

120,000, 100,000, 80,000 servicemen Read by

CFB COMOX, THURSDAY, JULY 10, 1969

### 2nd annual Totem Times Wallace Gardens Soap Box Derby

Vol. 10

Place: Spruce Street (PMQ's) Date: August 23 (Alt. Aug. 24)

Time: 10:00 hrs. GENERAL RULES:

- 1. Go-carts must be built entirely by driver and crew-
- 2. Size limit on wheels max. 16 in.
- Max. length 6 ft.
- Steering-wheel and brakes necessary. Crash helmets to be worn (supplied by council). 6. Saftey check to be carried out by parent or
- guardian. 7. Age limit — 6 yrs. to 15 yrs.

NOTE: All entries must be submitted by Aug. 18, 1969. Application forms to be forwarded to ward councillor.

#### APPLICATION SOAP BOX DERBY

Driver's Name Crewman's Name

I certify above general rules will be carried out.

Signature - Parent or Guardian



CANEX GOES INTO CAR SALES - Major Bob Ford takes delivery of the first new car to be sold by CANEX. Said Major Ford, "It's a going away present for the base commander, but he will probably find it a little plush after having driven his staff car all these years." The vehicle was designed by a scientist working with a defence research grant, and produces th etype of economy that is really in vogue these days. Another nice feature is that it doesn't require licence plates.

# HERC HELPS HARASSED PILOT

aircraft from 436 squadron at Uplands participating in exercise Annual Barbara can be credited with possibly saving the life of an American civilian pilot who was in distress over the North Atlan-

The pilot, Louis J. Engborg of Riverside, Connecticut, was in a twin engine Bonanza flying from Kerenii Keflavik to Goose Bay June 16 when he began venting fuel, causing him uncertainty as to whether or not he would be able to make land. As well, he was encountering control problems and stated because of an inoperative cabin heater that his feet were frozen.

He radioed this information to guard cutter approximately 350 and alerted Goose Bay emerandles from the coast of Labrador and requested the coast of Labrador with the coaching lands and requested the coaching lands are supplied to this cockpit checks and alerted Goose Bay emerants and requested the coaching lands are supplied to this cockpit checks and alerted Goose Bay emerants and requested the coaching lands are supplied to the coa and requested them to calculate his capability to reach Goose Bay This capability to reach Goose Captain of Bay. This transmission was overheard by the 436 Hercules which offered to intercept him

OTTAWA (CFP) -A Hercules and try to mother him into Goose

The Hercules was able to intercept the Bonanza 70 miles west of Bravo and descended down to his flight level and formated on him, declaring an official emergency.

The Bonanza pilot then stated that he was considering a return to Bravo for ditching as he didn't think he could reach Goose and possibly not even the coast. The Hercules crew however calculated his fuel state and reassured the Bonanza that he could reach his destination.

For the remainder of the flight the Hercules crew provided navigational assistance, reminded the pilot of his cockpit checks

Captain of the Herc was Capt. Marlo Vacirca, a pilot from 4 OTU at CFB Trenton.



"Last one to the mess hall starves," scream these ravenous soldiers as they vault from one of Mob-Com's champagne flights to the resort area of Tofino. The Buffalo, and the small brown objects it is ex-

creting are taking part in a combined exercise this week. Buffalos, Otters and Hercules have been in and out of the airport all week as the exercise pro-- DND photo

# "On Guard" Keeps Troops on Hop

Combined air, sea and land gan last week, when members of Canadian Airborne Regiment pore the British 22Special Air Service leaped into action. Regiment left Comox on foot for Tofino, which is not the easiest way of doing it. After bashing through the bush for a few days, the Brits arrived at Tofino, and seized control of the

The first indication to the exercises involving approxi- friendly forces that something mately 500 troops are taking was amiss came when the DOT this week on the west radio at Tofino went off the air, rack down the guerrilla force. coast of Vancouver Island. The and it couldn't be blamed on the exercise, called "On guard" be- B.C. Tel strike. Promptly, the units

A Cluster of troops led aboard a Chinook, which is a Voyageur in a drab suit, an dispatched to Tofino, and suc ceeded in regaining control the airstrip, without, howeve destroying the British guerrili or whatever it is that blighters

bree which cleverly retired hide in, and rounded up. To add isewhere. Reinforcements arried by Buffalo and Otter to guard over them. ad among the reinforcewere

of great help to the Airborne rgiment. Using the dreaded 'sniff and Destroy' tactic, large numbers of guerrillas were flushed out of their trenches,

insult to captivity, Monty stood

One of the greatest obstacles throughout the exercise was the terrain, which was described sergeant, M. L. Valle- in picturesque terms indeed by yaal and his tracking dog Monty those who walked across the a ombination which proved to be island. Apparently, the British Isles are kept neater.

In another phase of the exercise, troops, using naval auxiliary craft carried out a sea assault at Raven Bay on Texada

# TRUDEAU TALKS ABOUT DEFENCE POLICY

### Wants more mobile force

OTTAWA (CFP) - Prime Minister Trudeau sees for Canada "a mobile force which will be able - much as I was saying that governments and institutions must be able to - to adapt to change."

He said this in the CBC television program Twenty Million Questions June 24 during a wideranging interview by Charles Lynch, chief of Southam News Services.

"Nations like Canada will have to conceive their military role as participating here when there's a crunch coming, as moving there when they need peacekeeping, as coming back to the country when they have to redeploy," he said of the next 10 years.

In the mobile force concept he thinks Canada "may be a bit of a pioneer as it was in the area of unification of the armed for-

Here is the text of his remarks on the military under questioning of Mr. Lynch:

LYNCH:

your policies and your intentions to change. In the same wayill with regard to the NATO Alliance and the changes in the role of our armed forces. What do you see for the next 10 years in terms of Canada's military

MR. TRUDEAU:

I see much greater movement towards the concept of the mobile force. I think here Canada may be a bit of a pioneer as it was in the area of unification of the armed forces.

Mobile force - to do what?

TRUDEAU:

LYNCH:

Well we talked about flexible response and I don't think we built the kind of military machine to ensure that the response was of deployment and mech



"I didn't know that anks carried foxholes," says Prime Minister Pierre Elliott Trudeau, as he gains some first-hand knowledge of Canada's defence establishment. - DND photo

LYNCH:

Let's talk about the military for a minute. There's been a great deal of attention paid to tutions must be able to - to the perils to peace in the futur be of a very moving kind ou know, they won't be the Mrnot Line concept -- there's the e for Line concept -- there is the for and here we are and we we fill them. Nations like Canadary have to conceive their minen role as participating here ovtere's a crunch coming, as ceing there when they need the keeping, as coming back to country when they have I redeploy. I think that ju and can't predict how politic in social institutions will devher the '70s, I can't predict ats what the military developial will be. And I think it's es our to maintain your flexibilit the position in Europe I thinkrtiadapting. right one, and I think our me, cipation in NATO is the right us and it is the fogies who wirm to keep there with the olized

brigades and so on. It is those who are trying to do the right thing and who are looking for the right ideas, which are prepared to re-examine their participation, as we are doing, and I think if we want to keep people in the armed forces of Canada, keep them with it, keep them enthusiastic about it, they have to feel that their government is looking in this direction, - not the old role, the traditional one but that the people in the armed forces of Canada are moving forward as much as the rest of the population is, whether it be in the economic or the social or the municipal or the academic world, you know. People in the armed forces are as aware of changing society as the rest and it shouldn't be surely the role of the government to prevent them from

occupied with Canadian soverei- conception of human society).

gnty in the next 10 years? You mentioned sovereignty in an-nouncing your new military police as though you felt this were a big problem before your government.

Well I'm sorry, if it was under-stood that way. Most of my state-

MR, TRUDEAU:

ments and most people realize that I'm more of an internationalist than I am a nationalist and sovereignty stated in the sense that you've put it is really a form of nationalism, and I don't believe in this and if there is an apparent contradiction I am glad to be able to correct it, because when I talk about protecting our sovereignty I'm just saying that Canadians have to realize that they have three oceans as their frontiers and that they have to, when they talk of defence of values they have to think of defence of values at home. But, in my mind, this isn't sovereignty in the 19th Century Austinian sense (see editor's note) that we alone will control everything within our society. I believe in internationalism. I believe that more and more the problems will be greater than those which can be solved within the frontiers of a given society. I believe that sovereignty in Canada has been in the lead in giving up areas of its sovereignty in various fields. But there are some areas in which I think that the values of a given society have to be protected. I think the key to development in the future is to learn to co-operate in all fields in which you can in order that whatever nationalism you want to protect will be restricted to those key points - for instance communications; for instance certain financial institutions which are essential to the preservations of the values in which you believe. In other words, I think that nationalism in the past has committed the mistake of trying to protect everything within a society by building great walls around it.

(Ed. Note: John Austin, 1790-1859, first systematic writer on law in English language, had a concept of law and sovereignty which held wide sway in latter half of last century but it has waned in the 20th century's larger

# ·Farewell message

Leaving Comox behind as we drive down the Island highways on the 18th of July is going to be a nostalgic experience for Roma and I. We have so many experiences to look back on, so many friends and acquaintances to remember, and most of all we are leaving behind the best position a military officer can be posted to - Base Commander of a flying base.

