

TOTEM TIMES



Spring is sprung, the grass is ris, wonder where the birdies is (Burma Shave)

Vol. 10

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No. 4

GOODBYE WINTER, HELLO SPRINGTIME



NOW THAT SPRING has finally arrived in the Comox Valley. (Eat your hearts out, Eastern Canada) outdoor sports, other than skiing are again in focus around the area. Doug Corrigan, a member of the Comox Skydivers has just landed from a thrilling free fall, and gentle descent. Incidentally his chute is an Amer-

ican Para-Commander and valued at about \$350. Anyone interested in more information about this rapidly growing sport should call the Comox Flying Club on weekends and ask for any skydiver. The club is attempting to grow and would be only too glad to accept new members.

— Totem Times photo

ENDURING AFFAIR

Canada's soldiers, sailors and airmen usually have a tough time paying for a round in a Dutch pub. The Netherlands have never forgotten that not only did Canada harbour Queen Wilhelmina and her children in Ottawa during the second world war but that Canada's troops liberated this lowland country.

One in every four Canadian families bereaved by the second world war has a grave to remember in Holland. Of the 25,583 Canadians killed in combat, no fewer than 6,600 of them gave up their lives in the struggle to

free this postage stamp battle area.

The war has been over almost a full generation. But Queen Wilhelmina's tulips still bloom each year in Ottawa. Canadian servicemen who were too young to fight those battles of a quarter century ago still find it hard to pay for their drinks in Holland. The Dutch may pride themselves on being the pinch-penny Scots of mainland Europe. Yet this frugal people takes bereaved families of moderate means visiting Canadian war graves, boards them with Dutch families

who have adopted and cared for the graves, immaculately, since the war, and make sure that while on Dutch soil these pilgrims don't need to pay their way. November poppy sales raise the funds to look after this handsome gesture.

So much for the expression "Dutch treat". It just doesn't apply to Canadians if it ever applied to any situation at all.

The men who really believe in themselves are all in lunatic asylums.

G.K. Chesterton

Jet groundcrew take note

WASHINGTON (CFP) — Preliminary findings of the inquiry into the recent explosion/fire in the giant U.S. carrier Enterprise is that the initial explosion "originated in the vicinity of a jet starter cart" says the U.S. defense department.

Those jet starter carts have a small jet turbine which vents a hot exhaust... (which) may have caused the overheating and explosion of a Zuni rocket attached to the wing of an airplane. The initial explosion apparently caused a fire and subsequent bomb and rocket explosions on airplanes parked nearby," says the department statement.

The board of investigation convened by the Pacific fleet commander continues.

The U.S. Navy has moved to prevent similar accidents in other carriers and the Zuni rocket is being tested to improve heat resistance. Lessons learned from the USS Forrestal fire in the summer of 1967 had been "applied in full measure" in the Enterprise, so that the latest carrier accident had lesser damage and fewer casualties.

Cost of repairing the Enterprise is an estimated \$6.4 million and the big, nuclear propelled flat top is due back on duty in "less than three months".

RECRUITING

It seems that some of us are giving potential recruits a bum steer.

Such individuals among us are discouraging the boys from flocking to the colors by still hanging onto the notion that recruiting is curtailed. It isn't.

CFSO No. 5 says we need a recruiting intake of 800 men a month. It also says the best forecast is that this level must be maintained in fiscal year 1969/70. So don't turn the lads off. There are 28 armed forces recruiting shops in Canada from St. John's Nfld., to Victoria, B.C.

Looking at the numbers game

TRENTON, Ont. (CFP) — At the air transport command's priority four passenger booking section here, rank doesn't carry much weight.

In fact, the higher up the rank ladder you are, your chances of landing a priority four slot diminish. It's not discrimination but a fair method of spreading the few leave seats forces-wide. Their goal is a three-to-one man-officer ratio and statistics show they come pretty close.

Basically, the man with the most points gets the space. The rank slot on the section's record cards is used only to break point ties. In such cases the space goes to the junior rank. Should two of the same rank have identical point totals the date of receipt of the message at Trenton is the tie-breaker.

"We get complaints from time to time," said senior staff officer airlift traffic — Maj. H. M. (Mike) Powell, "but the regulations are clear and we follow them to the letter."

Capt. A. R. (Ozzie) and his 11-man (and one woman) passenger booking crew, headed by WO Walter Dear, keep their fingers on the pulse of the forces' passenger booking operations. Their main job is keeping track of the maze of duty traffic on scheduled flights.

One man, Cpl. John Heisler, really runs the priority four desk but the staff is interchangeable. They have a direct WATS (wide area telephone system) to all base transportation officers and the BTOs have a direct net into the section.

WO Dear, who has spent most of his 19-odd years in the movements business advises the priority four seekers, to read CFAO 20-20, "it's all there," he said. And it is, complete with sample cases.

POINT-ORIENTED
The priority four is a point-oriented system aimed at the low end of the forces totem pole. A simple point chart, part of the CFAO, spells out point allotment



AMU RECEPTION — Transport controllers and technicians who man the reception desk at Trenton's air movements unit may be short on aircraft seats at times but they're long on smiles. One of their big problems is accommodating the priority five traveller. Here Cpl. Jan Wiegand, of London, Ont., confirms space for unidentified service family. (CFP)

by rank and years of service. Each year of service, including wartime, is worth a point to all service people. But rank-wise, a private gets 14 extra points while a lieutenant-general gets only one.

For example, a 23-year sergeant who applies a month before flight time would get the nod over a 29-year lieutenant-colonel who booked in 60 days before take-off.

Capt. Gregory emphasized that his charges stick strictly to the rules of the priority four game and no amount of pressure deprives the "little" guy of his space. He added that once booked on a priority four, there's no bumping.

This is how it works. The section accept the 'four applications up to 60 days in advance of a flight, but duty people are given preference up to the 28th day before flight time. Seats open after that go to the priority fours and the long-shot fives.

They accept one-way applications but if a return 'four flip is requested it takes another week to confirm the return journey. Twenty-one days before take-off, confirmation goes out to the few fortunate, two-way travellers.

If a one-way flip is confirmed at the 28-day cut-off date. There is a disadvantage to using a priority four; ten points are lopped off your point total. That's equal to 10 years' service! And it doesn't matter who in the family makes the trip.

PROOF

Cpl. Heisler produced a few figures to back up the forces aim of a three-to-one, man-officer ratio. For the months of October-November 1968, a slack travel time, 74 officers and 157 men applied for 120 and 334 seats respectively on Skeds 2 (Canada-wide) and 151 (trans-Atlantic). Of these, 49 went to officers and families and 167 to other ranks and their kin. During the same period, 71 on the officers' side didn't make it and 167 of the

rank and file could not be accommodated.

FIVES, GAMBLE

At air movements across the highway from Trenton's priority four shop, batches of priority fives are being booked in and the senders notified of their standing on the list, usually a long one.

According to transport controller, Sgt. Dale Rice, booking a 'five from afar is a long shot. Chances of landing one are 9:1. Key to the 'five list is the date the message is received at Trenton. That determines your standing on the list.

The 37-year-old ex-army parachutist had just cleared Sked 151 to Germany and out of 65 priority fives recorded, one got a seat. But they're unpredictable. For example, on the Oct. 31 Germany-bound flight there was room for 35 priority fives.

There's one advantage to the fives, though — if you make it, there's no loss of valuable points. They're strictly space-available slots.

New Uniforms

First general issue of the new green uniform for the Forces is planned for June. CFB Petawawa is first on the schedule for general issue followed by CFB Valcartier. Third general issue will be to Bases, Esquimalt, Comox, and Chilliwack and fourth on the list are Halifax, Greenwood, and Gagetown. They will be followed by units in Central Canada and the Prairies.

A priority pool of complete uniforms as they become available from contractors is being established at CFSD Cobourg to look after officers commissioned since last fall. Officer Cadets graduating to Commissions this year onwards, and personnel posted to representative posts outside Canada.

Estimated production rate for the new uniforms is expected to be 3,000 kits per month. The basic kit is valued at \$250.

Stations and units will get issues either at the same time as the base supporting them or when a nearby base gets the issue. Distribution throughout the forces will be completed by the summer of 1972.

Officers will receive a \$200 grant and can buy either off the rack or take the material and accessories to a tailor of their choice as soon as stocks permit. Canex is expected to have uniforms for sale to Officers around the same time that general issues begin.

Trials of the proposed new uniform for women are still in progress.

Further details of the regular force issue for men are contained in L18400-503 (CDS) of 28 Jan. 69 to Commanders which is for wide distribution to all bases and units.



GOODBYE WINTER, hello summer seems to be the theme at CFB Comox's outdoor swimming pool. While the rest of frigid Canada goes on trying to dig themselves out of snowdrifts, the residents of Actionland have almost forgotten winter and are enjoying themselves immensely. Don't get too envious, Eastern Canada. It's not as good as all that. We still have the problem of Coconuts falling from the palm trees around the base.

— Totem Times photo

SALUTES REDUCED

OTTAWA (CFP) — Royal and remembrance salutes now are fired by the Canadian forces only on the official birthday of Queen Elizabeth observed in Canada in May, on Canada Day, July 1, and Remembrance Day, Nov. 11. Saluting stations for the queen's birthday are Ottawa and provincial capitals.

Stations for saluting Canada Day and Remembrance Day are

Borden writing history

BORDEN, ONT. (CFP) — Perhaps you're one of the hundreds of thousands of soldiers and airmen who have streamed through base Borden since July 1916. Doyou have a photo, a tall tale, some souvenir or memory that can tie into the history the base information office is compiling?

Ottawa, provincial capitals, plus Montreal and Vancouver.

WO Larry Holbrook at HQ, CFB Borden, Borden, Ont., welcomes material, promises that it will be handled carefully, and returned on request.

He'd like letters from veterans of Great War battalions which trained in Borden. From these and later soldiers and airmen he'd appreciate you mentioning all possible names and dates with your memories.



GRAVESIDE MEMORIES — Graves of 6,600 Canadian war dead in Holland are scrupulously attended by a small country great in gratitude. During annual homage by Dutch school children L/Cpl. Donald Brown, RCOC, from Canada's NATO brigade in Germany, saw his father's grave. Trooper R. M. Brown was killed in action Jan. 6, 1945, while serving with the 14th Hussars. Son Donald was just five years old then.

UNISKINS by mac



DEMON



DOINS

The operational tempo of life on the Demon squadron has gained momentum in the last two weeks. People have been making excellent use of the new telephone system to put the bug in the ear of their career counsellors. Judging from the prophetic words spoken just a few short weeks ago it is quite evident that these controllers of destiny make their decisions with the aid of a three dimensional dart board. It seems that the selection for cross training to pilot follows the usual random pattern rather than the indicated first come first serve basis.

None the less, four Demons have been notified of their 3 March reporting date for IAM in Toronto. They are the first of the renowned "21" club to leave. Capt's G. Dunsby, A. Gordon and D. McGill with Lt. D. Saunders, will be the leading Demons to receive the pilot operation in 69. Lots of luck in your forthcoming ventures chaps.

There will be a few other troops leaving the fold for a spot of TD. Capt's J. Krisk and D. Frenette go to Staff School and Capt. A. Kohli goes on the SIT course.

On Friday, the fourteenth, "A" Flight began the exodus to NAS Moffat. They are going south in aid of a US Navy exercise. After the briefing by Lt. Cmdr Delaney one wonders what to expect. Crew 1 will be leading the way with their stalwart companions to follow the next day. The working force of the squadron, "B" Flight will hold the fort down until the other half returns. Then they will be on the road also. With the ASW competition coming in the near future, these exercises will give the Demon crews a chance to upgrade their operational performance.

For those who are asking, "What ASW competition?" we will give you a brief rundown of what is planned. In early Jan. of this year Vice-Admiral JC O'Brien, Commander Maritime Command, presented the Command with a trophy that will be awarded at an annual ASW competition to the winning crew. This award will be made along the same lines as those which are employed in other commands.

The 1969 competition is scheduled to take place at CFB Summerside on 10-11-12 July. Each of the operational squadrons will be represented by one 15 man crew and a 10 man technical support team. Competing crews will be required to demonstrate proficiency in all aspects of ASW search, localization and attack procedures against an Oberon class submarine, and demonstrate proficiency, using Finest Bombing Competition criteria against a towed target.

The winning squadron will receive the Vice-Admiral O'Brien Trophy and as an added attraction there will immediately follow the competition a long range loop patrol. If a 407 crew wins, this flight will be carried out in the Eastern Atlantic under operational control of MarCom or should in unlikely circumstance of an East Coast crew winning, their loop will be conducted under Mar Pac control.

