



# TOTEM TIMES

Times conforms with defense policy, reduces staff by 21%

Vol. 10

CFB COMOX, THURSDAY, MAY 29, 1969

NO. 11



Scenic Rogers Pass in Beautiful British Columbia.

B.C. Government photo

## The Big Eight

By BARRY BROADFOOT  
Let's take a swing through the Big 8!

No, it isn't a carnival ride, or a new dance. It's a huge up-and-around-and-then, downabout tour through some of the best interior scenery and sights that British Columbia has to offer—and that's plenty.

One hates sounding like a slick travel brochure, but this Big 8 ride is all things to all people—whatever you want, you'll find it.

Swimming, lazing on sandy beaches, watching salmon spawning, boating, hydroplaning, fishing, rockhunting, skiing, skidoing, hunting, hiking, mountain climbing, horseback riding, star gazing, girl watching, browsing through ghost towns, attending spring festivals and fall fairs. Name it and it's in this country.

And the bonus — we throw it in because you couldn't miss it anyway — is the scenery, mountains searching for the sky, alpine meadows ablaze with spring flowers, smoky autumnal valleys stretching miles away, lakes blue as the summer skies and dotted with sails, and sage brush plains and flatlands beside green rivers ablaze with fruit blooms.

Enough, you say? Okay, enough. You get the idea.

So what about the Big 8 Ride?

### Courtenay cadet graduates



David Lowdon

Kingston, Ontario, May 30 - 69 - Officer Cadet David Lowdon, 531-19th street, Courtenay, B.C. He attended Trenton High School, Trenton, Ontario, and on graduation entered Royal Roads Military College, prior to joining RMC.

Officer Cadet Lowdon is the son of Mr. and Mrs. J. K. Lowdon, 531-19th street, Courtenay, B.C. He attended Trenton High School, Trenton, Ontario, and on graduation entered Royal Roads Military College, prior to joining RMC.

You can start it anywhere — the Upper Fraser Canyon, the Nicola Valley, Kamloops, the Yellowhead Pass, the Shuswap Country — anywhere you happen to live.

Just for fun, let's start at Kamloops, that booming, get-with-it cattle and construction city on the Thompson River, a community of more than 35,000 people with several fine motels and hotels, gourmet or just old fashioned dining, the heart of the ranching country.

So, one bright and shining summer morning we head east out of Kamloops. Now, you don't have to do everything I suggest, but don't hold back either. Do your own thing.

First stop, the Shuswap Lakes. If you're trailing or carrying a boat, dump it in here and spend a few days. This lake system is shaped like a huge H gone haywire, and it has some of the finest boating on the continent. About 600 miles of shoreline, a settlement here, a town there, a cluster of cabins by that point of land, and all the rest just for you.

In mid-August, I have taken a 16-footer up to Seymour Town at the head of Seymour Arm and found not a soul on a huge sloping sand beach, and the kids have chased large schools of trout in the shallows. This is a whole country that still has to be discovered, and not too soon. I hope. Salmon Arm, Canoe and Sicomous are the towns where you can get supplies for a camping trip, and there are houseboats for rent.

Don't forget to take a side trip into Mara Lake, or up the river to Enderby, or down the short Adams River — past the old white Indian church — into Little Shuswap Lake. Great country. Year-round country.

Eastward Ho! To Revelstoke

at the junction of the Columbia and Illecillewaet Rivers. Get a local resident to pronounce it for you. You're in the Selkirk, friend, but if you look around you'd think it was Switzerland.

At Albert Canyon, the 90-mile stretch of Rogers Pass begins. Should I say begins? Rather, it crashes over your senses like the opening of a super-colossal Hollywood extravaganza. I've never read a travel writer yet who doesn't pull out every adjective to describe the grandeur of this stretch of highway. Worth the price of admission anywhere. Its a money-back guarantee.

Then, into Golden, and you'll understand the name if you visit it in the autumn. All along here, get out of the car and admire the peaks and snowy spires wheeling around you, but don't forget to smell the flowers, too. And the tangy drift of pine scent will always be in your nose.

Now make a right turn and proceed to Lake Louise, and then a left turn up the Banff-Jasper Highway, another highway that goes through Switzerland, minus the Chalets, ski tows and cuckoo clocks.

Watch the gas gauge, and the dinner bell, for there are no towns on this stretch, and only a few service stations and motels.

Now you're in Jasper. Go up to Pyramid Lake. Watch the bears at the dump at dusk. Take the gondola lift up the mountain. Play some golf. Go out to the hot springs and soak. Drift down to the station and watch the train come in. Buy a souvenir. Climb a small mountain and throw a rock into the valley at your feet.

And, tra la, now we're out on the Yellowhead Highway and in a few miles, back into British Columbia. Watch for Mount Rob-

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## Nichols for Comox

Colonel Nichols was born in Sarnia, Ont., February 22, 1926. He enlisted in the Royal Canadian Air Force August 24, 1943 and took aircrew training as an air gunner.

Released in March, 1945, he re-enrolled in September, 1947, to take pilot training.

After graduation in January, 1949, he was assigned to 1 Fighter Operational Training Unit until May when he joined 410 Squadron on flying duties.

In January, 1953, Colonel Nichols flew fighter aircraft with the 5th United States Air Force in Korea until May, 1953, when he was assigned to 1 Fighter Wing of 410 Squadron, RCAF, as a flight commander. For his actions in Korea he was awarded the U.S. Air Medal.

Following service with 410 Squadron he moved to 1 Air Division headquarters as a staff officer where he remained until November, 1954, when he was transferred to Air Defence Command headquarters, St. Hubert, Que.



Colonel Nichols

Three years later Colonel Nichols was assigned to Staffed Stoney Mountain, Alta., as commanding officer. He returned to Air Defence Command in March, 1958, and in July took refresh jet training before being assigned to 414 Squadron, North Bay, Ont. in a flying capacity in October, 1958.

In July, 1961, Colonel Nichols attended the RCAF Staff College Toronto, and in October, 1962, took command of 425 Squadron at RCAF Station Bagotville, Que.

Two years later he was commanding 3 All Weather Operational Training Unit and in February, 1966, was appointed an operations staff officer at Northern NORAD headquarters, North Bay.

He has been at Mobile Command headquarters, Canadian Forces Base St. Hubert, since May, 1967, where he was promoted to his present rank.

Colonel Nichols was appointed Commander, Canadian Forces Base Comox in July, 1969.

### Navy gets around

Esquimalt -- Some will go to San Francisco, San Diego and Honolulu. Others will visit Bella Bella, Comox and Patricia Bay. Many will serve in modern destroyer-escorts and others in slower, smaller but just as sturdy minesweepers and gate vessels.

No matter their destination or ship, almost 700 young men of the Canadian Armed Forces - regular officer cadets and reserves - will sail on one part of the Pacific Ocean or another this summer while under training.

Representative of the reserve forces who arrived here during the first week of May was Able Seaman Terry J. Weller, 19, a member of HMCS York, Toronto's naval reserve unit.

AB Weller, in his third year as a reserve sailor, joined the destroyer-escort Chaudiere May 8. He'll not leave her until July 10 and will have visited San Francisco, San Diego and Pearl Harbor in the course of his sea training. He'll be learning his boatswain's trade with the assistance of his regular force shipmates.

In addition to the reserves, there are also approximately 90 Regular Officer Training Plan cadets from the military colleges at Royal Roads and Kingston and from civilian universities who will undergo sea training in Esquimalt-based ships this summer.

Other university students, enrolled as members of the Reserve University Officer Training Plan, 60 in number, will have an equal amount of sea training but will have more shore training, including an expedition to the Gulf of Vancouver Island.

Unlike past years when they underwent shore as well as sea training during the summer, reserve personnel will proceed directly to their ships for periods of from two to six weeks.

The first members of the large sea-bound contingent, mostly cadets, started arriving in Esquimalt during the first week of May. Others will join after their school terms and when their vacations from civilian employment become available. The major body of reservists are expected in July and August.

All support facilities in Esquimalt are prepared. The ambitious plan required a reorganization of reserve training procedures and in the Fleet School Esquimalt. The fleet school administers all officer cadet training and the reserve training office coordinates the arrivals and departures of the reserves from across Canada.

Both the aforementioned organizations funnel the trainees to the Fourth Canadian Training Squadron, established this spring to take them to sea. They will sail in the destroyer-escorts Columbia and Chaudiere, minesweepers Miramichi and Cowichan and gate vessels Porte de la Reine and Porte Quebec.

Cadets and reservists will serve in the destroyer-escorts which will make the major cruises as far south as San Diego and as far west as Hawaii.

The minesweepers will train cadets and reservists and the gate vessels reservists only. These ships will cruise mainly

### FIVE OFFICERS DECORATED BY USAF

While the rest of the Armed Forces were safely nestled in the secure confines of their homes, local tennis courts, or neighborhood pubs on the recent long weekend, 407 squadron's crew No. 4 was conducting a perilous mission on foreign soil. Not content to let Canada's military image abroad deteriorate completely as is the custom these days, members of the flightin' fourth made their way to Fairchild AFB, Spokane, Wash., to strike a blow for international relations and to enlighten our southern twangy tongued neighbors on the finer points of Argus operations.

On the surface this appeared to be just another static display. Nothing could have been further from the truth!

The ordeal of crew four began on Saturday the May 17 when they arrived complete with Argus at Fairchild AFB to participate in their annual Air Force Day and Spokane's Lilac Festival celebrations. As per usual the aircraft was positioned, cleaned up, sharp edges and attractive items removed in anticipation of the hordes of curious people next day.

This operation took well over nine minutes so all the troops quickly adjourned to their respective clubs for a well deserved rest. Needless to say the aircrew went one way while the flight engineers and ground crew went another. Asking the groundcrew to put up with the other ranks in an airplane was bad enough but the thought of putting up with

(Continued on page 3)



LT. COL. JOHN MIDDLETON: stands proudly by four Demons and Lt. John Bodein whose valiant efforts during the Spring Lilac Festival earned them one of the USAF's highest decorations. Standing from left to right are Lt. Col. Middleton CD, Capt. Richter LF, Lt. Bodein LF, and Capt. Mills CD, LF. Kneeling are Capt. Bartels LF, and Lt. Klein LF. The heroic efforts of this fearsome fivesome can be found elsewhere in this journal, however, it suffices to say that records of this glorious event will be recorded for all time in the Public Archives. In but a low down attempt to gain some meagre measure of recognition the rest of crew four ran out and purchased similar appearing medals which although they couldn't fool anyone do detract somewhat from this happy occasion.

L. G. McCaffrey Photo

## It's the Swing Thing

Feejee and Minor Feejee hard ball Little League is on again for another year. It has often been said that though these leagues youngsters, have the opportunity to develop their skills, learn good sportsmanship, and also learn how to coordinate and work as a team.

The particular area set up is such that it allows for four teams from the PMQ area. The four teams are the Comets, Gladiators, Blackhawks and the Sparrows, coached by Cpl. Amor, Gerry Gail, Dick Gillespie and Gord Sault respectively. The teams have an interlocking schedule with four teams from Comox

in coastal areas, ranging fromaines, Alaska, to San Francisco. But the time won't be all spent in training at sea. Special functions to be attended include the Swiftsure yacht race, the Port and Rose Festival, the Vancouver International Seafair, Nanaimo's famed Bathtub Race and the Astoria, Ore., Fish Festival.

AB Weller, who plans to return to Grade 12 at Danforth Technical School in Toronto in the fall, will share in the experiences. Before this year he'd had limited time aboard ship, his only other occasion being summer training last year on the Great Lakes on a gate vessel.

However, his weeks out on the wide expanses of the Pacific Ocean should make him into a true blue water sailor. And hundreds more will follow in his path.

and the league runs until June 30. Each team manages to play twice a week and that alone requires a

lot of effort from the coaches, umpires and league officials. A vote of thanks goes out to these

Individuals who take the time and effort to provide the recreation and good times for these boys.



A SWING AND A MISS — All oomph and no go as Louisville slugger Wayne Mackenzie swings with baited breath to hear the click of the bat against the ball.

L. G. McCaffrey Photo

### 30 pointers most of time

OTTAWA (CFP) — Here's the score on points for July's priority four seats in air transport command aircraft. The pickings look pretty thin.

If you're travelling trans-Atlantic to Canada you must have 20 or more points. Going to Europe the 'fours need 25 or more points.

Canada-side, 25 points may get you a seat on these legs:

SF-1 Trenton to Winnipeg  
SF-2 Winnipeg to Trenton  
SF-3 Greenwood - Trenton - Winnipeg  
SF-4 Winnipeg-Trenton - Greenwood  
SF-5 Ottawa to Victoria (all legs) and  
SF-6 Victoria-Ottawa (all legs).

Twenty or more points may get you space on legs of these sheds:

SF-1 Trenton-Shearwater  
SF-2 Winnipeg-Edmonton  
SF-3 Edmonton-Winnipeg

Continued on page 7



IS HE SAFE OR NOT?: Allan Penny races home to try and avoid the catcher Clint Murray. Umpire Ted Williams looks on to make the final decision. Go out and watch these games and cheer on your favourite team.



## UNISKINS by mac

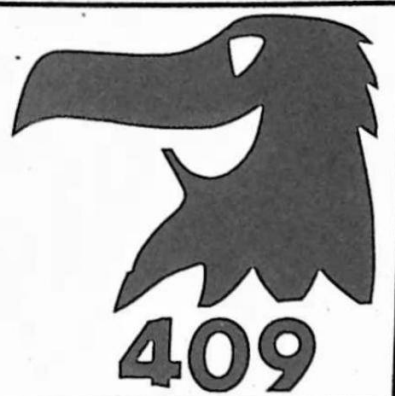
SQUAW RISE VERY LATE  
PONY NOT WANT TO START

MUST CROSS GREAT SWOLLEN STREAM

GEE, HIM DO ME GREAT  
FAVOR GETTING  
HERE AT ALL.