We arrived on a beautiful sunny, clear day in November 1966 and as we flew up the Strait of Georgia our pilot - affectionally called Captain Rickedyback - invited us to see our new home from the front office of the Queen of the Kamikaze Airlines fleet. The view was breathtaking with the water and snow capped mountains surrounding the patch of green that we came to know as the Comox Valley. The scenic beauty which impressed us so vividly that first day has never failed to produce that feeling of awe that comes from gazing at nature's grandeur. In fact, I have often said a silent prayer on behalf of the unknown individual who sited the airport in the midst of such splendor. I have also said a short prayer of a different note on behalf of the unknown individual who sited the PMQ's so that most of the scenery is hidden. This was a great mistake which I hope will be rectified some day.

There is something about this valley which humbles people and makes them neighbourly, community-minded citizens. Those of you who are recently arrived at Comox or have recently returned from a trip to the eastern metropolises will know what I mean. We who are fortunate enough to live in this valley enjoy a peace of mind and equanimity that is rarely found back east. In fact, we live and enjoy life to a fuller extent because we live and work under less pressure than is generally prevalent in the "Great Society" of larger centres.

Fortunately there is no relationship between pressure and productivity. The success of our three squadrons in their operational roles attests to our ability to do our jobs in a professional manner. You are all familiar with the statistics of the incidents investigated, searches conducted, and the lives saved in air evac activity by 442 Squadron. You know that both 409 and 407 passed highly satisfactory tactical evaluations during the past year. And, you know that 409 are current holders of the MacBrien Trophy and that 407 are going to Summerside to bring home the Maritime Commander's Trophy later this month.

Those of us who are not involved in direct support of quadron operations live in reflected glory. But we have also been busy providing personnel support programmes for the benefit of all, including our wives and children. Looking from my vantage point at the base as a whole I can see where progress has been made in all areas. You who put the time and effort into making all this possible are to be congratulated.

I hope for all of us that CFB Comox has been a good place to live and work. I know that it is by far the best and most rewarding tour of duty that I have had in a quarter century of nomadic life.

So, as we point the family chariot to the east next Friday we leave all this behind - a challenging job, good neighbours, servicemen of all ranks who I have been proud to work with, and the physical beauty of mountains and ocean. It will be difficult to leave so much behind, but we do so knowing that although we may not enjoy such natural beauty again we will meet and live amongst the same brand of citizen on our next posting - the Canadian serviceman and his family. If history repeats itself we will meet many of you again some time in the future. So long as we are attached to the Canadian Military we will be continually getting re-acquainted with old friends and meeting new ones. I hope for many of you this is but an "au revoir" and that we will serve together again. To all of you who have made our stay here so tremndous, I thank you from the bottom of my heart. May you and yours enjoy a rewarding, happy and prosperous future. Au Revoir. - COL. LETT

### COL. LETT ENROUTE TO KINGSTON



"What better way to cross Canada than by golf," says Col KC Lett, as he leaves Comox for Kingston. He intends to play the scenic trans-Canada course. which begins at Comox, and ends at Salt Pickle Barrel, Newfoundland. Par for the portion of the course between here and Kingston is 12,250. The ball in the picture is a long-time B.C. resident that has no intention of moving.

'Tis summertime, and one can tell it by the huge bunches of pilots and navigators that are those fangs do look dangerous. gathered in Sardinia, on leave, on TD, or virtually anyplace but the flying or alert schedule. It has been a frustrating time for those whose job it is to change, alter, amend, revise, re-draft, and otherwise obscure the schedules, for, when one has no numbers to juggle, what indeed is one?

The A flight pilot, George Mc-Affer, celebrated his week of leave by only appearing in the barn once, which seems a bit slothful. Dale Northrup, on the other hand, went U/S, and was, for his troubles, promptly banished to the QRA, whence he has yet to escape.

The lack of bodies has worked a hardship on other than those who juggle schedules. Those whose job it is to write clever things about people find that their scope is severely limited when there are no people around to write about. Hence this long, well-padded collection of inven-

Major Mo is still accepting plaudits for the rather unusual flypast that he staged over Lewis Park on Dominion Day. The different formation was the result of "Lewis Park is on that side, no, by god, it's on that side, hey, by george, there it is right there" or something of that nature. At any rate, the lead nav, Doug Munro, was heard to say after the trip, "So that's where Vancouver Island is. I always won-

The softball team has had a pretty good streak going lately, what with a couple of games called because of rain and holidays and such. This has allowed such stars as Steve

"Statue" Bunyan to escape on leave, and raise the team's chance immensely. Jethro, whose fancy fielding has earned him the name of "Dr. Strangeglove" is replacing the statue, which is another reason why pitchers get ulcers. Manager Ed Goski has been unavailable for comment, and in any event, we probably couldn't print his

comments. Speaking of Jethro, as we were a couple of lines back, he has volunteered to lend his services to the CAC, to fill the place of the departed Les Putland, who was chuckling all the way to Lahr. a briefing.

One can always tell a volunteer by the happy way he smiles. But

Guy Sullivan has gone to pick up his family, which should ease the strain on T-Bird hours somewhat. He will be moving into the Dodd estate, while the owner is cementing bi-cultural relations in Beyondville. A recent message from the Saint Jean Baptiste Society said, "We don't mind you opposing the official languages bill, but did you have to oppose it with Dodd?"

Pete Armour has gone to Florida, and is even now picking his way through the scorpions, snakes, alligators, enchiladas and other tourist attractions with which the Tyndall section of that state abounds. Providing that a scorpion doesn't get him first, he should return in about three months, knowing everything about the weapons system, which must be a discouraging thought.

Bert Marcotte has managed to weasel out of his management course, which shows that he knows enough about management already. Apparently the only way to pass the course is to talk your way out of it.

Bill Sterne and Don Marion have returned from the Sardinia tour without drowning, which is a Shield by mere inches — carry-nice thing to see. It is hoped that ing Canadian and U.S. defence their bank balances will recover from the trip.

Ken Driscoll is still working on his combat-ready training, which is coming along a lot more quickly now that he is allowed to fly. He says that although flying with the ropiest pilots on the squadron terrifies him, it is better than putting up with Clomp-stomp Goski in the simu-

Bob Olsen has returned from a summer in Bagotville, of all places, and was on the alert schedule almost, but not quite, before anyone knew he was back. No one escapes the galloping

grease pencil. For the social calendar this issue, we shall look ahead rather than back, and remind all Nighthawks of the Hawaiian (or and other vehicles huddled however you spell it) night that will burst upon an unsuspecting public this Saturday evening at the club, which should be newly refurbished after the mess dinner the night before. Let's

all attend. Rumor of the Week: Hugh Fischer was once early for



EX-NIGHTHAWK WIN WINGS — Capt, O. Felding, Danish Naval and Air Attache from Washington D.C. presents wings to Capt. R. Mulvihill. The presentation took place on June 18, 1969, at Canadian Forces Base Moose Jaw, Saskatchewan, and represents the successful completion of flying training on the Tutor and T-33 Jet Aircraft. Capt. Mulvihill was previously a Totem Times Editor and an A1 Navigator with 409 AW(F) Sqn and will be proceeding to CFB Bagotville, Quebec, for training on the CF101 Voodoo Aircraft.

TWO HYPERVENTILATING Nighthawks fall over the side of their airplane after dashing the length of the flight line in response to a scramble order from the SAGE direction centre at McChord AFB, Wash. ington. Their Voodoo, equipped with data-link, can fly a virtual "hands-off" mission, from take-off to touchdown. Now, if they'd just put an elevator up the side, they'd have a really automatic airplane

# THE SAGE SUBWAY

continued on page 5

NORTH BAY, Ont., (CFP)- sengers instinctively moving While NORAD would never at- away from the windows, as the tempt to put the proverbial camel rock walls whisk by. Perhaps through the eye of a needle - the bus passes another of the there's a daily ritual at this base giants, which has squeezed into which requires almost as much practice and skill.

For it's here that big buses of the Canadian Forces roar down narrow tunnels - clearing the solid rock of the Precambrean specialists to their jobs in the underground headquarters of the northern NORAD region.

Although they don't man radar scopes, fly aircraft, or operate SAGE computers, the men who run NORAD's only underground bus line make a vital contribution to the air defence of the North American continent, as they provide access to the subterranean defence centre. PROFESSIONALS

Driving in the confines of this man-made tunnel is no job for the timid or sufferers of claustrophobia. It is a job for the professional, as one second of inattention could spell disaster.

Fog, loose rock on the road, against the walls in narrow passing areas, are only a few of the hazards of tunnel driving. But since the first bus entered the 10,000-foot burrow in 1963. NORAD's Canadian forces drivers have carried over two million passengers and travelled some 500,000 tunnel miles with a safety record that's the envy of surface drivers. (Their professional performance played a major role in the recent award of the air defence command safety trophy to CFB North Bay).

Civil and military leaders, news media representatives, and the thousands of other visiting Canadians and Americans who have travelled down the tunnel, agree there's nothing quite like it. But for the 1,000 NORAD personnel who must travel to work each day in the Hole, it's routine.