A photo of the trophy is included in the paper so that our readers will have a chance to see what they will be bringing home. The two aircraft, not being indicative of VP, will be replaced by Maple Leafs.

In closing for this issue we would like to congratulate three of our ground support personnel on their promotions; MWO's Anderson, and McLeod, to WO Kilbourn.

Anti-submarine warfare is a fishy business

The Sucklingfish or REMORA is found in warm salt water. It is not more than two feet in length, and on top of its head is an elaborately formed oval suction disc, containing a considerable number of movable cartilage plates.

By means of this disc, the REMORA attaches itself to the bodies of large fish or occasionally to ships, and is then transported through the water by them, getting a free ride instead of swimming by its own exertion. The holding power is great and the Remora is not easily dislodged. It is able to let go whenever it wishes, which it does when it selects a new feeding ground.

The word Remora means "To Hinder".

The natives of Zanzibar and islands in the vicinity use the Remora to catch turtles. With the aid of a line attached to the Remora, which in turn attaches itself to a turtle the natives are

able to pull both to their boat demonstrating the Remora's great suction power.

It is on this principle that "The Remora Tactic" is based. The Anti-Submarine Warfare application is that once the submarine is detected, and an approximate localization made, the Remora is dropped at the minimum altitude and airspeed allowed, with a buoy attached to it by a light weight line. The buoy could be a float or some homing device.

The Remora being well fed by the Radio Officers, it will search for a free ride—the submarine being in the area and moving will be ideal. Other localizing tactics could be used to confirm that the Remora is attached to the submarine and not to a large fish.

Once the contact has been confirmed, the sub may be tracked at will until the Remora becomes hungry. An extremely accurate attack may be made anytime up till then.



CANADA MAKES THEM — Dutch version of Canadian forces CF-5 tactical fighter is this NF-5 shown over Ottawa's Parliament Hill. NF-5's are being built by Canadair Ltd., Montreal, at the same plant which is producing Canada's own version of the fighter. — Canadair photo



THE VICE-ADMIRAL O'BRIEN trophy shown here, was accepted out of stock and will require slight modification before presentation. The aircraft on either side of the bowl are not representative of Maritime Command and will be replaced with maple leaves. However, this slight adjustment will not preclude the use of this photograph for advance publicity purposes. — Canadian Forces photo

Editor's Note: Are maple leaves representative of Maritime Command?

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TEST FLIGHT — Lt.-Cdr. J. Hebert, left, Royal Netherlands Navy, and Lt. O. J. Brooks, of VX-10 at Shearwater complete evaluation form after test flying updated Netherlands Tracker.

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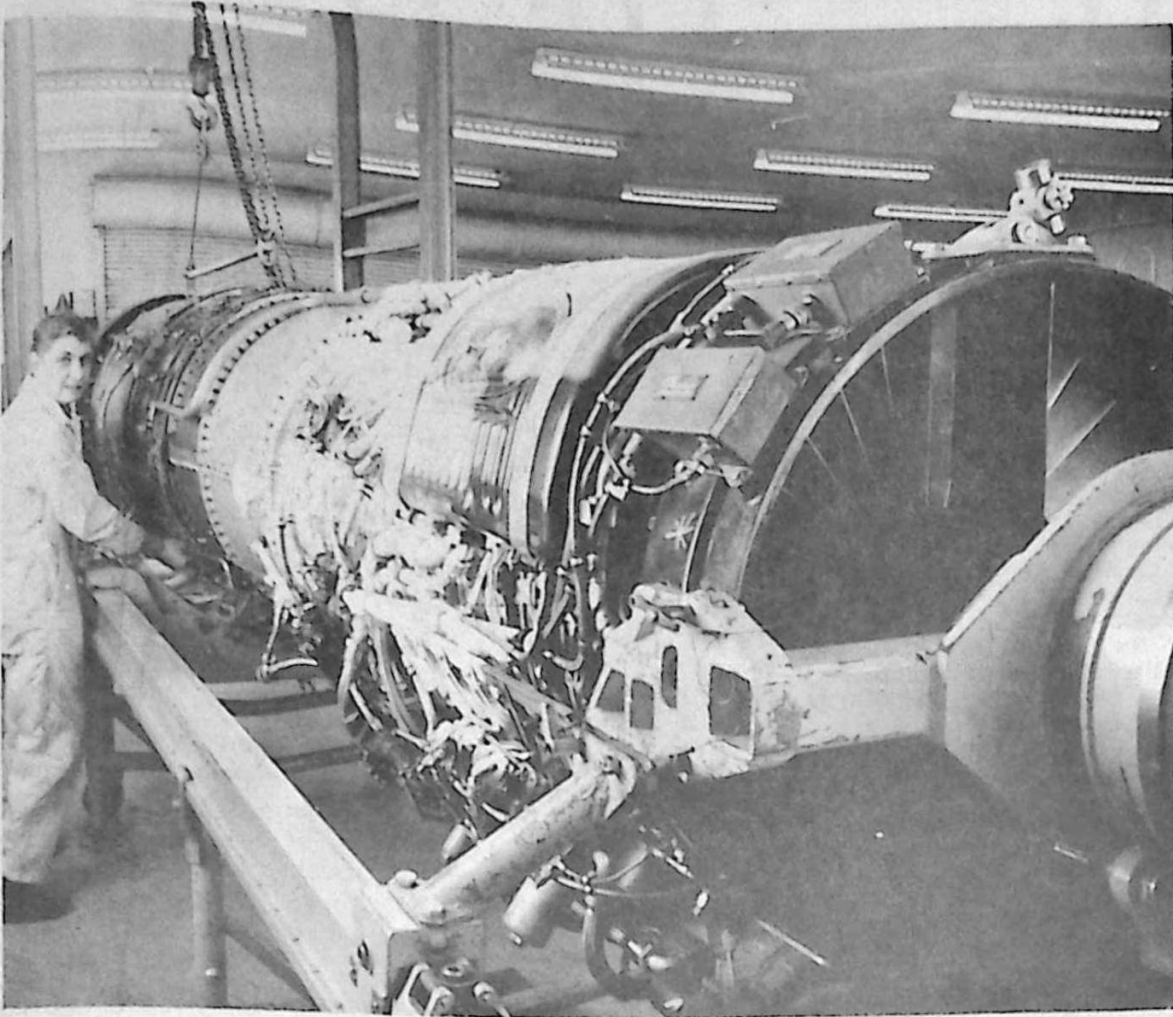
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BROADSIDE VIEW of the J79 engine which propels the 104 at speeds even greater than a Harvard. The engine is seventeen feet of sheer power. Cpl. Quarrie is checking the system.

AIR DIV AIRS MENAGERIE

LAHR, West German (CRP)—Lions, tigers, foxes, falcons, storks, Indians and tomahawks comprise Canada's strike/reconnaissance contribution to the NATO air shield in Europe.

That is, if you go by their squadron badges. Two photo recon squadrons — 439 Tiger and 441 Silver Fox — now are at LAHR with their Starfighters. Joining them later in the year is 430 Silver Falcon, a strike/attack squadron from 3 wing whose Zweibrücken base is closing down.

At Baden-Soellingen's 4 wing are 421 Red Indian and 422 Tomahawk strike/attack squadrons. Going to 4 wing from Zweibrücken later this year is 427 Lion Squadron, also a strike/attack Starfighter unit.

A Dakota-flying unit already at LAHR is 109 Stork communications unit.

If pilots of 427 are lion-hearted, those of 439 tenacious as tigers and 441 foxy, then 421s are crafty as Indians, 422 deadly as tomahawks. Where does that leave 430 and 109? Strictly for the birds.



SHOWN JUST AFTER receiving news of his transfer to IWS, Tyndall AFB, Fla., is 409 Squadron's Tiny Tom. Tiny has yet to stop running, and was last reported by the Tennessee State Highway Patrol to be at a point just south of Nashville. During his trip, Tiny collected tickets from Washington, Oregon, Idaho, California, Rhode Island and Alaska State police before he slowed down enough to run a straight-line course. — DND Photo

The day after the game, the survivors are expected to attend a squadron dinner which features about two full hours of cocktails before dinner. All personnel are asked to bring baseball gloves to catch the buns and things which normally get airborne after two hours of cocktails.

The command post is now equipped with subdued lighting and the atmosphere is the same as can be found in the more expensive nightspots. One almost expects bunny-girls walking around selling cigarettes and drinks, and we hear that this is being considered. At last report, no floor show acts had been booked, but the entertainment people are working on it.

Rhiney Koehn is paying a visit to the squadron just now. He returned all fresh and happy from his visit to the continent, was introduced to the crews who have joined the unit during the past six months or so, and even flew a trip or two. Soon, however, he will be gone again, as he is being sent to Chalm School in Toronto to pick up some of the couch and culture that he has missed over the years. Accompanying him will be Bill Bland, who seems determined to keep the squadron fund in an inaccessible location. Perhaps he is just trying to keep out of CAC.

Another Cudgel Caper is in store this week, and it would sure help matters if the people who schedule these things would keep the TOTEM TIMES deadlines in mind when they schedule them. It seems that we are always talking about exercises that happen every two weeks, or making up lies about exercises that are in progress when the paper appears. In this week's Cudgel Caper... damn, the crystal ball just blew a fuse, so you'll have to wait for the next issue to find out what happened.

Vic Rushton is the manufacturer's representative for a new game designed expressly for pilots. It's a one-piece jigsaw puzzle. His only problem is to phrase the instructions in terms so simple that a pilot can understand them.

And, this last item. The squadron is taking up a collection to buy a hearing aid for the BAMEO, who lost his hearing while running around the flight line without his ear-defenders. Tut-tut.

Starfighter servicing story

Text & Photo by Jim Tremblay

I always wanted to know what made this bird tick, and fly so fast. I received the chance of a lifetime, when I was selected to attend a conversion course on the sleek and powerful Starfighter aircraft, which flies by sheer power and glides like a nail.

The 10 FTTU school where I was to attend this course, is located in Cold Lake in northern Alberta (the winter name for sub zero weather).

I left Comox on a wet slobby Monday morning by bus to Vancouver, then train to Edmonton. I don't believe that anyone can relax on a train journey, at least during meal time. The waiters seem overly eager to serve your meals rapidly, and get rid of you. By the time you sip the last drop of coffee from your cup, they snatch it away, and I guess that is a hint for you to move out of the diner. I am sure that this is the only place where they offer cheese and crackers as dessert delicacy. After several hundred jerky stop and goes (must have been engineer and brakeman training week) we finally arrived in Edmonton, boarded the hot rod of the railroad. A self-propelled coach which moves at a great rate of speed, and if you sit and watch at the front, especially when the tracks are not visible, from the snow, it becomes quite a thrill. However we made it to Grand Center without jumping off the tracks. When I got off

this coach, my sweat turned to ice, as I walked in the 50 below temperature.

The school is located near the runways, and there you have the chance to see and hear the birds in action. In cold temperature, the shrilling noise of a Starfighter aircraft, is enough to scare you away. However we got used to it, since at night time when the aircraft engines are being run for troubles, at a certain RPM the engine emits a noise which resembles that of a bull moose stuck in the gumbo mud.

After a few lectures of introduction on the many trades involved in the Starfighter, we began our engine conversion course. The engine which powers the aircraft, is known as a J790EL7, it is 17 feet long and is a very complex piece of machinery. The carburation consists of several complex components closely associated and when the system is in operation, a mass of little arms and levers spring bellows etc., feed fuel to the engine at a reasonable rate. Our instructors patiently went through the many systems over and over again, and slowly their knowledge became clear to us, and the mysteries were solved. After class, as we saw the Starfighter taking to the air, we could mentally picture every movement of the systems in action. This is quite interesting and keeps you thinking.

The last phase of this course

consisted of the disassembling of the power plant (without the help of a hammer). This is all sequence work, and patience is required at all times. However this particular engine used for such purpose, has so far left Sgt Mason our chief instructor with 30 lbs. of left over nuts and bolts.

Since the introduction of the F104 in early '62, thousands of technicians have been trained and some courses last as long as three months. The instructing staff go out of their way to teach you and help you understand the many complicated systems. Their devotion to their work has proven of great value to the service, since very few aircraft (104s) have been lost through carelessness.

The school is now providing instruction on a newcomer the CF-5. This aircraft is very fast and is powered with two engines which are equipped with afterburners. The diminutive size of the power plants resembles something like two souped up vacuum cleaners.

The amazing lightness of this aircraft and sleek design makes it fast and very manoeuvrable. It can roll horizontally two revolutions per second, (don't try it right after breakfast). The lightness of the material used in some airframe components is due to the discovery of new types of alloy in metal.

