



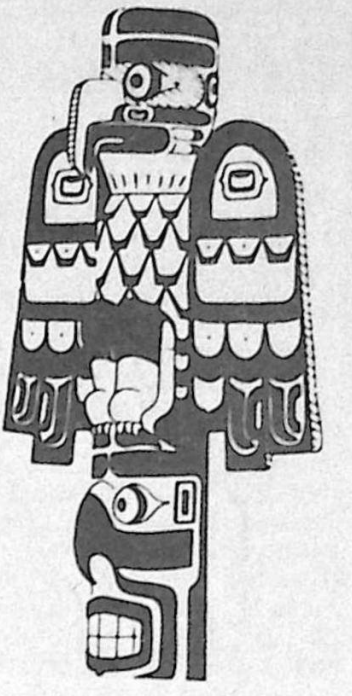
TOTEM TIMES

Russian fishermen have red faces

Vol. 10

CFB COMOX, THURSDAY, AUGUST 7, 1969

No. 15



ABBOTSFORD PROMISES REALLY BIG SHEW

ABBOTSFORD, B.C. — If there are any doubters remaining that the Abbotsford International Air Show has reached the lofty eminence of being a prestige aviation event, their doubts should be dispelled once and for all by the line-up of big name personalities and big name aircraft that will be involved in the 1969 show in one way or another.

Among the big name personalities will be Prime Minister Pierre Trudeau, who will formally open the three-day show on August 8. Among the big name aircraft will be the Boeing 747 which, air show being the name of the game, will probably overshadow even Mr. Trudeau, figuratively and literally.

The program will actually kick off with an exclusive attendance limited to 400 pre-show aviation industry dinner at the Hotel Vancouver, Aug. 7, when the head table guests will include Air Canada Chairman Yves Pratte, CP Air Pres. J. C. Gilmer, Lockheed Pres. A. Carl Kottchian, PWA Pres. R. H. Laidman, Douglas of Canada Chairman and Pres. Donald W. Douglas, Jr., UACL Pres. T. E. Stephenson, Aviation Electric Chairman A. Bandi, ATAC Pres. A. C. Morrison,

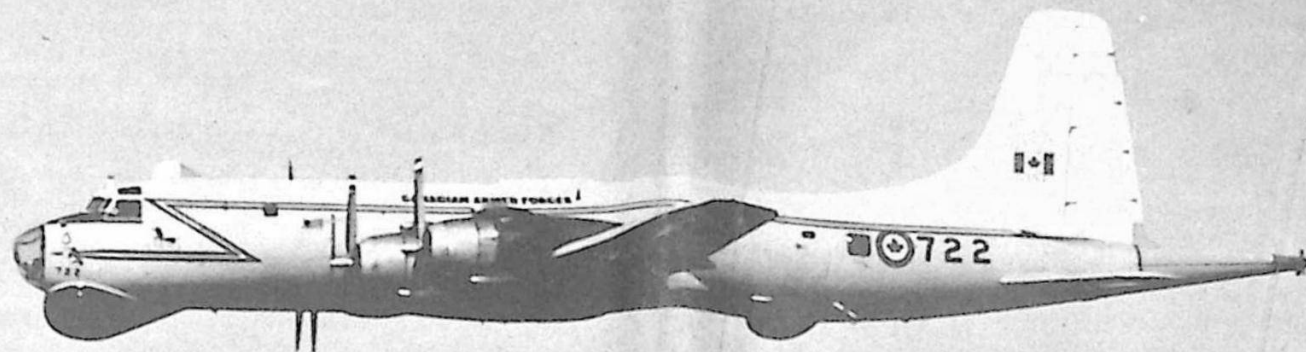
Vice Chief of the Canadian Defence Staff Lt.-Gen. E. M. Reyno, Air Industries Association of Canada Pres. David Golden, Boeing Company Vice-Pres. Clarence Wilde, Okanagan Helicopters Chairman Glen W. McPherson, and de Havilland Canada Pres. W. B. Boggs.

Air show dinner guest speaker will be Transport Minister Don Jamieson.

In addition to the Boeing 747 the new, or relatively unfamiliar to Canadian eyes, types of aircraft which are scheduled to either fly or be displayed at Abbotsford '69 include the Ted Smith Aerostar, the Canadair CL-215, the Short Skyvan, the Scheutow helicopter, the Britten-Norman Islander, the Zlin, etc. The gargantuan Lockheed C-5 Galaxy jet transport is a possibility and the enigmatic Russians continue to play their timeless game of maybe yes and maybe no for the appearance of an unidentified sensation.

As many as 2,000 visiting aircraft (exclusive of those participating in the program) are expected to fly-in with air show spectators, during the life of the event.

(Continued on page 2)



WHEN 407 SQN. were informed they were heading for the Arctic Standards section decided that some training was in order. In this picture we see an unnamed bunch of intrepid sub-hunters practicing for their up-coming snowy sojourn by conducting low

flying exercises over the Comox glacier. The training paid off, for crew six made it all the way to the North Magnetic Pole and back with nothing more serious than a case of snow blindness.

407 Air Photo

442 Sqn and Wildlife Do What They Otter

Arrangements have been completed by the British Columbia Fish and Wildlife Branch for the release of sea otters off the northwest end of Vancouver Island, the Honourable Kenneth Kiernan, Minister of Recreation and Conservation, announced today.

The release, on July 25, made the first attempt to re-introduce sea otters to the British Columbia coast. These waters contained thriving populations of otters when white men first explored the coast, but they were rapidly decimated as the fur trade reached its peak.

Since that time there have been numerous reported sightings, but they have in all cases been found to be the closely-related but smaller river otter, which often ventures into the ocean.

The current transplant will consist of about 30 animals, most of which will be females. The otters were donated by the State of Alaska, which by rigid protection has built the few survivors into a thriving population throughout most of the Aleutians. The transplanted animals will come from the island of Amchitka.

Amchitka is a bomb-testing site for the Atomic Energy Commission, which has cooperated in trapping the otters in an attempt to extend their range. A simultaneous transplant was made off the coast of Washington.

The release went off without a hitch. The animals were flown from Alaska to Hoquiam, Washington, by Alaskan authorities, and were transferred to a Canadian Forces Dakota flown by Lt. Col. "Doc" Payne and co-pilot Lt. Phillips to Port Hardy and thence to the release site at Bunsby Island on the rugged Western Vancouver Island coast by a 442 chopper.

The site was chosen for its remoteness, since sea otters are easily disturbed by people. The public has therefore been requested not to visit the site.

A second problem lies in population. The sea otter is a highly-specialized marine mammal, adapted to living in the cold surf of the Pacific. Unlike other marine mammals, however, it lacks a protective layer of blubber and relies on its thick fur for maintenance of body warmth.

Should any form of pollution impair the insulating quality of the pelt, the otter would die from exposure.

The animals average about 60 pounds in weight and are about four feet long. A somewhat human face, and the strange habit of lying on their backs amid the kelp beds while eating shellfish and other food from their chest, gives an endearing aspect.

Fish and Wildlife Branch officials hope that the reintroductions will establish a population which may spread naturally, or

from which other transplants can take place.

Even if the introduction is successful, however, it is expected to take a number of years for a viable population to be established since sea otters have only one kitten every other year under normal conditions. This low reproductive rate was the reason why fur traders were able to exterminate them so easily over most of their range.

Mr. Kiernan Minister of Recreation and Conservation, praised the release, stating that it is "a fine example of co-operation between governments, and the sort of program we like to see happen."

"The Department has been trying for this for a number of years," he said, "and we're very happy that it's going ahead."

"I think that everyone wishes to have sea otters brought back to this coast."

Top Trophy Teathered

There will be no award of the Trans-Canada (McKee) trophy this year. The Hon. Leo Cadieux, Minister of National Defence, and trustee of the trophy, acting on the advice of a joint civilian and military committee, has decided that none of the ten nominations received for the year 1968 fulfilled the conditions of the award.

Donated in 1927 by the late J. Dalzell McKee, the trophy is regarded as Canada's top aviation award.

The last winner, for 1967, was Lt.-Col. R. A. White of the Canadian Armed Forces who established the Canadian absolute altitude record of 100,110 feet while flying a modified CF104 late that year.

The decision to make no award for 1968 is in keeping with the conditions of the award which state "The award should be made only in those years in which the award committee agrees the contribution of the nominees is deemed worthy of such recognition."

The list of winners of the McKee trophy since its inception includes such famous Canadian aviators as C. H. "Punch" Dickins; W. R. "Wop" May; Elmer Fullerton; Grant McConachie; Z. L. Leigh; Carl Agar and Jan Zurakowski as well as many others.

Nominations for the award for 1969 will be received at Canadian Forces Headquarters until April 1970.

Revamp the Restigouche Programme

OTTAWA (CFP) — Here's the plan for tendering through the department of supply and services for the remaining two ships in the Restigouche class modernizations.

In October of this year commercial shipyards across Canada capable of carrying out this work will be invited to tender on the last two of the four ship program. Interested yards will then view the ships in November.

Tenders will close on Jan. 21, 1970.

Plans call for the Kootenay to be taken in hand for conversion in May 1970, completing mid-1971.

COMPETE LATE '71

The Restigouche is to begin the conversion in August 1970, completing in the fall of 1971 (not October 1972 as was recently said in a DND release).

The first of four destroyer escorts in the conversion program, the Terra Nova, was modernized in the Halifax naval dockyard. The Gatineau is going this summer to the naval dockyard at Esquimalt. The remaining two ships will be done after nationwide tendering to the commercial shipbuilding industry.

WHAT'S INVOLVED

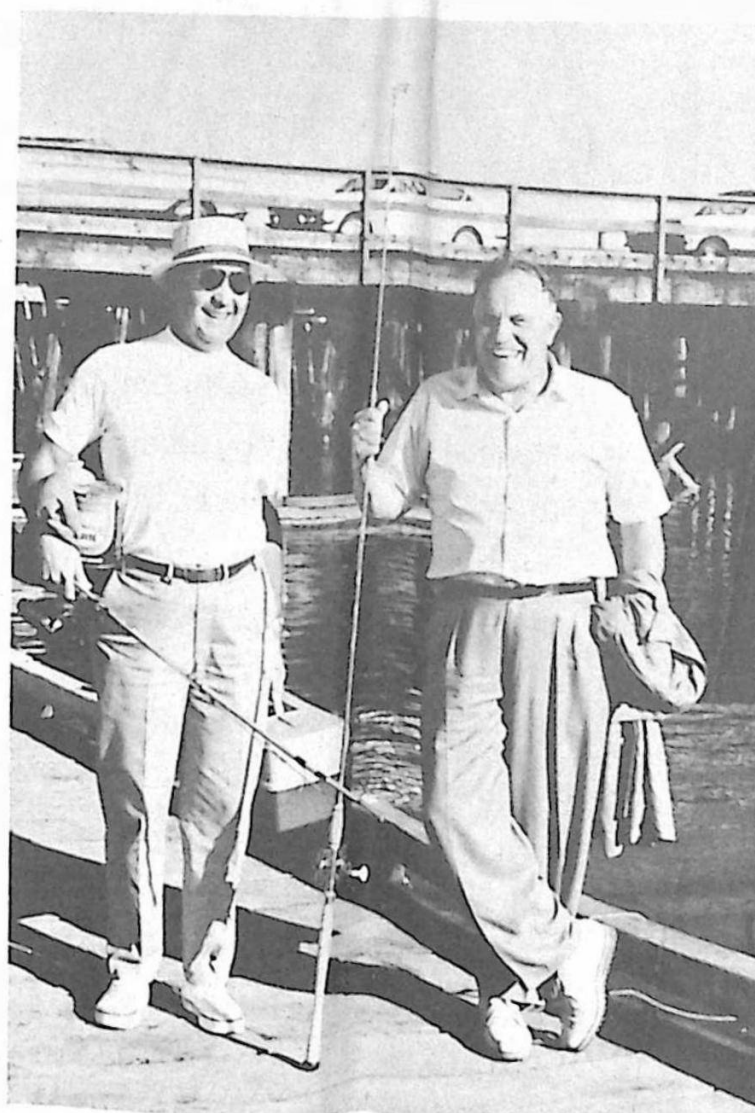
The modernization involves installation of a Canadian designed sonar system of variable depth (VDS) properties. The detection and fire control equipment are used to control anti-submarine rocket torpedo (ASROC) and a triple ASW mortar mount. A general purpose digital computer allows simultaneous tracking of multiple targets and instant reaction from both weapons.

New radar and electronic warfare equipment is included in the modernization and a redesigned mast to carry the various antennae, among other improvements.

Restructuring the hull for placing of the ASROC and VDS adds eight feet to the hull for an overall length of 374 feet. All told there were 20 destroyer escorts in Canada's postwar construction program.

The first seven ships to emerge from the builders have already been modernized to a different configuration. They are the St. Laurent class, converted to DDH to carry an ASW all-weather helicopter. Next came the seven Restigouche class DDEs,

SKUNKED



WHEN GENERAL ALLARD, Chief of the Defence Staff was lured to the west coast with promises of copious amounts of salmon leaping into the boat he collared L/Col. Orpen to be his guide. Here we see L/Col. Orpen (left) and General Allard (right) forcing smiles for our camera man after an unsuccessful trip to the local fishing grounds. It is rumoured that L/Col. Orpen and the two sea element frogmen who were to have attached a thirty-one-pound tree to the general's line have all been banished to a land element base in southern Saskatchewan.

— A MacPhoto

SSO - for ATC

Lieutenant-Colonel L. V. Johnson, 39, of Ridgedale, Sask., will be promoted colonel this month and appointed senior staff officer

for operations at Air Transport Command headquarters, Canadian Forces Base Trenton, Ont.

Now commanding officer of 412 Transport Squadron, CFB Uplands, Ont., he will be succeeded by Lieutenant-Colonel C. R. Hallowell, 39, of Brantford, Ont., who is with the directorate of operational readiness for air at Canadian Forces Headquarters.

Four bigger DDHs are being built, four of which are in the modernization program. The remainder of the 20 destroyers include four Mackenzie class DDEs and two Annapolis class DDHs.

Totem Times Essay Contest (Parents please take note)

The TOTEM TIMES has turned over a new leaf, and proudly announces a new, real contest, for real prizes.