After being cleared by security police, they walk down eight flights of steps to the undergrounds bus stop, and watch for the amber lights of the approaching bus. (Amber lights are another safety device - enabling other drivers to readily identify the bus from a distance and pull into a passing cover - buses always have the right-of-way.

Suddenly a distant roar signals the approach of the bus. Specially modified to carry as many as 70 passengers, these behemoths of the deep operate. on a fixed schedule, like any. regular surface line.

Then comes the long ride down

# Why are they always flying?

As those who live close to the airport know only too well, 409 Squadron's noisy old Voodoos are forever launching into the wild blue murk, wakening children, startling dogs, and generally creating havoc with the rest and rehabilitation of all the civilized people hereabouts. Why all this noise? Why are they always fly-

ing?
The squadron exists to provide the Commander-In Chief of NORAD with the maximum possible number of combatready airplanes, and combatready aircrews and the reason for the perpetual flying lies in that trick phrase, combat-ready.

For the crews, combat readiness means a great deal. The weapons and the fire-control system with which the Voodoo is equipped are complex. Very complex. Managing them is a more difficult task than was managing the fire-control systems of yore, when one merely lobbed hand grenades over the side at an approaching enemy, and hoped

(Continued on page 6)

# the narrow passageway, with pasis GOOD ... and GOOD FOR YOU! Children need milk to grow on. With every glass they get extra vitamins, minerals and proteins for health and strength! Fraser Valley Milk Producers

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#### AUTOMATED AIR DEFENCE

We are all accustomed to hearing Voodoos blast off from Comox, and most of us know that they have something to do with air defence. How do they carry out their mission? Who controls them?

The main control device in NORAD is something known as SAGE, for Semi-Automatic Ground Environment, SAGE is merely a bunch of computors, tied together by a superb communications network, that receive radar data from sites such as Holberg, and present it electronically for intercept dir-

When an unknown track is spotted by the SAGE centre, it alerts a controller, who can, if he cannot identify the track, scramble fighters to investigate.

Once the fighters are aloft.

they are controlled by a device called data-link, which sends coded messages to black boxes in the fighter. The black boxes decode the messages and sling them into the auto-pilot, which then drives the airplane in the proper direction, assuming that the computor has digested its electrons properly that day. The will drive the airplane home,

HUNCHED OVER their scopes, two of NORAD's SAGE controllers await the appearance of Nighthawk one, so that they can feed him into the computer, and then let the computer steer him around. The buttons on the console convey such messages as 'Black', 'Cream', 'Sugar', and 'Coffee'. There is even one that says 'Intercept', but no one knows what it is for. Despite technical refinements, controllers still cannot receive Laugh-In on the big round scope. - Canadian Forces photo

antenna.

When the crew has identified the unknown aircraft, data-link

nav where to point his radar long enough to land it. The navigator, if he is smart, won't wake up at all, until the jolt of the landing. SAGE is such a clever computor that nobody same black boxes also tell the and the pilot need wake up only really knows how it works.

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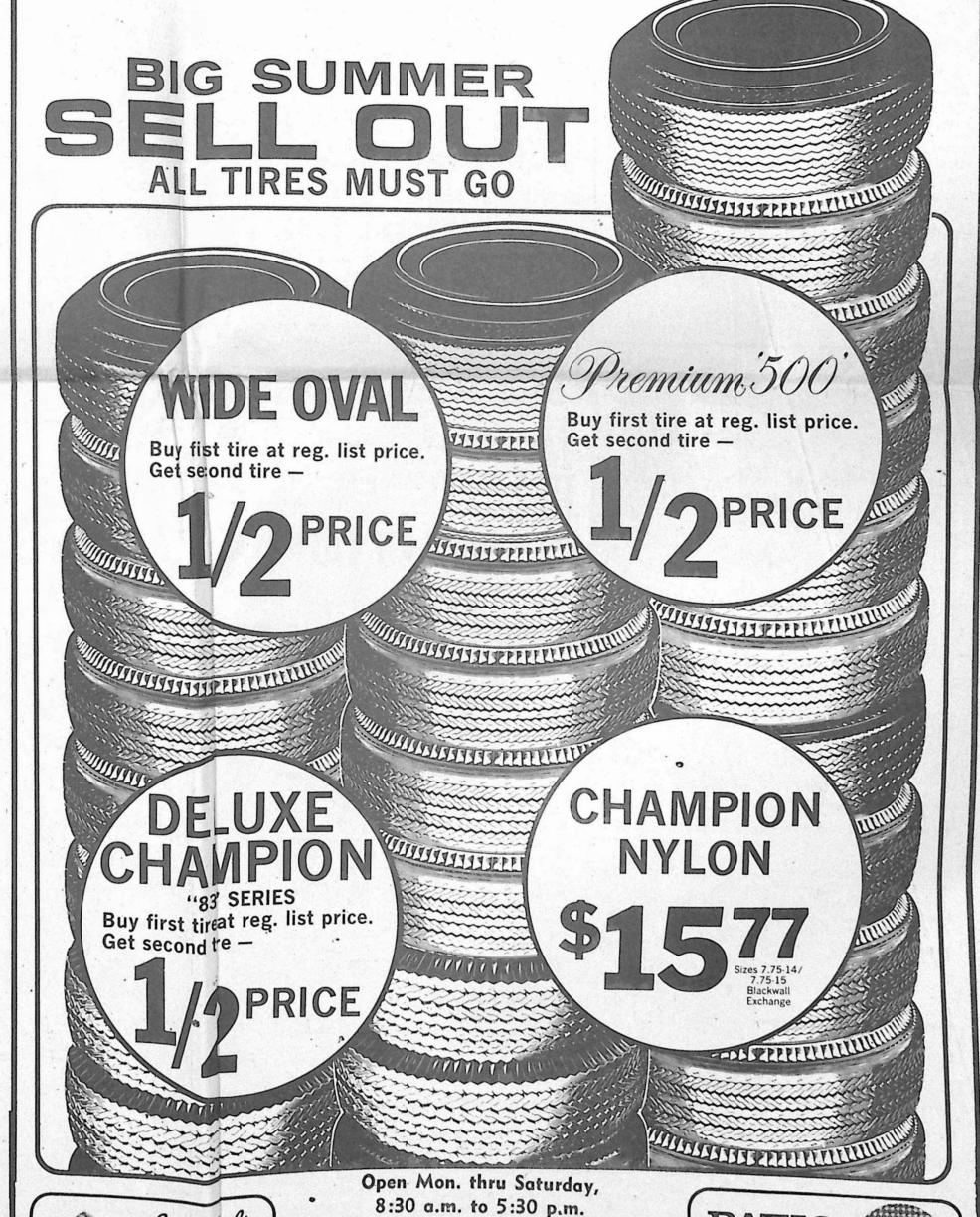
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USAF has a new tactical air a Terminal Area Surveillance traffic control system under radar, a precision approach

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is expected to achieve safer land-

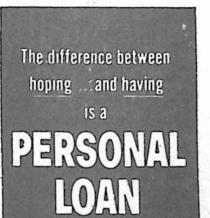
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# Officers Mess Schedule

July 11 - Dining in Nite

" 12 - Hawaiian Party

" 17 - Handingover Parade Reception 1500 hrs.

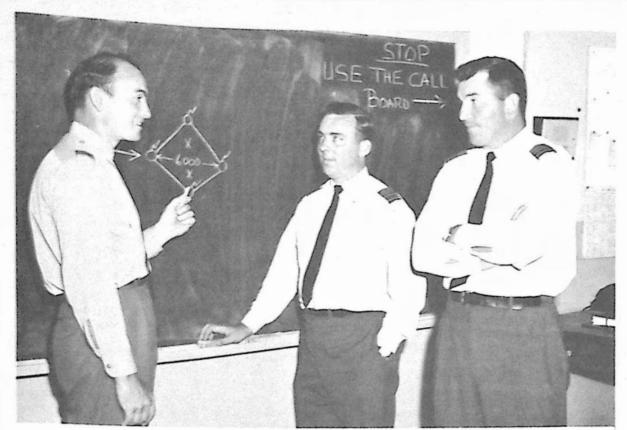
" 18 - Monster TGIF

" 19 - Steak Nite - Dance

" 25 - TGIF

" 26 - Steak Nite Dance - Casual





DEMONS DISCUSS STRATEGY — Capt. Jerry Regher, Captain of the ASW crew that will be representing the 407 Demmons in the forthcoming competition, talks over the tactics to be employed with his head navigator, Capt Tom Lott and the crew TACCO, Capt Frank Creamer. The Argus crew will be leaving for the ecst coast competition site on 9 July. While at the competition the crew will be assessed in all phases of maritime operational flying which will include a bombing run under Fincastle rules.

#### WORRY FOR WHALE-KILLERS

WASHINGTON (CFP) - A British Polaris submarine, HMS Renown, will visit the United States this month for final "shakedown" tests of her two crews and the weapons system, including the firing of Polaris the U.S. defence missiles, department has announced.

HMS Resolution and HMS Repulse which made similar visit in March 1968 and March 1969, other Polaris submarine, the Revenge, will follow the Renown as her sea trials are completed.

British Polaris submarines operate from the Clyde submarine base at Faslane, Scotland, and HMS Renown embarked her Polaris A-3 missiles from the Royal naval armament depot at Coulport before leaving the United Kingdom.