Bonded skin of boron composite

consisting of layers of epoxy resin skin containing half then tungsten wires coated with boron. New materials will eventually enable a manufacturer to produce an aircraft 40% lighter than one of aluminum and twice as strong as steel.

CFB Cold Lake has many recreational activities at hand for transient personnel. There are curling rinks, ice rinks and a large recreation centre for hobbyists. Messes are excellent and I had to do a lot of walking to burn off the calories.

I ran across an old 407 Demon Moe Dube. I saw him heading towards the lake pulling a toboggan loaded with sonobuoys and markers. He was probing the lake for possible submarine activities. Actually I think Moe finds it a little strange with the new F5 squadron, cold weather and all he is probably looking for his way back to good old Comox.

It was good to see the final examination written and passed, and we shook hands to our obliging instructors Sgt Dave Mason, Cpl C Lewis and Will Willcox. Sgt Mason had a way of putting the questions to you and making you describe the carburation system of the 104. I don't think that anyone can forget what they learned from him or his two associates.

In a few months, eight of us would put our knowledge in action when on duty in Europe.

So with plenty of time to go home, I waited to go service air, and finally made it in four days. Comox had become its old self again with blowing gale of 25 knots and rain.

My hat couldn't wait to get home, it flew off my head, and must be up Kelsey Bay by now. Ciphering my claim, I found out I was \$40 in the red, so I hope that future courses will be given by correspondence. It would be a great saving for all of us.

Now slowly packing away for Europe, I have a gallon can of used 3GP 100B oil, which I have been closely associated with in wiping it off cowlings of piston engines for the last decade and a half plus. And this has moved me up to the jet era. From the Dragon rapide to the CF104, how's that for a move.

**NEXT TOTEM
TIMES DEADLINE**

**MONDAY
MARCH 3rd**

"Don't miss it"

Boeing's Chinook fleet passes 500,000 hr. mark

The U.S. Army's fleet of CH-47 Chinooks have flown more than one-half million hours since the first Boeing-built medium transport helicopter entered the Army's inventory in March, 1962.

More than two-thirds of the total, or about 350,000 hours were flown under combat conditions in southeast Asia.

All three production models of the Chinook are currently serving in Vietnam. The first contingent of 'A' model Chinooks was deployed to southeast Asia

with the 1st Cavalry Division (Airmobile) in September, 1965. 'B' model units were first introduced into the theater in Feb. 1968 with the first 'C' model Chinooks arriving in Vietnam in October of the same year.

In Vietnam, the Chinook fleet has transported nearly 3,700,000 passengers and 1.9 million tons of cargo since 1965. In the same period, more than 5,700 downed aircraft have been recovered at an estimated replacement value approaching \$1.5 billion.

Night Hawk's Nest



Life has been just one damned Cudgel Caper after another for the hard-working Nighthawks as they prepare for next month's Tac Eval and its cast of thousands. This year, apparently, things will be different, as the inspecting team is expected to outnumber the squadron by a considerable margin. A pitched battle, therefore, looms as a likely possibility.

The last Cudgel Caper was actually a pretty good exercise. One of the most remarkable features was the enthusiastic way in which the ground crew pitched in and went along with the war games. At all times under the Decaf conditions they were running out to airplanes, running back to the hangar, and generally displaying themselves in creditable fashion. Their fine work made possible an extremely good flying day.

Last week's Felix Echo exercise was, in stark contrast, a faint echo of what an exercise should be. It featured the maximum possible number of air and ground crews sitting around for the longest possible time before embarking upon the minimum possible amount of flying. Gary Liddiard, the resident CAC-genius was even called upon to invent a couple of targets so that some of the crews would have a chance to fly.

Actually, the exercise was a disguised form of fitness training, as the three airplanes farthest from the squadron were flown by Done Elphick, Ernie Poole, and John Larrison, all of whom have been mistaken for the Goodyear blimp at one time or another. It is reported that John's trip out to his airplane was recorded on seismographs as far afield as Sydney, Australia.

In preparation for the Tac Eval, all sorts of orders and whatnot are being rewritten. This has thrown a great load on order-rewriters, and it has also thrown a great load on the cleaners, who are forced to get rid of all the stray paper lying around.

The other day, the Colonel was complaining about an unsightly heap of paper in one of the offices, and he asked the cleaner to remove it. It took the cleaner thirty-five minutes to get to the bottom of the pile, and when he got there, he found Major Sterne, still writing.

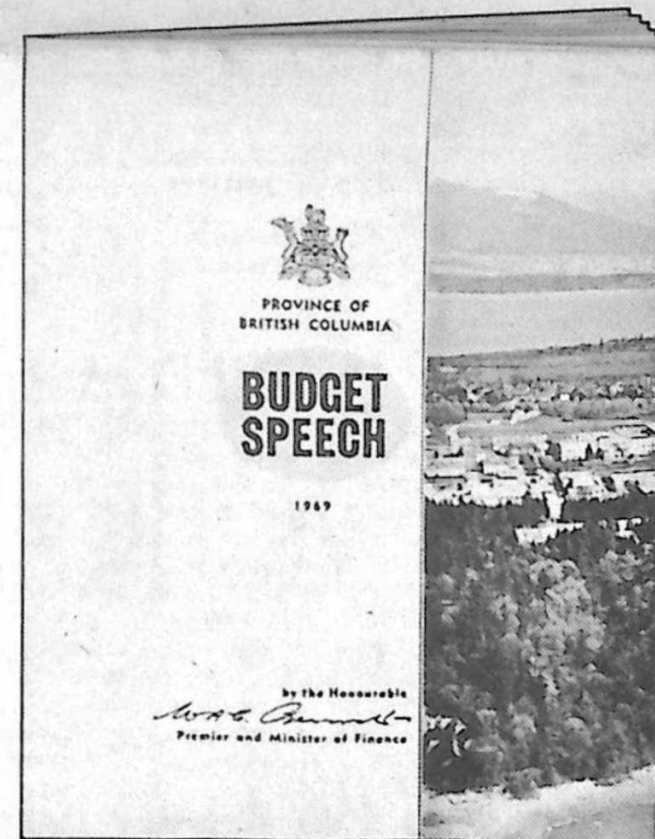
Tiny Tom, the smash act who has been wowing simulator audiences lately has been picked up by an American network, and his show will now be seen at IWS, Tyndall Air Force Base, Fla. Tiny's transfer there should give him an opportunity to perfect what he laughingly calls his golf game, which in turn will give him an opportunity to practice his snake recognition, as it seems that snakes, great big ones, are something that no golf course down there is complete without.

To dazzle his American audiences, Tom has embarked upon a new act, which he previewed at ground school last Friday. It was entitled, "Allowable Voice Calls", and it seems that the whole secret is to use a anti-freeze" as about the first five calls. It certainly makes for an interesting lecture.

Paddy O'Sullivan was complaining during one of the recent exercises that he hadn't been allotted a pilot; just Ernie Poole. Ernie readily admitted that he might have some defects. "After all, he said, 'I've been trying to train O'Sullivan for ten years, and he still doesn't know anything."

The sports program will take a quantum leap backward this Friday as the pilots tackle the mavs in the annual hockey game. Coaches Harry Chaplin and Paddy O'Sullivan are both outwardly exuding confidence and prattling on about decisive victory and all that. Inwardly, however, they both feel that no coach has ever been dealt such poor material, and neither one expects to have his contract renewed next year. In fact, neither one wants to have his contract renewed next year.

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TOTEM TIMES

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Peacekeeping - our dilemma

As the military world becomes increasingly complex and in view of discussions concerning our contributions to the strategic scene, it has become the national pastime to reflect on past policies and to speculate on future plans. Basically our efforts in the world balance of power struggle can be broken down into 3 parts; NATO, NORAD and Peacekeeping.

To NATO and NORAD we have honoured our commitments. We have supplied the manpower and equipment necessary to boost a significant contribution to the allied defense of North America and Western Europe. Just how much our present contributions deter our potential enemies is up for speculation and is presently under an intensive review.

In this nuclear era the education of the modern military man, although quite extensive, is no wonder to behold. It does not require a great mind to shoot a gun, an Einstein to lob a missile from a destroyer or patrol plane. We do not retain a force of 100 calibre, dedicated and professional servicemen as some would have us believe. What we have is simply a force of highly trained and disciplined individuals supposedly prepared to execute their assigned tasks when ordered. Although today's soldier may undergo more complex training than did his predecessors, the end result is basically the same.

Our decision to take up peacekeeping was rather profound. To NATO and NORAD we have supplied the men and machines to achieve the desired objective. Can we make the same claim for our peacekeeping efforts? Not really!

What special qualities should members of a peacekeeping contingent have? If we aren't staffed with suitably trained individuals, where did we fail? In Canada we retain an outmoded concept of education for our servicemen. Although peacekeeping may figure prominently in our future, our training doesn't reflect this. We still cling to the huge hammer theory of solving problems when in fact the problems facing us are as delicate as a fine watch.

If we do take up globe trotting to keep the peace, where will we go? At the moment the nod would have to be towards South East Asia, the Middle East or possible Africa. Any interested person need only pick up a newspaper to realize the gravity and complexity of the situations prevailing there. So what are we as potential peacekeepers doing to prepare ourselves for possible deployment to those regions? Very, very little!

Prime Minister Trudeau has indicated the possibility of sending Canadians to Vietnam as peacekeepers once the fighting stops. Is there a Canadian serviceman who can speak fluent Vietnamese? Does anyone recall attending a service course in Asian studies lately? Is anyone slated for such a course in the near future? Are we taking note of American mistakes in dealing with the Vietnamese so we don't do the same? Have we personnel being briefed occasionally, let alone trained, for the geographical and climatological conditions they will encounter abroad? These questions could be asked of all the regions in which we are likely to become involved and the answer in each case must be a qualified no!

So how are we going to keep the peace? Perhaps we should ready ourselves to deploy a force of the biggest men we have. We could supply them with the best in military hardware and instruct them to keep the peace at "all costs." The shrieking sounds of a fully armed CF5 should do wonders for the Canadian peacekeeping image abroad!

The facts are plain. At present we neither have the proper attitude to supply an efficient peacekeeping contingent nor do we have the qualified personnel to carry out the task. This may sound very archaic in this day of the nuclear bomb, but perhaps we can train and supply people to keep the peace by earning the respect of local citizens instead of intimidating them. Maybe our peacekeepers can aid their charges by supplying food, medicine and educational materials instead of ransacking their homes to look for trouble makers. Perhaps a combination of a military force and a peace corps is what we should strive for.

So what results we'll attain in this latest of our chosen fields of endeavour is anyone's guess. Canada's contribution to peace in Cyprus is fair while the peacekeeping force in the Gaza Strip turned out to be a fiasco. We seem to be batting about 50%! If we expect to maintain and improve our peacekeeping capability and perhaps improve on this average an entirely new way of military thinking must be formed.

DANTE TODAY

Alighieri Dante, 1265-1321, was a pretty hot writer in his day and his work on hell and purgatory, the Divine Comedy, is still required schoolwork in many a Canadian classroom today.

This Italian poet had a little fun while writing his great enduring opus. For he consigned many of his enemies, and even some of his so-so friends, to the hell he described in such detailed and compelling verse.

Which brings us to that modern issue: TV morality. If you've read a little Dante you'll readily appreciate that DANDRUFF is a condition that should consign you to the lowest possible level of Dante's vivid conception of hell.

And musty armpits will get you

hell for sure, but maybe one level less. Bad breath? Hell, certainly but God only knows what level. Brand X makers are well meaning; just a stretch in purgatory should do the trick. The advertisers are really very decent otherwise. They seem preoccupied by no other sins of commission or omission judging from the violence and the "girling" of the programs which most advertisers sponsor on the old boob tube.

Now how would we score with the Dante formula in the forces? For instance, disloyalty. Does it rate eternal consignment in the nethermost regions of the awful pit, or just 10 days' purgatory, then draw your harp and halo?

What think you?



Say, we could wash and wax the Trans-Canada Highway and charge them by the yard.

MRS. FIX-IT ALL

By CPL LANCE STERLING
There is no worse burden in the world than a mechanically inclined wife.

Husbands (with the exception of the TV variety) are supposed to be handy around the house. They should be able to fix sticky doors, start power lawnmowers and dis-course intelligently on the internal plumbings of car engines.

Its bad enough when the husband is unable to do all these things. It's almost unbearable when his wife can.

Even worse is when the wife is able to diagnose the trouble and come up with a workable answer when the answer flies in the face of reason.