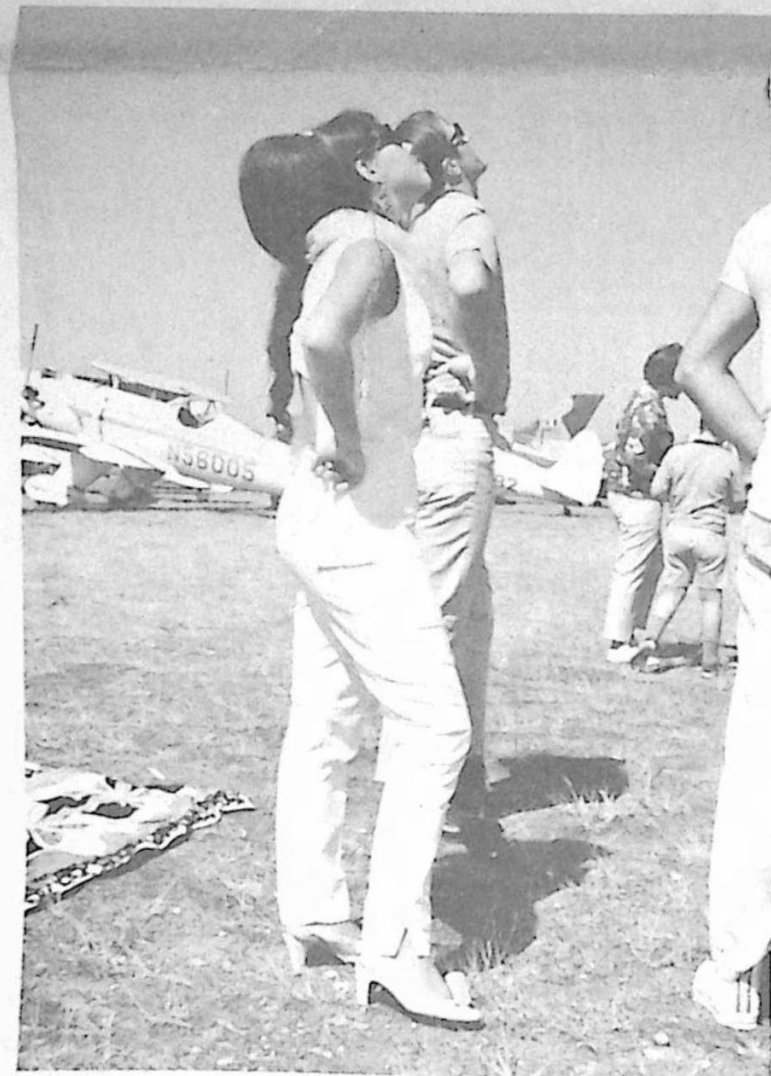
All students that are entering grades seven through twelve this September are eligible provided they are dependents of servicemen and DND employees attached to CFB Comox. The contest will be divided into two categories, with two prizes for each category. The first category will be for those entering grades seven, eight, and nine and the second for those entering grades ten, eleven and twelve. The first prize for both categories will be \$10.00 and the second for \$5.00 in value of merchandise in your friendly neighbourhood CANEX emporium.

The deadline for entries will be 1500 hrs, 15 Aug, by which time the entries must be received at Central Registry in Base Headquarters. If you wish to mail them in, send your essay to Editorial Contest, c/o Totem Times, CFB Comox, Lazo, B.C.

All the student must write is a 500 word essay, plus or minus 50 words entitled "What I would like to do for my country". Simply that, nothing more. Judging will be done by an independent panel of one, and the judge's decision will be final.

Parents take note, you may be able to save yourself ten dollars worth of pre school expenses if your child or children take first prize. The entries are already pouring in so don't take too long for the deadline for it is only eight days away.

Lastly, make sure it is neatly written and that you name and phone number appear at the end of the essay.



"WHY DO THEY ALWAYS FLY with their wheels pointing up in the air?" Charlie asked this pretty spectator at last year's Abbotsford Airshow. The standard pose at the show is heads back with an amazed look on the face, help to raise linament sales to a record 129,269 bottles in one day.

— A MacPhoto

Tigers meet In England

LAHR, West Germany - Canada's 439 sabre tooth tiger squadron are participating in the ninth annual NATO tiger meet being held at the airbase at Woodbridge England, Aug. 4-8.

The annual meeting of NATO squadrons, each of which bears the tiger emblem, provides an opportunity for the pilots to fly in different operational environments and to observe different operational techniques. The event also provides an opportunity to improve existing relationships and knowledge among the six participating nationalities.

Eight squadrons from a total of six NATO nations are eligible to participate in the annual fly-in. These tiger squadrons are the 31st squadron of the Belgian air force, 1/12 squadron of the French air force, AG52 and G43 squadrons of the German

air force, 21st squadron of the Italian air force, No. 74 squadrons of the Royal Air Force, 53rd and 79th tactical fighter squadrons of the United States air force and No. 439 squadron of the Canadian Armed Forces based here at No. 1 wing of Canada's NATO-assigned No. 1 air division.

The USAF's 7th tactical fighter squadron, based at Woodbridge, England, is hosting this year's NATO tiger meet. The Canadian photo-reconnaissance tigers sent six pilots, approximately 19 support personnel and four CF-104 Starfighter jet aircraft to the Woodbridge air, in August.

The eighth annual meeting of the NATO tigers is hosted by 439 squadron in Lahr in September 1968.



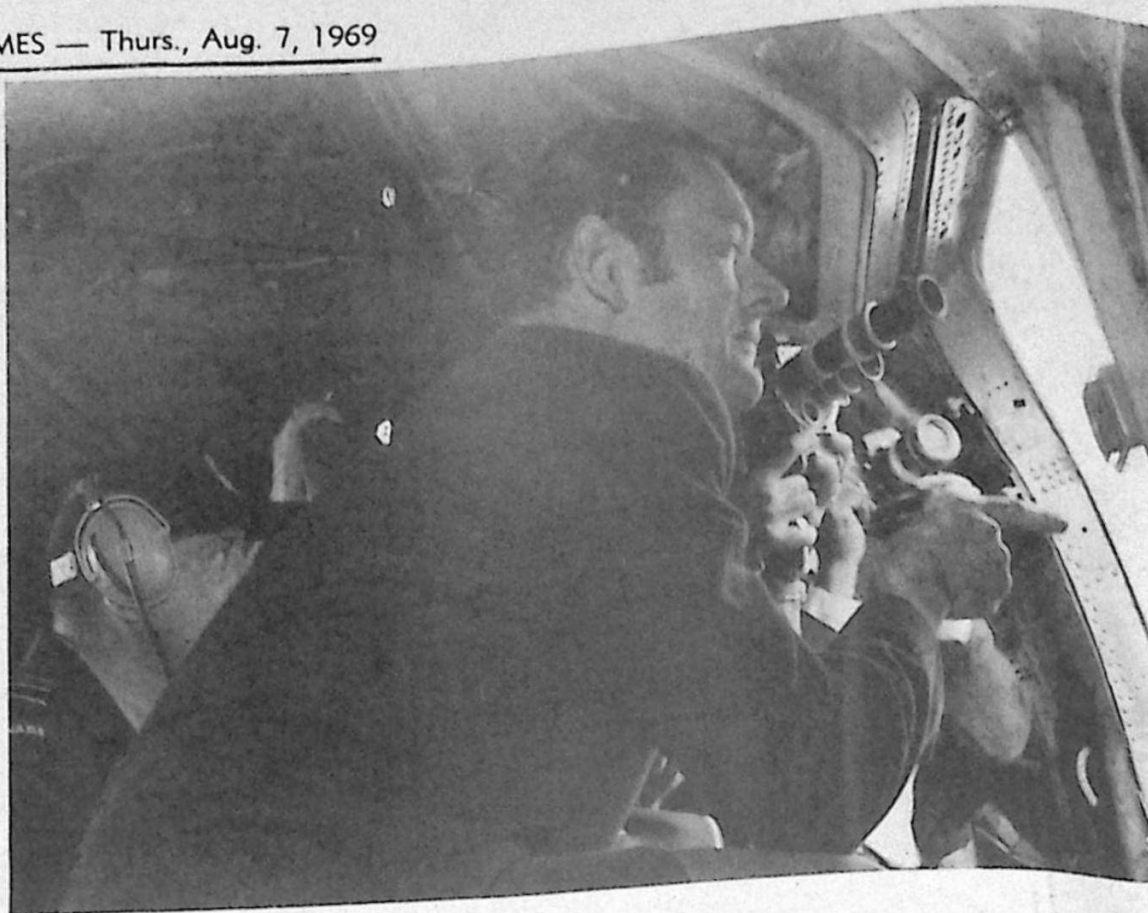
ANOTHER SATISFIED PATRON of the Air Kami- from one of the company's helicopters. Air Kamikazi boasts that they will take you where you want to go, and the passenger, a Mr. C. Otter, insisted that be transported right to the water's edge, that's where he wanted to go.

The Russians Are Coming

Crew 5, captained by major Pete Giles were given the task Wednesday of giving Fisheries Minister, Mr. Jack Davies a tour of the Soviet fishing fleet currently operating off the west coast of Vancouver Island. Three members of TV and news media also were along to record the minister's inspection. Co of 407 Squadron, Lt. Col. Middleton briefed Mr. Davies en route to the fishing fleet, while Capt John Goodman demonstrated how the vessels were accurately determined as to their position and plotted. Comments received on the Argus during the flight regarding the trip. Did you build it yourself? How can you stand the vibration? But you can't fly at 100 feet with a wing span of 142 feet.

CFN-Z goes off the air

ZWEIBRUCKEN, West Germany — The little station on the hill, CFN-Z, no longer broadcasts at 98.5 on the FM radio dial. The last sounds of No. 3 wing's radio station faded into history shortly after midnight Thursday, July 31, 1969. To some, the demise of CFN-Z is just another detail involved in closing down Canada's NATO-assigned Zweibrücken airbase. To many, announcement of the end of CFN-Z means time for reflection on many happy times at 3 Wing, Zweibrücken. The station was 15 years old this May 24. Over the years it had expanded to an organization of more than 30 volunteers with an OIC and a manager. Linked by land-line to the Canadian forces network at Lahr, CFN-Z relayed live and taped programs to the 3,500 Canadians in the Zweibrücken area and at its peak produced 55 hours of local programming — information at meal-times, announcements, coming events, 3 wing activities, network news and sports, and disc jockey programs.



OLD HOME WEEK IN THE BACK END — "I want THAT one dragged in," says Fisheries Minister Mr. Jack Davies as he inspects the Soviet fishing armada off tofino. But that's a Canadian DDE, says Col. Middleton. — RFE Photo

Introducing Mike to the Forces

LAHR, West Germany — Mike's purple face has been appearing anonymously throughout the air division since July 2. Mike is the symbol for a new flight safety program developed by the directorate of flight safety at Canadian forces headquarters. Mike is short for, would you believe, micro-fod. And micro-fod stands for microscopic foreign object damage. During the next several months, Mike's face will be publicized widely throughout the Canadian forces in a concerted effort to reduce the number of aircraft engine failures resulting from the presence of extremely small contaminants in engine fluids such as gasoline, oil and hydraulic fluid. Micro-fod, or Mike, has helped cause considerable damage to aircraft engines, especially to the powerful, finely-tuned jet engines of CF-104 Starfighters. In fact, each year approxi-

mately 20 CF-104 engines are returned to the contractor for foreign object damage (FOD). At a repair cost of \$50,000 each, this adds up to quite an impressive sum.

Add to this the fact that the contractor finds another 40 engines per year that have FOD that was not discovered in the field, and you begin to see the magnitude of the problem.

And that's where Mike . . . or micro-fod . . . comes in. Who knows, if Mike, or micro-fod, becomes a household word around our operational bases at Lahr, Baden-Soellingen and Decimomannu, maybe we can eliminate this hazard that claims aircraft and human lives, "says our man in Lahr.

What can be done to stop Mike from damaging engines? he asks. Well, how about the last time you changed the oil in your car? The bet is that you used a screw driver to open the can of oil. The second best is that you first

cleaned the screw driver of tiny metallic particles and just plain dirt so THAT stuff, the micro-fod, didn't get into the oil.

ABBOTSFORD AIR SHOW

(Continued from page 1)

The flying show will include a vast array of military aircraft, including just about every type owned by the Canadian Armed Forces, various U.S. military aircraft, and the RAF's Vulcan.

One of the aerobatic highlights will be the USAF Thunderbirds flying F-4's, but it is expected that spotlight will be the new routine developed by Art Scholl and Skip Volk, whereby they fly a team aerobatic program with their two modified DHC Chipmunks in canopy-to-canopy formation. Their Abbotsford appearance will mark the introduction of the new routine.

The static display and indoor booth exhibits section of the Abbotsford show is continuing to grow and the DoT hangar which houses the booths has been redecorated to make the surroundings more attractive to both visitors and exhibitors.

At press time, the list of exhibitors committed to either indoor booths or outdoor static displays space, included the following: United Aircraft of Canada Ltd., Air Canada, PWA, Aviation Electric Ltd., RCA, Robertson Aircraft, Leigh Instruments Ltd., Tritan Aircraft Ltd., Lockheed-Georgia, Brainerd Survival Kits, COPA, Dept. of

How to Make an 'OEUF' of Yourself

NICOSIA, Cyprus (CFP) — This is not a Ripley's "Believe-it-or-Not" column; however, it could be.

For example, would you believe Canadian serving in Cyprus could devour 34,500 eggs in a month or, despite the fact few are of Irish descent, they go through about 16,800 pounds of potatoes in 30 days?

If you would like another statistic, just for good measure, they eat close to 13,000 pounds of bread a month.

Feeding such a large group, about 500 people, doesn't merely involve the preparation and serving of meals, it requires teamwork in the field of supply of bulk quantities and distribution to the various Canadian messes and the 2nd battalion, Royal 22nd Regiment's observation company.

Roy Fox, a service corps warrant officer and senior cook for the Van Doo's, made a seemingly dubious statement recently. "We handle enough grub to cater to the needs of any of the largest hotels on the island".

Considering the amount of food eaten by the Canadian each month, maybe it's not much of an exaggeration after all.



What a chicken outfit.

Energy, Mines and Resources, Selkirk College, Atlantic Aviation of Canada Ltd., Executive Services, Canadian Aircraft Products Ltd., Lockheed Cali-

fornia Co., The Garrett Corp., McDonnell Douglas, Kollsman Instruments, Canadair Ltd., CP Air, de Havilland Canada, ATAC Cessna, Wilcox Div/American

Standard, Canadian Imperial Bank of Commerce, Apex Aviation (Maule), DoT, B.C. Aviation Council, CATCA, Field Aviation (Beech), and KS Avionics.