The Renown will go to Port Canaveral, part of the Cape Kennedy complex, where she will be berthed for about a month. She has two complete and interchangeable crews, called port and starboard. Both crews will test fire the Polaris missile during the visit.

The starboard crew, under CDR, Kenneth Mills, will operate the submarine from the time she leaves Faslane until after the first missile firing, when the port crew under Cdr. Robin Heath will take over.

After the test firing, HMS Renown will return to Faslane before becoming operational.

## MARCOM forces watching Soviet ship

Esquimalt -- The Canadian Forces are continuing their surveillance of a Russian naval vessel, the Tajmyr, today (July 7) in the vicinity of the Queen Charlotte Islands.

The ship, which is said by the Russians to be an oceanographic vessel, is being closely watched by the destroyer-escort HMCS Saskatchewan, a ship of the Se-cond Canadian Escort Squadron. Saskatchewan's commanding of-

ficer is Cdr. H. Rusk. The foreign ship has been under surveillance by the Canadian Forces since June 3. It was in Vancouver from Monday, June 30, to Friday, July 4.

Commander Maritime Forces
Pacific Rear-Admiral J. A.

Rear-Admiral J. A. Charles, said that the Canadian Forces will continue to accompany the Russian vessel as long as it carries on its activities along our shores. This action is in keeping with the Forces assigned role of ensuring that Canadian territorial rights are

Rear-Admiral Charles also said that the ship is flying a Russian naval flag and carries respected. Russian navy personnel. He also said that the vessel is anchored mine miles offshore from the Queen Charlotte Islands.



RO MAKES GOOD - Capt. O. Felding, Danish Naval Attache from Washington D.S. presents wings to Capt. J. Barnes. The presentation took place on June 18, 1969 at Canadian Forces Base Moose Jaw, Sask., and represents the successful completion of flying training on the Tutor and T-33 Let Aircraft.

Mon. thru Thurs.

10 a.m. to 1 a.m.

After a few short days at home Regher's Raiders are back on the road. They spent a very successful week in the trainer at Greenwood and thoroughly confused the opposition with their unorthodox approach to the ASW game. They really shook them up when a request was put in for a speedier submarine target. It seems that the crew has initlated a system of code words to cut down the amount of intercomm that always seems to reduce the efficiency of any air exercise. They will be leaving for Summerside on Thursday morning to set up for the competition and to have a pre-contest crack at the target. The Demon CO had planned to go down with them but due to a large work load he will not be down until near the end of the com-

petition. It seems that while down on the east coast the "Raiders" did not confine all their time to the trainer. When the aircraft arrived back at home base there was a large selection of booty

on board. The Demon crew showed no discrimination as there were an equal number of items liberated from each of the east coast squadrons. Even the Bluenose from the officers mess seemed to find its way on the Comox-bound Argus. These items have been added to the 407 trophy room display and will maintain a place of honor until they are retrieved by their original owners.

The cocktail party held for the officers of the Demon squadron turned out to be smashing success. Fortunetely the weather-man provided full co-operation and the night was most enjoyable. The party got off to a slow start but things soon livened up. Even with a few people away on learn there was still a good representation from the Demons. The base CO even showed up for a bit of 407 hospitality. The grand event of the night had to le the gathering held at the "Sugar Shack." There was no end to the amount of couth and entertaining conversation on display. It seems that if Zorba the Greek had been present he would certainly have found no lack of

Demon squadron in the past few weeks. There has been one trans-fer in to the RO section but the gentleman will not be here until the 8 May next year. With the to find a location. Two of the Demons will be departing the

There haven't been too many changes in the personnel on the Demon small control of the personnel on the Demon small control of the Borden win the fine CN going to Borden via the fine CN transportation system. It is not known exactly how they will travel while on the train. There is some argument as to what accommocurrent housing situation there should be ample time for him The CO is negotiating to see (Continued on page 5)





Mr. Herb Summers

Mr. Cor Groenendyke

Herb has 30 years experience in the automotive field. The last 5 years as head mechanic for Caland Ore Co. Ltd., Atikokan Ont. Herb has a vast knowledge of heavy duty equipment as well as passenger car service. Cor has 10 years experience in the automotive field, the past 6 years he has been employed by local area garages. Cor is an expert in the tune-up field.

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### Farewell to the publisher

For the past three years, each issue of the TOTEM TIMES has carried in its mast, the line, "Published on alternate Thursdays with the kind permission of Col KC Lett. base commander, CFB Comox," which makes him the publisher of the paper. As such, he has borne the responsibility for what was printed in the TIMES, a responsibility which occasionally contributed some excitement to his life. In fact, he got so good at handling rockets that there was some talk of seconding him to NASA, if a suitable one-way mission could be found.

Now, he is leaving, and this has occasioned some sadness around the TIMES office. One reason for the sadness is the necessity of writing a farewell message. There are considerable risks attached to writing farewell messages for base commanders, not the least of which is the risk of having one's confreres make nasty remarks about promotion-hungry half-wits. Another risk is that readers will think that the author is saying nice things purely because it is customary, and not from any true belief in what he is saying.

But the main reason for the sadness around the shop is that Col. Lett has indeed filled the position of publisher in a most enlightened fashion. He has encouraged the staff to produce, within the confines of CFAOs, an interesting and thought-provoking paper, and he has fended off the slings and arrows from outraged critics when occasionally the articles provoked not thoughts, but

Producing a meaningful base newspaper in these days of constant changes in both forces structure and defence policy is difficult. On the one hand there is the risk of going too far in commenting on apparent policy, and on the other hand there is the risk of not saying anything at all. In the first instance the job is being done the wrong way, and in the second instance, the job is not being done in any way. The guidance from the publisher has kept the paper between these two extremes.

As times change, so must the TIMES change, and the publisher has long been interested in ensuring that these changes occur; that the paper remains relevant both for those who have been in the service for thirty years, and for those who joined last week.

The TOTEM TIMES now enjoys a good reputation among base newspapers, and this is attributable in no small measure to the support the paper received from the publisher. Those who edited the paper during Col. Lett's tour as publisher have every reason to be grateful to him.

On behalf of all those who have worked on the paper over the past three years, we would like to bid farewell to the publisher and wish him every success at NDC. Hopefully, he will have no editors around to ruin his year.

### It isn't all that bad

It has recently become quite fashionable to knock life in the service. Virtually everyone is doing it, including, god knows, the TOTEM TIMES, which is not really averse to squawking about real or even imagined grievances. In doing this, the paper is but reflecting many of the opinions held by many of the servicemen who populate this and other bases. Publication of these complaints is one way of getting the word up to higher levels in a hurry, and it can be beneficial to people to know that their complaints are at least being heard elsewhere, even if very little often seems to be done about them.

Nor is it difficult to find things to complain about. Things that are wrong impinge upon one's consciousness much more readily than things that are right. One never really notices, for example, when supply has a desired item in stock. Such is expected and never remarked upon. One does notice, though, when supply is out of something, and it generally calls for about five minutes worth of adverse comment. Neither does one notice when the financial wizards get the pay records straight. That too, is expected. But just let them make a mistake, and coarse oaths fill the air for hours.

So it is with service policies generally. People are resistant to change, and lately the C in CAF has stood for changing. Often, some of the changes do not, at the time, seem to be for the best. So there is complaining. Perhaps, just perhaps, over the past few years, we have let our "spring-loaded-to-the-squawk-position" attitude get away from us, and cause us to forget that, despite all the changes and vaccillations, the service life is still a pretty good life.

Servicemen also get the opportunity to visit countries outside North America and Europe, and these too are part of the benefits of service life.

Medical care for the serviceman is another plus that many have forgotten while reciting their litany of complaints. The care is good, and the old pay cheque comes in every payday, as well, which is another nice sort of plus. It is easy to forget too, the dental clinic, which functions quite well without a cash register.

In these inflationary times, much is made of the high hourly wage rates enjoyed by electricians, plumbers and other tradesmen, and certainly, these rates look good. But, they are only paid while the tradesman is working, and quite often there are periods of idleness which bring his annual income down to a somewhat lower level. No such uncertainty attaches to the serviceman's paycheque, although, with a shrinking force, one might wonder about

Job satisfaction has always been an important part of the benefits of service life. All the jobs are important, and all of them contribute to completion of the assigned mission. The aircrew, and to a lesser extent the line servicing crews tend to get all the glory, but the mission would not be accomplished without the efforts of all of the ser-

There is definitely still room for improvement in working conditions and other aspects of service life, and chances are, servicemen will not be shy about suggesting them. But we mustn't let the deficiencies blind us to the advantages. Complain certainly, but remember, life in the forces isn't all that bad.

### Exercises better than wars

Since the highly successful Tac-Eval act which played the base some months ago, the air defence side of the house has subsided to a more normal level of activity. The frantic pace of Cudgel Capers and such gala entertainment specials has slowed somewhat, and life has been more routine. So routine, in fact, that people are reacting with a certain degree of resentment when something unusual pops up.

When an exercise of one sort or another is called, there is some grumbling about "%\$&!#@! war games," and people can be heard asking just What the hell is the point of all this, anyhow?"