## Night Hawk's Nest



The major preoccupation of the Nighthawks this past couple of weeks has been survival, and never mind saying that mere survival is the major preoccupation of the Canadian Armed Forces these days. The sort of survival we are discussing is the sort that happens when you notice that all of a sudden you are still flying along, but you don't have any air- plane. What then?

To discover what then, groups of Nighthawks have been turned loose upon an unsuspecting wilderness and allowed to survive. Last week, it was B flight's turn, and this week A flight is coming with nature. As this is written, no survivors have returned from the A flight gaggle,

which is rather an ominous sign. B flight's tour in the boonies was successful in the extreme, with all participants returning alive, or nearly so. Much of the credit for the success of this educational experience must go to those wise people who had the foresight to create an extremely comprehensive program of lectures and practical demonstrations.

For instance, parachuting is easy, until you get down to the landing part. Then, if you're not prepared, it smarts. John Emon's lectures and demonstrations of this difficult art will long be remembered. As John says, you just have to know how to fall. Living off the resources of the

land can also be a difficult feat for someone who has never seen a tree before, or heard that fish don't come in little round cans. Bill Mason spent many hours with his demonstrations of the fine art of bringing back tons of fish, while Jethro and Mark showed how to barbecue any elk that might be unfortunate enough to stumble into your cunningly contrived rabbit snare.

Paddy O'Sullivan, with the aid of a cane borrowed from Ed Goski, showed the amazing number of uses to which a cane might be put. For instance, when thrown into a fire, a cane will afford considerable light. Grumpy Goski, on the other hand, was unable to think of any use to which O'Sullivan might be put.

Even John Clark was able to teach us a thing or two. Completely in accordance with the fine old naval tradition, John taught us how to catch the scurvy, which is what navies lived on in Nelson's (the admiral, not the cleaner) day. Scurvy are incredibly fast little beasts, very difficult to trap. In olden times it was possible to trap them by letting them fly into the sails, but this method doesn't work today when all the sails are below decks serving as bedsheets and tablecloths. (Not simultaneously; even the navy has more couth than that).

And so it went. But although B flight was out in the wilderness, it was not forgotten. Members of A flight did their best to ensure that no harm came to the survivors, and their help in scaring off the bears and any other living organism within fifty miles was appreciated.

This week sees the start of the formation season, and Nighthawk crews will be practicing operating their great fire-breathing steeds in close proximity to one another. Local druggists always know when this is to occur as there is a marked increase in the number of navigators coming in and asking for tranquilizers or, in extreme cases, blindfolds. It is hoped to get four airplanes going the same way the same day on Friday to mark a graduation exercise at Royal Roads.

Fresh from its overwhelming success in one practice, the squadron softball team is lurching into yet another season. Henry and Bun-bun look to be logical contenders for the rookie of the year award, and John Larrison will undoubtedly receive some sort of award for his convincing imitation of a medicine ball. Bill Bland will take the pitching championship easily if he can come up with a pitch that doesn't bounce five times on the way to the plate.

In the first game of the season, the Nighthawks waxed a group of high-priced American imports 6-5. Scouts for the American and

National Leagues were in attendance, but were unavailable for comment, as they were busy being sick.

The stork that has been in the holding pattern over the Beetle household lately has gone, and left the MacLeods with another baby girl. Beetle was so impressed with the idea that he went out and broke his nose.

Actually, Beetle didn't break it. It was Fred Williams, the captain of Beetle's crud team, who did it. Headhunting Fred is rapidly earning a reputation as the Eddie Shack of the crud league, except that Shack has more finesse.

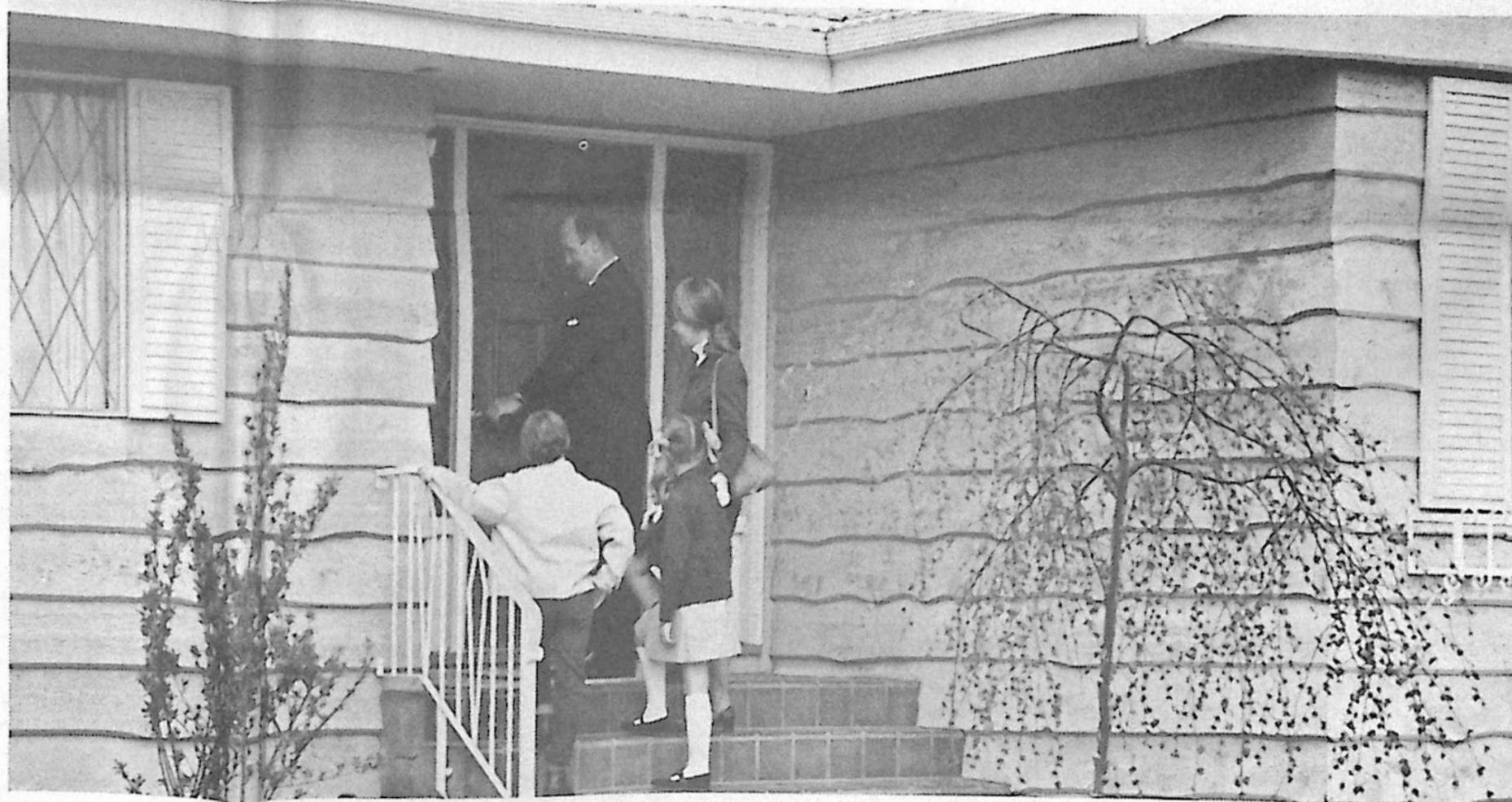
The Bagotville chapter of the Citizens For A Saner Society group has expressed its concern over the transfer of Len Dodd to the Kingdom of the Saguenay. Len courteously replied that their views matched his own.

Rumour of the Week: Did you hear about Beetle's transfer to Maritime Command?

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G. BRYSON, Deputy Minister of Finance

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Courtenay

## The Big "8"

Continued from page 1

son, whose head is usually scarfed in cloud. You may be lucky. Watch for bears. You can stop, but mustn't touch. Moose too. But you'll see them more by chance than design. The road is spanking new, straight as an arrow for miles, and downhill all the way to Kamloops.

Through Kamloops, or stay the night, and then down the Nicola Valley, by turning left at the top of the hill. There is no more scenic country in the west, in my opinion. A broad, flat valley, filled with lakes, between low hills, and downhill all the way to Kamloops.

Those little roads that snake off into the hills might be to a ranch, or a lake, or wind up dead-end. If you have time, try a couple, but for Pete's sakes, if you come to a gate, close it behind you. Cattle have the wanderlust, the same as you.

Nicola Lake lies serene and blue before you, and the fishing is good. After taking your limit, drop in at the old Quilchena Inn and go around the back into the coffee shop and have a snack. There might be a few cowboys in off the range. "Real live cowboys!" yell the kids. The clam chowder at noon, thick and creamy, is out of this world. Merritt, a cowtown no longer.

A town all grown up, booming, cattle, lumbering, mining, new faces in the stores every day.

When you're ready to push on, which shouldn't be too soon, for the town's tourist motto is: "A lake a day as long as you stay"—

take the road out to Lower Nicola and Spences Bridge. Its a quiet, minding - my - own - business sort of road, a road to stop and have a snooze by. The Nicola River mutters through the green valley and occasionally you'll see a ranch house. A very pleasant land.

Then it's up the Trans-Canada Highway through the canyon of the glacier-green Thompson River — which drains out of Shuswap Lake — and through the semi-arid Ashcroft region. This is an extension of the Great American Desert, but you should see the vegetables that will grow on this land when it is irrigated!

At Cache Creek, jump-off point for the Cariboo, Prince George, Whitehorse, Alaska and Point Barrow and the North Pole, you turn right and follow the broad valley and then along Kamloops Lake through burned sageland and poor scrub and ranching spreads, and so into Kamloops. How long it takes you is up to you. Don't do it in less than 10 days. If you've got only four or five days, forget it.

It's beautiful in spring, fine in summer, lovely in the fall, and can't be done at all in the winter because the Banff-Jasper Highway is closed.

Don't be afraid of being stuck for accommodation. There is plenty, and plenty of good food too, but picnic every meal along the way if you want. Nobody is going to come along and say, 'Keep moving.'

This is country that has good manners and minds them.



## OFFICERS DECORATED

(continued from page 1)

On Sunday the crew held a static display and showed a lot of people through the Argus. Getting back to the "O" club - on Sunday night they held a monstrosity affair for all parties concerned with displays and drill competitions. All the co-eds came in, each one looking like she was Hollywood bound, and as luck would have it, these lecherous college guys showed up too. Obviously victims of the generation gap, our boys were quickly left out in the cold (there was an air conditioner near the bar).

The married men behaved quite well at the party (for the benefit of any wives reading this), but the antics of the single types were something else again.

One of Comox's finest single groundpounders, Lt. John Bodein, lost his glasses while climbing a tree on a "dare" from some co-ed. She either thought of him as a daring young Olympic gymnast or else an ape.

Displaying all the cunning of a Coboc member on the prowl, Lt. Hank Klein decided to sit down, have a few drinks, and suavely play the waiting game. At last report, Han's still there but the USAF has promised to keep him fed and to send him back first chance they get.

Another prominent Comox bachelor, Capt. Bartels made out exceedingly well conversationally with two co-eds. He managed to average 25 minutes of scintillating mental gymnastics with each of them before they looked around for something better which wasn't too difficult. Mind you, this 25 minute

average was actually 49 1/2 mins. with one and 30 sec. with the other. The girl lasting 49 1/2 mins. probably would have left quicker than the first, however, she was studying adolescent psychology in school and figured that was better than a classroom.

Capt. Ted Mills was the Ombudsman for the trip. Ted met a USAF Major in charge of one college's representation (called Angel Flight no less), and quickly explained how well behaved our single officers were and why he should line them up with some of his girls. The Major was almost convinced until he saw Klein, Bartels and Bodein foaming at the mouth.

The crew was asked to place an entry in the drill competition. This they weren't able to do, however, they sent Capt. Bob Richter to the nearest hot dog stand for something to eat. Somehow Bob forgot his glasses, got lost, accidentally strolled by the judges in his flying suit and captured the National Invitational Drill competition for the best solo performance.

Well, that's about the way the weekend passed, and why members of crew four were decorated. If ever there was a group of individuals who came up with a outstanding display of duty under terrific odds and distractions it was crew four during the spring campaign of '69 known as the Lilac Festival. No decorations were ever more deserved. Incidentally, if they go back next year, the decorated ones will receive an Oak Leaf cluster to their Lilac Festival medal.

During the party there were a few transfers mentioned. Capt's Wayne Envik and Ed Swift will be going to the navy school in Winnipeg for cross training. They hope to leave the squadron this fall. They are certainly most fortunate to be leaving rainy old Comox behind for the scintillating prairie winter weather.

Unfortunately the sports day planned for last Thursday had to be postponed to a later date. The squadron fund committee hope to announce their intentions in the next few days. Possibly this time around there will be a few more competitions added to the agenda. Those of the squadron who have any ideas for the sports day should forward their proposals to Capt Jim Smith of the squadron fund committee.

line of the race held across the Atlantic a few weeks ago the Demon squadron held one to the island. The winner in this case wins first crack at the 407 bar card. Overall winner of the event was Col Berry and his S'Side Stompers. They won in the most original and meritorious category, Capt McPhee won hands down by bringing an Argus from the east coast in a record time of thirteen hours and twenty-seven minutes. In the sheer courage category, Capt McPhee won hands down after completing a forty five minute journey by CS2F Tracker from Pat Bay. The last two categories for Aliens and poor Cousins were won by the P3 Orion crew from NAS Adak, Alaska, and Capt's Grant Dunsby and Dick Saunders respectively. In the Poor Cousin category the two ex Demon chaps received honorable mention but no prize.

The mug party for Capt's Lewis, Mayne and Tolton proved to be very entertaining and enlightening. The anecdotes associated with their squadron tours proved that life is not all work and no play. That certainly must have been interesting when Vern Lewis put the naptha gas in the water he was heating for the dishes. Also receiving his mug from the base commander was Capt Jim Ilcan. Jim became the envy of the 407 pilots with his pending transfer to Lahr.