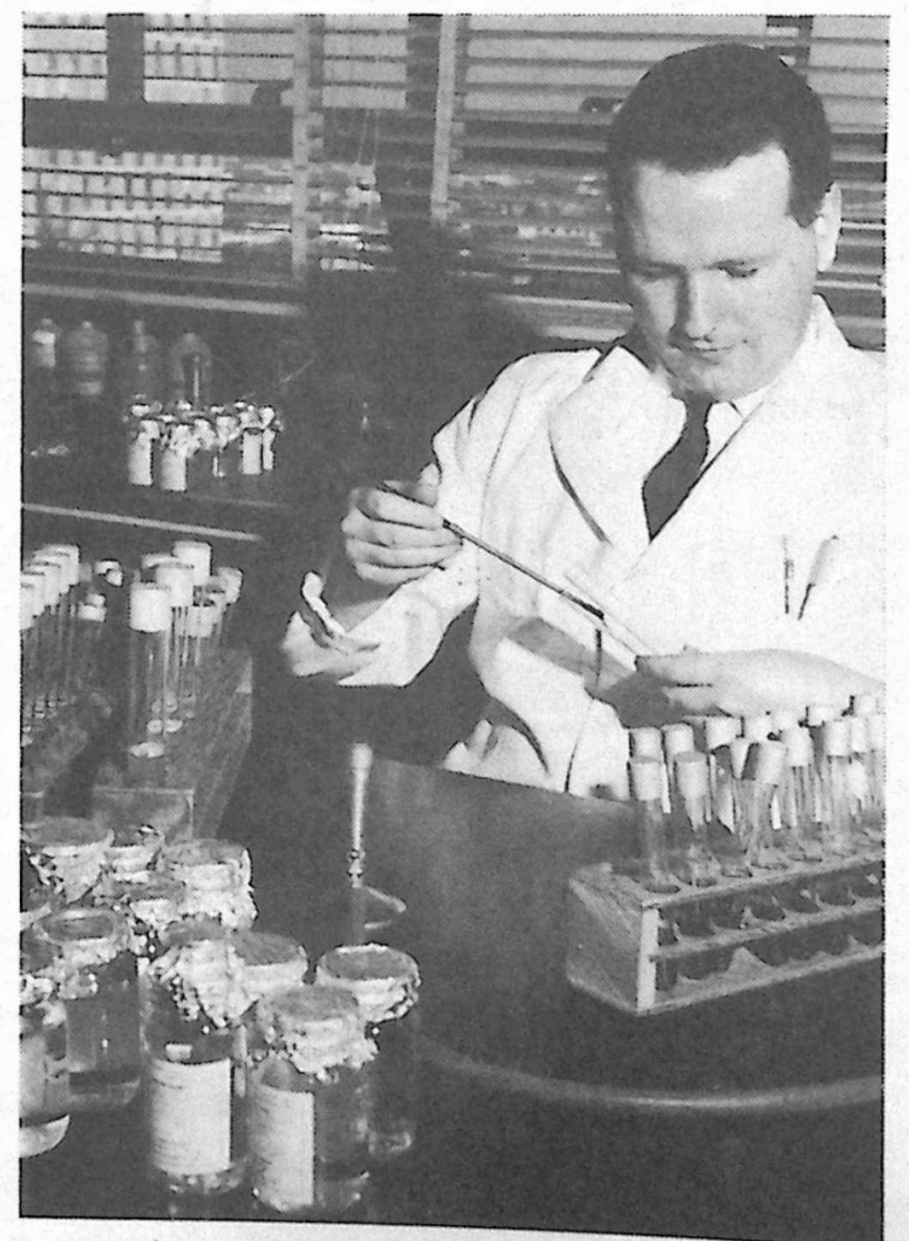
GOVERNMENT OF BRITISH COLUMBIA

AIR QUALITY STANDARDS

FOR THE PROTECTION OF HUMAN HEALTH AND SAFETY IN BRITISH COLUMBIA

To protect the health and safety of the people of British Columbia, Air Quality Standards have been issued by the Department of Health. These Standards are enforced by the Pollution Control Board, and by Health Unit Directors (public Health Officers) and by Municipal Governments throughout the province. The Air Quality Standards prevent, abate and prohibit nuisances including the fouling or contaminating of the atmosphere through the emission of smoke, dust, gases, sparks, ashes, soot, cinders, and fumes of other effluvia. These Standards are being incorporated in Municipal and Regional District "Air Pollution Control By-Laws," in co-operation with the Pollution Control Board and the Department of Health.

Air sampling is being conducted on a continuous basis in the Lower B.C. Mainland by 14 fixed air sampling stations and 2 trailer laboratories. Similar air sampling will be conducted in other municipalities and districts throughout British Columbia.



For further information, please write: HEALTH BRANCH,

DEPARTMENT OF HEALTH SERVICES

HON. RALPH R. LOFFMARK, Minister

J. A. TAYLOR, M.D., Deputy Minister

Parliament Buildings, Victoria, B.C.



IN'S NOT EXACTLY a Lotus Ford but it looks like a promising contender for the winner's circle in the forth-coming Totem Times Soap Box Derby. Tom Chapman and David Blyth form the team of driver and crewman and are well on the way to the completion of their entry the "Spirit of Spruce Street". All through the PMQ area baby carriages and preambulators are being grounded because their undercarriages have been scooped and incorporated on super soap box cars. Construction secrets are jealously guarded and we are indeed fortunate to have a peek at this pre-production line model.

— A MacPhoto

2nd annual Totem Times Wallace Gardens Soap Box Derby

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 crewman.
2. Size limit on wheels — max. 16 in.
3. Max. length — 6 ft.
4. Steering-wheel and brakes necessary.
5. Crash helmets to be worn (supplied by council).
6. Safety 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 age.....

Crewman's Name age.....

Addresses.....

I certify above general rules will be carried out.

Signature - Parent or Guardian

I BELIEVE . . .



THAT in the long run and the short run, the "welfare state" married as it is to a series of fixed allowances for people is not an answer but a question—usually or how much. I think our tax policies can be designed in such a way as to invite incentive and to guarantee a decent allowable income for all our people.

Campbell, Dan X

Authorized by the Comox Social Credit Campaign Committee

UNISKINS by mac



DEMON DOINS

The last few weeks have been rather quiet for members of 407 Sqn. With the exception of Captain Mike Taylor and crew six being sent to the Arctic to search for little yellow men aspiring to convert Saskatchewan's wheat fields into rich paddies, nothing much has happened. Crew six was deployed to Yellowknife NWT to carry out several sovereignty flights as may become the custom according to Prime Minister Trudeau. Perhaps it's just that the Canadian Chamber of Commerce's "see Canada first" policy has finally hit home. Oh well, we're all sick of Hawaii anyways!!??

Also keeping with "see Canada first," Major Pete Giles and crew five had their Moffet exchange trip cancelled last weekend. What is unusual is that this cancellation pleased almost everyone involved. Because of it Marpac HQ had another aircraft standing by, servicing and repair saved about 30 hours flying time. Edgar Benson kept more money in the country, and San Francisco's Mayor has already called the squadron thanking us for keeping crew five away.

Two new pilots have just joined 407. Captains Chris Patrick and Pat Murphy both gave up very worthwhile Navigator and Radio Officer positions in favor of reduced status as junior pilots. These chaps have been commended for doing their parts to add a little class and distinction to the driver trade. Welcome to the squadron fellas.

Captain George Kriis has returned from three months of Charm School in Toronto. The training must have done George some good because as soon as he arrived, he immediately marched into the flight commander's office, complete with tunic and shiny shoes and instantly filled out a leave pass with only two mistakes init. Nice going George.

Captain Doug Williams is on his way to Norfolk Virginia to give the U.S. Navy a two week course in "how to sleep with your eyes

open!" How will crew four ever get along without him?

Our two foreign power exchange officers have almost finished their tours here and have been posted closer to home. Flight Lieutenant Lin Winn (would you believe RAAF Captain) will be flying P3 Orions when he gets back to Australia. Linn hasn't dared mention the word Orion around any of the second tour Argus types but he's sure smiling a lot. Lt. Cdr. Bill De-laney's giving up the civilized side of military life and joining the aircraft carrier USS Midway in San Francisco. Bill's practicing to re-become a fishhead by wearing his golden dickie instead of around his neck.

CWO Gus Baudais is still constructing his new home out of spare Argus parts. Crew two's six successive aborts for hydraulic and electrical problems have enabled Gus to complete his entire plumbing system and hydro wiring. Instead of a door chime, Gus has a fire warning bell. Flight engineers are a very inventive, but sneaky lot!

A squadron welcome and congratulations go out to Cpl. Ron Fleming who rejoined us after successfully completing the Observer course in Winnipeg. After constantly fighting with the aircrew in the squadron orderly room, Ron decided if you can't beat 'em, join 'em, and that's just what he did. Hopefully, Ron will be re-joining 407 after completing the MOAT course in Greenwood this fall, however, a word to the wise Ron, don't get too attached to Comox.

And now the 407 Sqn. poor show of the month goes to the clasp trap creators of the Vancouver Sun, which recently referred to us as "406 sqn". Another mistake like that would almost justify flying over Pacific Press and dropping every old box lunch we ever had on the base. Incidentally, the same goes to the staff of the Totem Times wherever they may be hangin' out.

AIR WRECK REMAINS MURKY



DISTINCTIVE outline of Second World War P-40 flown by U.S., Canada and other allies is shown in this photo. — Canadian Forces photo

HALIFAX (CFP) — The fleet diving school here pulled a Curtiss P-40 Kittyhawk from the waters of Bedford Basin this summer but its story is as murky as the water in which it lay for more than a quarter century. Divers from the tender Granby discovered the wreckage of the famous second world war fighter during an underwater exercise in the basin.

A number, 406 33E-A Serial B 057 A (Diamond) A was read off the recovered wreck's Allison V-1710 engine. That was a confounding clue, it turned out.

The CFHQ historians believe the P-40 is Kittyhawk AK-791 of RCAF 118 squadron based in Dartmouth, N.S., during the early years of the second world war. Kittyhawks were famous far east fighters against Japanese aircraft in the struggle for mastery of the skies. There was a U.S. flying tiger squadron which bore a tiger shark emblem with flashing teeth on the air intake under the engine.

The Kittyhawk was developed from the earlier Tomahawk but with a more powerful engine. It entered RCAF service late in 1941 for home defence squadrons and an RCAF wing in the Aleutians. It was designed to do 345 mph.

The wreck the divers found had its guns fully armed and the historians figure the tragedy began this way:

On March 19, 1942, AK-791 piloted by F/Sgt Glen H. Isralson, took off from Dartmouth air base on a practice firing mission. He entered cloud at 7,000 feet and ran into a snow storm. Radio contact was lost and the Kittyhawk was believed to have ditched in the basin five miles from the air base.

F/Sgt. Isralson's body was found but the aircraft was never recovered. Whether it was even located is open to question.

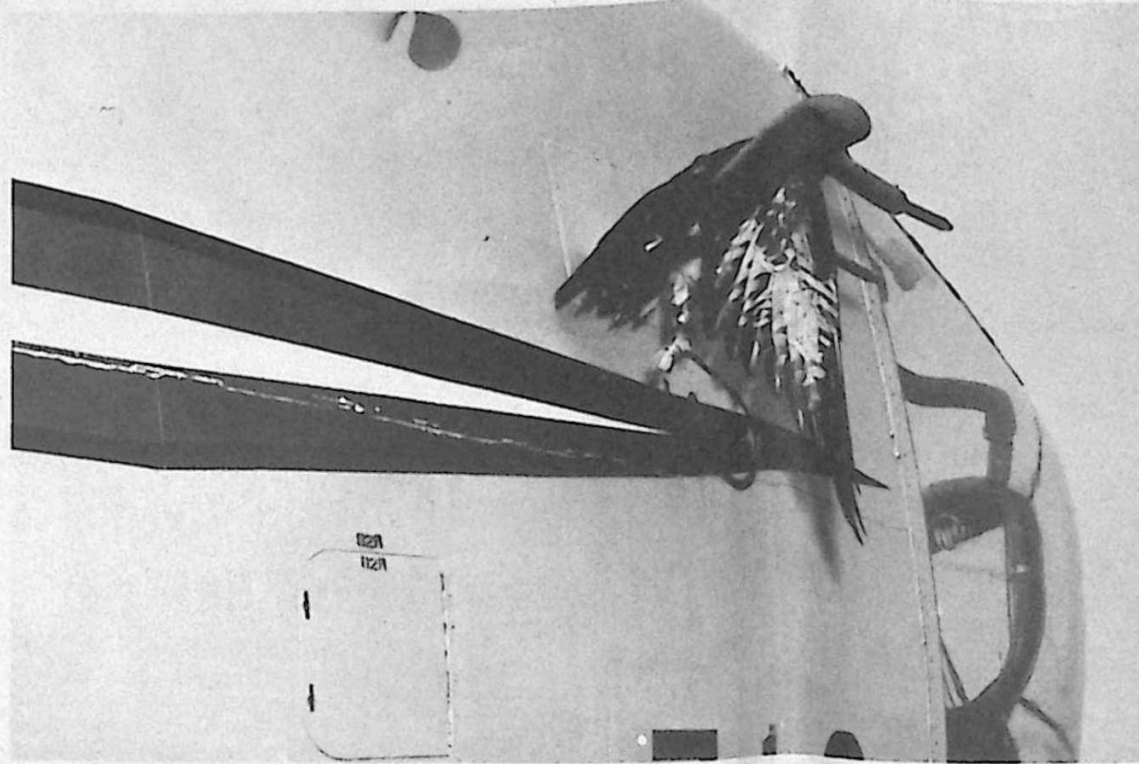
Puzzle solved? Not quite. The engine number the historians have on record is 3890/206106. Was the number the divers found used to identify a part, rather than the whole engine?

Forces information officials wrote Allison division of General Motors in Indianapolis for help. They included the conflicting engine numbers plus those of the 50 cal Browning armament and the manufacturer's date on the wheel assemblies.

Allison could furnish no concrete proof. Neither can the various technical files at CFHQ or at Shearwater, which is what Dartmouth air base became in 1948.

While the fate of 791 remains a bit murky despite recovery of wreckage circumstantially linked a few facts about pilot Isralson were found in war service records at Ottawa.

He was 21 years old, born in Hanley, Sask.



DURING THE LAST MONTH ASW competition in Summerside, 405 Eagle Sqn. proved they were really for the birds when they encountered this example of ACCIPITER COOPERII while doing 90 knots down the runway. ACCIPITER must have recognized a larger member of his family and flew over for a closer but dangerous look. In a more serious vein, this bird strike clearly exemplifies the hazards of sharing airspace with the birds. Although nothing significant happened here, the situation could have been much more dangerous had the bird struck the windscreen or the intake of a jet. Definitely something to think about! Incidentally for those interested, ACCIPITER succumbed to his injuries! — DND Photo

The Status Symbol

Parking: Can be defined as the leaving of an automobile in a certain spot for a period of time.

The advent of motorized transportation presented society with a problem: Parking. A parking space for one's trusty steed is a problem to be faced by cities, towns, and communities everywhere — even Bases are forced to recognize it.

CFB Comox, not too unique in its method of dealing with

parking, has adopted the Status Symbol System (SSS). The method is universal, and is based on the principle that along with a title comes a reserved parking spot.

The appointment of a person to an established position, or the formation of a new title means that a person's efforts have been

recognized: He is now being entrusted with more important work.

So this person has achieved three things: the trust of his superiors, recognition of his talents, and that pearl beyond price — A STATUS SYMBOL — a reserved parking space!

I BELIEVE . . .



THAT the program of Senior Citizens' housing in British Columbia is not duplicated anywhere else. Any local group contributing 10% of the cost of a project can receive an outright grant of 33 1/3% from the Provincial Government. To this date, over 10,000 units have been created in this way, and rented at rates which are at least within the ball park for our senior citizens.

Campbell, Dan X

Authorized by the Comox Social Credit Campaign Committee



**Need
an extra pay call?
See HFC**

When it's a long way to pay day and a sudden expense comes up, give Household Finance a call. The military specialist at the HFC office near your base knows how to solve money problems whether you need help paying bills, buying a better car, taking a leave. And he'll tell you the cost of your loan before you borrow. When a money need can't wait til pay call, get on the horn to Household Finance.

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TARGET TANGLE

Sixteen British cadet riflemen, The Athelings, will compete this year in the Dominion of Canada Rifle Association matches Aug. 3-9 at Connaught Ranges near Ottawa.