Well, the point is that 409 Squadron has been assigned a vital role in the air defence of North America, and the squadron's only purpose in life is to fulfill that role. The role is to provide the CinC NORAD with the maximum possible number of combat-ready airplanes and aircrews for his use in defending North America. There is no other reason for the outfit being here.

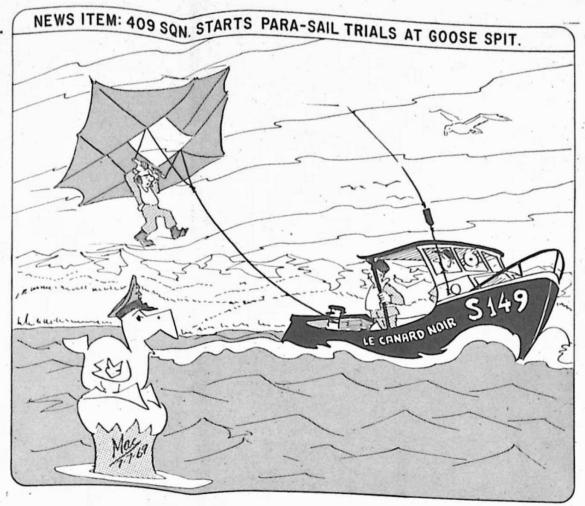
Not the flying schedule, nor the maintenance schedule nor any other damn schedule is the reason for the squadron's existence. The only thing that counts is, "Can the squadron fulfill its operational role?" The best way to find out, of course, is to fight a war. This, however, is a bit

What is the next best way? The next best way is the staging of exercises. Commanders can learn a great deal about their outfits through the proper use of air defence exercises. From this, things can be improved. Weaknesses can be strengthened, and people at all levels learn their jobs a bit more thoroughly, which helps to make the organization just that much stronger.

Often, exercises called by higher levels of command come at inopportune times, but there is no reason to expect any attacks. if they come, to come at our convenience. They will probably be most damnably inconvenient, and in the rain too.

And this, certainly, is the reason we are here. To ward off attacks at any time. And to practice doing so at any time as well. A part-time defence effort is no defence effort at all.

Exercises are the only way we can prove to ourselves how well we can do our jobs. They have the advantage of being neater than wars, and a lot less costly. Besides, they may help prevent them. Wouldn't you like to be known as a man who helped stamp out war?



Not much as a fighter, but it's sure as hell economical.

ciple that "more precious to me lungs. then life itself is that first drag in the morning." At least, they seem to share it, because one of the greatest shorteners of life itself is that first drag in the morning, along with the several thousand othersthat a dedicated smoker can force into his lungs during the course of a day.

A smoker is a person who can look at an ad showing people in a beautiful sylvan setting, beside a fast-flowing stream, attempting to improve on the fresh air by lighting up yet another Old Scratchy, and find it rational. A smoker is a person who believes that by going around smelling like a fire in a wellfertilized tobacco field he is

characteristics of a smoker? One that someone in the crowd may that market.

Somewhere between the first can always tell a smoker blush of newborn health and the although one can't always tell him terminal stages of lung cancer, much - by the nicotine stains there exists a choking, gasping, on his fingers, the brown fungus wheezing, totally irrational and on his teeth, and the dark shatotally addicted being known as dows on his chest X-rays. A a smoker. Smokers come in a smoker can be relied upon to variety of sizes and shapes, but have ashes on his tie, burnholes they all share the guiding prin- in his jacket, and tumors in his

> Smokers help to stamp out harmful insects by starting forest fires, and smokers help rid the country of tenements by smoking in bed. Occasionally, they overdo this practice, and help to rid the country of

A smoker is a person who can walk into a sick-room chuffing away on one of the smelliest cigars this side of the East Malaysian Hemp works, and feel imposed upon if someone asks him to put itout. A really talented smoker can work up a good fit of rage over a No Smoking edict in a dynamite factory.

A smoker is oblivious to the irresistably sexy. And a smoker sensibilities of the people around is a person who believes that by him. What matters it to the dediwalking down to the store for cated smoker that you just had another package of cigarettes, your suit cleaned to rid it of the he is staying in good shape smell of cigarette smoke? What

be allergic to the stench of burning weeds? It matters not a fig. What matters to him is that he should be free to smoke anywhere cough it?"

But stop. However maligned the smoker is, he is nothing if not a patriot. A dedicated smoker pays millions in taxes each year, and each year, various governments put all that money to good use to build hospitals to house smokers who are in the process of succumbing to lung cancer, emphysema, TB, and other related diseases. Each year too, governments spend some of the smokers' taxes to study the cause of air - pollution. Truly, the smoker has a place in our econ-

It's just too bad that that place can't be made air-tight. That way the rest of us could go on breathing whatever it is that passes for fresh air around here, and the smokers can go their way, polluting their own atmosphere, ruining their own health, and coughing in one another's faces. the gathering darkness, no ghosts

Undertakers depend too much on ground to haunt me - no "still What are the distinguishing matters it to the cigarette smoker smokers to let anything spoil

## A GONG SONG

The Canadian forces have just gone, and perhaps are still going through, one of the most massive re-organizations ever to affect a military service. Traditions by the truckload tumbled by the wayside, and everyone was encouraged tolookfor a bright new way of doing things. It wasn't necessary to think big - indeed that was sort of a drawbackbut to think new. "Forget the way you used to do it, and come up with a new way," was, and perhaps still is, the battle-cry.

One of the most notable changes is, or soon will be, the new uniform. It is sharp, military, and every other thing its champions claim for it, Soon, everyone in the services will look the same as everyone else, A corporal who has been in for, say, twenty years will be virtually indistinguishable from one who was been in for four. Only one little piece of ribbon will signify the difference.

Is this enough? Can we not find some way of differentiating between those who have been soaking up Her Majesty's rations for donkeys years, and those who joined just last week? It can, of course, be argued that promotion is the best way to distinguish between the old and the new, but looking back at promotion policies over the years, one is inclined to chuckle a bit. Promotion and longevity just are not synonymous.

So how to distinguish the old vet, apart from his increasing waist-line and his receding hairhe pleases, because "that's what line? The Americans have found freedom's all about isn't cough- a way. Anyone who has served any time alongside the USAF will have noticed that U.S. airmen are given medals and ribbons for just about every conceivable circumstance. Perhaps they even carry it a bit too far.

The thing is, in the USAF, there is no real question about

who is a vet, and who isn't, One can tell by the amounts of goop on the tunic approximately how long the man has been in, and what he has done.

Such a system is not costly. and it can have a good effect on morale, which, these days, needs all the help it can get. It has recently been fashionable to assume that the only reward in which servicemen are interested is a larger paycheck, delivered more often, and while this is to some extent true, it should not be allowed to color all our thinking on rewards and perquisites.

The system of awarding medals and ribbons for this and that has some precedent in our forces. Those returning from Cyprus, Egypt, Pakistan and other UN tours have ribbons to attest their service. Centennial medals were given to ever so many people for ever so many reasons.

S o why not expand it a bit? Why not give a ribbon to those who complete a tour overseas, or those who complete a tour starting jet fighters without ever being run over by one? Why not give missile badges to our missile men? While people might run around bad-mouthing the whole thing, most of them would wear such ribbons with a touch of pride, just as they wear the menopause medal, as the CD is popularly called, with a faint touch of pride.

It is, of course, easy to overdo such a thing, but it is equally easy to underdo it too, and that is what we have done over the years. Recognition for service given is just as powerful a motivation force as a raise grudgingly given too late, and one can buy a lot of ribbon and things for what it costs to replace one disgruntled serviceman.

Does that ring a gong?

# Tragedy in the trenches

Taken from a 1916 service paper "The Listening Post" found in the bottom of See-

more's Kit Bag. I murdered him!!! There is no question that I was the one who committed the deed - I cannot even plead temporary insanity: in fact the only temporary thing I have about me is my commission in His Majesty's Special Forces - and that, surely, would not be taken as evidence of insanity! Even now as I sit in But it will never happen rise up ethereally from the small voice," or "qualms," or "pricks" or what ever it is of conscience, disturb me; in fact, callous as it may seem, I have no regrets.

Just listen for a few moments and I will tell you the whole story.

It was early morning, that glorious period just after "standdown" - and rum issue, when all the world seems painted in roseate hues, and life is just one long sweet song. I had just returned from my usual before breakfast constitutional down the trench, and satisfied myself that all my companies rifle barrels were "mineral jellied" and all feet "frost bite greased" satisfactorily - that is the former - I cannot claim that the smell of pedal extremities has ever asured the irate adjutant (through the long distant phone) that to the best of my knowledge the wind was north-east by east, with a slight taste of muskmelon in it that might be a new German gas; but on the other hand it might be from someone having thrownover the parapet the last pair of lavender socks he had received from home. Sitting down in my dug-out I made out my progress during the twenty-four hours that elapsed since my last report-I acquainted him with the fact, that our working parties had really worked themselves to a standstill (that is; in the opinion of the junior N.C.O.s and privates) and that the revetting stakes driven had really been driven in the manner laid down by SC14/Z/942 and that the prescribed number of filled sandbags per square metre had been well and truly laid (I was tempted at this point to add that if he didn't believe me he could come and count them himself, but an inborn reverence for discipline stay my hand - and besides I am due for leave in two weeks). Then having done my 'bit" towards ending this ter-

rible struggle, I breakfasted. My Aunt Agatha heard some time ago that there was a dearth of suitable literature in the trenches and since that time has kindly forwarded the "War Cry" each week. I had just picked up the latest copy and was enthralled in a graphic personal description by Brigadier -- of how in the dim past he had fallen from grace, and how on being picked up by the police he had claimed that it was a banana skin that was the cause of his downfall but that he had seen "the light" in time and pleaded guilty and got away with a fine of ten of the best of the option of twentyone days of the worst - and how "They" had come forward and held out a helping hand (and paid the fine and given him a

job beating the big drum and so he had never "backslid" again and had risen to his present high and dignified rank.