## DEMON DOINS

Comex, Comex, Comex, the Demons are having a Subex, Subex, Subex. With the woe of the "Comex" from a slightly nauseated TACCO the submarine pulls the plug to escape the terrible onslaught. Last Friday afternoon the west coast training submarine, Rainbow, weighed anchor to begin a two week period of target practice in the north Pacific. Unfortunately she is the target! During the subex period the submarine will entertain a host of air and sea forces. These forces will reciprocate in like manner by putting on shows to entertain the sub crew.

The Demons and friends from NAS Whidby Island have mounted an intensive program of round the clock flights. These have been timed so as to begin in the early AM hours each day, so that the local populace will be constantly reminded that their Maritime Forces are "Awake". These subex periods offer a great deal in training and other values. One of the major accomplishments is that the squadron is able to get a whole new supply of small, white, plastic lined bags. These are commonly called the RO's helper. This is due to the fact that they enable him to increase his rate of ration consumption without gaining weight.

Since the last issue there have been a number of visitors to the squadron. In something along the

signatures anonymous

OTTAWA (CFP) — How legible is your signature?

## Signatures anonymous

Apparently many signatures of armed forces officers aren't legible enough.

This problem has come up in early returns to CFHQ of an officer classification acknowledgement certificate.

The signatures are hard to identify and individual officers have neglected to fill in the certificate properly. They left out such vital information as their

social insurance number, rank, and even their name.

At any rate, the situation is bad enough so that CFHQ has sent out a forces wide appeal (CAN-FORGEN 081) asking for co-operation so "an orderly conversion to the officer classification structure" will be affected.

All along it was supposed to be doctors who had poor handwriting. Ask anyone in a pharmacy, or any nurse!



"HERE'S A FIRE PERMIT, go burn the Totem Times," Captain G. E. Palmer the Base Fire Chief says to himself as he issues a Camp Fire permit to one of the Times Staff reporters. Personnel are gently reminded that a camp fire permit is mandatory before lighting any outdoor fires in B.C. These are available on a 30 day basis from the local Fire Hall.

L. G. McCaffrey Photo

## 407 Servicing stages giant carwash



The humanitarians of 407's Servicing Section staged a giant carwash last week in an effort to raise funds to send underprivileged aircrew members to a summer camp in Hawaii. At a dollar and a half a car the scheme was to be a sure fire success until the Servicing Officer brought in this compact Whale Chaser and demanded equal opportunity with the cars. Disgruntled, the ground crew washed the aircraft, then called the whole thing off. "Let the aircrew spend their summer at Comox, I don't care" one corporal was overheard to say.

L. G. McCaffrey Photo

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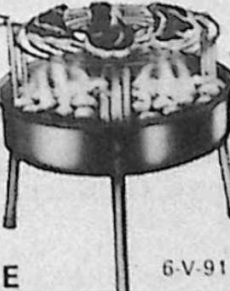
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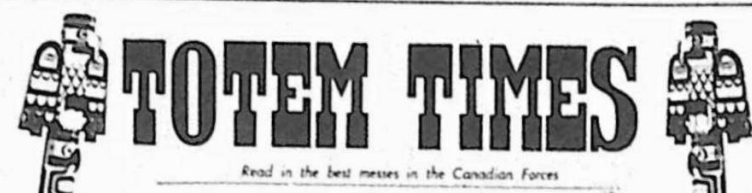
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## The certain uncertainty

Since about 1962, the Canadian armed forces have lived in a welter of uncertainty. Seven years ago, unification rumours were rampant, and in 1964 these rumours were borne out when the government of the day issued a white paper which spelled out the direction the forces would take for the next decade or so. One would have thought that that would have been the end of it; that the forces, having been given a new form, which would be four years in the making, would be allowed to get on with the job of building this force for the future.

This, however, was not to be. The economics which unification was to effect never appeared. They were intercepted by inflation and destroyed. The removal of these hoped-for savings meant that some of the new equipment which was required to enable the forces to fulfill their roles was never purchased, and that some equipment was purchased in smaller quantities than was originally planned. These developments in turn encouraged much speculation, which in turn encouraged more rumours, which, surprisingly often, turned out to be quite true, no matter how piously they were denied at first.

For a while, the goals were instant peace-keeping anywhere in the world, at almost any time, and NATO solidarity. Now, these goals have been, if not scrapped, then de-emphasized. Current goals are the surveillance of Canadian territory to protect sovereignty; continued participation in NORAD; NATO; and peace-keeping. What will tomorrow's aims be?

Almost certainly, one of tomorrow's goals will be to live within a defence budget about the size of today's. At a time when the government finally seems serious in its attempts to control the inflation which is debilitating the country, that fact is inescapable.

But, whence come the savings? One need only look at the new priorities to suspect where they might lie. NATO and peace-keeping have been shifted from their primary positions to secondary ones, one would suspect from this that rather substantial cuts will be made in these areas. Mobile Command will probably never get the equipment to make it anywhere near mobile, and NATO will have to become accustomed to far fewer Canadians. How many fewer Canadians only God and, presumably Mr. Cadieux know, but there will have to be substantial savings in these areas to enable money to be made available for surveillance, sovereignty and NORAD.

Such ideas, of course, encourage further speculation. "Let's see," the reasoning goes, "In 1962, when we had 120,000 people in the services, we couldn't make ends meet, so we unified the forces to give us some money to buy some equipment, and now that we have the equipment we don't have the role and we haven't got the money to buy the equipment we do need, and now we have only 98,000 people, and how many of them will we cut to get some more equipment and so forth."

One might say that the servicemen should turn away from such reveries and face the world with a stout heart and a shiny bayonet. But in this day and age, that is asking a bit much. The qualities that the recruiting posters say we want in today's up-to-the-minute servicemen are the very qualities that make him wonder, and often, just what the hell is going on.

The rumours of large cuts in, for instance, NATO are bothersome to many servicemen. Will all those brought back from Europe be used in continental defence, or will quantities of servicemen find that their services are no longer required?

It can be argued that the same sort of rumour probably plagued the employees of the Edsel division of the Ford Motor Company, and why should servicemen not have some uncertainty in their lives? To a degree, this is valid. Nothing, not even continued existence, is certain in this day and age.

However, seven years of rumour and counter-rumour, of speculation and surreptitious kite-flying, have taken their toll. There is, on the part of many, a tendency to believe the worst. Let some authoritative pundit suggest that the forces will be cut to 5,000 men and used to provide sustenance for otherwise unemployed uniform manufacturers, and he will start people thinking. Today, almost any rumour is given partial credence, if only for a flickering moment. Indeed CFHQ has recognized this problem and now takes prompt action to scotch the more unbelievable rumours. Seven years ago, this problem did not exist.

One can only hope that this era of uncertainty is now nearing an end. Another firm policy has been announced, and this one is perhaps more attainable than the last, although, given the inflationary trend of the economy, that might not be so. One can hope, though, that one of these days, the government will announce how large an armed force it will need to support the roles allotted, what equipment will be acquired to carry out the roles, and what sort of an armed force it hopes to have, anyway.

Until that happens, the only thing we have to be certain about is uncertainty. After almost a decade of it, the Canadian serviceman is used to it, but this doesn't mean that he couldn't do a better job without it.

One of the basic military principles is maintenance of the aim, and it is difficult to maintain the aim if one does not know what it is. Too, if one does not know what the aim is, one is not normally all that enthusiastic about doing the job.

Uncertainty, like cancer spreads through a body and can eventually kill it. Like cancer, it can be checked if caught in time.

Will we be in time?



Oh sure, anyone can come in here in civies and say he's the B P Serv O. Let's see your "I" Card mister.

## Base exchange similar to co-operative

Since beginning operations last October, the Base Exchange system has improved our Base shopping. The store is stocking a greater variety of goods in a more attractive manner, at better prices.

These improvements have resulted in a marked increase in business. More business means more profit. More profit means more money to finance our many community clubs and activities. The Base Exchange wants to serve its customers even better in the future by offering more variety at even better prices.

Our Base Exchange outlets can be compared with a co-operative store. Ours is a co-operative owned and run by servicemen,

with the job of providing a wide variety of goods and services for its owners at reasonable prices, with a percentage of profits going back to its owners, the servicemen.

However, these stores must be operated for the use of authorized patrons only. If unauthorized customers are allowed to shop in these stores, merchants from off-Base can justifiably complain of unfair competition and our exchange system can be jeopardized.

To protect our stores, the Base Exchange outlets must ensure that customers are authorized patrons. To do this they must ask customers in civilian clothes to produce some form of identification to prove they are authorized patrons.

This identification could be a military or civil servant identification card, a Base exchange card, or any other identification proving that the bearer is an authorized patron.

Generally speaking, authorized patrons are service personnel and their dependents, federal civil servants employed on the Base and their dependents, and former members of the Regular Force in receipt of an annuity or pension.

Most customers understand that identification is necessary. However, there are a few, who resent this very necessary control. It only takes a moment to show the cashier that they are part owners in a successful, growing business.

## Good management begins at home

By CPL. LANCE STERLING

As practically any father of five will admit, the only thing his home lacks is organization.

Applying all the principles learned in management school and the SSTS Academy to a home—especially one of your own, should be easier to direct than say, a technician engaged in the complexities of modern aircraft.

Any father given that choice, that takes the kid, has never had to babysit.

Most male adults arrive home from work grateful to be away from all the tension. Dinner is either ready or on the way and the kids haven't gotten too noisy yet.

If dad is smart, he sits down to read the newspaper and try to ignore whatever TV pseudo-science program is corroding his kids' minds.

Its not until poor unsuspecting dad gives up on the newspaper or is driven into the kitchen by the illogical actions on the tube that he is liable to get into trouble.

There he will watch the repetitious actions of his wife in making dinner and separating warring kids simultaneously.

All of this pings away on those good rules learned at management school. After a time, he will begin to see ways that his wife could improve her work efficiency.

At this point, he is not lost yet. He could still go back to the living room.

But no, sooner or later, the bending or plain breaking of every rule of good management that

goes on in the average household gets to him. He starts pointing out the textbook way of doing things to his wife.

In return, he is informed that her kitchen is not his shop and besides that, kids don't conform to anyone's rules.

The next inevitable step takes place on a Saturday morning. The one day fluke, or some other exotic day, overtakes his wife like Grant took Richmond. She offers to surrender the whole house to him if she can lay still with her eyes closed.

Noble husband rises to the moment. Gallantly, and with just a touch of secret glee, he offers to run the whole house, including meals, for the day.

The first step, naturally, is roll call and work assignments. The kids go along with roll call in good natured curiosity. However, the work assignment part is met with massive indifference.

Right in the middle of dad's inspirational lecture on "Why We Should All Work Together While Mom's Sick" the seven year old starts out the door. When halted abruptly by the firm application of the right hand to the seat of his wisdom, he is overcome with indignation.

While re-stressing the finer parts of his lecture, dad notices the nine year old has disappeared. He is retrieved from the kitchen where he has gone to help the three year old fix breakfast.

About this time, a weak voice from the bedroom advises dad that the five and the six year old kids are telling her all about the child beating going on in the living room.

Just a bit grim-topped by now, dad gathers the whole brood back in the living room. By now he has learned two things. Threat of physical violence, especially if you look mean, will hold a child's attention and trying common sense below the age of ten is so much hot air.

Announcing that no one will get a bite to eat until the bedrooms are cleaned up, dad gets the kids headed in the right direction and he starts into the kitchen.

Half an hour later he discovers a few other truths. One, that his children expect a short order cook in the kitchen; two, that his children have a gourmet's taste; and three, his children's idea of cleaning up a bedroom is stuffing all the clothes, laying on the floor back in the dresser drawers and piling all the blankets in a heap on the bed.

He also finds out that all that sub-intelligent stuff on television is a blessing in disguise. It will keep three out of five from fighting. And its loud enough to cover the noise of the other two.

And finally, he learns that no management school in the world could possibly teach all of the techniques that a wife seems to acquire by instinct.

## Hansard Highlights

May 15, 1969. Page 8728  
SUCCESSION TO GENERAL  
ALLARD

Mr. J. M. Forrestall (Dartmouth-Halifax East): My question is for the Prime Minister, Mr. Speaker. In the light of widespread reports in connection with the imminent retirement of the Chief of the General Staff, can the right hon. gentleman advise the house whether the government is now considering the question of a successor to this most eminent Canadian soldier?

Mr. Speaker: I have some doubts whether this question has attached to it the type of urgency which would justify its being asked at this time.

Mr. Forrestall: With all due respect, Mr. Speaker, I submit that the degree of trust and confidence which has to be placed and maintained in whoever is appointed to the office of Chief of the General Staff is such as to warrant at least an indication from the Prime Minister whether or not General Allard's retirement is imminent, or whether rumours to this effect are false.

Mr. Speaker: The hon. member for Surrey.

Mr. Forrestall: There are

still 90,000 people in the forces. Why doesn't the government tell them what is going on?

An hon. Member: Shut up.

Page 8730.  
SUCCESSION TO GENERAL  
ALLARD

Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, may I ask a supplementary question of the Prime Minister. Would he look into the matter of the retirement of General Allard and clarify the position for the sake of the 98,000 men still in the armed services?

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, I do not think it is customary of civil servants or military personnel. This is something that will happen in the future; it is not a matter that is before the government now.

May 21, 1969. Page 8900  
H.M.C.S. "BONAVENTURE"  
POSSIBILITY OF SCRAPPING

Mr. J. M. Forrestall (Dartmouth-Halifax East): Mr. Speaker, I wish to direct a question to the Minister of National Defence. In the light of persistent rumours, can he give a proper answer to the suggestion that because the government has decided not to go ahead at this time with the annual overhaul of the H.M.C.S. Bonaventure it is about to be scrapped at an early date and assure the house that this does not necessarily follow?

Hon. Leo Cadieux (Minister of National Defence): not necessarily, Mr. Speaker.