A case in point is our refrigerator. After years of honorable and faithful service, our old refrigerator gurgled its last and refused to pump another pint of freon.

Being the head of the family and wise in the ways of things mechanical, I carefully chose a replacement that was supposed to be indestructible.

It worked fine, but the door squeaked. The service manual said the hinges contained some sort of miracle plastic that would last forever, provided oil never touched it.

My wife said, "Oil the hinges." I believe service manuals. Sup-

posedly, experts write these things for use by us laymen, I would not oil.

The alignment of the hinges was checked. Screws were tightened. A spirit level was even used to make sure the cabinet was plumb. The hinges still squeaked.

My wife still said, "Oil the hinges."

Quoting from the service manual, I pointed out that the plastic material used in the hinges was the same stuff used in rockets and produced the slipperiest surface known to man.

"Furthermore," I added in resonant tones, "the service manual says that oil should never be used as it breaks down the composition of the plastic."

My wife oiled the door.

It doesn't squeak! The whole refrigerator is quieter. The plastic on the hinges even looks better.

Another example is our car. There have been enough books written on the care and feeding of those iron monsters to fill a library. My wife has read none.

But on a cold, winter morning after I have practically drained the battery and my adrenal glands trying to get the car started, she is the one who reaches in, jiggles the accelerator with one hand,

turns the key with the other and watches the beast come to life.

She is also the one who announced over the roar of 5 p.m. traffic that there must be something wrong with the carburetor.

This would not be too unusual except that the car radio was blaring, all five kids were testing the outer limits of their lungs and my wife has never seen a carburetor.

She based her announcement on the fact that the car "felt funny."

The car was due for its annual checkup anyway, so when the mechanic took the key, I told him that the carburetor, according to my wife, was adding up.

We both chuckled indulgently. Two days later, the mechanic called from the garage. He asked that I tell my wife that the butterfly valve on the carburetor became sticky at speeds over 40 miles per hour.

But she really knew what she was talking about and would she like a part time job as a mechanic. Living with a mechanically inclined wife is a burden. It's even worse when she has a sense of humor. How would you like to come home after work some night and be met at the door by your wife carrying a 14 inch pipe wrench and announcing with an angelic smile that she has rearranged the bathroom.

THE WORLD IS INDEED YOUR OYSTER

There's hardly a corner of the earth that the Canadian serviceman hasn't visited or may likely visit. Such is our role.

So, chum, the world's your oyster. Here's all you have to do to find your pearl within it.

A car in every garage, water drinkable from the tap, TV sets and an electric carving knife are not necessarily the universal yardstick of human success. Talk softly.

Many of the peoples you meet live in the shadow of great events and deeds once great. Behumble, don't sneer.

A goat's eye handed you by a

grimy sheik is a great honour. Accept it.

So you're hooked on Mom's apple pie. Don't turn up your nose at, say, sudyak (It's good! Be an optimist.)

And with garlic on the breath there's just no chance of halitosis anyway, so be broad-minded (and strong stomach) if it needs be.)

A pearl is formed by the oyster depositing layer upon layer of substance around an irritant that has become imbedded in its flesh. The servicemen can do the same with the irritants of service life and the seamy side of travel. How? Cover them with

god humour, common sense, endurance, self sacrifice, consideration of your fellow man and, deeply, a sense of duty.

See, your pearl is growing. But the most important lesson of all, as new horizons unfold before your maturing outlook, is the one that gives your pearl its greatest lustre.

You now realize that people are pretty much the same under the skin, have the same broad reasons for the things they do. They are in the main sincere about the things that matter to us all. The serviceman sooner or later finds this out. Almost the serviceman alone!

HOME IS WHERE THE HEART IS

During 1968, 30 ships of maritime command (Atlantic) spent nearly 3,000 days at sea and steamed more than 550,000 miles.

In addition to sea time a considerable amount of time was spent in making operational and courtesy visits to foreign ports on both sides of the Atlantic. A typical example is the submarine Onondaga with 169 days at sea last year and an additional 35 days visiting foreign ports.

As the majority of approximately 10,000 Armed Forces personnel in the Halifax-Dartmouth area spend so much time away from home, one would think that all their spare time would be spent with families and friends. Yet such is not the case.

It is a rare organization in the twin cities that does not

include a serviceman or member of his family along its membership. They are members of the junior chamber of commerce, board of trade, professional associations, church organizations, home and school associations, local lodges, boat, gun, parachute, flying and similar clubs, and organizations such as the St. John's Ambulance and Red Cross.

They serve on the executive and provide leadership for boy scouts; support, coach and referee in minor football, hockey and baseball leagues and are leaders in the Halifax police boys' club and Dartmouth big brother association.

During the past year, armed forces personnel in the area made more than 4,700 blood donations to the Red Cross, more

than 100 given in emergency situations. Throughout the year, ships, bases and units support wholeheartedly the financial drives made by the United Appeal, cancer, heart and other funds. In the last Red Feather Campaign, service personnel donated more than \$37,000 through payroll deductions.

Members of units and ships' companies are foster parents to destitute foreign children and support their education and welfare.

In the line of duty servicemen contribute to the community in the way of band concerts, forest fire fighting, and search and rescue including volunteer ground search teams.

Canadian servicemen continue to prove that they are interested, active members of the community in which they live.

Shoot and scoot with laser

CULVER CITY, Calif. (CFP)—Hughes Aircraft Co. is developing a laser range finder for the U.S. Army's "Shoot and Scoot" tactics with mobile heavy weapons.

BRACKETS OFF
Bracketing has traditionally augmented range-finding tech-

niques and equipment, the long and short of the whole bag. Enemy radars now quickly lock into the first round of a heavy mortar, a recoilless rifle, the tank gun or SP gun.

ONE BRICK
The name of the game is to get the one round away with ac-

curacy, then take it on the lam: shoot and scoot.

The laser light goes out, bounces back from target, the range is calculated, range visually displayed in meters and direct into the tank's fire control system, all in a fraction of a second. Then, shoot and scoot.

Hansard Highlights

January 29, 1969
MILITARY PERSONNEL FROM FRANCE IN CANADA

Question No. 1,179 - Mr. Scott:
L. Are there any military personnel from the Republic of France now instructing Canadian Forces?

2. For what purpose were they engaged?

3. How many are there at the present time?

4. Where are they located?

5. When were they engaged?

6. How long is their anticipated stay?

7. What remuneration do they receive and from whom do they receive it?

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, the answer to this question is as follows: 1. Yes.

2. They were posted to Canada as part of an exchange of officer program.

3. Two air force officers.

4. One is at the Canadian Forces Base, Moose Jaw, Saskatchewan, the other at the Air Navigational School, Winnipeg, Manitoba.

5. The officer at Moose Jaw came in February 1967, and the one at Winnipeg in August 1968.

6. Two years from date of arrival in Canada.

7. These officers receive military salaries from the French government.

COMMONS DEBATES

February 3, 1969

CANADIAN UNITS IN

NATO AND NORAD

Question No. 1,186—Mr. Rob-Inson:

1. Are the units forming Canada's commitment to (a) NORAD (b) Nato, up to establishment strength and, if not, to what extent?

2. Are the Canadian Forces up to establishment strength at the present time, and, if not, what is the present requirement to bring establishment up to strength and when is it anticipated this will be brought about?

3. Does the government propose any incentives (a) to encourage enlistment in the Canadian forces (b) to retain present members of the Canadian Forces?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): Attention is directed to Minutes No. 14 of the Standing Committee on External Affairs and National Defence, dated November 21, 1968. 1. The units forming Canada's commitment to (a) NORAD and (b) NATO, with the exception of one destroyer escort, which is due to go into refit shortly, are manned to meet present commitments.

2. No, the present total establishment figure is a little over 103,000 and actual strength at the end of November was 99,064, so that there is a shortage of approximately 4,000 overall in relation to the establishment. The manning ceiling, however, has been set at 98,000 for the current year.

3. (a) and (b) Every effort is made to ensure that wages are comparable to those paid in industry for similar employment, that there is the real prospect of an acceptable career, and a fringe benefits package sufficient to offset the many disadvantages of service life.

NATIONAL DEFENCE

ZAMBIA-CANADIAN

MILITARY INSTRUCTORS

Hon. D. S. Harkness (Calgary Centre): Mr. Speaker, I wish to direct a question to the Prime Minister. Has an actual or tentative agreement been reached with Zambia for Canada to supply that country with military training instructors and other defence help?

Right Hon. P.-E. Trudeau (Prime Minister): Mr. Speaker,

I believe there has been an agreement in existence for some time whereby we do extend certain training facilities to Zambia, and to the Zambian army.

Mr. Harkness: As a supplementary question, at the Commonwealth Prime Ministers Conference did the Prime Minister discuss this matter with the Prime Minister of Zambia, and assure him of further or increased support along this line?

Mr. Trudeau: No, Mr. Speaker, the matter was not discussed,

and I shall have to check my own memory as to whether it is Zambia or Tanzania with whom we have this agreement.

(Later):

Mr. Trudeau: Mr. Speaker, I think I should refer again to the question asked me by the hon. member for Calgary Centre. I said I would check my memory and the answer is that there is no agreement with Zambia. I also remember that I have not discussed that subject with the President of Zambia.

Keeping up with the profession

"The military man is a professional man," say leading generals everywhere, and indeed the military calling does have much of the professional mystique about it. There is a large body of accumulated knowledge, self-regulation, and much of the inscrutable jargon used by other professions as a badge of superiority.

The Canadian forces share this viewpoint.

For the officers, there is a program of professional development. Staff School leads to Staff College, which leads to National Defence College, which leads to sitting on the right hand of the Minister of National Defence and judging the majors from the minors, or something. All well and good, and orderly.

However, not everyone gets to attend these courses. About 400 officers each year attend Staff College, and considerably fewer attend Staff College and National Defence College, which are one year courses. What about the rest of them?

The rest of them must rely on the brief brush they got during their training, and on journals appropriate to their trade, such as the Observer, for their continuation knowledge. In a service which is almost a quarter of a century past its last major war, this is not good enough.

What, then, to do. It would be impractical to expand the Staff School and the Colleges to accommodate all the officers who should attend. Some other method must be found to bring to Canadian servicemen a penetrating insight into latter-day military technique.

One such method would be to institute a serious journal of military thought for the Canadian Forces. Such a journal could well carry articles by External Affairs officials, DND officials, senior officers of our own and Allied services, and even articles pirated by the intelligence bobbies from the serious military journals of less-than-friendly countries.

In today's complex service, it is extremely easy to get bogged down in a welter of detail; to regard the daily job as an end in itself, rather than just a means toward an end. There is little time for calm meditation on the changes that have taken place in warfare in the past 25 years. A serious journal would not, of course, provide the opportunity for navel-contemplation, but it would provide a spur.

Militarily, a great deal has happened since the last war. Dozens of small and some not-so-small insurrections have revolutionized guerrilla warfare. The six-day war has a lot to offer us. Vietnam contains a host of lessons. But we have no forum in which to discuss these campaigns.

A year or so ago, there was a promise of sorts that a serious Canadian military journal was on the way. Apparently, however, it has felt the cutting edge of the austerity axe.

This is hardly the place to begin the war on expenses. Education, continuing education, is as vital in the military profession as it is in any other profession. If there are no funds for a serious military journal, perhaps the funds currently going into Sentinel could be diverted. Professional education is absolutely essential if our forces are to remain in any condition whatever to meet the demands which may be placed upon them in future.

It is particularly essential now, when neither the forces nor the government have any idea of what role might be given the services. The fundamental review of foreign defence policies now taking place could well make drastic changes in the roles of the Canadian forces. For this reason it is all the more imperative that Canadian military men be exposed to the ideas which are bandied so freely about by all services other than our own.

The Canadian forces make a point of advertising the military calling as a professional. The continuing lack of a serious military journal does much to refute this claim.