I was, as I said before, enthralled in this wonderful story when HE walked in. He wore no equipment, though this is always done in the best of circles when on "front line" work he spoke never a word either of apology or enquiry; though he was a stranger to me and had no right to come in. He did not stand to attention and salute, in fact his whole manner was so insolent that instead of inquiring his business I simply yelled "GET OUT." He merely turned and glared at me with a half-snarl on his face and shuffled out to one side of

my dug-out. Thoroughly enraged by now I seized the first thing handy on the table (which happened to be my "very pistol") and threw it at his ugly head - unfortunately I missed; then getting more enraged every minute I threw everything else I could grab until suddenly I realized that my only bottle of 'De Reskes" had gone with the melee. I pulled out my automatic, for my blood was up and almost without looking I fired - there was a terrible crash and splinters of glass and my last bottle of pickles had gone west, and there appeared as though by magic a neat hole through my new trench waders hanging on

the opposite wall. He gave one earthly shriek as the bullet whistled past his ear and jumped for the other corner - outside I could hear cries of "stand too", "here they come", "gas" and the banging of gongs and the yells of men suddenly awakened; but I was past worrying about how much disturbance I caused now. A terrible calm had come over me now and I stood there looking down the sights full into his terror stricken eyes. He stood in his corner, his back to the wall and snarled horribly yet afraid to advance. Then I fired and as the bullet struck him full in the forehead he rolled over sideways and with a last sobbing gasp he died.

I returned my gun to it's holster, and with a forced calmness, I called my batman to bury the corpse and clean up the mess, then went and quieted the false alarm, that my shooting had caused.

In my reports to the O.C. that day, at noon, was recorded the following: Casualties. Killed in action 23/1/26.

One rat, brown, large; regtl. number and unit unknown. By Iddy Umpty

### Times goes underground

For the umpteenth time since its inception the Totem Times is moving its head office.

Due to exingencies of the base administration The Times, at the time of this writing is being moved.

To prevent any further inconvenience to its staff the new location of The Times office will be kept secret. This way the wheels won't know where we are, and therefore won't be able to move us again.

#### MINISTERIAL STATEMENT ON HUMAN MATERIAL RESOURCES REQUIRED AND DEFENCE PURPOSES

Hon. Leo Cadleux (Minister of National Defence): Mr. Speaker, hon, members will recall that when I reported on June 2 regardthe NATO ministerial meeting, I undertook to report progress as decisions are cognize that this will result in to give substance to the govern- balances within certain trades ment policy on defence as and specialties, but we are conannounced by the Prime Minister (Mr. Trudeau) on April 3.

not be a lengthy one, Mr. Speaker, are many variables which must final decisions can be made. For example, our role and force structure in NATO are still being discussed with our allies. We will honor our obligation to be governed by the established NATO consultative procedures, and hence our plans must remain tentative for the time being. For similar reasons we do not wish to anticipate changes which might be made in air defence roles and organization. In this regard, we are looking forward to receiving and studying the report of the Stand-Committee on External Affairs and National Defence. These are but two examples, Mr. Speaker, and when account is taken of all the factors that must be studied before firm decisions are made, hon, members can understand the difficulty I have in making this first report as full and specific as I would have wished. There are, of course, some broad aspects which I can announce at this time and as I have stated earlier, I will continue to make public, from time to time, further details as they become firm.

During the whole course of the defence review, particularly following the government's decision to base defence forces on the four point program in the April 3 statement, we have conducted a careful analysis to determine the resources required, both material and human, to fill our defence needs and at the same time be consistent with national priorities and capabil-

Although there are some detailed alternatives still to be decided, we have concluded that a regular force of 80,000 to 85,000 will be needed to meet Canada's defence requirements.

We propose to make the transition over a period of three years, and to reach the new manpower levels without instituting a plan of forced attrition for this purpose. We fully rereached on changes necessary some temporary personnel imfident these can be overcome by making available opportunities This report I make today will for retraining.

Basic to our planning was a for a number of reasons. There firm decision to concentrate, wherever possible, on reducing be taken into account before administrative and support activities, to provide us with a higher ratio of operational to non-operational forces than in the past. This includes a re-examination of our command and control activities with a view to reducing headquarters staff, including those here in Ottawa.

I would now like to describe in general terms the force structure we plan to establish by early 1973. Maritime Command will continue in the anti-submarine role, using most of the existing equipment. However, we are continuing plans for employing the new ships under construction and are considering a replacement aircraft for the Argus. At the same time, we are exploring the possibility of widening the roles open to maritime forces in response to the government's broad policy directive. In particular, we expect more emphasis will be placed on activities in their new roles and missions. relating to Canadian sovereign interests in our adjacent waters, and the seabed. In this context our Arctic territories take on particular significance.

Mobile Command will undergo some changes but will continue to maintain in Canada forces for a variety of roles related to the defence of Canada, aid to the civil power, co-operation with United States forces for the defence of North America, and collective security and peacekeeping abroad. This will mean more emphasis on light, quickreaction, airportable land force units designed to meet these roles. Mobile Command will con-

main very much as it is for the immediate future. However, we of Canada's roles in continental before as a comprehensive plant each case a comprehensive plant

air defence, and related discussions are proceeding between Canadian and United States military and civilian officials. As for the longer term, it will be some time before decisions can be made on the post 1975 bomber defence system, including A-WACS, over-the-horizon radars and new interceptors.

Air Transport Command's strategic airlift capability will primarily on our depend present fleet of Hercules transports. They will be augmented for shorter hauls by Buffalo aircraft, now in the inventory. Although our detailed analysis of strategic deployment requirements is not yet complete.

we expect that some contraction in the size of our air transport force will be made through retirement of part of the Yukon fleet and of other older aircraft. On the other hand, we are continuing with our studies of the requirements for a long range pure-jet military transport air-

Along with the reductions in the regular force, we are planning to reduce the reserve force. In this regard, Mr. Speaker, we will be consulting next month with the Conference of Defence, Associations and will be exchanging with them ideas on how we might make the most effective use of our reserve force, as a back-up to the regular force Our Cadet program has been

most successful. Its benefits in character building and the promotion of good citizenship will, in the future, as in the past, make an important contribution to national development. We intend to continue to support a program involving about 100,000 cadets. It will be obvious, Mr. Speaker

that reductions in over-all strength of the forces, and particularly reductions in administrative overhead, will result in the closure of certain Decisions have not yet been made on this complicated matter and I believe it will be another month or two before our groups and the Canadian At studies ample advance notice borne Regiment is being retained.

Air Defence Command will remain very much as the compatible will be completed will be each case a comprehensive plan

munities, on the personnel directly involved, and on their families. There will be a reduction in

the number of civilians employed in the department. This reduction, for the most part, will be achieved by normal turnover and by transfers to suitable vacancies elsewhere in the government service. The facilities of the Department of National Defence, the Union of National Defence Employees, the Public Service Commission, the Department of Manpower and Immigration, and the Depart-ment of Regional Economic Expansion will be used to the utmost in these endeavours.

Mr. Speaker, in my statement on June 2, I said that we believed we can achieve the transition report to the O.C. concerning our to the new defence posture, barring unexpected international developments, within a defence budget which will be maintained for the next three years at its current dollar level. Our studies since then have served to substantiate this estimate. I am confident that these resources will be sufficient to equip and maintain the force organization I have just outlined.

Mr. Speaker, before I close, I should like to mention a fact that may be overlooked. Although we will be reducing our over-all regular force strength, we will continue to recruit qualified young Canadians for whom we can promise an attractive and chal-

lenging career.

For the reasons I mentioned earlier, that is all the information I can give at this time. appreciate hon, members' desire to receive more complete details and I regret that these are not yet available. You will recall that when I spoke on this subject on June 2, I pointed out that this concern was shared by members of the forces, and I will have to ask them too to be patient a little longer. I am personally confident that both during and after the period of change we are about to embark upon, the Canadian Armed Forces will continue to exhibit the same high standards of professionalism they have displayed in the past, and will continue to be a source of pride to all Canadians.



WINNING TEAM of the Comox Valley Pee Wee girls softball. This team lost all but one game during the season then came up winners during the semi-final and finals. Coaches are Mrs. Carol Theiss and Ron A Makowichuck Photo



TIGERS — Coached by Milt Pelley and Marg Shields, Pee Wee boys softball winners for the season. Perpetual trophy was donated by the Totem Inn. 'A Makowichuck Photo



SWINGERS — Coached by Mr. and Mrs. DeClarke and Mr. Willoughby - This team came up from the bottom into the semi-finals to be the winners of the play-offs. Perpetual trophy was donated by the Totem A Makowichuck Photo Inn.