Mr. Forrestall: As a supplementary question, can the Minister indicate whether the Department of National Defence is now giving consideration to an early decommissioning of H.M.C.S. Bonaventure?

Mr. Cadieux: Mr. Speaker, we are considering all sorts of options and that may be one of them, but we have not decided on what the form of the new posture will be. The given role has been changed to a degree as a matter of fact, and we have still augmented - and we have still augmented - to determine how we are going to apply the policy.

## THE FLIGHT OF LUNATIC X

(A Canadian Space Odyssey)

Then the countdown began: Ten-NEUF - Eight-SEPT - SIX-SIX - Four-TROIS - Two-Un - Zero - Blast off.

The mighty quadruple Bomarc rocket with the tiny command module on top lifted majestically from its Cape Lazo launch and began streaking towards the sky.

Unfortunately it was quickly lost in the rain clouds as some one forgot to check the met section while flight planning. Or was it because there was no longer any met sections? No matter. The astronauts riding Lunatic X reported all stages fired properly, and separated as planned. Lunatic X was on its way to the moon.

The first complaint from Lunatic X came when the crew began opening their flight lunches. For some obscure reason, the Combined Mess (combination of Officers, Sr. NCOs, Jr. NCOs, other ranks and civilians) wasn't told about the switch from apes to aloues so the crew wound up with a 14 day supply of box lunches each consisting of six bananas and a carton of coconut milk.

CBC coverage of the event was excellent even though most transmissions were a bit blurry. The problem was remedied when that shrewd communications company promoted the camera man whose hair kept flopping over the lens.

The CBC's mandatory split screen image presentation was a bit useless for these telecasts. Even though the English on the right side of the TV and French only on the far left of the screen has been the only way of receiving Canadian TV for several years now, it still confuses some people.

Another interesting sidelight of the trip was watching the astronauts shave. While on the ground they were given the option of transferring to a sea environment so they could grow a beard or stay in their air element and shave every day.

As expected they elected to remain in their air elements so it should be interesting to see what becomes of their careers.

The most critical point of Lunatic X's flight came when the craft was half way to the moon. A controlling ground station ordered the crew to remain in space an extra five days while the Forces replaced 22 radar ops and techs who retired during the mission. The Forces sort of slipped up! Not hiring the personnel for the jobs they were committed to.

At the same time, another controlling ground agency (several agencies controlling one operation is quite acceptable in the Forces) decided to save fuel and ordered Lunatic X back to earth.

This situation quickly developed into a crisis, so the astronauts turned off their radios, took charge of the mission and continued to complete

their originally assigned task. Rumour has it that they are to be court martialed, however, this seems unlikely as the last legal officer quit the Forces six years ago.

When the space craft reached the moon, an LME (Low Monetary Expenditure) was detached at a height of 60 miles from the lunar surface. The LME swept within 50,000 feet of the surface snapping pictures with a highly modified Polaroid Swinger obtained from CANEX for \$29.55. A similar version of the same camera could have been purchased from any retail merchant but a spokesman for the Department of Defence Procurement stated that a space shot was no place to try and save money.

After completing its photo run the LME returned to the command module which fired its JATO bottles sending the craft hurtling back towards earth.

Returning from the moon was quite uneventful until the civilian radar operators walked out on strike. An American exchange tracking station on the Plains of Abraham picked up the craft's trajectory and alerted all recovery vessels to prepare for splash down in the Straits of Georgia instead of the Pacific Ocean.

It became apparent that Lunatic X was going to touch down somewhere near Vancouver and all available units were directed to the scene. HMCS Saskatchewan the prime recovery vessel, tried to gain time by cutting through Active Pass and we saw history repeat itself.

A proud but anxious moment for all Canadians came when Lunatic X successfully splashed down in English Bay just 200 feet from the Vancouver shoreline.

First in the recovery area was a Canada Customs official who rowed out to the capsule in an Army/Navy rubber raft. "Have you anything to declare?"

Next came Lt. Cdr. Pierre Levesque and his crack crew of Canadian Forces frogmen in a chartered "Okanagan" helicopter. Lt. Cdr. Levesque jumped from the chopper to attach the flotation gear to Lunatic X, however, he wound up to his ears in mud as the tide was out. A noble effort.

The astronauts of Lunatic X waded to shore and made their way to the beer parlor in the Ritz Hotel. There they debriefed themselves, and conducted a press interview in which they unanimously agreed on one point. They were immediately going to desert the Canadian Forces and apply for an airline job in the United States.

The Honorable Mr. Cadieux, Jr., the second generation Minister of National Defence was unavailable for comment on the whole episode. At the moment he was at NATO headquarters in Paris negotiating for a 25 per cent reduction in our 12 man secretarial contingent!

## LETTERS TO THE EDITOR

The Editor,  
Totem Times,  
C.F.B. Comox.

Dear Sir:

Many people in the valley were more than pleased at the fine showing the young people in this area made in the Walkathon to raise money to send three local children to the SCHOOL CAMP FOR SPECIAL CHILDREN. This year it will be held at Lake Cowichan. The camp is a treatment camp for emotionally disturbed children between the ages of 6 and 12. This will be the 4th year in succession the camp has been held, under the direction of Dr. S. E. Jensen, M.D., C.R.C.P., Nanaimo Health Centre, the psychiatrist serving the Island, north of the Malahat. This School Camp has been a tremendous success in helping disturbed children (and their parents) who have been seen by Dr. Jensen at the Nanaimo Mental Health Centre.

All of the children are of at least average intelligence and attend school but suffer from emotional problems which have prevented them from learning in a normal way. Special schooling is needed for these children with a small teacher/pupil ratio. This special schooling and intensive treatment is provided for a fortunate 30 children, for a three week period in the summer.

We were extremely unhappy with the reporting of your two most athletic reporters who were driving around in the Totem Times staff driven Volkswagen. (Quote from T.T.) It seems they were more interested in the sports end of it and didn't bother to find out the reason for the Walkathon, erroneously reporting in two separate paragraphs that the Walkathon was for the retarded.

Signed,  
Parents of an Emotionally Disturbed child.  
C.F.B. Comox.

Editor,  
Totem Times,  
Sir:

It is not often that I feel the urge to write to your newspaper,

far less to read it, but after your most recent scurrilous attack on a great and valued friend of mine, one Dodd, I feel some measure of censure is required. Knowing the person in question as well as I do, I feel certain that he simply pasted a tolerant smile on his noble visage, and, though wounded, tried to forget that nincompoopish clown who, under the influence of a paucity of humour, placed that unfunny caption under the pastoral scene in last issue's TT.

No doubt, since your circulation list is limited to friends of the editorial staff and your advertisers, the slander in question received little dissemination. Had I not, in fact, been cleaning an unmentionable mess from my shoes one morning, I would not have had the opportunity to employ your newspaper. Still it is difficult to imagine what purpose was served by the onslaught: are we so far down the road of debauchery that humour at the expense of a man's reputation is justification for a smear campaign? Must your staff stoop to drive to fill the pages of your all-too-lengthy and incoherent rag? Garbage, sir, is a jewel too precious to hide within the confines of your publication.

Let us forget the insults, I say. Confine yourselves to writing the clap-trap we have, over the years, come to expect from the Totem Times. I say, fire the lot of you. Fire on you!

Signed  
Mrs. Dodd.

T.T. Ed:

I am due to graze in the green pastures of civvie street next month when I reach half a century of life and would like to take this opportunity of thanking certain people for services rendered over the last thirty years or so. Thank you Mess Hall staffs for feeding me across the world, in Mess Halls, shelters, field kitchens and other unusual places and at ungodly hours and usually at very short notice. Thank you Hospital staffs for filling me full of pills, poisons and potions to ward off the ills and chills and

piles of problems encountered here, there and everywhere. Thank you Dental staffs for the drillings, fillings and removals followed by replacements over the years. Please get rid of the plastic covers on the chairs we all sweat enough as it is. Thanks also to the C.E. and Janitorial staffs who have made roads and buildings safe and clean to live and work on and in. If it wasn't for you folk, life would be a dust-bowl in a shanty town. Thanks to the Supply techs who have always managed to fit me from their stocks of clothes too large, too small or too medium. Thanks to the Orderly Room types who have always managed somehow to answer my stupid questions and get me on or off a base without too much upheaval. Thanks also to the Accounts Sections who have always managed to keep my pay and allowances much straighter than I could have done myself even if they did knock me a couple of heavy deductions for I Tax without notice. Thanks to the Fire Halls and Police who over the years have kept a watchful preventative eye on my home and family and kept me fire and crime free. Thanks to the aircrews who have carried me thither and yon and issued those white bags without requiring a signature. Looking back over the last 30 years there are many people who deserve my thanks, and the thanks of others, yet are overlooked at farewell times. If I have overlooked anyone please do not be offended. Like so many many things these days, services rendered are taken for granted. Thank you all for services rendered to me in the past. As they say backhome - Toodle-oo, Cheerio and Ta.

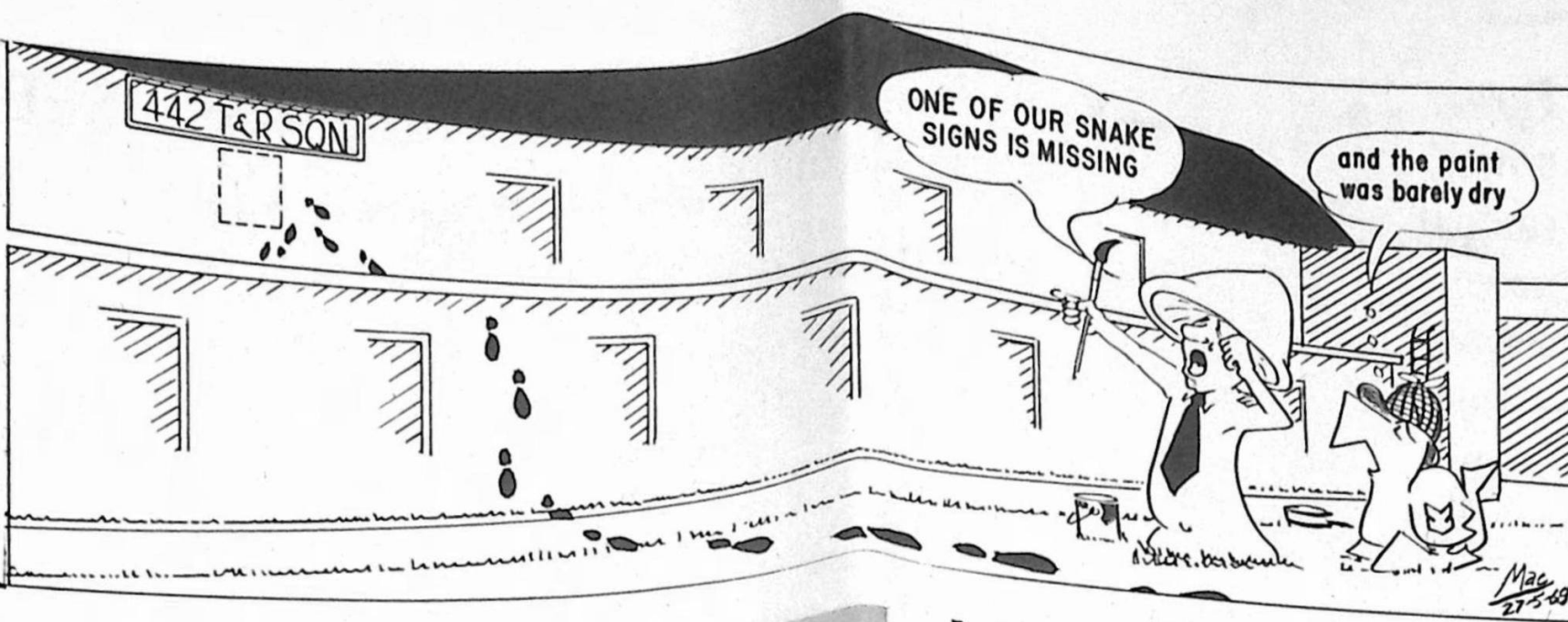
Signed,  
L.G.R.  
(Retired not retired)

Next  
Deadline  
Monday, June 9th



# FUNGUS FEATURES

by mac



## From up in my perch

By Seemore



Last week as I was digging down in the old kit bag I came across an old stencil with my service number on it. At one time it was mandatory to stamp or stencil your number on every bit of clothing and equipment that was issued to you in clothing stores before you could take it out the door. The theory behind this regulation was the elimination of possible theft. No self respecting thief would think of taking anything that had someone else's number on it. Therefore raincoats, tunics, boots, toothbrushes and even the inside band of the trousers had a number on it. Can you imagine what would happen if you had your trousers stolen then went about the camp asking every guy you suspected to let you have a look inside his pants? Being the keen type that I was I took this rule to heart and carefully numbered everything I owned. I probably owned the only matched set of black socks with white numbers on the soles in the Air Force.

Eventually some black-hearted soul lifted my raincoat from its customary peg in the ante room of the Wet Canteen. "Ah ha!" I chuckled to myself as I made my way to the guard house to report the dastardly deed to the SPs. "This is where the swift process of military justice will come to the fore and rescue this poor Airman in distress."

I must confess I was a little disappointed when the corporal in charge of the guardhouse night shift did not turn out at least a half a dozen heavily armed SPs immediately to search the camp for my raincoat.

Instead he asked for a detailed description plus a complete report on the circumstances leading up to its mysterious disappearance.

Well I knew that if these guys didn't go looking for my coat right then, the report they were making out would surely cause the C.O. to call a parade the next morning with everyone in rain coats. A quick survey of the numbers stenciled inside would reveal the crook in a flash. Not so, there was no parade the next morning, nor any other morning. As a matter of fact I have never seen or heard of a parade where they checked the numbers on the kit against the man wearing it.

After fifteen months of memos and getting nailed for being improperly dressed for being without a raincoat, the crown finally gave me a new one. Right after that they issued a new style and I had to wait until the last to get mine as my old one was in such good shape.