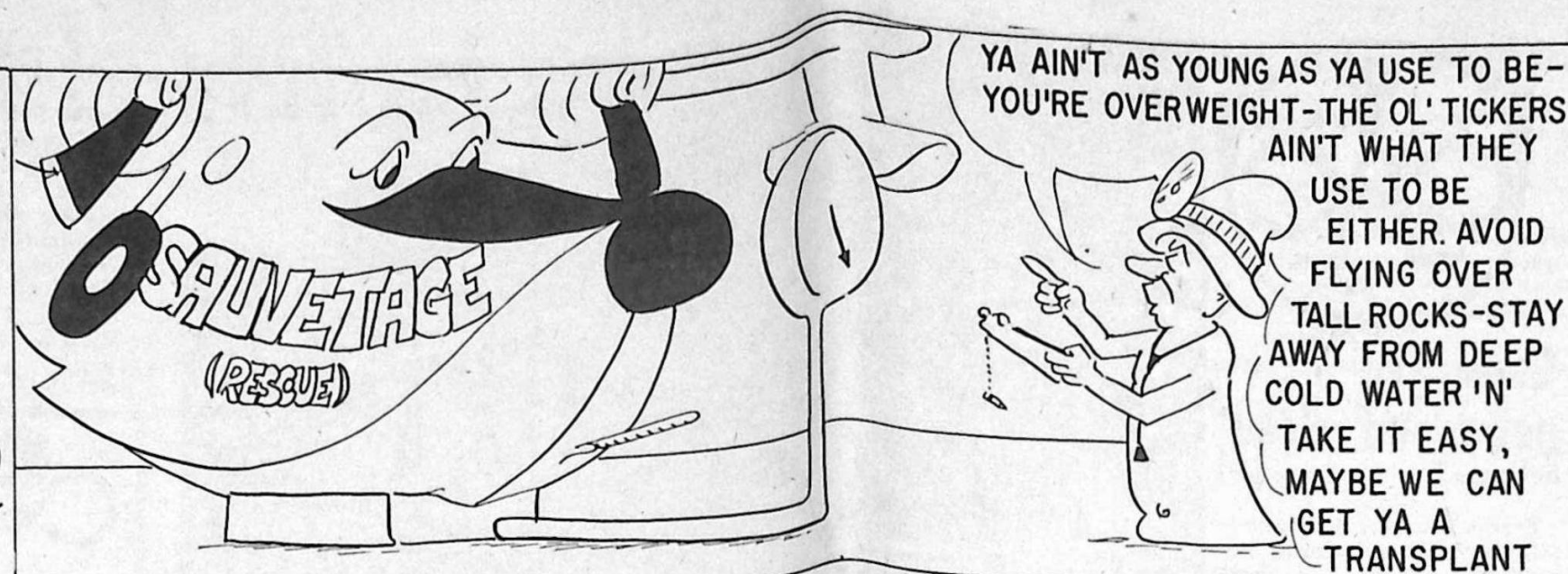
Why can't we have a serious military journal?



ANOTHER NAME FOR COURAGE — The Consolidated PBV was first produced in 1935 for the U.S. Navy. The RCAF in 1941 had in service three variations of the type — Catalina, Canoe and Canoe A. The Saviour of Ceylon, S/L (now A/C) Ret'd L. J. Birchall in April 1942 off Colombo, Ceylon, warned of approaching Japanese fleet from such an aircraft in 1944. As Canoe the amphibious Grumman Albatross began replacing them in 1960 but last Canoe wasn't struck off lists until 1962. (CFP)

FUNGUS FEATURES

by mac



COBOC CACOPHANY

Greetings, faithful readers! No doubt you've been pacing your floor listlessly waiting for the next issue of the Totem Times to come crashing through your living room picture window. Well now you have it in your hot little hands, so grab your Mickey Mouse flashlight, head for the nearest broom closet (or dimly lit bar) and prepare yourself for all the latest gossip from the Wonderful World of the Comox Bachelor Officers Club.

The Lieutenant Governor's Ball took place last week. Four of Coboc's finest, Gord Saunders, Doug Mathews, Nobby Bartels and John Bodien were there in living colour to add a little class to the affair. Tokick things off, the organizers had something resembling a Crown and Anchor game arranged so the socially inhibited (the many people not from Coboc) could formally meet each other on an informal basis.

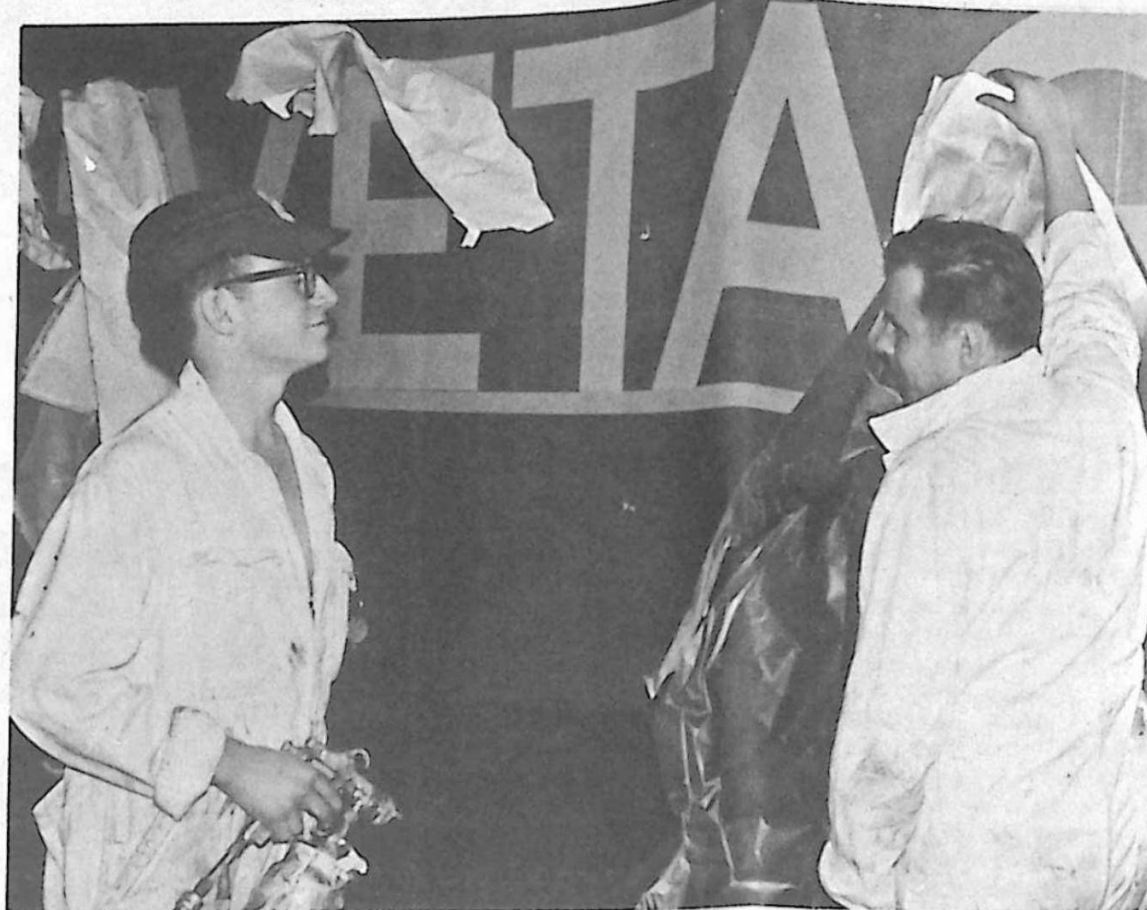
The idea was rather simple and not really new. The various debutantes, contest winners, and all around female fun-seekers formed a circle while the male bachelor types did the same around them. The music then started, the women silthured to their left, the guys to their left, (any student of higher physics will tell you that this should result in an opposite direction of movement between the people concerned, provided they are facing each other, of course) and when the music stopped to and behold there were the partnerships for the next dance. To the smooth, sophisticated types from Coboc, this approach to meeting people was

perhaps a bit out dated, however, still quite fun. One of the fearsome foursome was heard to remark, "you know, another two bars of music, and I would have wound up with Miss Vancouver instead of Miss Dogpatch". Oh well, whoever won anything at Crown and Anchor anyway? It was a gala affair!

Back on the home front, Black Doug Macarther is still the only Coboc'er with two cars. Not only does Mac own a luxurious, top quality, high class, flaming red (or is that fading red?) Grand Turismo Studebaker Silver Hawk, sold to him by Square Deal Bartels, but he also has a Jaguar. Mac's two Aardvark cars (with a snout like that Jag's, you can't call it a Pony car) puthim smack dab in the Jet set, or is that poor house?

Terry Montgomery is painting San Francisco red. The "Toad" figured that he was such a nice guy that it would be a shame to waste himself on Vancouver for too long, so a change of scenery was in order. A new wardrobe is always a nice thing to have so Toad's taken it upon himself to re-equip completely while in S.F. After all, aren't beads, lockets, sandals and serapes much cheaper in the States than here?

Ed Bazylinski, Coboc's roving goodwill ambassador is in New Orleans on a peace mission. The Southern Blacks and Whites haven't been getting along very well of late so Baz figured on solving their problems, uniting them and maybe taking the Mardi Gras in at the same time (all in a month's leave?) It's a



Cpl. Dale Neidermoser and Pte Tom Coates, Aircraft Refinishers finish off another "Corn Flakes Box" job on a 442 Squadron Albatross. These two gentlemen have probably done more to spread bi-culturalism than anyone else in B.C., having painted the word 'Sauvetage' on the sides of nearly all of 442s aircraft, which are seen in all parts of B.C. It is hoped that the monotonous cries for help will soon be interspersed with 50% cries for "Sauvetage." — Times photo

BI-LINGUAL PRINTERS

Ship launched

WASHINGTON (CFP) — The U.S. Navy recently launched its second multi-purpose replenishment ship, USS Milwaukee, at Quincy, Mass.

She's 659 feet long and will sustain a 20-knot speed.

Designated AOR-2 she has cargo space and underway transfer equipment for petroleum products, refrigerated and other provisions as well as ordnance. She also carries "the most advanced fuelling-at-sea equipment, has rapid cargo discharge capability and a platform for a replenishment helicopter."

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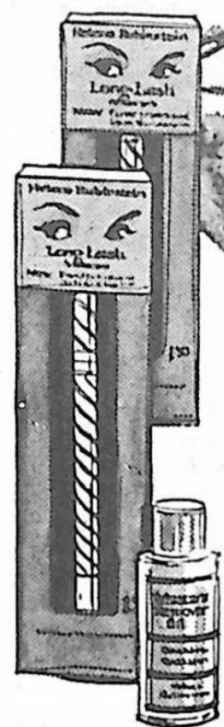
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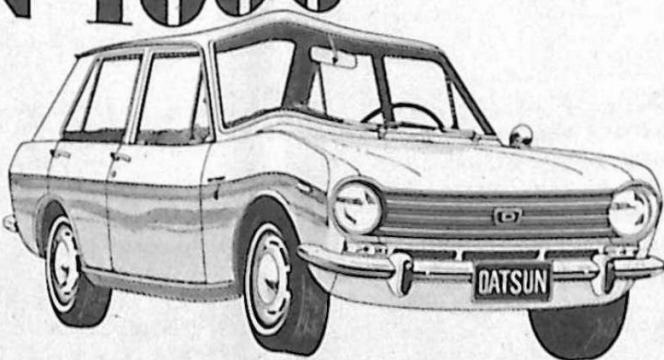
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CHAPEL CHIMES

PROTESTANT CHAPEL
Sunday, Feb. 23 — Morning worship at 11 a.m. with the Celebration of Holy Communion during the service. Sermon topic will be "My Lenten Discipline".

Sunday, March 2 — Morning Worship at 11 a.m. with Lt. R. Dyck of the Salvation Army Detachment in Courtenay as Guest Speaker.

Sacrament of Baptism will be observed on Sunday, March 2, for infants and older children. Please contact the Chaplain's office at local 273 if you wish to have children baptized.

The teenagers of our congregation have been invited to attend a Youth Service and experiment in Teen Worship this Sunday evening in Comox. For transportation please gather at the Chapel at 7 p.m.

United Church and Presbyterian

ian Church Confirmation classes will start next week, with the first session in the Chapel of office on Wednesday, Feb. 26 from 7 p.m. to 8 p.m. If you cannot attend the first session, please give your name to Padre Archer.

Ladies' Guild — A work meeting in preparation for the Spring Tea will be held in the Chapel Lounge next Monday evening, Feb. 24, at 8 p.m. Non-Guild members who wish to help prepare handwork for this Tea and Sale are most welcome. Materials to work with are available if you do not have your own. For further information call Joyce Eggleston at 339-3452.

LOST
35 Sunday School members and 135 Chapel members. Not seen since last Christmas. Finder please return to the Chapel, on any Sunday between now and Easter.

Comments from the Chaplain

BY Padre Archer

Two men, an astronomer and a clergyman, were seated together on an airplane, and they began to talk with each other. As often happens, when someone finds he is talking to a Christian, the astronomer began to explain his own faith. "I believe," he said, "that Christianity can be summed up completely in doing unto others as you would have them do unto you."