Arriving in Montreal by air July 31 the young marksmen will take time out to visit points of interest in Ottawa, including the Parliament Buildings.

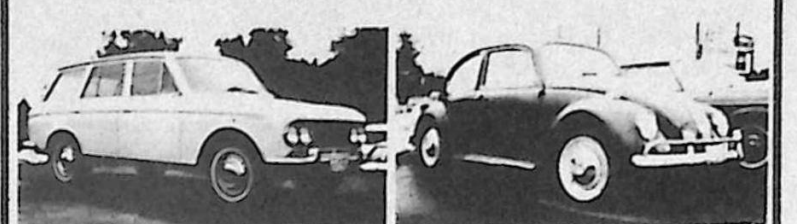
Canadian conducting officer for the group is Major J.A.D. Lorente, Kingston.

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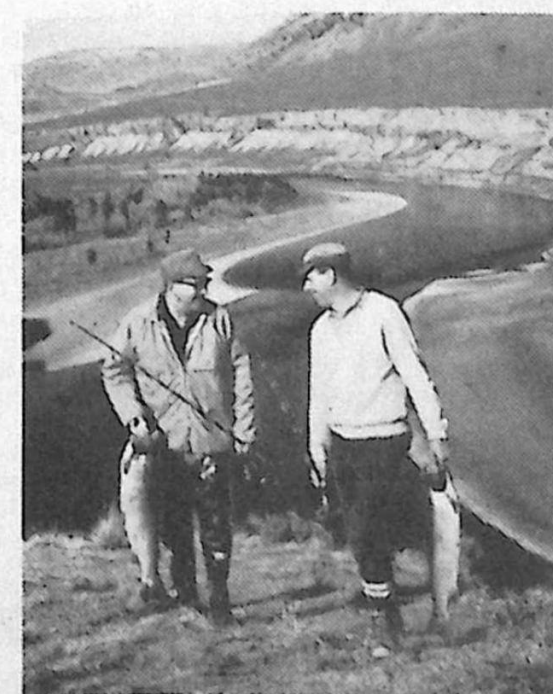
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GOVERNMENT OF BRITISH COLUMBIA
DEPARTMENT OF TRAVEL INDUSTRY
Hon. W. K. Kiernan, Minister
R. B. Worley, Deputy Minister



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Idealism and Politics

One of the worrisome aspects of the 'think young' philosophy is that more and more older people are espousing it. Now it is all very well to keep one's thought process flexible, and to question the status quo, but at some point the idealism of the young must be tempered by the realism and the pragmatism of experience. Throughout the experiences that are an integral part of growing up, a person learns that few things are black and white. In biblical times the Pharisees and the Sadducees had rigid codes which tried to split all things into these two areas. It was an unsatisfactory attempt at organization then, and is even more unsatisfactory now.

Idealism calls for perfect solutions to all problems. In this world of humans, not only is perfection impossible, it is undesirable. Part of the challenge of life derives from the fact that all of us are different. Our personalities are different and our goals and desires are different. Nowhere is a greater challenge presented than in politics, and more particularly in top governmental positions. The problems of decision-making are legion, and they can be handled in multitudinous ways. If a perfect solution to a problem is sought, it will never be found. If a decision is postponed until that ideal solution is found, that decision will never be made. Surveys, fact-finding commissions, and referenda can be utilized, but these will never solve a problem by themselves. A decision must always be made by some final authority. If that final authority postpones making that decision until the perfect solution can be found, it is shirking its responsibilities. Making no decision is almost always worse than making the wrong decision.

Government management should be carried out more like that in big business, where the professional managers consider their decision making process one of making successive approximations to the goal. No decision is the perfect one, but each moves the company more closely in the right direction.

Idealists are still needed in government as well as elsewhere, because these are the people who question our premises and press for change. They contribute to progress by looking at things from novel angles and they keep us on our toes trying to justify our positions. If we can't justify those positions, a change is indicated. These radicals and idealists should be in the proportion of the yeast to flour in making bread. They are the catalyst or the seasoning. They exist for the good of the whole rather than vice versa. In no case should the idealist call the shots for government. The heads of government and the ministers of the cabinet should be promulgators rather than perfectionists. In each election, whether it be federal or provincial, the voter should consider all candidates, not in terms of whether they think young, but rather in terms of what each has to offer in the way of common sense progressiveness and maturity.

The Declining Morale

The Morale of the Canadian Armed Forces has been a political and controversial subject during the past few years. Supposedly unification, personnel cutbacks, and reduced fringe benefits have contributed significantly to morale problems within the Forces. Yet in the same breath that we complain about morale, we constantly remind ourselves about being part of a very "professional" outfit. A paradox indeed.

When we hear the word "professional" applied to us, we immediately flatter ourselves by assuming devotion to duty, and a dedication to country. We should be more realistic and accept the fact that a true professional is simply one who collects adequate retribution for services rendered. In our case this is a bi-monthly pay-check. Morale should never enter the picture.

Lately the Forces have been complaining of declining morale for all the usual reasons, not the least of which is our government's apparent lack of purpose for the military. If the CAF are as professional as claimed, the concern over morale should be practically nil. Any true professional's morale would be changed only by the content change of his wallet, leaving the luxury of self-pity to his less professional counterparts!

There isn't a serviceman in Canada who can justifiably complain about wages or the regularity with which they are paid. To expect continuous cajoling and morale boosting when dealing with volunteers on regular wages is nonsense, and serves only to detract from the "professional military" image we flaunt at home and abroad. If the "professionals" we now employ require this type of treatment perhaps it's time to review our recruiting policies!

Granted, it's essential to retain a relatively high morale in a military outfit involved in a serious conflict. Officers and NCO's should have more than a pay check to supply the incentive necessary for fighting men to do a good job.

However, the toughest battle our military is likely to face in the near future is over its own existence. Naturally, seeing your livelihood kicked around like a political football can't do much for the individuals concerned, but very few people so far have actually been affected by any major policy change, let alone affected in an adverse manner.

In our day-to-day peacetime operations, neither extremely high nor extremely low morale will significantly affect the final outcome of our efforts, but it would be nice to see our routine duties carried out in a realistic manner. An honest day's work for an honest day's pay. That's the attitude of the real professional!

Pay now and go later

Everyone is familiar with that old saw about responsible living — "never put off until tomorrow what you can do today." None of us obeys that rule religiously except in the area of spending. Our society is psychologically in the oral-receptive stage, demanding immediate physical gratification. We want instant success. We want all the benefits without any of the sacrifices of having to pay for them.

We open our collective mouth to drink in the world and all the pleasure and ease that it has to offer. The time is rapidly approaching, however, when the tab must be paid. The voice of the all-powerful is finally going to say, "I'm sorry, I can't extend you any more credit until you pay what you owe." What then? We'll have to get used to an enforced exercise called — "tightening our belts."

With our fantastically effective communications media and our finely developed art of advertising, a great host of luxuries are rapidly becoming regarded as necessities. New cars, automatic washers and dryers, dishwashers, and holidays abroad are but a few. Now it isn't enough to have one ski-doo for winter fun; you need a "his" and "hers" pair. How many of us make a trip to our friendly bank manager as a matter of course before we go on any holiday? Bad news. Those interest rates are still climbing and it's getting harder all the time to float a loan. The demand for money is increasing and the supply is low, so interest rates naturally have to rise. What can we do about it? How can we fight back? My suggestion is the converse of the advertisers' cry — I suggest we go now — fly later.

We try to teach our children a sense of values by not granting them every wish. We make them choose between one desire and another. They learn that anything worth having is worth waiting for, and worth working for. They learn to anticipate and to enjoy more piquantly those rewards which it takes time to acquire.

And while we are teaching our children these excellent precepts we are spending beyond our means and buying things we don't really need at prices we can't afford. I suggest a return to a few of the Puritan attitudes: the benefit of thrift, the value of saving, the soundness of living within our means.

Who knows, perhaps if enough of us start to demand less and to spend less, the prices will stabilize, the interest rates will return to a more realistic percentage, and our economy will steadily grow at a healthy rate. If we don't start saving more and spending less, our balloon will continue to inflate until it bursts and no one will be spared in the collapse.

CONTUMACIOUS COMMUNIQUE FROM A CORPULENT COMMUNICATOR

Editor, Sir—
For some time I have been a captive reader of your inane rag. The reason for this unfortunate situation is that the mess hall wraps the flight lunches in your paper. I am a compulsive reader who must read everything that passes in front of my ever alert eyes.

Under normal circumstances I would not take the time nor the effort to write to such an inept organization (if that's what you would call it) but the truth is that I am fed up with your caustic remarks pointed at the 'fat' ROS of 407 Squadron.

The remarks that you have so libelously flouted throughout your pages in almost every issue have given the general public and, what is worse, some of the Generals themselves, the idea that all ROS are fat, lazy and incompetent.

To avoid any further grounds for your baseless remarks, the ROS of 407 Squadron have taken over the in-flight culinary duties, and voluntarily subjected themselves to a rigid dietary program.

To illustrate my point I have enclosed the accompanying photograph which shows our lead dietitian, Lt. F. Domino using a mark nine potato masher at the galley. In his right hand is the new low cal microphone that was suggested and developed by our own Captain D. Hines.

Under the astute control of Lt. Domino, the average ROS



No madam, we have no word that CFB Comox will be closing, that's just a "baseless" rumor.

CONSUMERS NEWS AND VIEWS

Carpet retailing is one of the most vicious sections of today's marketplace and a consumer must be "on his toes" every second when buying a carpet. The purchase of a carpet is something that cannot be undertaken lightly, advises Consumers' Association of Canada.

The variety of brands, construction, colors and fibres in carpets available today plus the varying widths, prices and confusing advertising all add to one dilemma.

Because of the varying conditions of use and care in different homes, manufacturers are reluctant to set a minimum-life guarantee on their products. Carpets are made in varying grades to suit all requirements. This is once more a situation where the customer is best advised to rely on a knowledgeable saleswoman's reliable store.

An experienced and conscientious salesman can be a great help to a customer in making a wise choice. However, not all carpet retail outlets have such salesmen, and often, rather than lose a sale, a salesman will give the wrong advice, and knowing a customer's limited budget, will sell an unsuitable carpet. You will at least be partially protected if you shop at a reliable retail outlet; and you will have someone to talk to if future trouble occurs.

Selecting fibre for carpeting is a difficult decision. There is no single best fibre for all uses as each fibre has its advantages and disadvantages.

Three of the most widely used fibres are wool, nylon and acrylic but cotton, polyester, rayon and even paper are also used.

Wool is the oldest and most widely-used fibre for carpet. It is a long-wearing fibre with excellent texture retention qualities, resists soil, cleans well but stains are sometimes difficult to remove. The main drawback to wool carpet is that it fuzzes and lints, but the fuzzing rate drops off as the carpet grows

older. Nylon was first introduced about 25 years ago as the first synthetic fibre to be used in carpets and has the reputation of wearing like iron. Nylon costs more per pound than wool, but as it wears better than wool, less nylon can be used in a carpet to get the same amount of wear as a wool carpet of similar price. The best nylon carpet is made of tightly spun yarn woven into a densely-packed, looped pile carpet. This will give the most wear with a minimum of matting down. The lack of bounce in a relatively thin nylon carpet can be restored by the use of a heavier underpad. Nylon cleans well and has good resistance to stains. Pilling — a problem when nylon was introduced — no longer a problem. A nylon carpet will last longer but will not look as well as long as a carpet made from wool or acrylic.

There seems to be some confusion as to the use of the term "du Pont nylon 50L." Carpets with this tag vary in price because the tag refers only to the quality of the fibre and not to the method of construction or style used by the carpet manufacturer.

Acrylic and modacrylic fibres are popular for carpets nowadays. Acrylic does not resist soil as well as wool but it is very easy to clean. It has superior stain resistance qualities and almost matches wool in its texture retention, compression resistance and appearance. If cost is a factor, it is good to know that acrylic carpet is cheaper than wool and nylon and almost matches the quality of wool. There is just one thing to remember. It is recommended that owners of all-acrylic fibres take more than ordinary fire precautions. It was found that 100 per cent acrylic pile is flammable, but pile made of blends of acrylic and modacrylic fibre were found safe.

The Danish steamer, Mary, however, carried no wireless, and for a week England and America believed that Harry Hawker and Lt.-Cdr. Kenneth Mackenzie-Grieve had perished in the great trans-Atlantic aviation race of 1919. A race for first non-stop flight across the Atlantic with a prize of 10,000 pounds.

REJOICING
Their reception in England when they "returned from the dead" compared in exuberance to armistice day celebrations. King George insisted on personal interviews and presented them both the Air Force Cross, never before awarded outside combat.

Although Hawker and Mackenzie-Grieve failed in their May 18 attempt (Alcock and Brown successfully made the flight a month later), it was Hawker and Mackenzie-Grieve who proved first that long-range serial navigation — the real question mark of the time — was practical.

Mackenzie-Grieve directed their course through the worst weather without sophisticated aids over 1,100 miles of ocean with almost complete accuracy. And the amazing thing was even though he had considerable navigation experience with the Royal Navy, when chosen for the flight he'd never flown before!

If not, it may become necessary to airmail a mark nine potato masher to your home offices, that is if we can ever find where you have hidden them.

Yours truly,
Chuck Roast, Captain,
407 Sqn.

Dear Sir—
I wish to pass this little gem along from the Sgts. Mess Dining Room.

It's not the mess that's the matter,

It's what's on the platter, that makes us fatter, and fatter and fatter.

—MM Sav III

Surgeon, Major 'Slim' Thatcher assures us that this is no more than he consumes on his infrequent holidays from his perennial diet.

I hope this will illustrate the injustice you have done the ROS of 407 Squadron, and, although I know it is too much to ask, I hope you will mend your ways.

Good try for a Fish Head

Over the North Atlantic (CFP)—Engine silent, the tiny Sopwith biplane dropped through layer after layer of black viscous cloud toward the icy swells of the North Atlantic.

At 1,000 feet Hawker reopened the throttle. No response.

The Sopwith continued to plunge seaward.

Mackenzie-Grieve worked frantically at the hand petrol pump, the two men screaming to each other over the roar of the slip stream. The ocean expanded upward to meet them.

On hundred feet above the Atlantic they prepared to crash. If they survived they could use part of the fuselage as a small boat. A small boat in a northeast gale 700 miles from Ireland and 1,100 miles from their starting point in St. John's, Newfoundland.

Just before settling in, Hawker gave one last violent thrust to the throttle. To their amazement the engine fired. But their relief could only be short lived. During their flight the water in the radiator slowly bubbled dry. They couldn't possibly make land.

Mackenzie-Grieve had snatched two hurried star sightings earlier through breaks in the cloud. Based on his scribbled calculations, Hawker zig-zagged through the mist and drizzle blanketing what they prayed were the sea lanes.

With minutes of flying time remaining they spotted the lumbering grey silhouette of a Danish steamer in treacherous seas. They ditched near enough to be rescued. Every member of the lifeboat crew was subsequently decorated for gallantry.