All this chatter about theft makes me think of the guy who is apparently building himself a boat trailer. Unfortunately he is getting his parts off of my boat trailer. Why don't you go to the marina for your parts fellah?

That's where I have to go to replace my trailer parts. Another missing item that incidentally did not have a number on it is the 442 Squadron crest that was mounted on the east side of number one hangar. The crest used to be mounted about forty feet above the ground. And I've got to hand it to the snitchers it was a great job. Probably carried out in broad daylight under the noses of our crack Security Force. Seemore shudders at the wrath of the C.O., S Ops O and the SAMO when they discovered the theft. Come on fellows let us know who got it so we can either pay the ransom, kidnap the C.O. of the outfit that stole it or go and steal it back.

This year is a repeat performance of every year when my spouse "Lucybird" dons her swimming suit and plunges headlong into the sunlight to get herself burnt to a crisp. Every year I tell her to take it easy, just a little sun at a time then put some clothes on. Every year she tells me she has to get a little burn or it wouldn't be summer. Every year, I, in my infinite wisdom tan myself gradually and give her the horse laugh as she heads for the sunburn remedies.

On that long and beautiful weekend the Seemores were on the beach, swimming and soaking up all that wonderful B.C. sunshine. As usual Lucybird ignored my warnings of too much sun and got a wonderful burn. I, on the other hand, knew exactly when I had had enough sun, which was about three minutes after I discovered I had third degree burns. With astounding fortitude and stubbornness I refused to let on I was in pain. Have you ever tried to sleep on a sunburned back without moaning? Try a bullet between your teeth.

Rumour of the week: The entire Russian government is infested with communists.

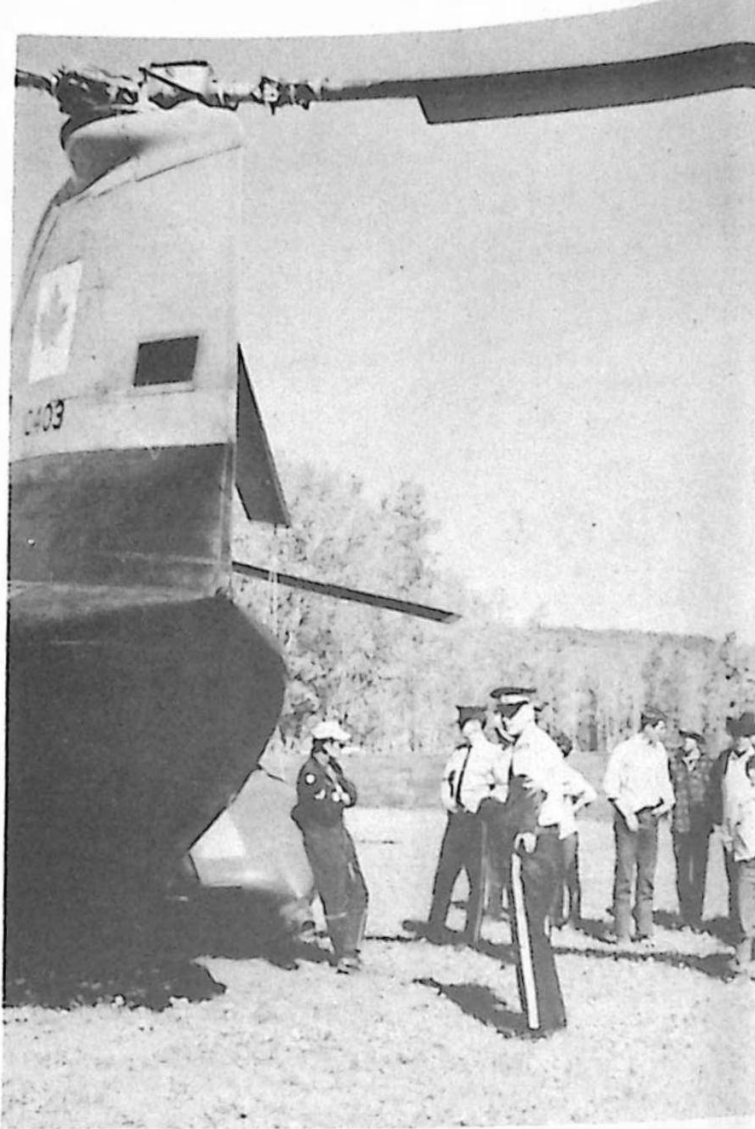
Runner up for Rumour of the week: There are so many officers in the Captain rank that a new rank of Master Captain is to be created to help solve the problem of making some of them Majors.

Mushroomer: Sgt. Jones the canteen manager is not really twisted, he's just turned on.

**National  
Be Kind To  
Seagulls Week  
June 1 - 7**



CPL. FRANK KATO proudly displays a mess of cod fish caught on a fishing expedition to Point Holmes last weekend. The largest cod weighed almost twelve pounds. While the cod fish can't touch a salmon as a sports fish it still makes fine eating. L. G. McCaffrey Photo



CPL. GERRY McNUTT keeps the Fuzz busy while the rest of the crew dashes inside the aircraft to gulp a few onions before taking the impending breatherizer test. Local cowboys at 100 Mile House complained that the "F" Troop helicopter disrupted a rodeo by making a landing in the middle of the corral during the calf roping contest. Cpl. Fitzgerald is reported to have made excellent time by using the helicopters hoist system to nail a calf during the landing. — Betty Wadsworth photo

## New prop to eclipse tail rotor?

MONTREAL (CFP) — Canadair has recently completed eight weeks of testing a new cyclic pitch propeller model in the vertical wind tunnel at the national aeronautical establishment in Ottawa.

A cyclic pitch propeller changes its pitch automatically during each revolution. In a tilt-wing aircraft such as the CX-84 it would make a tail rotor unnecessary, says Canadair.

The first phase of a series of tests dealt with the low speed

portion of the transition from vertical to forward flight. Static tests have been conducted at Canadair and the high speed region will be examined soon in the wind tunnel at Conair.

The reflection plane model used in the 15-foot diameter tunnel was the original CL-84 model used during the 1963 and 1964 tests of the Canadair V-STOL. A half model is used because it can be larger than a complete model and enables the engineers to make more accurate measurements.

## Versatile types

CFP BACKGROUNDER

LAZO, B.C. — Three aircraft types operating from the Comox base here boast a versatility hard to match by others in the forces air fleet.

In a jiffy, the Comox aircraft become flying hospitals, complete with incubators and oxygen tents.

They're the Albatross "boats" Labrador "choppers" and durable "Daks" of 442 transport and rescue squadron.

The Canadian armed forces have divided the country into four search and rescue areas. Their rescue coordination centres operate 24 hours a day from Halifax, Trenton, Ont., Winnipeg and Vancouver.

Each centre is the brains of its area's organization. Its strong right arm is an armed forces air rescue unit, which operates in conjunction with other agencies such as the Canadian Coast Guard, the RCMP and civilian aircraft and shipping organizations, loosely speaking into "posses". The forces air units include 101 transport flight at Shearwater N.S., 424 transport and rescue squadron at Trenton, 440 Squadron at Winnipeg and 442 at Comox. Other air units and warships become involved but those named are the real "specialists".

Workhorse of coastal SAR units is the amphibious Albatross. Crewed by four, this boat when fitted with hull skid and out riggers can land on frozen waterways and lakes. It has room for 12 litters or 10 seated patients.

Dakotas are the old timers in air-evac work. A large door makes them ideal for loading the cumbersome Stryker frame used for immobilizing such cases as serious back injuries. Daks can handle 12 litter cases or 22 seated. But the "Goony Bird's" air-evac work is limited, compared to more recent aircraft. The H-113 Labrador "copter" also a Stryker frame carrier — is hoist-equipped and a versatile worker. It does things the prop-driven jobs can't do, like navigate hazardous inlets, lift people from ships at sea and land "on a dime" in dense bush.

AIR MEDICS  
Two medics, a flight nurse and medical assistant fly with all air-evac missions. Doctors, too, go if the evacuee is in serious condition.

INSTANT KITS  
The unit's planes do search

chores too, so medical kits are loaded and off-loaded for each mission. Routine kits include medical essentials from resuscitators and respirators to linen packs and litters. They are bundled into light-weight kits or canvas bags.

Special packs are kept handy for fast loading if the patient's condition is known. They include fracture, burn and obstetric packs; fracture boards, incubators; oxygen cots and restraint equipment.

Last year 442 picked up 94 sick and injured on 84 missions on the west coast alone. You get some idea of the whole problem when you realize these cases were handled by 442 only when a civilian carrier was not available or refused to carry the patient due to his condition.

## Intrepid reverts, Essex goes

WASHINGTON (CFP) — The USS Intrepid, with three Vietnam deployments astern of her, will replace the Essex in ASW from Quonset Point, Rhode Island.

The Intrepid, normally an ASW carrier, was used in the limited attack role in the Far East. She's being overhauled in the Philadelphia naval shipyard until August. The Essex is being inactivated.

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## Chapel Chimes

### PROTESTANT CHAPEL

Sunday, June 1 and June 8. Morning Worship at 11 a.m. Sunday School at usual times for all classes.

NEW TO YOU SALE of good used clothing, Saturday, 31st May, 10 a.m. to 2 p.m. in the Protestant Chapel Annex. Refreshment will be served, Coffee and Do-nuts at 10 cents per person. Sponsored by the Ladies' Guild.

The Protestant Chapel Ladies' Guild held their annual election of officers this past week, with the new slate of officers being as follows: President - Mrs. Joyce Eggleston; Vice-president Mrs. Audrey Middleton; Treasurer - Mrs. Dorothy Hind; Secretary - Mrs. Marg Anderson; Program - Mrs. Joan Byrne and Mrs. Ellen Matthews. The Guild President for the past year has been Mrs. Irene Lindsay.

## Flower power, student power, why not consumer power

### Dapper Dan Says:

Pick up a magazine or newspaper these days and you'll see that some segment of our society is in protest.

What about the consumer in this age of protest? Is he or she getting a proper share of the action? Not by a long shot! The consumer's main hang-up is that he accepts inferior products without complaint. Until quite recently, most of the ammunition was on the side of the manufacturer and the retailer. The poor old consumer had to battle bazookas and rapid fire weapons with clubs, sticks and stones.

Reinforcements are arriving. The federal and provincial governments display increasing concern for plight of the consumer. Excellent consumer credit legislation has been enacted by several of the provinces and the federal government has a new department to look into consumer affairs. But even legislators with all their good intentions can only do so much. They have to be informed of our complaints, our problems and, most of all, our needs. Don't you lay down your arms.

Hit them where it hurts—in the old pocketbook. If you're not satisfied with a product just don't shrug your shoulders. Complain loud and clear. Remember the old adage—a squeaking wheel gets the oil.

So what do you do if after making a purchase of a so-called bargain you have reason to believe you have been taken or misled?

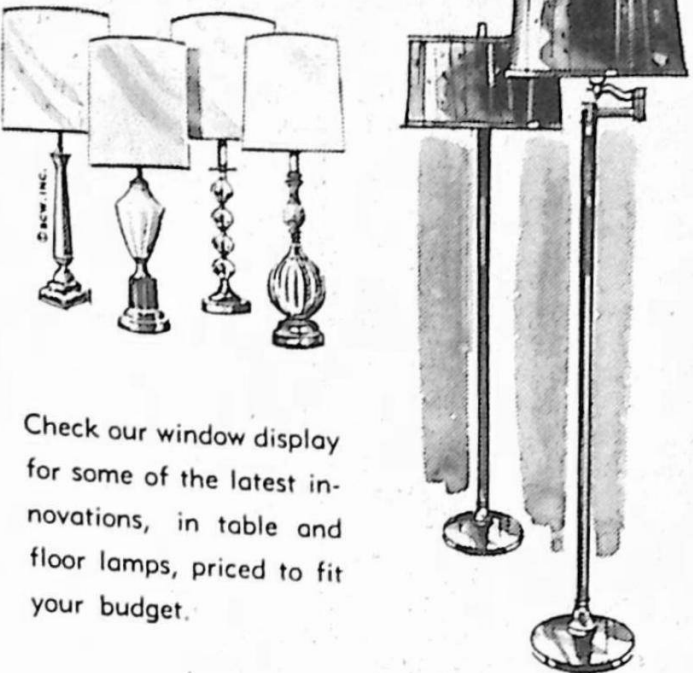
The consumer service and information branch of the department of consumer and corporate affairs offers this advice. You should contact the director of investigations and research, combines investigation act, department of consumer and corporate affairs, Ottawa. Describe the article in detail, state the "sale" and "regular" prices quoted on the label or in the advertisement, how and when it was advertised and by whom, and your reasons for believing the price was misleading. You should also send the price label or advertisement, but keep the bill handy in case it is needed later as evidence.

No longer will our society accept the old concept let the buyer beware. From now on its got to be let the seller take care. (Written for CFB by D. C. Hodgert, administrator of financial counselling for the forces).