The clergyman sat thoughtfully for a moment, and then asked his companion: "Perhaps you would be interested in a statement of what I believe about astronomy?"

The astronomer was a little surprised, but he nodded, and the clergyman replied: "Twinkle, twinkle, little star; how I wonder what you are."

In these days of exciting space exploration, we have left our nursery rhyme ideas of the universe far behind. The average layman is struck by the immensity and wonder of it all, but would hesitate to sound off like an authority on the subject.

However, in the case of theology things are quite different. Almost every bystander feels qual-

ified to give a pronouncement on the nature of God, the relevance of the Bible, or the content or effect of the Christian faith. It is strange, isn't it? But these self-styled experts seldom seem to be very close to the truth.

The golden rule is not the sum total of Christianity, as every Christian knows, although it is a wonderful guide for daily living, given along with many other words of advice, by Christ himself. Neither does "love" express the whole of the Gospel, contrary to many suggestions that we hear today. The love that is at the heart of the Gospel is much more than love as the world understands it: it is purposeful, costly, redemptive. This fact — this necessity — of forgiveness in Christ, and the consequent enabling power of the Holy Spirit, are essentials to the Gospel, that the non-Christian expert on Christianity will always omit.

"For God so loved the world, that He gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life."

Canada grows 53,000 acres of peas for soup.

SITTERS GET ANSWERS

Babysitters — Somehow the name is a misnomer. It gives you a picture of a sweet little old lady in a rocking chair, holding and caring for — what else? — a baby. In actual fact it usually ends up with a teenager chasing some little heller to get him into the bath and bed before the 11 o'clock news because his parents said he could stay up until nine. Maybe kid-catchers would be a better name, but let it go at "Sitters".

So, Sitters, have you ever wondered what to do if a prowler starts trying to get in? Or, what your action should be in case of fire? Have you ever listened and looked at a sleeping baby and thought "he isn't breathing"? To get the answers to these questions and more, plan to attend the course being sponsored

by the Fire Hall on the 12th and 13th of March. There will be lectures and pictures by Police, Medical types, fire fighters and anyone else that sounds entertaining and informative. Maybe Dr. Spock or Tom Terrific could be imported at company expense.

A circular and application form has been distributed to all PMQs. If you missed it or if you live off the Base and want to attend, phone the Fire Hall and arrange to get an extra entry form.

Remember, lectures — 12th and 13th of March at PMQ school. Closing date for applications 27 Feb. '69.

Editor's Note: If you plan to get Dr. Spock you'd better budget for a file and a hacksaw at your next financial meeting.



Consumer news and views

By Consumers' Association of Canada

Every reader of this column will be "on stage" during the week of March 2-8. The reason? This week has been declared Consumer Week in Canada and is being sponsored by Consumers' Association of Canada to emphasize dramatically that everyone — but everyone — is indeed a consumer.

In explaining the reason for undertaking such a huge project, CAC president, Glenora Simmon said: "It's simply that our biggest task is to get people to realize that they are, in fact, consumers and as such have certain rights in today's complicated marketplace. We thought a week highlighting consumers would achieve this."

Slogan for the week is "Consumers Count!"

During Consumer Week in Canada, Canadians across the country will be introduced to the Association's new crest or logo-type. The design shows a classic balance scale, made from the initials, CAC. It depicts the Association's guiding principle of weighing matters carefully as a prelude to useful action. At the same time, the Association's belief in justice and fairness for consumers is depicted by the traditional balance of judgement.

Consumer Week activities will vary from meat-cutting demonstrations to pollution displays to informational sit-ins.

Coincidental with Consumer Week, the national executive of the Association has announced a policy whereby the benefit of Consumers' Association of Canada can be extended into communities where no formal branch of the Association exists at present.

The new policy allows the setting up of consumer action committees without an extensive organizational structure. All that is needed is for a responsible group of two or three persons to communicate with the national office and a consumer action committee kit will be sent out. From this beginning, consumer information can be moved into communities of any size whatsoever.

For further information about the value of CAC to individuals, to groups and to the community, write: National Office, Consumers' Association of Canada, 100 Gloucester St., Ottawa 4.

How to stop bleeding

How do you stop bleeding? With a superficial cut or wound, normal clotting will probably stop bleeding without much attention.

With serious bleeding, St. John Ambulance recommends that you apply firm pressure directly on the wound. If sufficient pressure is applied bleeding will always be controlled. It is best to apply pressure through a thick compressible dressing bandaged to



THE PASSING OF winter from the valley has left us with many unwanted reminders in the form of huge potholes. This beetle owner was merrily motoring down Little River road when he was almost sucked into the bowels of the Earth. At first glance one would think that this picture was taken on the Forbidden Plateau road but believe it or not it was snapped right outside PMQ's. Phil Gagliardi, — Times photo

Toastmistress Club

A highlight of the Cocoro Toastmistress Club meeting of February 11 was the induction of a new member, Irene Lindsay, by the Educational Chairman, Phyllis Meek. The meeting opened by an Inspirational Thought from Pam Whitley. The colorful ceremony of induction was followed by Marg Hamlyn's talk on the Speech Contest which will be held on March 11.

Ina Bennett led us through Table Topics with a twist. Each member spoke for two minutes on the last word of the previous speaker.

Following the business meeting, Fran Button introduced Phyllis Meek as our toastmistress for the evening. Her speakers were Lea Bowen, who gave her ice-breaker on the insurance business; Sylvia Beech, who spoke of the value of ideas; Lynn Clark, who urged the membership to explore the Second Year Goals work book. Gail O'Connor moderated an evaluation panel calling on Sharon Whiteaker, to evaluate the organization of the speeches, Ethel Cochran on audience reaction, and Lynn Clark on parliamentary practice within the business meeting. Timer was Jean Shepherd.

Irene Lindsay thanked the toastmistress. The meeting ended with Gail Ebert giving the closing thought.

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Safety Glasses	AFR 2/69	Dog Tag & Chain (162)	AFR6/69
Pliers	AFR 8/69	Sheaffers Pen	AFR9/69
Ford Key, Suitcase	AFR 11/69	Ford Keys (2)	AFR12/69
Key	AFR 14/69	Car Key (Tyrex)	AFR16/69
Ski Glove (black)	AFR 14/69		

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\$300	\$25.00	\$20.00	\$16.67	\$14.29	\$12.50	\$10.00
\$400	\$33.33	\$26.67	\$22.22	\$18.97	\$16.67	\$13.33
\$500	\$41.67	\$33.33	\$27.78	\$23.81	\$20.83	\$16.67
\$600	\$50.00	\$40.00	\$33.33	\$28.57	\$25.00	\$20.00
\$700	\$58.33	\$46.67	\$38.89	\$33.33	\$29.17	\$23.33
\$800	\$66.67	\$53.33	\$44.44	\$38.10	\$33.33	\$26.67
\$900	\$75.00	\$60.00	\$50.00	\$42.86	\$37.50	\$30.00
\$1000	\$83.33	\$66.67	\$55.56	\$47.62	\$41.67	\$33.33

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A MIRACLE OF modern decision making has just taken place at CFB Comox. We all remember that rather colorful fire hall door made from a tarpaulin. Well the big son for that was the fire truck just wouldn't fit in the fire hall. A decision had to be made. It was either necessary for the MSE section, or shorten the fire truck, or flip the coin and now we're getting an addition to the fire hall!

— Totem Times photo

Walkers win welfare wampum

GREENWOOD, N.S., (CFP) — Boots were made for walking. Attesting to this are \$4,013.61 and countless holes in the soles at this Annapolis Valley base. Greenwood's walked for wampum back in December and sponsor contributions originally set at \$2,600 have finally stopped trickling in at \$4,013.61.

Protestant Padre Douglas Cosman spearheaded the venture assisted by Greenwood's Teen-Aire group of which Bill Backman is president. The walkathon gave a financial boost to local, national and international charities undertaken by the big maritime command air base.

How and how not to buy encyclopedias

Want a big one? Buy the 24-volume Britannica. Want a little one? The Columbia (one volume) Encyclopedia is at the top of that other heap of reference works.

When and why should you buy? Seems a slick salesman is at the front door at least several times a year. Sometimes it's hard to decide if you should be asking him in or be kicking him out.

So you NEED an encyclopedia to start with?

If you have enough youngsters slurping thirstily at the font of knowledge you probably need an encyclopedia.

HANDY ONE

Service newspaper editors need one as well. Any military office originating a lot of written material can use one. If you don't want The Columbia at 50 bucks or so, CFP endorses another, the Columbia Viking Desk Encyclopedia, third edition revised and expanded for \$13.50 in Canada. It is strongly recommended as a useful companion to the service-preferred Oxford Concise Dictionary. You can verify this recommendation with your school or public librarian.

There is a competent annual rating on various encyclopedias, General Encyclopedias in Print (G. E. Bowker Co., New York), which a librarian can show you, along with the Guide to Reference Books, by Constance Winchell.

CFP, with nine children at home and editing/writing chores at the office is rather hooked on encyclopedias you'll find.

At the office, the Columbia

Viking desk book satisfied most "quickly" needs. The Encyclopedia Americana was updated for Centennial year and is recommended for both office and home. The Britannica is one of three top-rated encyclopedias. The other two are Collier (24 vols) and the Americana (30 vols), but CFP figures the Britannica is still the most widely quoted by the daily and periodic press, and therefore the most widely accepted general reference work you and your kiddies can have.

WHEN?

If you're planning on getting an encyclopedia purely for the sake of your youngsters, don't get carried away like the dad waiting at the maternity hospital laden with hockey, baseball and football gear!

First, expert ratings on encyclopedias do change from year to year.

Second, if you buy a set too soon, it will take at least a decade before your kids—however bright—will be ready at all to exploit it. Meanwhile, the set becomes less topical and typically is a factor in these buys. Despite annual supplementaries, old sets do discourage kids on earlier school projects when they must scramble through many books and manuals to get facts current.

"Retrievability" then, is a yardstick.

There is a third important factor that the reviewer has experienced both with the Britannica and the Americana. It follows that the same thing may well apply for Collier's. The style of

many of the contributors is too grown up for elementary school kids. It is claimed by experts that Collier's and Americana are suitable for 12-year-olds up, the Britannica for 15-year-olds up.

JUVENILES

Well, why not buy an encyclopedia geared just for kids? You then make a definite goal to get the Britannica or equivalent when the youngsters reach their teens. You'll be surprised what you, yourself'll learn (or relearn) from juvenile works.

The reviewer agrees the New Book of Knowledge (20 vols.) is good from ages 7 to 14 and has a higher expert score, in 1968 at least, than the 15-volume Britannica Junior Encyclopedia. The reviewer's family finds much satisfaction from his knowledge and gradually the kids are getting into the "grown up" Americana (30 vols.) on the home bookshelves. Their project marks reflect the value of these and other reference works at home, ready to all those grubby little hands as they are.

FOR B & B's

Have you gone bilingual-bicultural with your youngster? The reviewer consulted educators, professional translators, men and women of letters, and librarians before committing himself to yet another bushel of clams (S). He bought the five-volume encyclopedia Larousse pour la jeunesse and is well satisfied at least until more of his kids hit senior French high school level.

OTHER KIDDY BOOKS

Let's lay off the dictionary bit—that's a field all its own in a two-language country. But there is another reference book CFP has found has good value for his all-star cast at home. It's another Grolier set, The Book of Popular Science, 20 volumes, with annuals.

CHAIN STORE

The reviewer has had good luck and bad luck in early chain store, book-a-week set building. At home are these Golden Press, New York, sets: Universal History of the World (16 vols.) and Picture Atlas (6 vols.). The reviewer likes to think they have as much general knowledge in them as any reasonably well read Dad should have accumulated but maybe hasn't. The kids love them.

Check your librarian before embarking or permitting the little woman to embark, on these food chain buys. The reviewer gave another supermarket set of six volumes away (it was sub standard) although the recipients are delighted. He's also given an oldish but valued two-volume Columbia desk set away only out of the goodness of his heart.

Some Danish kids in Copenhagen use it.

Another food chain buy, a Handyman series, he gave away because, erudition or not, every time he tries to drive a nail into anything it writhes around like boiled spaghetti being pounded up the proverbial.

To sum up, the qualified experts show Britannica, Americana and Collier's as top value and only slightly geared down from this maximum quality are such sets as World Book, Encyclopedia International, New Book of Knowledge and Merit Students Encyclopedia.

Further down the ratings, but good value for the money, are Grolier Universal, Compton's New Catholic, Britannica Junior, Chambers', American Peoples, New Standard and Our Wonderful World.