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—MM Sav III

The Guilted Light

As we again take up the continuing story of young Throckmorton J. Keentype, we find him wandering the streets of his home town of New Testament, Saskatchewan. Three weeks ago, 22-year-old Throckmorton graduated with honors from Sodbuster U's Faculty of Bird-watching and since that day has been searching aimlessly amidst the concrete and glass of New Testament for a place to carve his niche in society.

In our last four episodes we followed Throckmorton as he was ejected from every establishment he chanced upon, hoping it would be the beginning of his spiral to the pinnacle of Canadian society. First we saw Throckmorton thrown out of the Handy-Dandy Bar and Grill because the owner's wife didn't like birds. She preferred cats! Throckmorton's attempt to gain employment at the 'Honest Abe, The Working Man's Friend' used car lot was equally disastrous. The space between his eyes was too big and his nose too small. For a while it looked like Throckmorton was to start life as a garage mechanic until he remembered he was allergic to getting his hands dirty. The last straw for Throckmorton came when he was turned down by IBM because his degree was inadequate.

Throckmorton was crushed. How would he ever be able to face his fiancée, Zelda Gogolaki! What would he tell his parents who had scrimped and saved to pay for his education? The answer became obvious. He would end it all by leaping from the new 62 foot high Centennial Overpass into the raging Upper Rubber Boot River. Oh sad, sad day!

As Throckmorton J. Keentype slowly dragged himself towards the river, he re-evaluated his position. What outfit would hire a person with a degree in Birdwatching? Where could he find a job that wouldn't require him to dirty his hands? Who wouldn't care about his pug nose and the space between his eyes? Where was an outfit that was really for the birds instead of against them? Just as he was asking himself the last question, he found himself in front of a Canadian Forces Recruiting Unit. He saw a sign guaranteeing security. His mind was enraptured by the word "adventure." Instead of simply being works "ambition, responsibility" and "future" they took on a new meaning. Throckmorton then remembered his old high school buddy, Ziggy Gooch, who flunked out of first year university and went off to become Captain Gooch, the famous Air Force jet pilot about whom the home town newspaper, the 'Torrid Times' kept printing exotic press releases. Throckmorton J. Keentype now knew what fate had in store for him. He knew what he was going to do.

It was off to adventure in the

name of Canada. Throckmorton J. Keentype would become a jet pilot!

Near the end of last week's show we saw Throckmorton marching into the recruiting unit with his head held up defiantly, his stomach tucked in and his whistle "O Canada!" That's the story so far!

This week we find Throckmorton being interviewed by Major Bill Goods, CD, an ex-argus Captain whose exploits are still being heralded everywhere in killing circles everywhere including the SPCA.

Maj. Goods: "Well Mr. Keentype, it's good of you to drop in. Just how long have you been interested in joining the Armed Forces and flying jets?"

Throckmorton: "Sir, ever since I can remember I've wanted to join the Armed Forces and to fly airplanes. Why, aviation is the only life for me. In fact, I took birdwatching at university because that was the nearest thing to Aeronautical Engineering offered by Sodbuster U!"

Maj. Goods: "Very commendable, Throckmorton. Do you plan to make the Forces your lifetime career?"

Throckmorton: "Oh yessir, a Forces career is the only career I've ever been interested in!"

Maj. Goods: "That's excellent Throckmorton. And your documents are all in order. Before we send them off to Ottawa, we send them to the Personnel Selection Unit in Toronto, do you have any questions I could answer for you?"

Throckmorton: "Well sir, there are a few things I've noticed from reading the papers. About five years ago the Air Force threw out a whole bunch of guys and started hiring a lot of them back a few years later. What was the object behind all that?"

Maj. Goods: "It's like this Throckmorton. We really didn't just throw those guys out into the street as a lot of people presumed. All of those people were going to eventually be released anyways. It's just that a few of them were released a little bit sooner than they had expected. One should be flexible you know!"

Throckmorton: "I'll go along with that sir. By the way sir, is it true that pilots get paid more than navigators of equal rank?"

Maj. Goods: "It sure is Throckmorton! And you're going in for pilot, you lucky, lucky, dog."

Throckmorton: "Yeah, but I have to wear glasses when I'm reading. What if I can't be a jet pilot 'cause I can't see too good?"

Maj. Goods: "Look here, Keentype! Money isn't everything you know. A person should be quite content just with the knowledge of a flying job well done, be he pilot or navigator. That's the way we see it in the Forces!"

Throckmorton: "Yessir, I understand, sorry I brought it up."

Maj. Goods: "That's okay Throckmorton. Any more questions?"

Throckmorton: "Oh one or two. It seems to me sir, that I heard of a guy somewhere who joined the Air Force and after this unification thing came in, he was transferred to a boat, the Bonaventure I think it was. Could that really happen?"

Maj. Goods: "Not really, Keentype. This guy has what we call vested rights. By exercising them he didn't have to go to the ship at all and what's more his career wouldn't have been hurt one bit. Mind you by going, he undoubtedly improved it quite a lot. Sort of a bonus system you see!"

Throckmorton: "Seems pretty good. Do they really have an all French Ship?"

Maj. Goods: "Yes and we're going to form an all French jet squadron in the next year or three."

Throckmorton: "Our family is all Ukrainian. Is there any chance I'll wind up part of an all Ukrainian outfit just like the French types?"

Maj. Goods: "Ha Ha Ha, that's kinda funny Throcky old boy!"

Throckmorton: "Sir, it seems to me that Forces personnel policies tend to fluctuate somewhat."

Maj. Goods: "That's the understatement of the year (to himself) — Not really Keentype. I honestly believe that it's to the credit of the Forces, that we haven't bound ourselves to a rigid inflexible personnel policy during these rapidly changing times."

Throckmorton: "That's one way to look at it I suppose. By the way sir, what is the role of the Forces today?"

Maj. Goods: "Well Mr. Keentype, I honestly can't answer that one right now! We're all waiting for our government to finish another review and give us the good word."

And with that remark, Throckmorton J. Keentype was again bewildered. Is this the life he had been looking for? Were all those posters true? Was Major Goods giving him the straight thing? Will Throckmorton J. Keentype join the Canadian Armed Forces and become a jet pilot? For the answers to all these questions and many more tune in next week for another dramatic episode of "The Guilted Light!"

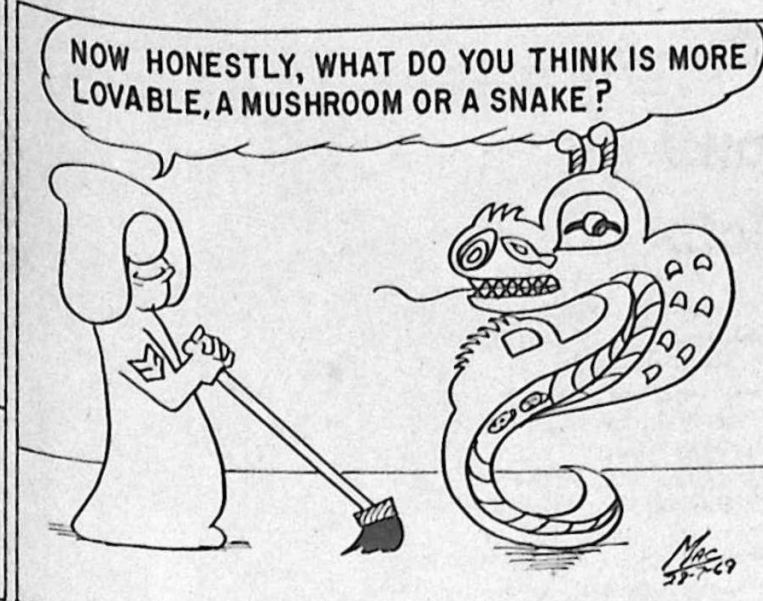
Rank Comments

Colonel G. A. VanVleet, 46, Lacelle, Que., and Ottawa, has been named commandant of the National Defence Medical Centre Ottawa, succeeding Colonel J. R. Jackson, 52, of Lavington, B.C., who is retiring.

Col. VanVleet has been chief of anaesthesiology at NDMC since September, 1964.

FUNGUS FEATURES

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BRITS BASH BRITISH COLUMBIAN BUSH

While the battle of Tofino raged on last month, the British Airborne Service maintained a support section at CFB Comox. These people, some of whom had marched from Comox to Tofino were definitely impressed by our beautiful British Columbia country side. One SAS member, who has seen service in two Far East theatres, the desert and the European Theatre, summed the teams comments on the B.C. terrain as the "roughest bloody country I've ever been in."

It wasn't long before five keen parachutists from the support section, two men from the SAS and three men from the RAF Parachuting School, were exchanging shop notes in the 442 Sqn. Para Rescue Section.

There is no PARA Rescue service in the RAF as we know it. The RAF's main function in parachuting is the training of Army jumpers. One subject of common interest between the Brits and the Chief of the Falling Fungus, WO 'Doc' Savage is the art of Bush Jumping.

The SAS is trained in, and practice jumping into the jungle. Our para rescue troops are recognized experts in the field of bush jumping. How did our people cope with the problem of landing in and amongst trees as high as two hundred feet, in some of the most inhospitable real estate in the world? Before you could say "Geronimo" an invitation was extended to have a 'gol'

Following a flurry of signals and messages passing back and forth

between the hierarchy, permission was granted for the two SAS members to make a bush jump with 442 Sqn. In addition the three RAF members were assigned to observe the capper. This was to be a "double fun" occasion, as this was to be Cpl. Sonny Fullbrook's graduation exercise as a Jumpmaster.

The details of the jump were quite simple. An Albatross was issued as a jump ship. A helicopter flew in close formation as a photo observer ship. In addition the para rescue bone shaker truck and a Volkswagen were used to transport the ground party to and from the jump area. The jump area itself is located about five miles from the base, and was selected as a training area in 1964. The average height of the trees is about one hundred feet.

The victims were bundled into the standard twenty-five pound jump suit, with its two hundred foot rope, helmet and face masks, then loaded into the Albatross. The jump was accomplished of two sticks of two men each. The first stick consisted of WO Savage and a SAS man. The main object of the exercise was to have the SAS men get 'hung up' in the trees and let themselves down via the skygenie descent system. In the first jump the jumpers successfully crashed all the way to the ground. To the observers this was a spectacular sight. The accompanying crashing of bush and branches predicted two broken bodies. Surprisingly, not



"SAY", this is just like Peter Pan," says a British Special Air Services corporal during a practice bush jump with 442 Squadron. Leaving his 'chute in the tree tops he makes an easy let down via the Sky Genie Rapid Descent system. — A MacPhoto

so. Both men landed without a scratch.

The Albatross began to turn for the second run, the remaining SAS man leaned out the door to see what it looked like when two parachutists hit the Canadian timbers. He saw the two chutes literally being sucked into, and finally disappearing into the trees and he said to himself "My Gawd, what have I let myself in for?"

The Jumpmaster, Cpl. Fullbrook had briefed the second SAS man to follow him out the door as closely as possible. This he did with the unhesitation found only in veteran jumpers. To illustrate his efficiency they were only fifty feet apart when they landed.

As the SAS man made his descent he was watching the trees with great interest. To his left were a group of shorter trees. On his right was a swamp. Swamp entries were not on the curriculum. Below was nice patch of hundred footers.

After a few moments of pondering the situation and considering what action he was going to take, the trees reached up and engulfed him.

Later he said: "My first impulse was to grab onto the first tree that came by my face mask, but I had been well briefed that this could be disastrous. To my surprise I didn't notice the noise of the branches breaking. Before I realized it, my fall had stopped gently and I was hanging about ninety feet above the ground." "Thank Gawd" he muttered, and began what could only be described as a 'routine descent.'

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From up in my perch

By Seemore



This week I packed my ol' kit bag in anticipation of a weeks leave. The Abbotsford airshow is this weekend and I'm off to cover the great event with my little box brownie camera. When I look back over the years on all the airshows I've seen I wonder why I never get tired of them, but show me a true airman that wouldn't walk a mile just to see a Tiger Moth doing Cuban eights?

Now I don't want to sound like an old vet (even though I still have a DRO entry qualifying me to sign out all five trades on the Silver Dart) but I can still remember the feeling I had when I saw my first airshow. It was a Jenny doing aerobatics over St. Georges Island in Calgary. I had the same feeling as I watched that fellow take the first step on the moon.

Spectacular as moon walks may be, are they really as thrilling as the RCAF Siskinaerobatic team that took off and did their entire show with their wing tips tied together by ten feet of string? You bet your bippy they are, but how many moon shots do you get to see close up?

Who can forget the sight of mass Harvard aerobatic teams? The Golden Hawks? How about a Chimpunk doing it's stuff? Man that's what flying is all about.

I can recall in complete detail some of my more spectacular flights. One was in an old Texan. I had the canopy rolled forward to act as a wind screen so there was nothing between me and the

blue except the harness. The pilot was a flying genius. We roared down the runway and became air born by pulling the wheels up. Then into a vertical climb with the prop grabbing for air and me grabbing for my beads. A roll off the top, a vertical roll, then into a basket flipping hammerhead stall followed by a split "S" and a square eight, a slow roll and a 360 degree slip turn. In later years I went through much the same manoeuvres in T. Birds. The sensations were the same but the view was marred by the continuous coating of reds and blacks in front of the eye-balls.

Well, that's what I like about airshows. I can stand there watching someone else going through all that jazz and keep my feet and my basket on the ground.

Rumour of the Week: The green uniforms won't be here until next summer.

Runner Up for Rumour of the Week: The green uniforms have been cancelled.

Mushroomer: The C.O. Has made a compromise in his bid for a four engined Albatross. He settled for an extra engine to be mounted above the centre section.



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Dippity-Do Setting Gel 8 oz.		1.25 .99	Exercise Books, Ink, 24 pages, 10's	.98	.79
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WINSBY WESTERN DRUGS

Night Hawk's Nest



The squadron contingent has returned from Colorado Springs where it was involved in a fly-by in honor of General Reeves who was retiring. The crew leading the formation was Major Skinner and Bill Bland. The remaining crews were George McAffee and Brodie Templeton; Don Elphick and Lynn Waggar; Bob Olson and Fred Williams; and Dale Northrup and Don Marion. Every aircraft used in NORAD was featured and the Nighthawks represented Canada's contribution. The aircraft were kept flying by the efforts of a couple of Voodoo witchdoctors, Major Thacker and Chuck Browning, along with a great bunch of ground crews. To these people a bouquet of thanks for a job well done.

While a goodly portion of the squadron was away on leave, TD or what have you, Bun-Bun stuck. No longer does one walk in and see the usual kahki colored lockers. Now the senses are overwhelmed with a barrage of blood shot reds, Bunyanbugie yellow, Saturday morning purple, blah green and blather pink. Apparently several attempts have been made on his life. Last Saturday he felt disorientation in as the better part of valor and deposited for Sardinia where he has only the Med to face. Bob Merrick and Brodie Templeton were enticed into tagging along to act as his body guards (in case one thinks of a way to get even with him). Rhiney Koehn has returned from charm school and has taken control of the Totem Times. Now he can make up his own crossword puzzles. He's sending

his star cub reporter, Don Elphick, to the school in September to complete a big expose in the memorandum game. Staytuned to this paper for that fast breaking news.