"SO LONG KIDS, I'm off to check the Czechs out on Baseball" says Sgt. Ted Williams, as he umpires one of his last Little League Ball games. Ted and his family leave Comox next month for a jammy tour with the Canadian Attache' in Prague Czechoslovakia. No newcomer to the umpiring game, Ted started in 1957 at Fon-off, where kids from all military bases in France were competing. By 1960 he had gained enough experience to attend a course in umpiring held in St. Hubert. When Ted came to Comox in 1967 he became the second official Amateur Softball Association (ASA) umpire in the area. Last year Ted was the umpire in chief of the Upper Island Fastball League and the CFB Comox Intersection Softball League. — L. McCaffrey photo

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FOR SALE — GOOD USED CLOTHING, SHOES, TOYS, BRIC-A-BRAC, ELECTRICAL APPLIANCES, ETC., ETC.  
Coffee & Do-nuts will be served at 10c per person



"IT'S A LIGHTNING HAZARD" claimed Major Cousins the BCEO. "But everyone else keeps their steeples on top of their churches," counter claimed Major Archer the Protestant Padre. And so goes the never ending battle of religion versus science. This time science, in the form of the CE Section won out and the steeple was installed on the septic tank. Watch this page for further developments.  
— L. McCaffrey photo

## LOST GOODS at Guardhouse

1 Pr. Brown leather gloves - Mens	AFR 13/69
1 Gold car key	18/69
1 Brown leather wallet	27/69
1 Wine bladder	28/69
4 Keys on chain	30/69
1 Black leather wallet	33/69
1 Blue toque	33/69
1 Red, White and Blue toque	33/69
1 Ladies' scarf (flower design)	33/69
1 Childs' ball cap, Blue and Red	33/69
1 Childs' Winter cap, light Brown	33/69
1 Ladies' wool sweater, white	33/69
1 Ladies' scarf, Black	33/69
1 Ladies ear ring	34/69
1 GM car key on chain with miniature Green telephone	35/69
5 keys	38/69

## The CANADIAN SCOTTISH REGTL. ASSOCIATION OF VICTORIA

is hoping that many will show up for the  
**REGIMENTAL WEEKEND**  
JUNE 6th, 7th, 8th.

"On the Program"  
On Friday night Parade at the Parliament Buildings, June 6th.  
A Dance in the Bay St. Annurries, Saturday night, June 7th.  
A Drumhead Church service Pioneer Square, Sunday, June 8th.

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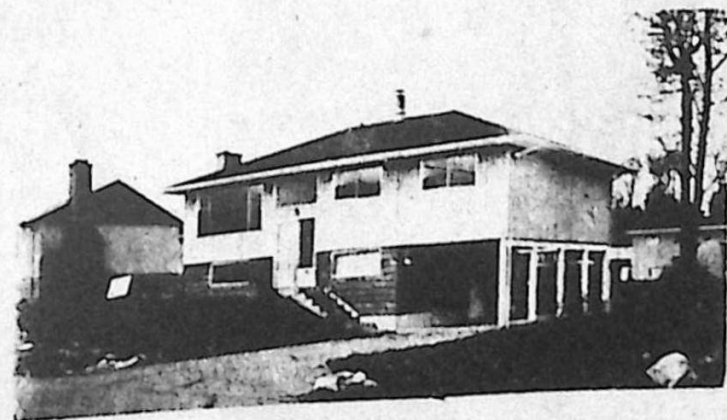
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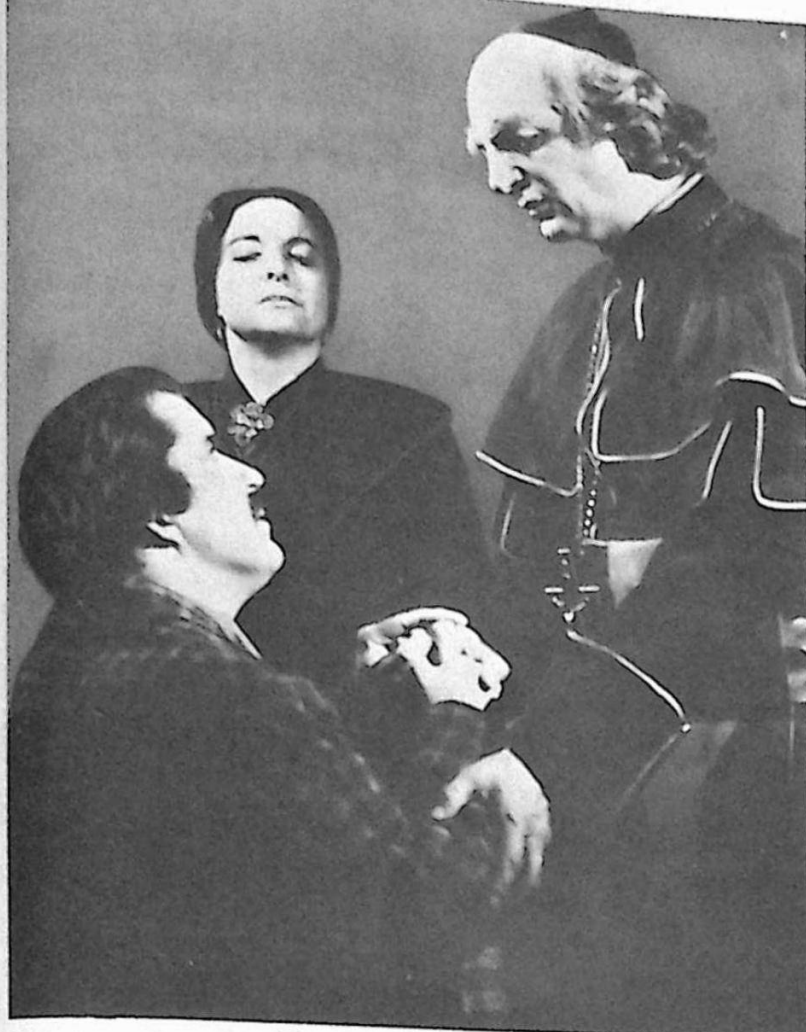
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## EDITOR CHASTISED BY BISHOP



... And I promise never to print another derogatory editorial about religion again.

— CBC photo

## Cyprus mail two way treat

NICOSIA, Cyprus (CFP)—During the second world war everybody was exhorting: "write the boys in uniform!"

Lots did, but lots never got answers either.

Famous singer Kate Smith on her entertainment tours told the troops: "If yer don't write, yer wrong".

Latest mail figures covering the 575 Canadian servicemen on UN peacekeeping duties here show a remarkable balance.

Every week about 5,000 pieces of mail arrive by air from Canada - in theory 10 letters for every man in the contingent.

The soldiers reciprocate. The Canadian posties here route about 5,000 pieces of mail a week back from Cyprus.

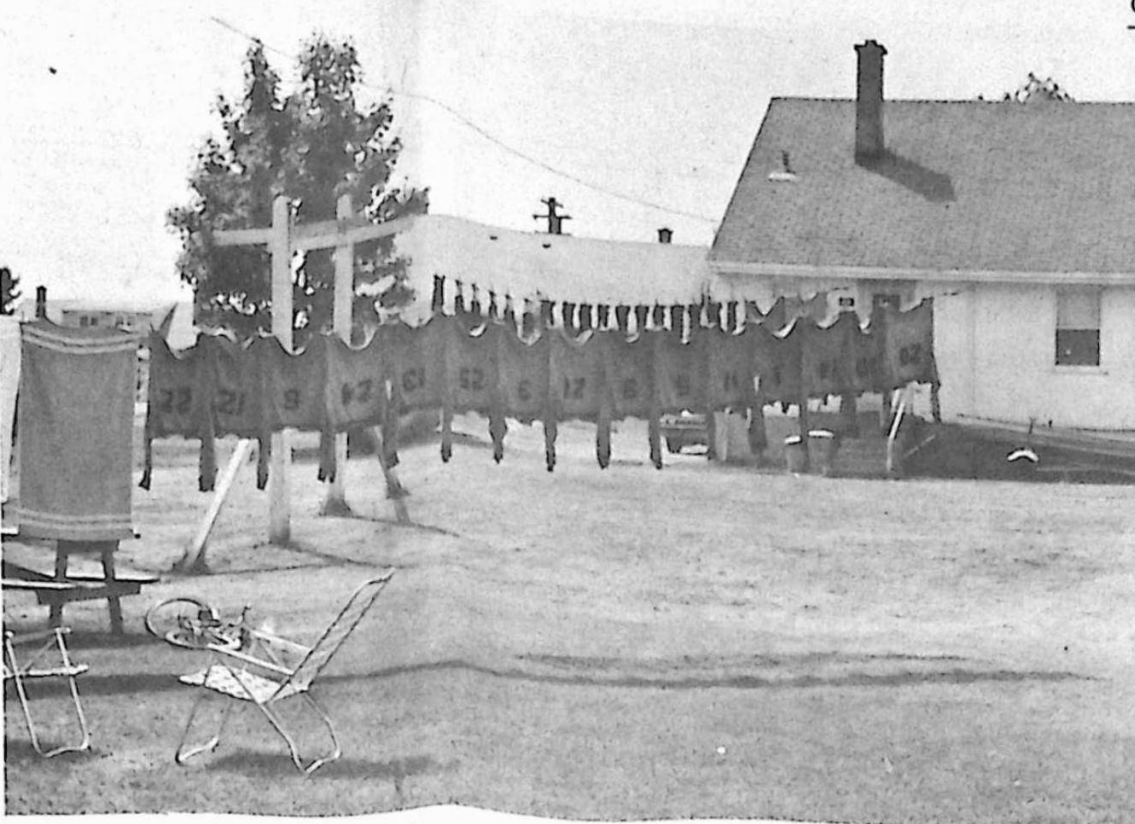
The three-man Canadian postal corps force at Camp Maple Leaf daily sells stamps, weighs parcels, sorts the mammoth mail, and gets it to Nicosia airport.

Tuesdays are especially hectic as the posties process the weekly service flight from Canada with its official mail, parcels, magazines and newspapers.

MORALE BOOSTERS

The posties give the full treatment to the troops - things like money orders and foreign postal service.

Cpl. M. Cassidy is Maple Leaf post office supervisor, with him are Cpl. R. Roberts and Pte. A. R. (Davy) Crockett. The driver is Pte. J. E. Gabour and there's a mascot dog, dubbed "Postie". He doesn't bite!



Enough for their own ball team?

## Consumer news and views

With spring firmly established a consumer's fancy turns to thoughts of -- well, many things. So here is a pot pourri of items that you may find useful.

First on the list is news of a handy and practical cost calculator that can do away with confusion when you try to calculate what's the best buy per ounce, or pound, or can. It was developed by the food advisory services of the federal Department of Agriculture.

Made of durable plastic, it consists of a fixed outer circle showing prices from one cent to \$5, and a movable inner circle showing units ranging from one to 200.

The units can represent ounces, cans, pound, packages, servings or anything you wish. You match up outer and inner circles and an arrow points to the unit cost.

It is by far the best such calculator to appear. It will pay for itself easily in a week's use. Available for 50 cents from Queen's Printer bookstores or by mail from Queen's Printer, Ottawa, Ont.

A most useful pamphlet for organizations of all types is "Free Films Directory" which lists more than 16,000 titles of 16-mm sponsored films. Available free from Crawley Films Ltd., 19 Fairmount Ave., Ottawa 3, Ont.

Some interesting incidental information: Dr. Allen Young, in the U.S. magazine "Prevention" says halitosis is a commercial fraud, almost nonexistent and not improved by mouthwash when it does exist.

And did you know that the average number of persons per Canadian family on June 1, 1967 was 3.9 - the same number as in the 1961 and 1966 census. Average family size was greatest in

## Lahr tots learn laws

LAHR, Germany (CFP)—Einbahnstrasse; Umleitung?

A couple of German words that don't mean much to the average Canadian - unless they've driven a car on Germany highways.

For some 450 Canadian school kiddies here they, and other words, are part of the German traffic rules. They are a "must-know" before venturing on to local highways and byways.

Quebec and the Atlantic provinces at 4.2 persons per family. Prairie provinces averaged 3.9 persons, Ontario 3.7 and B.C. average was 3.6.

If you have a problem with do-it-yourself painting, The Canadian Paint Manufacturers Association is willing to help. Write them about it at 1080 Beaver Hall Hill, Montreal 128, Que.

It's all part of a short course of instruction on road safety for the age seven to 11 children of Canadian Forces dependent schools here, particularly the go-cart-bicycle set.

The equipment, traffic signs and lights, were supplied by local German police of the Frieberg Safety Company. They brought them here and set up common city traffic situations so the youngsters could practice the "rules of the road."

After a session with instructor, Cpl. K. E. Parnell of Liverpool, N.S., a military policeman, they were allowed to play with "bikes" and carts as long as they understood and obeyed the signs.

Oh, by the way - einbahnstrasse means one-way street and umleitung - detour.

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Italian Sandals and Italian variety sandals. Colours vary from white to beige, tan, different shades of brown to dark brown. Heels are flat, wedge, or stacked style. Prices from \$2.99 to \$8.95.

This genuine leather Italian sandal is just one example of the many styles to choose from... Price — \$4.95

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## Sports Co-ordinator

Vancouver Island Publicity Bureau

Applications are invited for the position of co-ordinator for the Victoria, Vancouver Island and the Gulf Islands' participation in The British Columbia Festival of Sports, which is to take place in May, 1970. While of interest and experience in sports events will be of great value, applicants should have a flair for promotion and organization at the community level. Salary range \$625 - \$720.

Write Vancouver Island Publicity Bureau,  
786 Government Street, Victoria, B.C.

## Kiwi unification

AUCKLAND, New Zealand (CFP)—Solicitor-general J. C. White's recent appointment as judge advocate general of the Royal New Zealand Air Force means one man now is superintending administration of service law for the three armed forces here.

He has been judge advocate of the fleet and judge advocate general for the army since 1966.

He is also chairman of a steering committee drawing up one disciplinary code for the three services.

A further step in unification of education officers in the armed services also has been made.

A navy education officer has been posted to the airman cadet school. A flight lieutenant already has taken up educational duties at the regular force cadet school at Waiouru and an army captain is at the naval technical training establishment at Auckland's Devonport base.

land's Devonport base.

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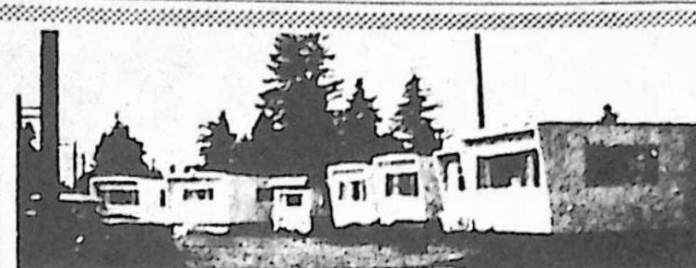
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# SPORTS

BY  
LIL  
JOHN

## Swimming Pool Schedule

Month of JUNE  
Swimming Mon. to Fri. from 1200 to 1300 hrs. for Service personnel and D.N.D. employees.