EXPERIENCE

From his personal experience, the reviewer recommends in order of preference: Britannica and annuals, Americana and annuals, Canadiana (updated), Larousse pour la jeunesse and the New Book of Knowledge and annuals, Book of Popular Science and annuals and Golden Press' History and Picture Atlas he's previously mentioned although might want to check them out with a librarian. The Golden books are very simple and simplification leads to inaccuracies. The Columbia Viking at the office he prizes. It is his only free review copy of the whole shebang. It's good.

The reviewer plans to get the Britannica in a few years if its reputation remains high, and a grown-up Larousse. With the 54-volume Great Books of the Western World already on the shelves at home he's tempted to repeat what a kiddy radio entertainer got fired for saying when he thought the program had gone off the air.

"There, that ought to hold the little b-----s for a while!"

POSTSCRIPT

Many readers may be appalled at such a high investment in reference books for home and office. But the reviewer figures there's a cut-off. If you have a big family, you'll always be lugging them to the library. Why not save time and gas by stocking up the home? Incidentally, the reviewer finally bought his first car (second hand) and learned to drive in 1968. One more point: if the library's handy, you have a whole new ball game, (CFP Review)

APPEARING AT THE TOTEM INN



GO GO DANCER Miss Ellen Ago-go recently of the St. Charles Hotel in Winnipeg, will be making a return performance this Saturday at the Totem Inn. The 110-pound Miss Ellens vital statistics are 37-25-36. — Times photo

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SPORTS REPORT

INTER-SECTION HOCKEY PLAYOFFS

SEMI-FINAL

19 FEB. 1900 hrs. Mustangs vs. Admin.
2130 hrs. — 407 vs. 409

24 FEB. 1900 hrs. — Mustangs vs. Admin.
2130 hrs. — 407 vs. 409.

Additional games if necessary will be played on Feb. 26th.
1900 hrs. — 407 vs. 409
2130 hrs. — Mustangs vs. Admin.
Finals to commence on 3 March.

INTER-SECTION VOLLEYBALL

Standing (as of 14 Feb.) B League (No. 1 Division)

	Played	Won	Lost	Points
409 Maint.	72	58	14	58
M.S.E.	72	54	18	54
B.O.R.	72	38	34	38
Torp. Shop	72	22	50	22

B League (No. 2 Division)

	Played	Won	Lost	Pts.
442 Maint.	72	55	17	55
Fire Hall	72	51	21	51
Tele. Ground	72	41	31	41
407 Tele. Air	72	33	39	33
407 Arm't.	72	15	57	15

INTER-SECTION BROOMBALL

	Played	Won	Lost	Tied	Pts.
407 Untouchables	27	20	2	5	45
Supply	27	10	10	7	27
407 Aircrew	26	12	12	2	26
M.P.	26	11	13	2	24

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A quick look at Forbidden Plateau

It's morning, and as the sun rises over the mainland peaks, its piercing rays strike the white carpet of crystalline snow on the granite pinacles of Vancouver Island. One mountain, alone in its splendor stands out with its top caused by the many years of harsh winds. Almost in its shadow lies Mt. Beecher, and if you look carefully, you can see many little dots wending their way down the steep cleared slopes of Forbidden Plateau.

This could well have been the feeling of the late Mr. Graham Woods, a prominent member of the local community, mountain-er and pioneer of the existing skiing facilities. In the early 1920's, after the logging companies finished with the plateau as a lumber source, they pulled out and headed to another area, taking the rails from the switchback railway access to the top of the hill. Well, Mr. Woods, who had done a considerable amount of mountain climbing in the area had come across this area and after consultation with a few other interested parties had realized the potential of such a good recreational area for the community and surrounding area.

Over the following years, Mr. Woods and his friends worked hard at removing the old railway ties, reshaping the corners, and finally worked the access road to the way it is today. It took quite a few years to the people more interested in the skiing aspect for the sport itself did not really come into its own until about the 1950's. It was at this time that Mr. Angus McMonnies established the existing rope tow, and with more time and effort, the hills were gradually cleared by volunteer help and also the use of a bulldozer to clear out the dangerous stumps to have the hill finally appear in its present condition. In 1964, the first Mueller T-Bar lift was erected, to be followed shortly

afterwards, in 1966 with the upper T-Bar.

More and more people over the past few years have been coming to the area since the facilities and the accessibility have become better. The Plateau now enjoys the knowledge of being the only ski recreational area on Vancouver Island so why shouldn't it improve, for each weekend brings people from Victoria, Nanaimo, and Campbell River, and even the mainland.

The entire area where we ski is administered by the Woods Mountain Parks Board. This board is comprised of seven interested and prominent citizens of the Courtenay area and they run the Provincial Park area. That is to say that any private or commercial enterprise on the park area is responsible to the Parks board. At the present time, there are the Mt. Beecher Ski Development Society, a non-profit organization comprised of numerous individuals who have loaned their money interest-free to the Society to help develop and run the area. There is also the Forbidden Plateau Ski Club, and the Courtenay Recreation Association Commission who because of its existence 's able to procure government recreational grants. Lastly, there is a commercial concern by the name of Skyline Village Estates. They own and operate a parcel of land of approximately eighty acres just below the parking lot and down to the lower lodge. They also own a parcel of land of five acres called Bald Rock, and also the access road to the Rock.

Don't forget, all these parties are there to work for you in developing the Plateau, but for you to really demand a better road — that is up to the individual! It is so easy to write a short letter to your MLA use a six cent stamp, than replace a set of shock absorbers and springs. Work for your committees, for they are working for you!

BAT BIRDS AT TRENTON

TRENTON, ONT. (CFP) — Top teams take to the courts here Feb. 19-22 for the second annual badminton championships of the forces.

On hand to defend their 1958 title will be zone four's finest, a nine-man (and women) squad from Ottawa bases Rockcliffe and Uplands, plus CFHQ.

The meet is a single elimination-consolation affair and includes open men's singles and doubles; ladies' singles and doubles and men veteran's singles and doubles.

A combined Comox-Esquamalt squad represents zone one. Bases Edmonton, Cold Lake and Calgary make up the zone two group. Bases Winnipeg, Gimli and Portage La Prairie hot-shots get help from 3rd Regiment, Royal Canadian Horse Artillery, for the zone three team. The zone fivers come from base Borden, Ont., Kingston and Trenton, the host base.

Quebec's zone six is represented by players from bases Valcartier and St. Hubert, station Lac St. Denis, St. Jean and from Longue Pointe. Four players carry bases Chatham, N.B., and Summerside, P.E.I. colors. A Shearwater, N.S., five is supported by players from the

destroyer escort Kootenay, plus bases Halifax and Greenwood, N.S.

Airmen (and women) from Europe's 1, 3 and 4 wings form the zone niners.

International badminton rules apply during the meet. In single elimination — consolation play, contestants losing out for the big silverware get a shot at the consolation awards.

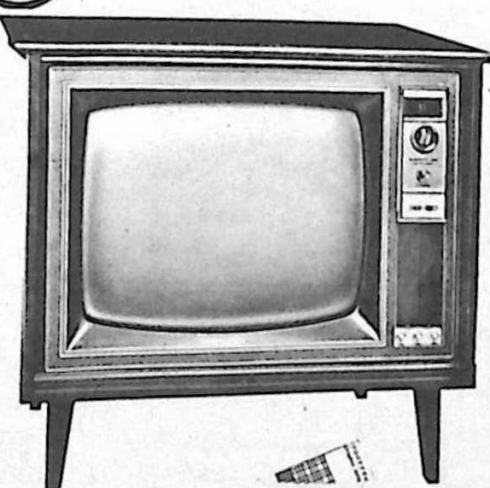
The Canadian forces badminton championships shield, a team award, makes its debut this year. The shield will carry small plaques bearing the names of winning teams.

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OFFICER'S SPORTS DAY

On Friday the 7th of February, the first Combined Sports Afternoon, involving Base, 442, 407 and 409, was held in the Officers' Mess and the recreation center. The competitions included volleyball, pushball and mess games of "Crud"; table tennis; shuffleboard; and Killer. The scoring system was fairly simple, with the most points going for the most activity required. Pushball and Crud were worth 10 points for each win; Volleyball six points; and other games two points. The winner eventually proved to be the 407 Demons with 62 points, followed by 409 with 44, 442 with 18 points, and last, but not least Base with 12 points.

409 got off to a good start by winning all of their volleyball games, however they experienced a little difficulty when "Hands" Kinney persisted in serving the ball at his own players backs.

407 came into their own during the pushball game when they won both in this series. There are only two rules in the game; no kicking or biting, and no substitutions. 407 ignored one and 409 ignored the other. The Demons had an unfair advantage in that they outweighed all the other teams by approximately 25 pounds each. This must be attributed to the in-flight meals in

the Argus! Either that or the pilots were all carrying their wallets into the game. The pushball games were almost called off during the 409-442 game when it was discovered that the ball had a bad tear in it. We later found out that the accident happened when the "Sauveteurs" rolled the ball over Bun-Bun's moustache and the ball came up a loser.

Later on at the mess we started the other games at 1700. It was fortunate that the Entertainment Committee laid on three free kegs of ... to help put everyone in the right mood for Crud. The Nighthawks have long considered themselves masters at this game, but went down to defeat at the hands of the Demons when the "Beetle" threw away the last 409 life as he ached the Doc in the knee with the ball.

The Demons were so anxious to participate in the mess games that they postponed their Hawaii trip for 24 hours. This enabled them to resume their mastery at the dart board where they racked up 14 points only to be stopped by the Beetle and Wagar of B flt. The only other 409 Bisquit troops that showed up, did so just in time to rescue the ping pong from the Demons. The

Middleton Monsters really showed proof of their misspent youth as they ran up 36 points at the Mess.

The 442 "Swedish Combo" of Riley and Pocatello held down the shuffleboard against any and all comers and 442 surged ahead base in the overall score.

Even though the Base was held scoreless after their wins at volleyball, they along with the other units fielded teams for all events and provided good support and spirit(s), which is what the whole afternoon was all about.

Bingo Winners

The following is a list of winners for the month of January. Straight Line (tie) — Mr. S. McDonald, Major Ford. Two Straight Lines — Cpl. McWilliams. Red Cross — Mrs. C. Theiss. Letter "X" — Mrs. J. Derosier. Letter "T" — Cpl. G. Buchanan. Small Picture Frame — Sgt. Sirek. Large Picture Frame — Mrs. E. Tighe. Full Card (tie) — Sgt. Lashier, Mr. S. Baranyai.



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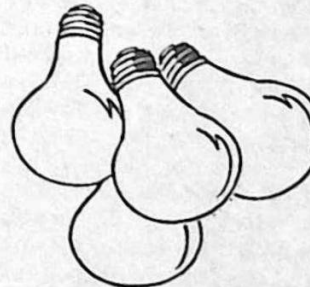
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SKI with SCOTT

By L'IL JOHN

How long has it been since you've checked your bindings? When you have finished reading this article, take 30 minutes and check them, for it will be the most important half-hour you spend with your skis this winter. You may find that your bindings are hopelessly outdated, in deplorable condition or impossibly adjusted. However, at least you will know that you must do something about them.

Hopefully, you may find that some simple maintenance will keep your bindings in top working order all winter, and an adjustment check will correct release problems. Last but not least you will feel comfortable and secure as you tackle the slopes.

The first thing to check is the instruction sheet or booklet that came with your bindings. If you have lost, or never received instructions, write to the manufacturer or distributor for another copy or ask the local ski shop for one. Read through the instructions and then look at your bindings. Try to imagine how they work: what holds your boot on the ski as well as what releases it.

While you are in this frame of mind, evaluate the condition of your bindings. Does the metal look corroded or rusted? Do the parts look worn? Are your bindings more than five years old? Are you still using cables? Are the heel and toe units from different manufacturers? If you answer "yes" to any of these questions, you should seriously consider replacing your bindings. It's obvious what corrosion and wear can do to the accuracy and reliability to the operation of your bindings and five years of regular useage can certainly wear out the parts. Furthermore, in the past five years practically every major manufacturer has either introduced new models or significantly improved his previous product. An important point for the individual that is still using cable bindings and that is they are subjecting themselves to unnecessary risks. Because bindings have become so sophisticated mixing heel and toe units of different manufacturers is not within the limits of reasonable safety, either. One point to remember is that several articles ago I wrote about the mixing of bindings and the care you should take in doing so. If you have one unit that you feel is in better condition or even feels more comfortable it is advisable to buy the same brand of the other unit for the developer has built these two units for compatibility.