Major Moe has been saddled with the job of holding the squadron reins since the Colonel went on leave. He was commanded not to reorganize the nest while the Chief Hawk was away. With so many away he has had to wear just about everyone's hat so as to complete that task.

The nest and all hawks send out a big welcome to Captain Pete Dunda, his wife Susan and two children. Pete is our new exchange navigator from the USAF and comes to us from K. I. Sawyers. Even after two days on the base Pete marvelled at the vast difference in operating procedures between the two Air Forces. I'm not sure whether it was a compliment or suspicion confirmed. Anyhow, Pete and Susan do have a good tour and enjoy your stay in Canada. Believe it or not, the 409 ballteam has made the finals. It was an up hill fight all the way with lagging support in the stands (closer to nil than little). However, the efforts of some stalwarts proved fruitful, as did the efforts of the other five teams in the league, and the first game will be played Wednesday (yesterday). If you were not out and missed a good game. Look for the schedule at the squadron, then get out and encourage the Hawks on. Comment of the Week: "It must be getting close to Christmas, Fischer got a haircut."



JUST ANOTHER JAM TRIP: Pilots from the 409 Squadron at Comox were among the Canadian participants at the retirement ceremony held recently for General R. J. Reeves, commander-in-chief of the North American Air Defence Command at Colorado Springs, Colo. From left (top) are: Capt. R. (Bob) Olson; Capt. F. I. (Fred) Williams; Capt. Brodie Templeton, rumoured to be the actor in the "Old Style" TV commercial and Capt. L. E. (Lynn) Waggar. From left bottom, are: Capt. Dale Northrup; Capt. D. R. Marion; Capt. George McAffee and Capt. Don Olson. The group did an impressive fly-past. Other Canadian units participating in the ceremony were a Pipe Band and marching unit. — NORAD photo

COBOC CACPHONY

Girls lament! Between the security of childhood and the insecurity of second childhood we find a group of humanity known as COBOC. They come in assorted sizes, heights, weights, and states of sobriety. They can be found anywhere — in planes, in various sections, "in love," in bars, and always in debt. Girls love them, towns loath them and the government supports them. A COBOCer is laziness with a deck of cards, bravery with a tattooed arm, and protector of the nation with a copy of Playboy. He has the energy of a turtle, the slyness of a fox, the brains of an idiot, the inspiration of Cassanova and when he wants something, it is usually connected with curves.

Some of his interests are: girls, ladies, broads, women, dames, females, and members

of the opposite sex. He dislikes the ring question, wearing of uniforms and getting up in the morning. No one but a COBOCer can cram into one pocket a little black book, a ring of keys, unpaid bills, old love letters, an old leave pass, and what's left of his pay. He likes to spend some money on girls, a lot on booze, and the rest on just plain foolishness. He is a material creature. You can lock him out of your house but not out of your heart. You can scratch him off your mailing list but not off your mind.

He is your love away from home, and your one and only blue-eyed good for nothing bundle of worries.

But your shattered dreams become insignificant when he comes by, looks at you with those big blue, bloodshot eyes, and says "Hi-Ya HONEY."

Random Rumors: Crash MacArthur plans to install back-up mirrors on E-Type. Masher MacDonald hustles girls in Yellowknife for next fly-in.

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WHERE ARE our box lunches? demands Maj. "Sam" Skinner as his navigator, Capt. Bill Bland, looks on unappetisingly. Not only are they late says Bill but they don't even put peanut butter in with my jam sandwiches. . . . Actually, they were one of the crews participating in the retirement ceremony for General R. J. Reeves, Commander-in-Chief of the NORAD at Colorado Springs. — A MacPhoto

New Boss for Nato Atlantic Naval Force

A Canadian officer, Commodore Douglas S. Boyle, 45, Victoria, B.C. and Ottawa, has been named to command NATO's Standing Naval Force Atlantic in 1970.

The multi-national force, which operates under the overall command of NATO's Supreme Allied Commander Atlantic, Admiral Ephraim P. Holmes, U.S. Navy, is composed of member countries which normally op-

erate their naval forces in the Atlantic. The force commander and ships assigned to the force rotate each year among contributing nations.

Commodore Boyle assumes command of the force in January and will employ as his flagship Canadian destroyers assigned to the squadron on a rotational basis by the commander of Canada's Maritime Command.

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- 9th Steak BBQ, Dance - Dixon Orch. Casual Dress.
- 15th TGIF Fish and Chips
- 16th Steak BBQ Dance - Golden Knights
- 22nd TGIF Chicken and Chips
- 23rd Steak BBQ Dance - Trademarqs
- 29th TGIF Seafood
- 30th Open
- Wed. 27th, Aug. General Mess Meeting 1500 hrs.
- Every Monday Jugs of Beer \$1.00

EATON'S

149 DAY

TUESDAY

August 12

Point Holmes Bullhead Derby Successful

Last weekend the Point Holmes Recreation Association held its second annual Bullhead competition. The contestants were anyone between the ages of four and fourteen who could hold a fishingpole and the Bullheads. The bullheads were on the losing team. The winners were several hundred soaking wet but happy kids.

At one o'clock the derby was officially opened and the kids waded into the cool waters of the Straights of Georgia, put the bacon on their hooks, and made the first casts. The ensuring swishing of lines caused a minor whirlwind. The flashing triple barbed hooks, travelling at almost the speed of sound caused our reporter to apply for combat pay.

Within seconds the first splash the first bullhead was on its way to the judges stand. There they were pleasantly surprised to learn that there were silver dollars, tickets for soft drinks, ice cream and hamburgers being given out for various sizes of fish.

The sizes were changed periodically just to keep the game interesting. In addition to the above, first, second, third and fourth place prizes were generously donated by the local merchants. The judges for the gala affair were Mrs. Ruth Hull, Mrs. Myrtle Garoz, Mrs. Anita Tressider and Mrs. Myrtle Vickberg.

As the afternoon wore on, the kids, with no regard for the clothes they were wearing, waded out farther and farther, some of them were soon up to their arm pits in the chilly aqua. Flying hooks, and passing fishing pole tips kept the onlookers on their guard as they assisted in untangling birdsnest, backlashes and soothing the feelings of the unsuccessful fishermen.

At four o'clock the derby was declared closed and the youngsters stormed up from the beach, across the road and laid siege to the judges stand mounted on Ron Tressider's property. The officials tried to make a few speeches but soon learned that the popular thing to do was to announce the winners. This they did and they are:

In the 4 to 9 years class: first place was Gary Webster who won a bicycle, and his mother picked up a new electric steam iron. Second prize was Danny Geneau who now wears a shiny new wrist watch. Third place was Bradley Hiltz, who can no longer hear anyone talking to him with his transistor radio plugged into his ear. The fourth prize went to Dennis Henderson who has a new fishing rod and reel and last but not least as Randy Paisley who will have no trouble with flat tires on his bike as he has a new tire pump.

In the 9 to 14 year class the winner of the first prize, another bicycle was Wendy Mason, second prize a transistor radio went to Linda Gardiner, Robby Pisto took the third prize a wrist watch. James Forbes won the fourth place rod and reel and Tim Moony won a chicken dinner.

The shrewd organizer that he is, the president of the Point Holmes Recreation Association Mr. Ron Tressider convinced all the kids that the place needed a clean up. In a flash every kid in the area was racing to see how much garbage and litter he could pick up. Such a display of good citizenship was heart warming indeed. Perhaps the free ice cream and pop did have a little to do with the motivation.

In all, the second annual bullhead derby was another great success. All those that are directly connected with the association or helped by donating either their efforts or the prizes can be proud of themselves for a job very well done.

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THAT the British Columbia Hospital Insurance Service has lifted from local communities and major problems of providing hospital accommodation for our people. On the Northern end of Vancouver Island, our communities are relatively small, but I would suggest that no matter where one would go in Canada, it would not be possible to say that our investment in the building or staffing of our hospitals is duplicated.

Campbell, Dan X
Authorized by the Comox Social Credit Campaign Committee

GEE, now I'll have to be home on time" says Danny Geneau as he ponders his prize of a wristwatch for the second place in the 4 to 9 year olds.
— A MacPhoto

MISS WENDY MASON accepts the first place Bullhead Derby prize in the 9 to 14 years group from Mr. Ron Tressider, president of the Point Holmes Recreation Association.
— A MacPhoto



FIRST PLACE WINNERS in the 4 to 9 year group were Gary Webster, who got the bike and his mother who received the steam iron, (Gary didn't think he needed an iron).
— A MacPhoto



. . . even the bikini set was there.
— A MacPhoto

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It makes sense to have a True chequing account for paying your regular expenses and a 5 per cent True savings account to make your savings accumulate fast.

If you'd like to hear more about these convenient B of M services, any of the personnel at the Courtenay branch of the B of M will be happy to give you the details. See them soon!

Alsask Adds One to One Rank

Comments

ALSASK, Sask (CFP) - Corporal Ken Griffith turned the first sod July 15, for a station exchange-grocery hobby shop complex being built at this forces station.

Overseeing the ceremony were the commanding officer, Lt. Col. Russ Barber; the construction engineering officer, Captain Cliff Williams, and the project manager, CWO Bill Brecknell.

CPL Griffith was named the outstanding serviceman on the unit in June of this year.

The Butler building project will bring to the unit much needed outlets for groceries and hard goods as well as a beneficial hobby shop area.

Much of the construction labour will be provided by service personnel during off duty hours.

This is the second voluntary undertaking at Alsask in the last 18 months. Last year an indoor swimming pool was completed in a similar manner using self-help and a loan from the Canadian Forces central fund.

One and one make two or, in another way, better living by servicemen and their dependents through their united efforts coupled with the assistance of personnel support programs.

Major G. F. B. Ritchie, 41, London, Ont. will be promoted lieutenant-colonel August 1 to serve a one year tour of duty with the United Nations Military Observer Group in India and Pakistan.

He is now deputy commander of the 1st Battalion, The Royal Canadian Regiment, London, Ont.

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Jordan, Mrs. Pat

North Peace River
Smith, Dean

North Vancouver-Capilano
Montaine, Lorne

North Vancouver-Seymour
Stukus, Annis

Oak Bay
Wallace, Dr. Scott

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Murray, William

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Brothers, Don

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Tisdale, John

Shuswap
Jefcoat, Willis

Skeena
Little, Dudley

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Surrey
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Vancouver-East
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Meyer, Max

Vancouver-Little Mountain
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Peterson, Les

Vancouver-Point Grey
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Chapel Chimes

PROTESTANT CHAPEL Morning Worship - Every Sunday at 11 a.m. Bring the children, of all ages, to Church with you. Sunday will re-open in September.

COMMENTS FROM THE CHAPLAIN

"Does it always look as neat as this?" asked the over-awed visitor of the Vermont housewife. "Yes, indeed," firmly replied the Vermont matron, glancing around her spotless kitchen. "I never go to bed without leaving my house in dying condition." There was a time when most Christians lived their lives in a constant sort of preparation for death. Some of this was morbid, perhaps, and the overemphasis of Christian preaching on the fear

of hellfire as the primary reason for conversion was largely responsible. But the pendulum has swung so far the other way that most people today scarcely seem to think about it at all. Many of us do not keep our lives, let alone our houses, in dying condition these days.

Yet how unexpectedly the end often comes! Last holiday weekend, in our country, a great many persons met death by accident on the road or in the water. Without warning, they were beyond the Great Beyond. We wonder, were they ready?

And we wonder for whom the bell will toll this weekend? "Blessed are those servants, whom the Lord when he cometh shall find watching..." Luke 12:37.



DISTINGUISHED CLERGYMAN — Dr. Edgar J. Bailey, chairman of chaplaincy committee of Canadian Council of Churches, left, calls on President Makarios in Cyprus who is Greek Orthodox archbishop is both temporal and spiritual leader in the Mediterranean island. — CFB photo

Clear View by Padres' Padre

NICOSIA, Cyprus (CFP) — "Romantic stories of Cyprus as an island of sunshine do not properly present a true picture of the ruggedness of its mountains, and inaccessibility of the many isolated outposts where Canadian troops serve the United Nations peacekeeping force."

So says Reverend the Major Edgar J. Bailey, chairman of the chaplaincy committee of the Canadian Council of Churches.

Dr. Bailey arrived here July 1. He has visited the headquarters of the United Nations Force in Cyprus, the Canadian contingent at Camp Maple Leaf, and outposts of the 2nd battalion, Royal 22nd Regiment in the Kyrenia mountains. He also visited President Makarios at the Presidential Palace in Nicosia.

DECORUM "I am deeply impressed by the decorum of our soldiers and by their excellence as repre-

sentatives of our country," Dr. Bailey stated, "and by their obvious appreciation of chaplains as persons, and to myself as a representative of the Canadian Council of Churches."

Dr. Bailey, of 16 Winston Grove, Toronto, Ont., is pastor of the Kingsway Baptist Church in Toronto.

He went on to Europe for two weeks with Canadian forces in Germany before returning to Canada July 27.

Dr. Bailey has been primarily interested in the spiritual welfare of Canadians serving overseas, and in consulting and visiting chaplains serving with them.

Well qualified for his military association, he has more than 20 years' experience in the chaplaincy. During the second world war he served with frontline infantry troops in Italy and Germany.

Following the war he continued to serve as a chaplain in the Loyal Edmonton Regiment.

Turtle Club Hits 10,000

WCB Release: August Schneider 45, of Gibsons, B.C. has become the 10,000th member of "Turtle Club", an exclusive organization whose membership is made up of people who have been saved from death or serious injury by wearing hard hats while engaged in hazardous occupations.

A certificate of membership and a new hard hat were presented to Schneider August 4, by E. D. Bullard Jr., President of the E. D. Bullard Co. of Sausalito, California, safety equipment manufacturers who sponsor the club.

Schneider, a Hold Man at the Howe Sound Pulp Division of Canadian Forest Products Ltd. at Port Mellon, qualified for

membership on June 9 while working on Board the M. V. Massimino d'Amico when a two pound sheave from a schooner block came loose dropping approximately 90 feet to the bottom of the hold striking him on the head.

Because he was wearing his hard hat at the time Schneider suffered only a slight injury.