MONDAY	1900 to 2100 hrs. Casual
TUESDAY	1900 to 2100 hrs. Casual
WEDNESDAY	1900 to 2100 hrs. Casual
THURSDAY	1900 to 2100 hrs. Casual
FRIDAY	1900 to 2100 hrs. Casual
SATURDAY	1400 to 1600 hrs. Casual
SUNDAY	1400 to 1600 hrs. Casual

NOTE — Commencing Monday the 30 June the swimming pool will be open every afternoon during the week from 1330 - 1530 for casual swimming. REPEAT... Monday to Friday from 1330 to 1530.

## Childrens' Swim Classes

Registration for these classes will take place in the Rec Centre on Friday the 13th of June. This will be an all day affair running from 0900 to 1200 hours in the morning and 1300 to 1600 hours in the afternoon. The age limit will be seven (7) years of age as of 30 June 69. Costs will be \$3.50 per student and this must be paid on registration day. Parents must do the registering and phone calls will not be accepted. Classes will be held for Beginners, Juniors, Intermediates and Senior levels of the Canadian Red Cross Society Award System.

NOTE — DUE TO AN INCREASE OF INSTRUCTIONAL PERIODS WHICH WILL ALLOW US TO HOLD CLASSES FROM 1600 TO 1800 HOURS, IT IS NOW FEASIBLE TO LOWER THE AGE LIMIT FROM 8 YEARS OF AGE TO 7 YEARS OF AGE AS OF THE 30 JUNE.

## Ladies' Swim Classes

Classes will be held from Monday the 16th of June up to Friday the 27th of June. Times will be from 1330 to 1530 Monday to Friday afternoons. Please register at the Rec Centre before 1 June. Local 315.

BOOKS OF TICKETS — JUST A REMINDER THAT BOOKS OF TICKETS MAY BE PURCHASED AT THE SNACK BAR FOR A SUBSTANTIAL SAVINGS. THESE BOOKS WILL COST YOU \$3.50 AND INCLUDE 20 TICKETS PER BOOK.

## Stinging insects can cause death

A vacation hardly seems complete without a few stings or bites from flying insects. Most are not serious, all cause irritation and, believe it or not, some can be and are fatal.

Not long ago a woman received an insect sting, probably from a honeybee. Shortly after, she suffered a severe swelling and other alarming reactions. Fortunately, she was rushed to a doctor's office, received an injection and recovered, but admittedly had come close to death.

Now she carries antihistamine tablets and must take a proper dose if stung, or otherwise the next sting might end her life. Symptoms developing from stings follow the pattern of allergies. In fact, persons who suffer from allergic troubles are said to be most susceptible to the effects of insect attack.

Moreover, different people react differently. In some, repeated stings will bring about a natural immunity while in others, the venom progressively builds up a cumulative sensitivity.

Further, it cannot be predicted by what degree sensitivity will increase from sting to sting. The only safe procedure is to see a doctor if there is more than a usual reaction to an insect bite, as this may well be a warning of trouble ahead.

Medical literature lists progressive symptoms somewhat like this, following a bite or bites:

- \* Local irritation and swelling, itching, discomfort and uneasiness;
- \* A more general reaction, more serious swelling, constriction, stomachache, nausea and dizziness;
- \* General and severe debility, labored breathing, confusion and depression;
- \* And shock, lowered blood pressure, blueness of the skin and collapse (death can follow quickly in this stage unless medical help is available).

First aid for any sting or bite is advisable. The old-time remedy of a mud-pack is still helpful. Next in the easy-to-get class is a paste made of baking soda and cold cream, a pad wet with epsom salts solution or a compress moistened with ammonia water.

These remedies will at least keep one from scratching and possibly infecting the affected area. The honeybee will leave his stinger in the skin. This may be removed with a pair of tweezers, using care not to squeeze more of the poison into the wound. For persons more than usually allergic, a tourniquet may be applied between the sting and the heart — on some parts of the body.

However, there can be harm in the use of a tourniquet if applied too tightly or left in place too long. Finally, doctors will provide highly susceptible victims with a proper medication and inhalers to be kept handy in case of emergency.

Besides bees there are wasps, hornets and yellow jackets to complete the list of "social" insects. Their housing may be found hanging from trees or rocks, in hollow stumps and in holes in the ground.

There is a suspicion that some deaths attributed to heat prostration and heart attack may involve stings. Add to these automobile accidents where a bee, wasp or hornet has caused a driver to panic and we have a category of accident-injury potential worthy of serious consideration.

But most of all, we hope this warning will reach the occasional person whose next bite could be his last, so that he or she will visit a doctor and request a desensitization treatment.

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I THOUGHT THE BOWLING SEASON WAS OVER — Not so says Cpl. Evpre. A diligent slight of hand trick prevents the soccer ball from passing through the empty void behind him. Actually the ball hit the goal post and gave Cpl. Evpre the benefit of any doubt. L. G. McCaffrey Photo

## Camping comments

By TENT PEG

(A series of articles for those inclined to the out of doors.)  
In the next few issues of the Times, yours truly will be doing some research into the camping and tramping in B.C. and surrounding areas, plus a few tips for beginners.

Not so long ago, campers were thought to be rugged males who trekked into the woods to live on sourdough pancakes, pemmican, and a pail of tea. Then, with the evolution of station wagons, tents with sewn in floors and reliable cooking equipment, women began to take a greater interest in outdoor living. Today, camping is not only a family affair but a very special one. Look into any campground and you'll find parents and children alike making new friends, swapping tales of their experiences, and exchanging names and addresses with fellow campers in order to "keep in touch".

One out of every five Canadians is now a camper. Statistics show that most families make one or two major camping expeditions plus several weekend junkets a year. While the number of campers has been increasing, the modes of camping have been shifting. Yesterday's tenters may have decided to stick with his favorite tent. But in many cases he has moved in one of two directions. He has shifted to the camper bus, the tent trailer, the travel trailer, or the pickup camper. Or he has seen enough of crowded campgrounds and decided to experiment with back-packing — another growing trend.

No matter which of these types of camping interests you, all present an opportunity for a refreshing change of pace, a more informal relaxed living in the out-of-doors and a variety of new family experiences.

While there has been an explosion in the size of the camping population there has also been an explosion in the field of camping equipment. Visit any outfitter and you'll see the vast array of gear that is on the market. Some of these items represent substantial improvements in design and durability of an essential piece of equipment. Tents and trailers for example, have been engineered more thoughtfully in recent years and as usual the price dictates the quality. Other items belong more in the gadget category. It is important to sort out the types of gear that are most suitable for your particular type of camping and to avoid being overburdened with so many of the unessential extras that make it simpler to stay at home in the first place. Will you be stopping for one or two nights in a number of different recreation areas or will you plan a longer stay at one destination? Will your gear be used in hot or cold climates, the mountains, the desert or at the beach?

Camping equipment comes in all price ranges, but before you purchase anything try to beg, borrow or even rent basic gear to find out what is best suited to your interests. If you decide to rent for the first trip or two, select a reliable dealer and ask if the rental prices apply to the future purchase of the equipment. In choosing a camper bus, tent, trailer, travel trailer or pickup camper, compare the standard features that are included in the basic price. Also compare the optional equipment available at additional cost.

Whether your equipment will include sleeping bags, mattresses or cots, take into account the kind of camping you plan to do when making these purchases. If you are headed for the mountains, or expect a chilly night, a really warm sleeping bag and an air mattress will prove satisfactory. Down-filled bags are the warmest, but also the most expensive. Man-made fibres such as dacron are a satisfactory secondary choice for fill and make a reasonably priced bag. Also, the newer Portrel filled bags, packed to different weights provide varying warmth in accordance to the weight of the bag, however these are also at a good medium price range. Look for a full-sized zipper, tapes for attaching a liner and water repellent (not waterproof) outside covering. Some bags may be used individually or zipped together to form a double sleeping bag.

If you want to be off the ground, and will be camping in warmer climates, consider cots. Air mattresses are preferable, however in cold areas as they provide good insulation and prevent air from circulating underneath. Compare the construction and means of inflation when purchasing. Rubberized air mattresses usually have greater durability than those made of plastic.

That's all for this weeks commentary folks, but for those of you who have been around the local area of Vancouver Island, I would like to hear from you in regards to camping spots which you have frequented and enjoyed, so that I may pass them on to the rest of camping population. Either address your replies to Sports Editor, Totem Times, CFB Comox, B.C. or call Lt. John Scott, Loc 308 or 277.

## FOR SALE LIKE NEW

### 24' CABIN CRUISER

Volvo Penta inboard engine, sink, head, and two bunks. Owner transferred east, boat wishes to remain here,

CONTACT COL. K. C. LETT, 339-2211, LOCAL 200  
DAYS, LOCAL 305 EVENINGS.

## BICYCLE RODEO

A BICYCLE RODEO will be held at the Comox Shopping Centre this Sunday at 9:30 p.m. The rodeo, which emphasizes Safety, is jointly sponsored by the Elementary schools of Comox and the Comox Valley Lions Club. Prizes will be crests for the jackets, a certificate for the wallet and a sticker for the bicycle. Anyone interested in assisting in this rodeo will be most welcome. Please contact Mr. Albrecht at 339-2015 or Mr. Phillips at 339-2926.

## Fisherman's floundering

(Note: This will appear as a regular feature, should there be sufficient interest, there will be a cash award to the winner of this series, should it continue.)

Each issue, you will find on the Sports pages a description of a particular type of fish that generally inhabits the Pacific Ocean or inland waters. These fish, will be described in their entirety, except their name will not be shown. If you think you know what type of fish it is, send your reply to: Fish Contest, c/o Sports Editor, Totem Times, CFB Comox, B.C. Also, should you have any comments or suggestions, they will be noted, and a special column be set aside for readers comments.

This weeks description: The color of the . . . ranges from a deep black to a dark olive-green shade depending on the water color. The upper sides are marked with irregularly placed and cross-shaped black spots. They have a migrating instinct

and return to the lakes after spawning.

They will only exist when water temperatures and conditions are 70 degrees F. or below and also the water must contain a large percentage of dissolved oxygen. It is also necessary for the water to be of a very low acid content.

It varies from 3-5 lbs. generally although the record is 22 lbs. 8 oz. It feeds on flies, insects, worms, and minnows but it's favourite food is smelt.

Deep, clear, cool pools are a prime requisite of the waters it inhabits. Just after the ice goes out in the spring, they will be found in water near the shore and will also be in the inlets and tributary streams.

Forest fires destroy over 500 million cubic feet of timber each year in Canada.

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SAT. 7 JUNE



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June 1969

- 6 — TGIF Hamburgers
- 7 — BBQ Steaks & Dance
- 13 — Monster TGIF & Mug Party
- 14 — Armed Forces Day — Cocktails 1630 hrs., BBQ Steak 1900-2100 hrs. Dancing 2100-0100 hrs.
- 15 — Fathers' Day Candlelight Dinner 1900-2030 hrs.
- 19 — COBOC Dining in nite.
- 20 — BBQ Chicken
- 21 — BBQ Steak & Dance, casual dress
- 27 — TGIF Fish & Chips
- 28 — BBQ Steak, No Band

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**THINK!  
DON'T  
SINK!  
BE WATER  
WISE!**



This is an age of unprecedented affluence for a great many people. They have more money and leisure time than ever before. But this affluence also brings problems.

Our seashores, rivers and lakes are rapidly becoming as congested as our highways. The callous disregard for other people by reckless drivers on the water is causing untold suffering to the victims and their families.

Last year in British Columbia 78 people drowned as a result of boating accidents, many of which occurred because of ignorance or carelessness. Some of the accidents were caused by overloading a boat with passengers or baggage - the failure to wear lifejackets - lack of attention to weather warnings.

The Canadian Red Cross Society believes that the annual drowning toll can be substantially reduced, if Canadians will learn and practise the basic rules of water safety. To help with this problem, the Red Cross has a comprehensive program ranging from teaching beginners to swim to instructor training.

A special course - Survival Swimming - is designed to teach swimmers and non-swimmers what to do if they find themselves in danger. Anyone who has fallen, or been pushed, into the water knows how easy it is to panic. You struggle to reach the surface, you gasp for air and swallow water, and you become weaker by the minute. The Survival Swimming course teaches you how to meet such situations. And through its Water Safety Program, the Red Cross helps people to enjoy water sports with minimum risk. Courses are available in most communities in British Columbia and the Yukon this summer. Check with your local Red Cross Branch or Recreation Commission for details. This summer be water wise!

**FOR RENT** - Vacant First of July - 3-bedroom home, \$130 per mo. Applicants should be interested in gardening. Ph. 334-3595.

**12' MOULDED** birch boat, fibreglassed, windshield, controls and trailer. Phone 339-3104.

## RED CROSS WATER SAFETY

**RESCUE BREATHING (MOUTH-TO-MOUTH)**  
THE CANADIAN RED CROSS SOCIETY

Start immediately: The sooner you start, the greater the chance of success.

Open airway by lifting neck with one hand and tilting the head back with the other hand.

Pinch nostrils to prevent air leakage. Maintain open airway by keeping the neck elevated.

Seal your mouth tightly around the victim's mouth and blow in. The victim's chest should rise.

Remove mouth. Release nostrils. Listen for air escaping from lungs. Watch for chest to fall.

