Although this fur trade would last only a month or two, it was hard work and required endurance. But I often think of the trappers and their families, who spend all their lives doing this, and living in makeshift camps. But they are happy; and this is their life and way of living. It is simple and they appreciate little things. Summer time means fishing and roaming around back at the trading post, and maybe a big party with a lot of skee-waboo (beer) and a ride back up north in a Kapimihawk (airplane).

Only the sick have a chance to see civilization when they are flown to a hospital. A new world opens to them for a while when they are recuperating, but their memories of home and of their loved ones is much stronger and sweeter than all of the modern facilities of civilization. That is the way it was then, it may have changed since, but this is how I remember them. Koe Koe Tecoe nepan ote.



I thought I saw a pudgy tat.

— J. Tremblay photo



What do you mean you forgot the life jackets?

C. F. Photo

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Research projects originating in defence research board establishments are known to have given rise to Canadian production orders close to \$200,000,000, a large proportion of which has been export trade. CRB reported this to the special committee on science policy of the senate in 1968.

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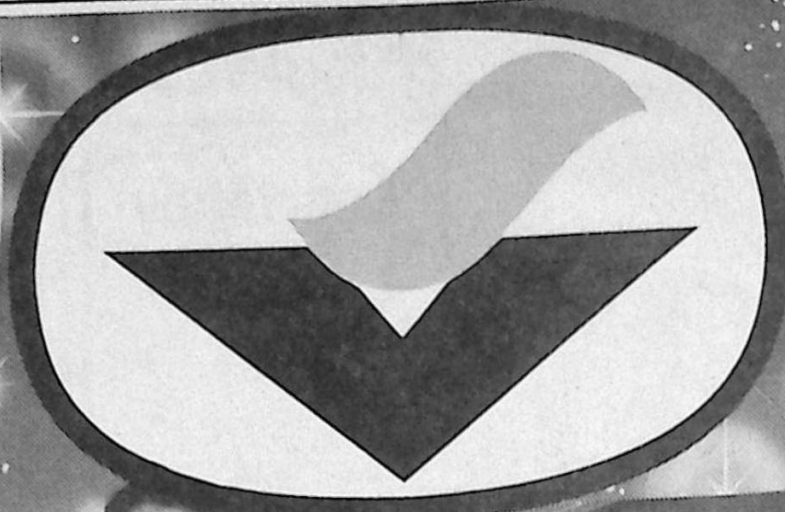
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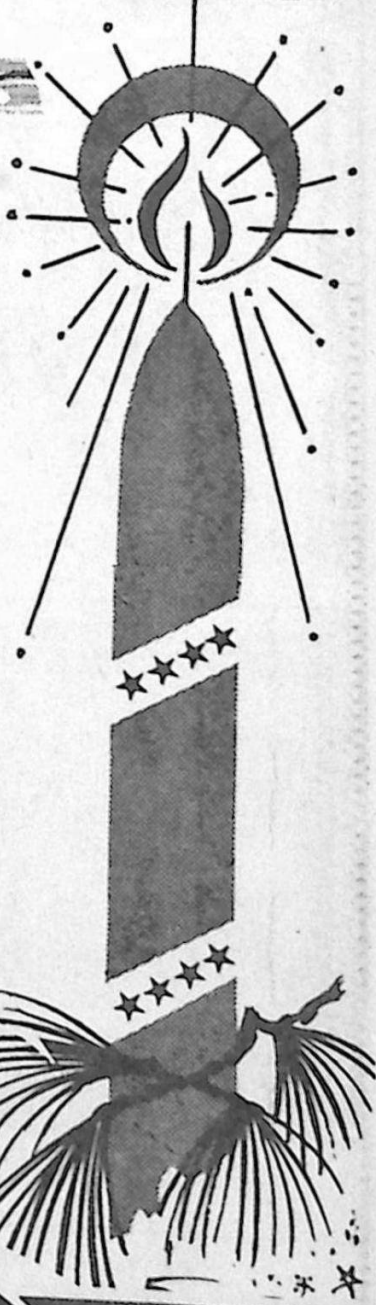
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