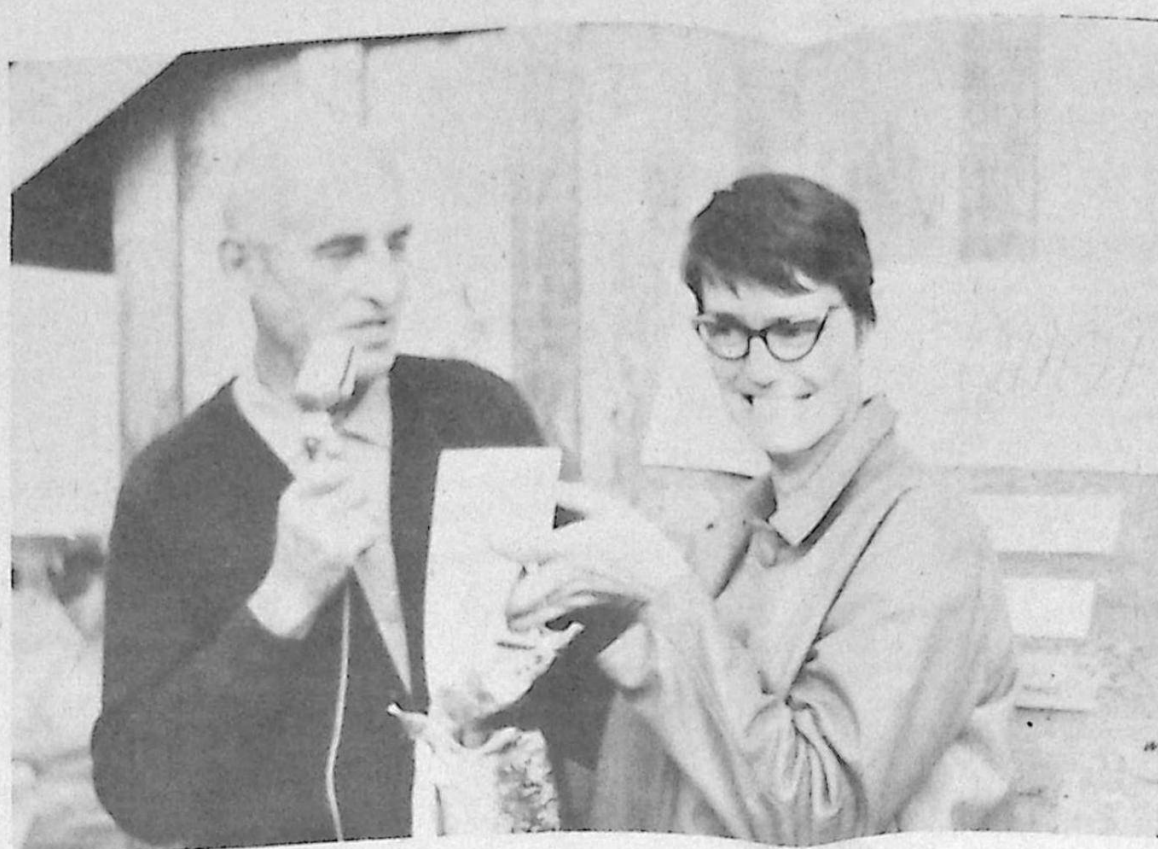
The "Turtle Club" was started in 1948 by Canfor's Safety Department Manager C. R. Rustemeyer and claims 1,500 members in British Columbia as part of the 9,999 other workmen around the world who have wisely protected themselves by wearing protective head gear.

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MRS. E. BIRTLE hoists her winning 61-lb., 4-oz. coho for all to see and adds her own winning smile to the occasion. She was one of the hardy souls who braved the blustery waters of the straights off Point Holmes. — A MacPhoto

2nd annual fishing derby

The second annual Point Holmes Fishing Derby got under way even though blustery winds whipped up a five foot swell in the straights. The derby didn't seem to mind as the results showed. There were a fair number of fish taken and the dogfish population decreased slightly.

No Tyee were taken by contestants even though there were some taken in the area by non-participants. As none were caught, the prizes were drawn for with Rick Brown of Lazo winning the \$100. pool table. In the Spring division, J. Long won with a 6 pound, 9 ounce fish. Second and third and fourth were G. Birtle, W. Litwin and W. Litwin respectively. Coho honors went to Mrs. E. Birtle pictured above with her 6 pound, four ounce beauty. Second, third and fourth were D. Wilson, J. Hadada and G. Miller respectively. Ling Cod winners were first R. Johannes, second, M. Gallant, third, R. Yaremko, fourth D. Harris. Red Snapper prizes went to A. Mackenzie, F. Gavin, P. Strachan, and W. Toews respectively.

Finally in the dogfish division, Mark Ross won with E. Mawer,

D. Driscoll, and B. MacMillan taking second, third and fourth spots.

I BELIEVE . . .



THAT it is completely intolerable that people are asked to contribute in taxes to a government pension plan and are then taxed at the end of the road for the amount they receive. In recent years, the Federal Government through funded deficits has already extracted more through inflation and taxation policies than the pension plan was designed to produce in the first place.

Campbell, Dan X

Authorized by the Comox Social Credit Campaign Committee

Rank Comments

Lieutenant Colonel R. G. Theriault, 41, of Quebec City has been promoted to the rank of colonel and appointed commander of the Canadian Airborne Regiment, Edmonton, in August. Now attending the National Defence College, Kingston, Ont., he succeeds Colonel D. H. Rochester, 51, of Toronto, who is retiring.

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THE BEAR FACTS

by Claude Baudy

The night air was cool but pleasant as I snuck into my soft downy sleeping bag to settle down to blissful evening's sleep, hiding from the hustle bustle of wild city life in the confines of a little canvas tent, far out in the "boonies". Just before going to bed I had put away all my perishable food in my car however I had left a large plywood box which contained just canned goods and kitchen utensils outside on the picnic table.

Wandering through the serenely pleasant fog of deep sleep, I felt first of all a nudge, then a tight grasp on my arm, then my wife quietly shouted harsh whispers in my ear - Wake up, I think there's a bear outside the tent!

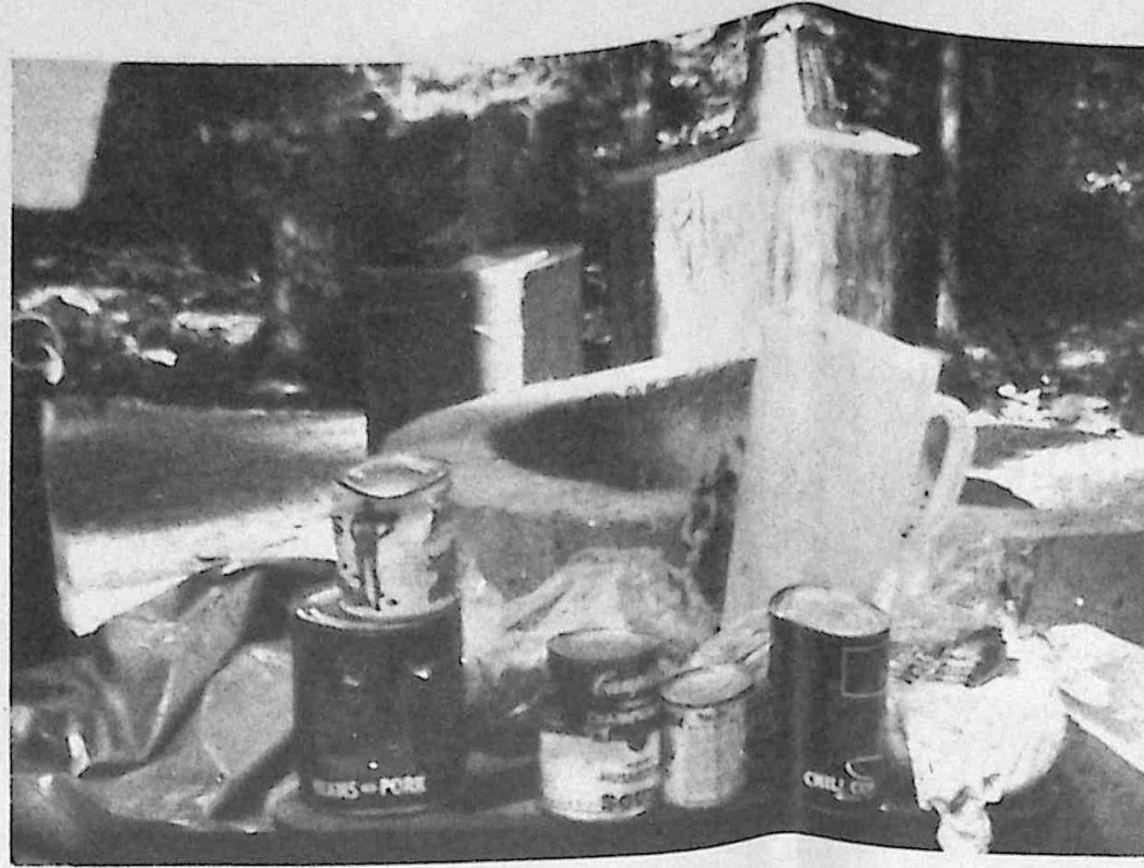
My somewhat dulled senses gradually tried to grasp the situation and the brain sent a small electric shock through my system forcing my adrenal glands to do overtime. I silently reminded myself to change my undergarments first thing in the morning. My once brown hair had suddenly changed to a premature grey as I heard the quiet rustling and the thump thump thump of padded feet only scant inches from the front entrance of the tent. Stark terror seemed to be the prevailing psychological state of mind as I heard the resounding crash of my plywood box echo through the still night air. An occasional resounding rip or crunch could be heard along with an infrequent snort that seemed to indicate that "bear" was having himself a good feed.

I stuffed my watch under my pillow, but the seemingly quiet tick, tick, tick, sounded like a gong at a Chinese folk festival. The trees were breathing awfully loudly, some fool ant was gnashing his jaws around a tender piece of grass about twenty feet

away, and the pounding in my chest was like the rumble of an earth quake, doing summer saults in my throat.

Although it seemed like hours, only a mere ten or fifteen minutes had transpired peacefully, tranquility into utter devastation. "E.C." as we nicknamed him had managed to trundle off into the early morning dawn light to do a little more foraging before the "humans" were up and about. It really is amazing what thoughts travel through your mind at a time like that, you become the bravest mouse in the area. What would you do about a big black hulk of bear sitting only a few feet from you? I think that the only satisfaction I had was that I couldn't see the devil, I had a good sized hunting knife in the tent with me however I can assure you that all I was going to do away from E.C. and run like hell. Personally I was a little disappointed with E.C. for he had been a bear! In the know "he could have read the notices on the bulletin board telling campers not to feed him or he could have at least familiarized himself with the statutes of law informing him that breaking and entering was a punishable offence.

The next morning, after having a rather difficult time getting back to sleep, I snuck a few quick looks around to see if E.C. was still in the neighbourhood and was fortunately blessed with silence. Upon a glance only a short distance away lay sheer devastation. There were tin cans strewn all over and most of them had either been cleaned out or had teeth marks punctured in them and they were squeezed like a paper cup. It was then that I began to realize what possible destruction he might have done to my life and limbs, however it was already too late.



E. C. managed to dint a few of these cans. He was caught the next day in a bear trap and shipped out to the boon docks to live a normal wild life.

—Scott photo

Every year, the National and Provincial Parks Commission spend thousands of dollars to try and educate the ignorant public. Apparently, it is people like me who do not pay heed to their wise remarks. Who is a better authority on wildlife than the people who must live and work in this environment.

The grizzly bear is actually a shy and retiring creature and despite many gruesome stories of men being mauled, grizzlies will usually stay clear of humans whenever possible. When you are in the National or Provincial parklands or even just out in the bush you are invading HIS home. Have some respect for the place that he lives in for a campground is kept "woodsy" because it is the whole intent so you can "rough it" for a while. What actually happens in the

grounds is that the bear by nature is a forager and the more food he can get with the least amount of effort he will. Too often you will see in the mountainous areas cars stopped along the road and a bear cub or its mother will be getting thrown to him. What would you do if the bear took a swipe at you or chase you? I don't know the answer to that myself but why even bother to have the question come up. Leave the bear alone and take pictures if you want but take them from the car.

In campgrounds, the bear will find just about every nite some poor idiot who has left some sort of food out. Far too often the bear will lose his natural fear of humans and then he becomes a pest and a nuisance. At this stage, the bear is trapped, his behind painted a fluorescent red

Brit Soldiers Have Mate

LONDON (CFP) — British Aircraft Corporation, in conjunction with Ferranti Ltd., has been awarded a contract by Britain's ministry of technology for a project study on multi-system automatic test equipment (MATE).

Increasingly complex and sophisticated problems of test and fault diagnosis in army equipment. Automatic test equipment, designed and built by BAC's guided weapons division at Stevenage, already is in use in the fields of aviation, avionics, electronics and space. It provides a speedy and accurate test and fault diagnosing service and allows lower skill levels to be used.

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How to gain Anonymity in a Vacuum

Ottawa — Canadians today were invited to "Put Your Name in Space", by taking part in a national competition to choose a name for Canada's domestic communications satellite. All residents of Canada are eligible to compete. The winner will receive an expenses-paid trip to watch the launch.

The purpose of the public competition, explained Communications Minister Eric Kierans, is "to enable Canadians to participate, in a small but nevertheless significant way, in the satellite project. I hope a great many Canadians enter the competition so that the satellite may be launched bearing a name that is expressive of Canada."

The competition will run through the summer until October 1, 1969. Shortly after that date the winning name will be selected by a panel of three judges. The judges of the competition are: Professor Marshall McLuhan, Director of the Center of Culture and Technology, University of Toronto; M. Gratien Gellinas, playwright, Comedie Canadienne, Montreal; and Mr. Leonard Cohen, poet, novelist, singer, Montreal. Their decision will be final.

To bring the competition to the attention of as many Canadians as possible, some 12,000 Distinctive, blue-and-green, Satellite Canada posters are being distributed across the country. These posters carry the slogan "Put Your Name In Space/Mettez Votre Nom En Orbite", and a stylized Maple Leaf flag overlaid with the broadcast beams of the satellite.

Information on the planned communications satellite system as well as the rules on how to enter the competition are printed on all Satellite Canada posters. For the convenience of the public, official entry-forms, postage-paid and pre-addressed to "Satellite Canada, P.O. Box 2745, Ottawa" will be placed in a box at the base of all posters. Members of the public may enter the competition by using these official entry-forms, or by submitting an entry on plain stationery. All entries post marked prior to midnight, October 1st, 1969, will be accepted.

The Satellite Canada posters and official entry-forms are being distributed to the more than 8,000 post offices across the country. In addition the posters will be displayed at a number of other outlets, including bookstores of the Queen's Printer; the public offices of Canadian telephone companies; ticket offices of Air Canada and C.P.; offices of Air Canada and C.P.; and Pacific Western Airlines; public offices of Canadian National Telecommunications and Canadian Pacific Telecommunications; distribution centres of RCA-Victor; the "Man and His World" Fair in Montreal (including the space exhibit at the Man and His World Pavilion); House of Commons Information Booth; and the National Arts Centre. As supporting publicity, the telephone companies will enclose information on the competition in their July mailing to their more than 5,000,000 customers. The basic Satellite Canada posters are printed in English



and French. In addition, because of the particular importance of the communications satellite system to Canada's North, a number of posters are being translated into Eskimo and Indian languages and will be distributed in the Yukon and Northwest Territories.

The satellite, for which the public will choose the name through the competition, is scheduled to become operational early in 1972 and to extend live television and modern telecommunications to the under-developed regions of Canada, particularly the north, as well as supplement existing east-west microwave telecommunications systems. It will be launched by a United States rocket, from Cape Kennedy, Florida. The exact type of rocket to be used is currently being negotiated by Canadian and U.S. officials.

The satellite will be launched into an equatorial orbit at 109 degrees W, approximately south of Winnipeg. The domestic communications satellite system, which will be unique of its type in the world, will be owned and operated by Telesat Canada Corporation, a tri-partite partnership of the Federal Government, private industry and the public as shareholders. Legislation to establish Telesat Canada is expected to receive Royal Assent by the end of June.