#### PUBLIC INVITED TO CEREMONIAL DIVISIONS

The public is invited to attend ceremonial divisions in HMCS Quadra Sunday, July 20 at 10:15 a.m. Guests will be transported by harbor craft (boats) leave Comox wharf at 9:45 a.m. return to Comox wharf at 11:15 a.m. Transportation will be arranged for those wishing to remain for divine services. Children under 14 years must be accompanied by parents or adults. Sunglasses are advisable.

# **Guard your** credit cards

OTTAWA (CFP) - If your credit card is lost or stolen you can wind up with bills for thousands of dollars within a couple of days.

Changing Times, the Kiplinger Magazine, suggests you keep credit cards close at hand, Don't leave them lying around any more than you would ten-dollar bills.

Check often to make sure you've still got 'em all. Destroy those you don't want, or need. When you make a buy, make sure you get you card back.

#### PROCEDURE

Keep a record of all numbers and issuers of your cards. It makes it easier to notify them in case of loss, along with the where, when, why and how.

Report any loss immediately to the issuer by wire even if you lose a card over a weekend. By Monday morning you might be liable for a huge bill. All credit card companies require written notification of loss. Untill you do notify of loss and sometimes for 24 hours after, you are responsible.

#### INSURANCE

Consider credit insurance. Some insurance companies offer out.' credit-card forgery insurance along with standard homeowners' policies, sometimes charging a little extra for it. Diners' Club offers a policy covering its own card and so do some others.

(Contributed to CFP by D. C. Hodgert, financial counselling administrator for the forces.)

# 407 407 CUTS BACK - 407

Squadron, the most effi-

cient group of whalekillers

ever to be based at CFB

Comox have followed right

along with the minister's

policy of ever onward, ever

smaller, by coming up with

this versatile Maritime pa-

trol craft. At first the tech-

nical wizards of the squad-

ron were unwilling because

of security implications to

discuss this feat. "We

can't let the other side in

on our little secrets," said one. "Quite right," said

another, "if they saw all

this chaos, they'd attack tomorrow." It seemed that

the mystery of how 407

Squadron built this tiny

anti-sub bomber would re-

main locked in the archives

forever. But finally, one of

them revealed the secret.

"Shucks," he said, for they

are very gentle people in.

407, "Shucks, you just ne-

ver before saw an Argus

after all the ROs and flight

lunches have been taken

Where is the new

**Totem Times** 

office?

- A MacPhoto)

Motors Ltd. 68 Viva Vauxhall
With radio,
clean, 1 owner \$1495 1966 Buick Skylark Bucket seats, Automatic, One of our \$2650 1964 Ford

1960 Pontiac V8 Convertible .... 1961 Rambler Ambassador 327 h.p., V8, power equipped

sound \$595 1957 Buick 4-door automatic, one owner, very good \$495 condition

1967 Chev Impala 2-door hardtop, V8 standard trans. radio

1963 Buick Wildcat 4-dr. h'top. Power equipped with pwr. seat. Color: Beach white in tension red vinyl. Excel-\$1600 lent model.

Nib Johnston Motors Ltd. Courtenay

#### CFB COMOX TOTEM TIMES - Thurs., July 10, 1969 7

CLASSIFIEDS (Continued from page 5)
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SMALL BUSINESS for sale cheap

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Box 2177,

### Childrens' swim classes

Registrations for the August swim classes will be held in the rec centre from o900 to 1200 hours on Wednesday morning the July 30th.

Classes will run from Aug. 4 to Aug. 30 and the age limit will be 7 (seven) years as of Sept. 1. The cost will be \$3.50 per student and paid on registration day. Classes will be held for beginner, junior, intermediate and senior levels.

For the month of August there will be a Bronze Medallion course during one of the periods in this session. Registration will be held the same day for this course.

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Res. Ph. 339-3967 Don Grant Res. Ph. 338-8125

Charles Watts Res. Ph. 334-4626 Bert Image Res. Ph. 338-8424 We are independent insurance agents and represent you, the policy holder. tfn

To be eligible one must hold the senior swimmer award and be 14 years of age.



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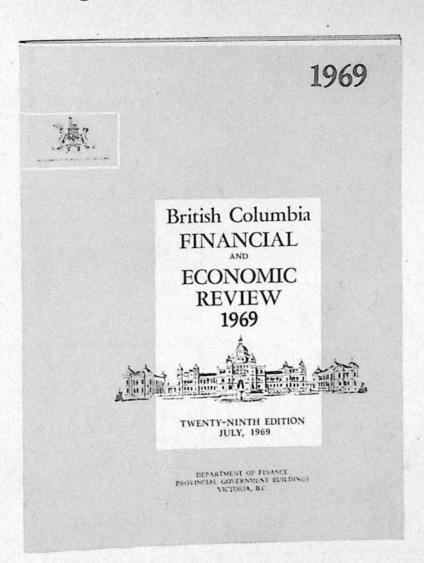
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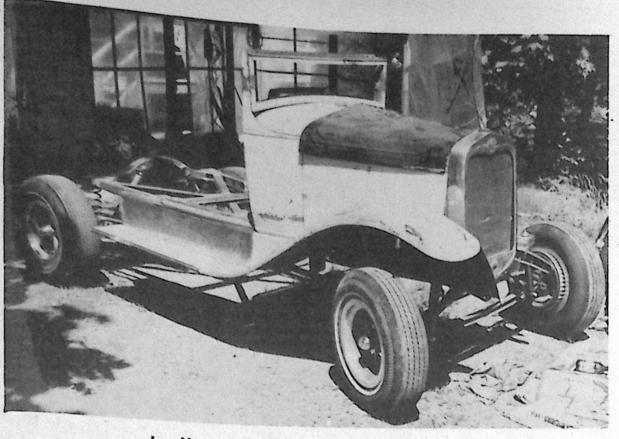
THE GOVERNMENT OF BRITISH COLUMBIA

DEPARTMENT OF FINANCE HONOURABLE W. A. C. BENNETT, P.C. Premier and Minister of Finance G. S. BRYSON, Deputy Minister of Finance



Department of Finance, Parliament Buildings, Victoria, B.C.
Gentlemen: Please send me the 1969 edition of the British Columbia Financial and Economic Review.
Name
Address
Position

Please print plainly and mail to:



Joe Hemus's Rod — a hobby for the wealthy.

current) and as a pleasure

(meeting old friends, making new

acquaintances). And of course one

is getting people enthused, chang-

Building a car involves learn-

ing new skills. Unless you have

to work with the steel, aluminum,

glass, fibreglass, plexiglass,

wood, rubber, and other mater-

is sometimes very tedious and

often very interesting and chal-

lenging. For instance, I have been

taking a course in bodywork.

plans will be altered during con-

struction. My plans are for a

two or three purpose vehicle.

It is being built to run in a

drag racing class called "6 gas"

(drag racing is a safe place to

go fast), as a unique street ma-

chine and as a restored and cus-

tomized antique car. It should

accelerate better (less passing

exposure time), stop faster, look,

and feel better than any Big

Three car in the area, It will

also meet all the safety regu-

lations for both the province of

teria mentioned above here are

Safety: Roll cage, shoulder

(Continued from page 8)

V. Ma'chuck\* 44 41 85 12 73

"C" DIVISION

in out ttl hdcp net

41 45 86 13 73

44 43 87 14 73

42 44 86 12 74

46 40 86 11 75

49 43 92 13 79

40 42 82 16 66

45 43 88 16 72

47 43 90 19 71

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44 44 88 16 72

45 37 82 - 73

43 46 89 17 73

45 47 92 19 73

45 49 94 19 75

46 50 96 17 79

49 51 100 20 80

46 55 101 20 81

51 58 109 24 85

59 54 113 24 88

67 59 126 24 102

67 59 126 24 102

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helpers.

# ROD BENDING

by CAM SHAFT

A hot rod can have many im- we met were worth much more plications and connotations some than the pruchase price of the of which holds considerable sigcar (\$75). It also is tied up in nificance for the owner, builder and driver. Hot rods, being a the hundreds of hours spent ploughing through books, magaform of creation, are an extension of the builders personzines and technical articles getting the background to do a good ality; they are also a measure job. Trips to races, speed shops, of his ingenuity and skill at workupholsterers, and painters are all ing with a variety of materials part of the hobby. Hours spent using both hand and power tools. talking with the pros, the weld-The best rods are much more ers, California racers and buildthan this and reach the level of ers, body men, and dozens of true art forms in some cases. just plain enthusiasts is also in-That some individuals are bevolved. Many of these time-concoming aware of this is in evisuming activities are still continuing as a necessity (to keep

dence by the showing last year of some of these vehicles in the art gallery at Vancouver. The opposite end of the scale of public opinion could be seen last year in the local paper. The title read something like "Youth Dies as Home-Made Car Leaves Highway." The story also included the "expert" opinion that "these lightweight home-made cars are unsafe at highway speeds." Obviously the "expert" has never heard of Newton's laws or such simple formulae as Force equals mass times acceleration. Any hot rod worth it's salt incorporates so many more safety features than the average automobile that learning gas welding as well as rear fenders, shortened box, rethere is just no comparison. Besides this, the hot rodder's vehicle is generally kept in spot- ent end product in mind when custom girages, steering wheel less condition and it's mechanical features are known intimately and given constant attention. Is it not reasonable that a labour of thousands of hours and often thousands of dollars would result in a strong feeling of pride? Since I feel my car is typical of the approach taken by the serious builder I would like to mention a few of it's features. If I can help to throw a bit of good publicity in the direction of the custom car builder I will

Hot rod would be a fairly loose B.C. and the National Hot Rod term for my car. To my family Association, who are the sancit is many things, such as hund- tioning body for racing on Vanreds of miles we drove on Sas- couver Island. To meet the crikatchewan back roads looking for a suitable vehicle to start from. . some of the features I am in-We finally purchased a 1931 Ford Model A pickup. The things we learned about prairie history harness, fireproof firewall, fire from some of the old timers extinguisher, oversize rear

Lett it all hang out

division, Col. K. C. Lett; C di-vision, Cpl. J. Fleet; D division,

First low net, A division, Cpl.