Assuming that your bindings are modern and in good order follow this check up procedure:

— Starting with your boots, ensure the soles are flat. (Last issue, covered the care and maintenance of boots, however, it never hurts to give the same information again). The leather soled boots must be kept in boot trees at all times, and the hold down pressure at both ends of the sole should be increased when necessary during storage periods to keep them perfectly flat.

— If the binding toe units require notching of the boots, the notches should be cleanly cut and symmetrical. Ragged and chewed up notches mean that you have probably been careless in placing your foot in the binding. Notches should meet the binding teeth each time accurately. It may be possible that the notches were not cut correctly in the first place so to check this, rub chalk on the binding teeth and then place them in the fitting to see if they match. It is usually difficult to correct this problem by file so I would suggest that you have the ski shop attach metal notch plates to your boot soles, and then check to see that nail and screw heads do not protrude and interfere with the release mechanism, and if necessary, file them flat.

—Examine the toe unit to be sure that it is mounted straight and in the center of the ski. Sometimes heel and toe bindings particularly the turnable types, must be mounted slightly off center to accommodate curved boot soles. If the bindings look straight and feel straight when you stand in them in your boots with your skis parallel then they are probably correct.

—Tighten all screws that hold the bindings on the skis and ensure that you file down any protruding screws that might possibly interfere with release. Lastly, spray the heel and toe units with silicone lubricant.

—Now place the boots in the bindings. It may be possible that one boot is slightly longer and it would therefore be easy to tell which ski for which foot. However, if it is difficult to tell, try scratching a small "L" or "R" on the ski's upper surface so that it would be easily identified.

—All cables and some step-in bindings and latch-in bindings require forward pressure from the heel to hold the boot against the toe unit. If such is the case, then this pressure should be just enough to keep the boot from sliding out of the toe unit. If the cable or heel unit closes hard you probably have excessive forward pressure. This can either prevent release or make the toe unit open too easily.

—With the boot in the binding, look at the toe unit from the side. The toe hold-down is the lip that projects over the boot sole. This should not clamp down tightly on the boot sole. So if you haven't used your boot press and the boot soles have curled slightly, then raise the hold down bar to allow 1/16 to 1/8th of an inch clearance.

—While examining the bindings and the boots from this side angle look at the way the boot sole rests on the ski at the ball of the foot. If you have rigid-soled boots, be sure that the front of the sole isn't digging into the ski. (Look at the ski surface to check this). If this is the case (it usually occurs when the heel is raised on the binding platform or turntable), have one-eighth or one-quarter inch sole plates installed on the ball of the foot. Be sure to raise the toe hold down bar to compensate for the raised boot sole.

—If you use cables, be sure that they are free of all kinks and bends. The hitches on the sides of the ski should be loose enough for the cable to slide through them easily, and the back hitches should be placed no more than two-thirds of the length of the boot from the toe. Some people put the hitches farther back in order to get a tighter heel hold down, but this practice can cause a cable to stick in the boot's heel groove during a forward release.

—Some boots have a very deep groove around the heel which tends to hold the cable during a forward release. This can be overcome by having a ski shop attach a "dead-man's strap" to the back of the cable. This will pull the cable out of the boot groove in a forward release.

—Next, test the heel release, put your boots on and tighten them as you would for skiing. Step into one ski binding and place your free foot forward. Pull forward on the binding until it releases the boot—not a sudden jerk. Your heel should not come out easily, but neither should you have to hurt your foot or ankle. This test is easier if you have someone stand on the heel of the ski.

—Finally, you should test the lateral release however, it is best that it be done in a ski shop on a "bench test". Only with a mechanical test can you determine whether your bindings release under the same amount of force in both directions.



CFP — FORCES CHAMPS — Base Chatham skip, Lt. Earle Morris (rear) directs traffic in the house during a crucial play at the forces curling championships Jan. 22-25 at base Edmonton's Lancaster Park curling club. On the brooms are, left to right, Capt. George Hemstead and Corporals Al Lutomsky and Jim McGerrigle. The New Brunswick air base foursome swept up the forces title.

This is important because if the binding releases too easily on one side you may erroneously think it needs to be tightened. In doing so you may prevent release on the other side.

The causes of uneven release are numerous, but sometimes you can amend the differences in release readings by notching the boot sole deeper on the side with the higher reading. This can compensate for a toe unit that is mounted unevenly or for a boot sole that has a slightly uneven front curve. If the curve of the sole is very uneven it may have to be ground off to get an equal release in either direction. Boot soles that are canted in front may also block or hinder release. In this case, have the higher side ground off or the lower side built up.

Another cause of uneven release can be the heel turntable. Be sure it works smoothly. If you have boots with a slightly narrow heel, be sure that the turntable is absolutely straight when you step in. If it is turned even slightly, the pressure at the start of the release will be harder on that side because the load on the toe spring is greater. Some bindings have shims that correct this.

Regardless of how much checking you may do, because of the possible incompatibility of your bindings, you may find that they don't release the skier when he needs it most. Why?

A consensus of recent study of ski injuries indicates that about 36% of the accidents are caused by friction between the ball of the foot and the ski. This type of accident has been more common since the increased useage of rigid soled boots — the boot most recommended for today's type of skiing.

To counteract this problem, keep the soles of your boots clean and remove all dirt particles and snow from your boots before stepping into your bindings. Also, if you spray the ski under the ball of the foot with silicone grease it will significantly reduce the friction between boot and ski and also prevent the formation of ice.

At the beginning of the article, I said that it would take about half an hour to do this check-up. Well, that needs some qualification. It will take 30 minutes if your bindings are in good condition. However, as a consultative thought, if it takes longer than 30 minutes, just remember how long it takes for a broken bone to heal. Until next time, Cheers.

Teens Topic Is NATO Out Of Its Teens

LAHR, West Germany (FP) — "All of us live in NATO communities, work for NATO, and are here because of NATO. NATO, therefore, deserves that all of us know more about it."

With that statement, Mike Zaharia, Canada's assistant superintendent for secondary education in Europe, announced that Canadian students are eligible to participate in the sixth annual NATO essay contest.

The competition is sponsored by supreme headquarters allied powers Europe (SHAPE). Its aim is to stimulate in youth an interest to examine the reasons for NATO, the benefits of NATO partnership for their country and the meaning of such an alliance.

In its challenge to youth, the competition seeks to develop a responsible consciousness on the part of youth for the present-day issues affecting peace and security and to help them form knowledge, constructive opinions as the future leaders and voters in their country.

More than 860 Canadian students of grades 10 through 13 are eligible to enter the NATO-wide contest this year. Winners (they could be from 15 different countries) will receive a one-week, all expenses paid holiday, to be arranged by SHAPE officials.

Eligible Canadians are those attending senior high schools in the federal republic of Germany at Lahe, Baden-Söellingen, Zweibrücken, Soest and Hemer as well as the Canadian school section at Brunsum, The Netherlands. The first three locations are bases of Canada's NATO-assigned 1st air division. The next two are near units of the Canadian land forces Europe. Brunsum is the headquarters of NATO's allied forces central Europe (AFCEP).

The topic selected for Canadian essayists is: NATO — out of the Teens—20th Birthday in '69. The writers will be expected to develop their essays to answer the questions; what did NATO learn and accomplish during the formative years and what kind of a future career should it plan for itself?

History teachers at the Canadian schools in Europe are being encouraged to spend about five

Patricias capture curling crown

SOEST, Germany, (CFP) — Like so many towns across Canada winter also brings curling fever to Canadian servicemen and their families serving in Germany with Canada's NATO brigade here.

The Canadian armed forces Europe 1969 bonspiel recently got underway to a noisy and colorful start at Fort Chamblay here, home of the brigade's reconnaissance squadron.

The 50 teams, sporting pins and sweaters from almost every curling club in Canada, marched on to the ice to the skirl of pipes to watch Col. C. P. McPherson of Winnipeg, commander of base Soest, throw the opening rock.

Teams of Canadian servicemen from SHAPE headquarters in Belgium, from base Gagetown, N.B., from Canadian Starfighter wings based in southern Germany and even one team from the British army of the Rhine, competed with the brigade teams.

Every rank from private to major general was represented among the players. The one major general was Chandos Blair, commander 2nd British division, who played as a team member in the sole British entry.

MWO L. S. Tetlock of Grenfell, Sask., drawmaster for the bonspiel and the brigade's "Mr. Curling" said, "curling has a tremendous following here, not only among our Canadian communities but among Europeans generally. Last year for instance," he continued, "in our international centennial bonspiel, rinks from Switzerland, Germany, Holland, Belgium, Denmark and Scotland competed."

Many of the real curling enthusiasts among the Canadian servicemen and their families use their leaves to travel all over Europe and Scotland competing in bonspiels.

By the time the four-day round robin finished the 200 curlers played, in all, 136 games and threw the 42-lb. granite curling stone close to 15,000 times.

An undefeated team skipped by Sgt. John (Bud) Knight of Winnipeg won the big bonspiel.

The Canadian armed forces Europe trophy for the "A" draw was presented by Brig.-Gen. J. A. Gardner of Regina, commander 4th CMBG.

Other members of the winning team, skipped by Sgt. Knight, were three sergeants, all serving with the 2nd BN PPCLI: Don MacLeod of Campbellton, N.B.; Bill Hodge of High River, Alta.; and Ken Reynolds of Edmonton, Alta.

Sgt. Knight is a pay type attached to the 2nd Bn., PPCLI.

periods with all their history classes from grades 10 through 13, "to develop the kind of background and interest which an essay of this kind requires", says Mr. Zaharia.

The best three essays from each eligible Canadian school will be forwarded by March 28 to the Canadian superintendent of dependent education in Lahe. The best six of these will then be submitted to SHAPE by April 30, for grand final judging.

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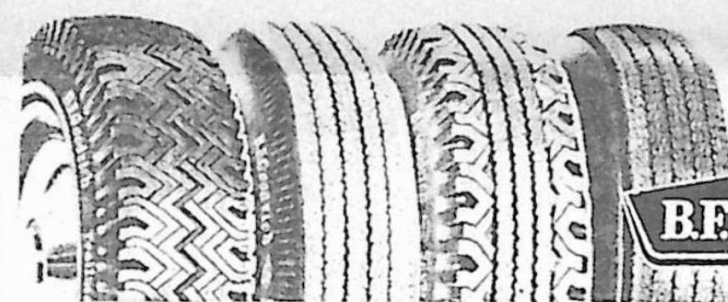
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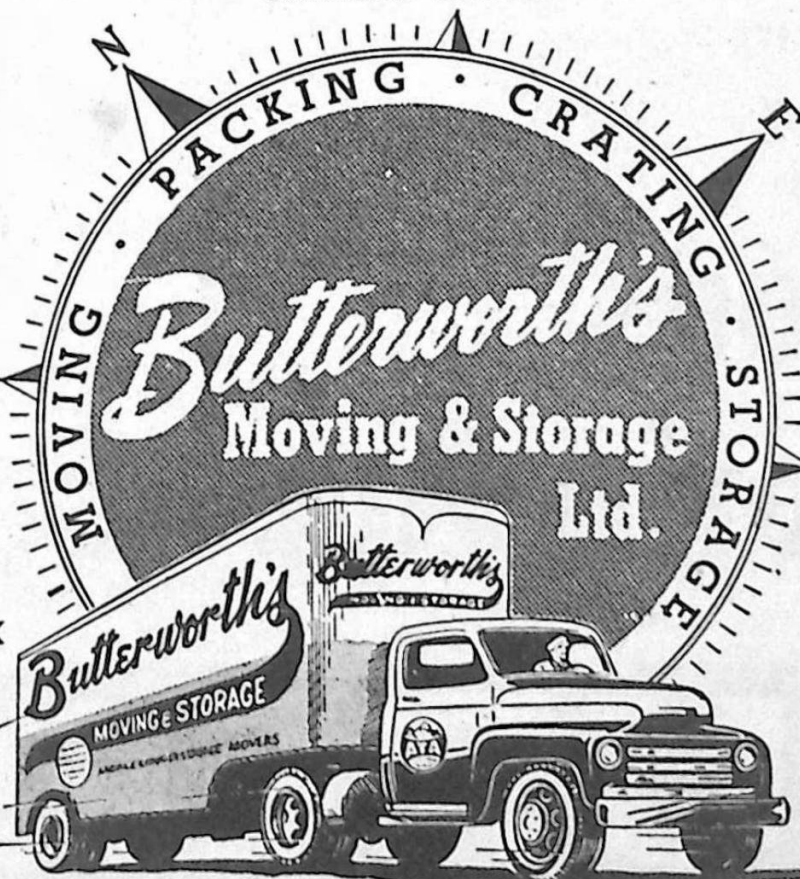
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