REPEAT LAST THREE STEPS TWELVE TO FIFTEEN TIMES PER MINUTE.  
IF AIR PASSAGES ARE NOT OPEN: Check neck and head positions, CLEAR mouth and throat of foreign substances.  
For infants and children, cover entire mouth and nose with your mouth. Use small puffs of air about 20 times per minute.  
USE RESCUE BREATHING when persons have stopped breathing as a result of: DROWNING, CHOKING, ELECTRIC SHOCK, HEART ATTACK, SUFFOCATION and GAS POISONING.  
**Don't give up. Send someone for a doctor. Continue until medical help arrives or breathing is restored.**



**COME ON — LET'S DANCE** — Two erstwhile opponents decide to tango rather than tangle as six-a-side soccer summer schedule commenced 22 May. In this fiasco 442 & 407 Armament managed to meet at loggerheads with a 0-0 tie.  
L. G. McCaffrey Photo

## CLASSIFIEDS

**FOR SALE** - 1968 Ford F-250 3/4-ton pickup. This truck is in new condition - mileage is just over 6,000. Extras include: 360 C.I.D. V8 engine, automatic, camper special package, custom

cab, push button radio, tinted glass all round, chrome front, heavy duty rear bumper, 2450 rear, 1250 front springs, 7.50 x 16 eight ply tires, undercoating. Capt. P. G. Clack, phone 339-3769.

**FOR SALE BY OWNER** - Three bedroom, rumpus room, with fireplace, built-in bookcase, breakfast bar. This house is located on a large treed lot in Courtenay. For information call 338-8422.

## CFB COMOX ROD & GUN CLUB

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Monthly prizes for heaviest Coho and Spring each month!

**Commences June 1st**

**ENTRY FEE — \$1.00 PER PERSON!**

Weigh in at fire hall. (Closed 2200 hours each night). Fish to be gilled and gutted prior to weigh in.

Entry tickets available from following personnel:  
SGT. BILL FIELD, LOCAL 403; CAPT. JACK PARKER, LOCAL 390; CAPT. BOB RIVERS, LOCAL 302; NCO i e BOATS, FIREHALL LOCAL 250

## CFB Comox Rod and Gun Club

**ACTIVITIES:** Area indoctrination, where to go, what types of fish and game are available.  
Equipment instruction sessions, what to use.  
Fish and Game films.  
Fishing and Hunting competitions.  
Boat rentals. Two 12 ft. cortoppers, 6 h.p. Evinrudes.  
50 cents per hour or 5 dollars per day.  
You buy the gas.

**MEMBERSHIP:** Open to servicemen, active and retired, their dependants, and all DND employees.  
Annual fee 2 dollars.

**MEETINGS:** BGTO's lecture room, Rec Hall; third Tuesday each month. 2000 Hrs.

**ALL INTERESTED SPORTSMEN ARE WELCOME TO ATTEND.**

For further information contact any of the following personnel:  
Capt Jack Parker Local 390 or 339-3894.  
Capt Bob Rivers Local 302 or 339-3609.  
Sgt Bill Field Local 403 or 339-3537.  
Cpl Jack Wilson Local 448 or 334-3207.

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Vincent Price — Boris Karloff — Peter Lorre

Saturday 7, Sunday 8

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Friday, 13

**WIERD, WICKED WORLD**

Sean Connery — Claudine Auger

Saturday, 14

**UP THE JUNCTION**

Suzy Kendall — Dennis Waterman

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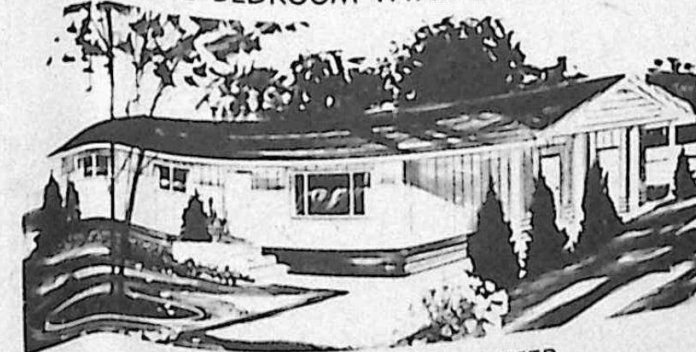
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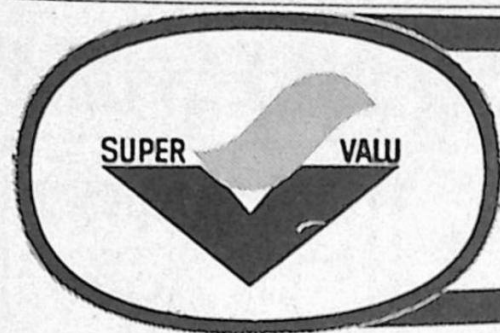
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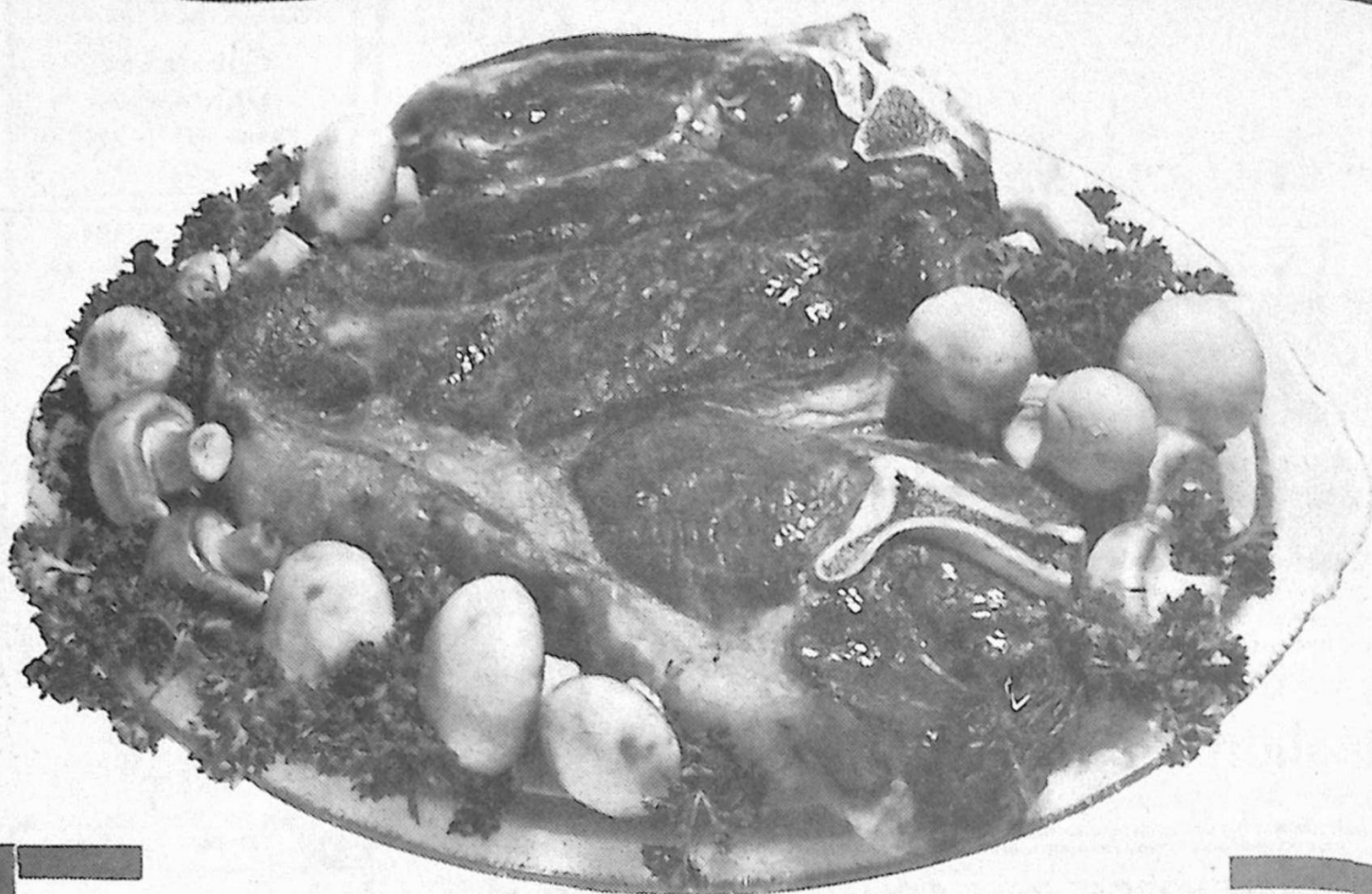
## Upper Island Baseball Schedule

Friday, 30 May - Comox Tyees  
Cumberland, Kin Park, 6:30.  
Sunday, 1 June - C.R. Blues  
Luckies, Lewis #3, 2:00.  
Sunday, 1 June - CFB Comox  
Ratco, Lewis #4, 6:30.  
Tuesday, 3 June - Cumberland vs CFB Comox, Lewis #4, 3:00.  
Thursday, 5 June - Luckies  
Comox Tyees, Lewis #3, 6:30.  
Sunday, 8 June - CFB Comox  
Luckies, Lewis #4, 2:00.  
Sunday, 8 June - Cumberland  
Talco, Lewis #4, 6:30.  
Tuesday, 10 June - C.R.  
Comox vs Luckies, Lewis #3, 6:30.  
Thursday, 12 June - CFB  
Comox vs Luckies, Lewis #3, 3:00.





# NATIONAL BRAND SALE!



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**CHUCK STEAK** 65¢  
lb.

● GOV'T INSPECTED ● CANADA CHOICE ● CANADA GOOD

**CROSS RIB ROAST** 95¢  
lb.

**POT ROAST** 69¢  
● GOV'T INSPECTED ● CANADA CHOICE ● CANADA GOOD BONELESS PLATE & BRISKET lb.

**SIDE BACON** 89¢  
● GOV'T INSPECTED "WILTSHIRE" SLICED REG. OR DEEP SMOKED lb.

**FRYING CHICKEN** 49¢  
● GOV'T INSPECTED "WILTSHIRE" FROZEN WHOLE Grade A lb.

**SIDE BACON** 89¢  
● GOV'T INSPECTED "BREAKFAST" DELIGHT Sliced lb.

**SAUSAGE** 59¢  
● GOV'T INSPECTED "WILTSHIRE" BREADED Skinless lb.

**BEEFIES** 69¢  
● GOV'T INSPECTED "NORTH STAR" lb.

**COD CUTLETS** 69¢  
● GOV'T INSPECTED "NORTH STAR" IMPORTED lb.

**BEEF KIDNEYS** 39¢  
● GOV'T INSPECTED FRESH FROZEN lb.

**HALIBUT** 67¢  
● FRESH Pieces lb.

**MEATS** 99¢  
● GOV'T INSPECTED "WILTSHIRE" TABLE READY ● CHICKEN PICKLE & PIMENTO 3 6-oz. pkgs.

**FAB DETERGENT** 79¢  
POWDER giant size  
**ZEE FAMILY TOILET TISSUE** 49¢  
4 rolls  
**ZEE PAPER NAPKINS** 39¢  
2 pkgs. 60's  
**PERFEX BLEACH** 51¢  
64 oz. btl.  
**SUNLIGHT LIQUID DETERGENT** 79¢  
24 oz. btl. 59¢ 32 oz. btl.  
**PURITAN DINNERS** 79¢  
2 15 oz. tins Meatballs & Gravy Frontier Dinner  
**PAMPER CAT FOOD** 49¢  
3 6 oz. tins  
**DR. BALLARD'S CHAMPION DOG FOOD** 1.00  
8 15 oz. tins  
**DR. BALLARD'S MEATIES** 39¢  
26 oz. pkg.  
**BICK'S POLSKI DILL PICKLES** 59¢  
32 oz. jar

**SWEETIE DRINK MIXES** 59¢  
12 pkgs.  
**MAPLE LEAF CANNED HAM** 1.69  
1 1/2 lb. tin  
**DOMESTIC SHORTENING** 89¢  
2 1/2 lb. tin  
**WHITE ROCK—"NEW SNAPTOP" CANNED POP** 99¢  
10 10 oz. tins Reg. or Low cal.  
**DRAGON FROZEN CHINESE DINNERS** 75¢  
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2 for

**PURE JAM** 1.19  
Nabob Fresh Pak Strawberry 48 oz. tin

**SUNGOLD** 89¢  
Nabob "New" Apple, Grape, Orange or Pineapple Grapefruit 3 2 env. pkgs.

**JELLY** 1.00  
Nabob POWDERS 12 3 oz. env.

**COFFEE** 99¢  
Nabob INSTANT 6 oz. jar 10 oz. jar

**COFFEE** 79¢  
1 lb. pkg. 2 lb. pkg. 1.57

**DANISH BACON** 79¢  
Tulip 16 oz. tin

**CHILI CON CARNE** 1.00  
Nalley's Hot or mild 3 14 oz. tins

**PINEAPPLE** 1.00  
Q. T. F. Sliced Crushed Tidbits 5 14 oz. tins

**SALMON** 59¢  
Cloverleaf Sockeye 1/2's tin

**SUMMER GLASS SALE** 89¢  
LIBBEY 6-oz. juice 11-oz. Tumbler Your Choice 4 for

**Picture Place Mats** 1.00  
Large, 18"x12" Plastic coated Choose from 8 Different Canadian Scenes 4 for

**SALAD DRESSING** 59¢  
Miracle Whip 32 oz. jar

**CHINESE FOODS** 99¢  
Chung King Beef or Pork Chop Suey Mushroom or Chicken Chow Mein, Large Size

**KERNEL CORN** 89¢  
York Frozen 2 lb. 2 pkgs.

**SHREDDED WHEAT** 79¢  
Nabisco 15 3/4 oz. 2 pkgs.

**GRAPEFRUIT** 45¢  
CALIFORNIA ● SUNKIST BURSTING WITH TANGY-SWEET JUICE White or pink 5 for

**Red Delicious Apples** 1.00  
WASHINGTON ● FANCY GRADE 4 lbs.

**Watermelon** 10¢  
IMPORTED — MOUTH WATERING FLAVOR Whole lb.

**Lettuce** 29¢  
California No. 1 Grade Large Heads 2 lbs.

WE RESERVE THE RIGHT TO LIMIT QUANTITIES

**SUPER-VALU**  
BUY BETTER — SAVE MORE!