M. Lattimore; B division, Cpl.

First low net Galloway Flight,

- Longest drive, Cpl. C. R. Ger-

Closest topin, Capt. F. Cream-

Hidden hole, Capt. C. G.

455

454 434 443 35

38 38 76 11

44 38 82 12

44 40

46 40

39 41 80 11 69

84 13

86 14 72 86 14 72

71

70

455 534 534 38

454 434 443 35

435 444 38

I. Cook; C division, Cpl D. C. M. McLeo Wickham; D division, Capt. G. A. Gillis

Cpl. E. Langlois.

Maj. P. D. Giles.

W. Fisher.

Munroe.

Whittle

Par In

J. Whittle

K.C. Lett

I. Cook

G. Johnson

r Pharoah

have achieved something worth-

brakes with racing linings, oversize front brakes with racing linings and finned aluminum drums, new wheel cylinders, new tires (140 mph).

New wheel bearings, new steering parts, stronger front spring and new interlining, all suspension bolts grade 8 or better, all suspension bolts locked or lockwired, steering arm magnafluxed rear radius rods.

Driveshaft breakage support hoop, rear axle safety hubs, magnesium wheels, scattershield, shrengthened frame, new custom adjustable shock absorbers, watt's linkage type sway bar, hood locks.

Safety glass, engine overspeed of the most interesting aspects control, heat treated radius rod fittings, gas tank location ing them from skeptics to eager changed.

Speed: 302-inch 475 h.p. blueprinted engine, 4-speed automatic transmission, traction cubic money, then you must learn arms, slicks for racing, custom tubing headers, 4.88 differential with positraction, critical engine parts magnafluxed and shotpeened.

ials used in modern rods. This Custom Appearance: Top lowered 4", plexiglass roof panel, widened and shortened built firewall, headers in fender Each builder will have a differ- wells, hand formed wood dash, he starts his project and often and shifter, custom black naugaupholstery, pearlescent paint on body, epoxy paint on

> In closing I would like to say that if your teenagers or friends show an interest in creating a custom vehicle, don't discourage them with pessimistic observations. This creative energy if properly guided and channelled (for instance into the local custom car club) can be very rewarding to those associated with the hobby. Few rod builders have time to get involved in many of the problems confronting our young generation,

#### FEWER U.S. TROOPS IN VIET NAM

MIDWAY ISLAND(CFP)-President Nixon has "decided to order the immediate redeployment from Vietnam of a division equivalent of approximately 25,000 men."

In his comments after sessions with south Vietnam's President Thieu on this Pacific Island of second world war fame earlier this month Mr. Nixon said the redeployment would be completed by the end of August. More withdrawals are geared

to progress of the "training and equipping of South Vietnamese forces, progress in the Paris peace talks and the level of enemy activity." THE THE WANTER CONTRACTOR

> CANADIAN FORCES BASE COMOX Base Theatre Schedule **JULY 1969**

> > Sat. 19

**BIG MOUTH** 

Jerry Lewis - Susan Bay

Sun. 20

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Thurs. 10 - Fri. 11 8 ON THE LAM Bob Hope - Phyllis Diller

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Tues. 15 - Wed. 16 DEADLY AFFAIR James Mason - Maxmillian Schell - Simone Signoret

Thurs. 17 UPPERHAND George Raft - Gert Froche

Fri. 18 DIARY OF A MAD MAN also HORROR CHAMBER

Vincent Price

Nancy Kovack

Pierre Brosseur

ROSEMARY'S BABY Mia Farrow - John Cassavetes - Ruth Gordon

# LIONS' GAME REFEREED NEED **NOHOW**

Major Bob Greenlaw, Opera- in Canadian Football and is presently active in the Vacouver Island Pootball Leagues, having actively refereed in Football Oftions Officer 407 Sqn. had the referee in the B.C. Lions first ficials Associations in Nova scrimmage game on Sunday Scotia, Ottawa and Manitoba. Although this B.C. Lion game was inter-squad Major Greenlaw couver before approximately

BOB GREENLAW

opportunity to officiate as head

afternoon 29th of June. This pre-

season scrimmage was played at

UBC Thunderbird Stadium Van-

2800 loyal B.C. Lion supporters.

For Major Greenlaw, this game

followed a two-day referees

Clinic under the direction of the

B.C. Canadian Football Officials

Association, Major Greenlaw's

weekend expenses for this trip

were covered by the B.C. Lions

This Football Referees Clinic

of the Professional Canadian

ball League and covered such

items as the new rule changes

for 1969, interpretation and

clarification of football rules and

the field positioning of game of-

ficials. Major Greenlaw has 15

Football Club.

was mich impressed with the early season high calibre of play. the determination of all B.C. Lion players and the effectiveness of the Lions offence. A post-game discussion with Jackie Parker, Lions offensive coach revealed his pre-season satisfaction with his offensive team and high optimism for a successful season in 1969 for the B.C. Lions. was presented by Senior Officials

The increased congestion of the waterways requires boat operators to know the rules of the road in collision course and passing situations as well as the necessity for a power

and canoes. The amateur hour for boating has ended now that bigger and more powerful pleasure boats require operator skills considered by commercial sailors to be at least as demanding as those needed by a motorist.

boat operator to yield the right

of way to sailboats, rowboats

Defences against boating hazards are not difficult to learn and small boat safety regulations are clear and to the point. Safe boating practices increase the operator's sense of security and the pleasure of boat passengers as well as those of other boats and all

## SAY YOU READ IT IN THE TOTEM TIMES



B.C. LIONS prepare to scrimmage the football at the UBC Thunderbird stadium Vancouver during a scrimmage game on 29th June. The head referee is Major Bob Greenlaw, 407 Sqn Comox.

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Alterations Notions

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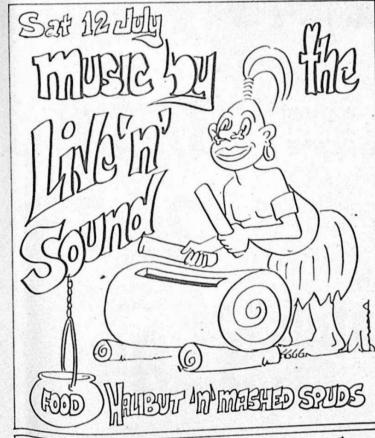
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Tillotson

D. Williams

10 CFB COMOX TOTEM TIMES — Thurs., July 10, 1969 ● GOV'T INSPECTED ● B.C. GROWN "WILTSHIRE" • FRESH FROSTED

FRYICE CHICKE

WHOLE

Gr. Alb. 49°

Cut up

Tray

Tray

Back lb 53°

Cut up
 Tray
 Pack lb. 53

BLADE or

SHORT RIB ROAST 15.79c

● GOV'T INSPECTED ● FRESH FROSTED ● B.C. GROWN ● "WILTSHIRE"

Frying SEGMEN Chicken

- Breasts № 69c Thighs № 79c

• DRUMSTICKS .... b.85c

GRADE A 5 lb. to 9 lb. average

JEAN WHITE **RECOMMENDS:** 

Tasty SUPER-VALU stewing chicken can be cooked ahead of time and included in many varieties of summer-time salads. One of the easiest and most delicious recipes, made with NABOB ONION POWDER, is in your local SUPER-VALU meat department, in the poultry section.

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NABOB PINEAPPLE Crushed

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GOLD CUP MUSHROOMS

**Buttons or Sliced** 

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WHITE ROCK with Snap Tob Regular Low Calorie

10 10-oz. 89°

ROBERTSON'S

JELLY ROLL Raspberry

SUNNIEST FROZEN LEMONADE

Pink or Plain

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Luncheon Meat Royal 312-oz. 1.00 Corned Beef Loaf 26-oz. 69c 12-oz. 49c

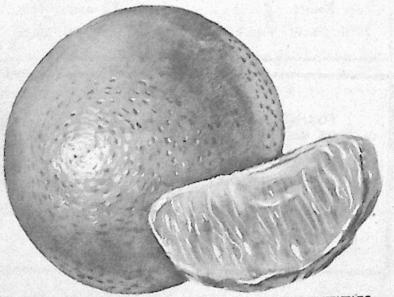
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3 16. 99°
Pkg. 99°

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PEACHES

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