Total cost of the satellite system, including spacecraft, launcher and ground stations, is estimated at up to \$75 million. Once operational the satellite will provide the equivalent of six television channels or of up to 3,600 telephone circuits. The principal users of the communications satellite system are expected to be the Trans-Canada Telephone System, Canadian Broadcasting Corporation and Bell Canada Ltd. The spacecraft, subject to the negotiation of satisfactory contracts, will be built by RCA-Victor, with a major sub-contract being awarded to Northern Electric Ltd.

paid entry form, or on a facsimile thereof, or on plain paper sent by ordinary letter.

8. Selection of the winning name will be made by a panel of judges appointed by the Minister of Communications and their decision will be final. All names submitted become the property of the Government of Canada.

CLASSIFIEDS

WANTED TO RENT

Unfurnished three or four-bedroom house or apartment, farm house acceptable within a 15 mile radius of CFB Comox; to be available the first or second week in September. Write: Cpl. H. Laprise, P.O. Box 164, Anderson Park, Ontario.

FOR SALE

Dual 1009 turn table \$50.00. European tent with 2 bedrooms and propane campstove with bottle \$200.00 Contact Cpl. Eldon Falcon Trailer Park. Ph. 339-3628.

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1 "Philshave" Rotary Electric Shaver in brown case - AFR 45/69.

1 Pr. ladies prescription sunglasses, brown rim, with green vinyl case marked "Klaus Graf-Lahr" - AFR 50/69.

1 Pr. mans prescription sunglasses, black rim, with brown vinyl case - AFR 42/69.

1 Pr. Mans sunglasses, brown rim - 42/69.

1 Pr. side cutting pliers marked with name "King" - AFR 54/69.

1 mans gold ring, initials V.G.S. with words "From Mother" inscribed on the inside - AFR 49/69

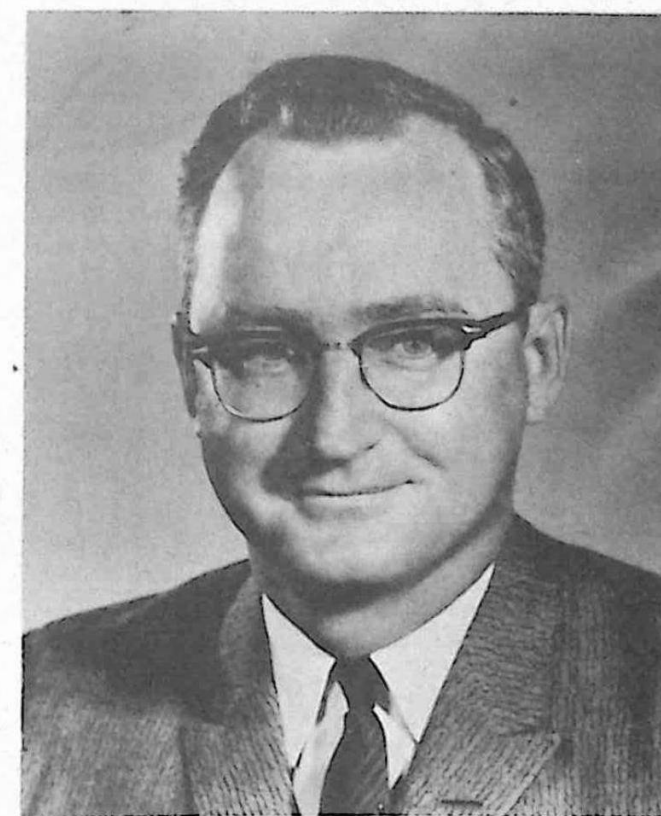
5 keys on ring with souvenir "Canada" bottle opener - AFR 48/69

1 ladies small change purse, brown vinyl, containing money and a house key - AFR 46/69

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and
Recreation
must live
together"

Dan Campbell



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never take place unless
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communities can be
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"Never Let The North Island Down"
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X

COMOX CONSTITUENCY SOCIAL CREDIT COMMITTEE

SPORTS

Zone One Championships

The CFB Comox Totems will be travelling to CFB Borden for the Canadian Forces National Softball Championship. They earned this privilege by beating out CFS Holberg 27-2 in a two game total run series; CFB Esquimalt 5-4 in another two game total run series and the first game against Chilliwack Norm Haney gave up 3 hits while Barr of Chilliwack gave up 6 hits, Larry Manuel and Butch Bu-

jold of Comox were the big guns with 2 hits apiece. In the second game Manuel gave up 5 hits in 6 innings and Norm Haney had one hit against him while relieving Manuel in the 7th inning. The losing pitcher, Barr, gave up 9 hits, Butch Bu-jold with 3 doubles and Ken Pa-isley with one homerun and double did most of the damage against Barr.



Winners of the Zone One softball championships Comox Totems took title from CFB Chilliwack in two straight games of best of three series. Totems Norm Haney and Larry Manuel paced the team with steady pitching. — L. McCaffrey photo



The weather was hot and sticky but what spectators there were that wandered out to the baseball diamond thoroughly enjoyed the championships held at CFB Comox. Besides, what better way to work up a thirst. — L. McCaffrey photo

Did You Know?

The microscopic examination of a fish scale reveals concentric rings which are formed as the fish grows. Superficially, the pattern resembles a finger print. Fish grow at different rates in summer and winter and this is apparent in the scale pattern.

Moose live about twice as long as deer, occasionally attaining an age of twelve or fifteen year.

Round in shape and lacking a head, the sand dollar, nevertheless, almost always travels with the same edge of it's rim forward.

Contrary to common belief, bears emerge from their winter hibernation with plenty of reserve fat. They lose weight during the spring months when food is scarce.

Toads dig in backwards when winter hibernation time arrives, using horny pads on the hind feet for burrowing.

STATION SOCCER

THE STATION SOCCER IS IN NEED OF SOCCER PLAYERS.

ARE YOU INTERESTED?

August and September Activities

August — Zone No. 1 (playoffs in Comox)

September — National Final at Lahr or Kingstons

Station team will start practices 1500 hrs. - 1630 hrs. Tuesday, 5th August, at the 6-a-side soccer field. Practices will be held 1530 - 1630 hrs. Monday - Thursday.

If you are interested contact Rec. Centre Lo. 315 or Capt. Klein, Lo. 308

BASE POOL SCHEDULE									
	0830 to 1200	1200 to 1300	1300 to 1530	1530 to 1600	1600 to 1730	1730 to 1800	1800 to 1900	1900 to 2100	2100 to 2200
MON									Adults Only
TUES									Casual Swimming
WED									Royal Life Saving Classes
THURS									Pool Maintenance
FRI									Children's Classes
SAT									Pool Maintenance
SUN									Casual Swimming
				1400 to 1600 CASUAL SWIM					CASUAL SWIM

Flutter Back to Sea Safely

LONDON (CFP) — The Brits wonder if it was the biggest im-promptu airlift ever. The Royal Navy's aircraft carrier Eagle sent her liberty-men ashore by boat earlier this year in Lisslemonth harbour. A sudden steep swell arose, making it quite unsafe for small boats. The stranded sailors were put up that Saturday night and on the following night at the naval air station ashore. On Monday, the weather looking as if it could stay bad for boats, all three types of Wessex helicopters in the Eagle plus search and rescue Whirlwinds ashore were pressed into service. For the next five hours they flew more than 600 liberty-men back on board the Eagle in 154 sorties. The air station commander even flew several of the trips to give the regular pilot a break. The Eagle thus was able to get on with its night flying program that Monday night as program-med.

I BELIEVE...



THAT our Medical Plan in British Columbia is the best in Canada. Even my socialist friend, Tommy Douglas, admitted that British Columbia had "saved" National Medicare. However, the important thing is not who saved what, but whether or not we have been able to work out a plan here that the people and the medical profession can live with, and I think we have.

Campbell, Dan X

Authorized by the Comox Social Credit Campaign Committee

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2 for \$29⁹⁵

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4 for \$59⁰⁰

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Size	Type	2 Tires Exchange	4 Tires Exchange
6.50-13	Tubeless Blackwall	\$27.95	\$55.00
7.75-14	Tubeless Blackwall	29.95	59.00
8.25-14	Tubeless Blackwall	34.95	69.00
7.75-15	Tubeless Blackwall	29.95	59.00
8.25-15	Tubeless Blackwall	34.95	69.00

Whitewalls at slight additional cost.

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ONLY **\$7⁷⁷** Reg. \$9.50



DOWN THE MIDDLE, AS USUAL: Capt. Don Cordukes of CFHQ won individual honors in first forces-wide golf competition at Base Uplands golf course near Ottawa, July 23-25. Cordukes carded 147 over 36-hole event in which all nine zones had teams, making him only three over. Zone 4 (CFHQ, Uplands, Rockcliffe) won the championship based on how they placed in top seven scorers. Incidentally, Cordukes is shown giving the ball a blow on Uplands' fourth hole.

— CFP photo

Proper Inflation For Holidays

Motorists planning on pulling a trailer during their vacation are cautioned by one of Canada's leading tire manufacturers to take proper safety precautions or risk the possibility of a serious road mishap.

Fred G. Garner, general marketing manager - tires for B. F. Goodrich Canada Ltd., says proper tire inflation for the load being carried in a trailer

is essential. Overloaded tires run extremely hot at highway speeds and greatly increase the danger of failure.

He cautions trailer owners that trailer tires need a higher air pressure than conventional automobile tires because of their small size and usually heavy load. Many trailer tires require air pressures of 50 to 100 pounds.

Mr. Garner says trailer owners should follow carefully the recommended inflation pressures designated by the trailer manufacturer. The Canada Safety Council, Ottawa, in co-operation with the Rubber Association of Canada, has just published the first inflation chart for trailer tires in Canada and it

is available free to motorists on request.

Before trailer owners depart on a trip he suggests they calculate the weight of all gear and equipment inside the trailer to determine correct tire inflation. If the load calls for an air pressure higher than the maximum recommended then the motorist should reduce the load or switch to a larger tire size.

Underinflation of trailer tires, Mr. Garner explains, can cause high-speed trailer sway, fishtailing and even jackknifing as well as overheating.

Conversely, overinflation can cause damage to a tire's carcass by reducing its ability to absorb road shocks, he adds.

Inquiries

In the past prospective visitors to Vancouver Island have asked some rather dumb questions. Here are some typical type questions and possible Islander's answers.

Is there such a place as Vancouver Island? Yup, sure is. We're just a settin' on it right now. Where in fact is it located? It sits like a green gem in a big pool of salt water just off the B.C. mainland. Europe? Not! That land to the south is the U.S.A. Is it owned and operated by the city of Vancouver? Vancouver? Never heard of it! Sir, watch your language.

Follow the birds. What is it some kind of Bird sanctuary? Birds! You bet. Look there goes another flock over. Are the Indians friendly? Indians? Glad you mentioned them. Been so peaceful lately we have forgotten about them. Can we make an appointment to see the Queen? Which one? The Queen of Sydney, Victoria, Saanich, Nanaimo, or the Comox Queen. No reservations required - just line up and wait your turn. Should we bring Snow Shoes? Please don't. They would be a hang up and play havoc with our flower beds.

UN Medals With Trimings Of Canadiana

NICOSIA, Cyprus - The usual U.N. Medals presentation was combined with a special retreat ceremony in the Canadian contingent of the United Nations Force in Cyprus recently.

Medals were presented to a representative group of officers and men of the 2nd battalion, Royal 22nd Regiment by the force commander, Lieutenant-General A. E. Martola of Finland.

The retreat, held on the R.A.P. Nicosia parade ground, was a re-enactment of an ancient ceremony conducted at nightfall at Quebec Citadel, home station in Canada for the French-speaking battalion. It featured an inspection of the 24-man guard by its commander, Lt. G. L. R. (Bob) Royer, a feux de joie and the lowering of the Canadian flag.

The colorful band of the Royal Canadian Regiment of London, Ont., dressed in scarlet tunics, played a selection of military marches previous to the retreat ceremony.

The event was watched by scores of civilians and military representatives of the peace-keeping force, most of whom had never seen it done before.

WHOPPER HUNTERS

If one has an ear and a liking for tall tales, Vancouver Island can supply some real whoppers.

When seeking out whopper-spoofs try the fish docks, but be sure to button your slicker because those fishermen have collected a few soakers in their time. In Esquimalt, yarns so salty that some have been forced to hang over the rail calling for Ralph. Whilst on seafaring tales, there's Cadborosaurus, a local sea serpent yet.

Up in the Cowichan Valley tales of big steelhead who just asked to be hooked.

In Nanaimo the old-timers still remember stories about digging for black diamonds clear under the sea.

Through the Alberni Valley stories about a great wave that'll have you heading for higher ground.

A stop at Bowser and some tall yarns about a deer that was just crazy over beer.

In the Comox Valley they tell some pretty spooky spoofs about the Ghost of Siwash Hill.

At Campbell River they've got a whole library of whoppers about the day they blasted the rip out of old ripple.

One just has to ask and in no time at all we'll guarantee you'll have a whole new bag of whopper spoofs.

CBC provides expanded CFL coverage

DATE	TEAMS	PACIFIC TIME	BLACKOUTS
Wed. Aug. 6	Ottawa at Calgary	8 p.m.	Calgary
Sat. Aug. 9	Montreal at Hamilton	5 p.m.	Toronto, London, Wingham, Barrie
Sat. Aug. 16	B.C. at Hamilton	5 p.m.	Toronto, London, Wingham, Barrie
Sat. Aug. 23	Toronto at B.C.	8 p.m.	Vancouver, Victoria
Wed. Aug. 27	Toronto at Edmonton	8 p.m.	Edmonton, Winnipeg
Sat. Sept. 6	Montreal at Ottawa (Eastern Network only)	---	Ottawa, Pembroke
	Calgary at Edmonton (Western network only)	8 p.m.	Edmonton, Vancouver, Victoria
Wed. Sept. 10	Saskatchewan at Montreal	5 p.m.	Montreal, Trois Rivieres, Sherbrooke, Winnipeg
Sat. Sept. 13	Toronto at Ottawa (Eastern network only)	---	Ottawa, Pembroke
	B.C. at Calgary (Western network only)	8 p.m.	Calgary
Sat. Sept. 20	Ottawa at Toronto (Eastern network only)	---	Toronto, London, Wingham, Barrie
	Saskatchewan at Cal. (Western network only)	8 p.m.	Calgary
Sat. Sept. 27	Edmonton at Ottawa	11 a.m.	Ottawa, Pembroke, Vancouver, Victoria
Sat. Oct. 4	Hamilton at Ottawa	11 a.m.	Ottawa, Pembroke
Sat. Oct. 11	Montreal at B.C.	8 p.m.	Vancouver, Victoria
Wed. Oct. 15	Ottawa at Winnipeg	6 p.m.	Winnipeg
Sat. Oct. 18	Edmonton at B.C.	8 p.m.	Vancouver, Victoria
Sat. Oct. 25	Toronto at Ottawa (Eastern Network only)	---	Ottawa, Pembroke
	Edmonton at Calgary (Western network only)	8 p.m.	Calgary
Sat. Nov. 1	Ottawa at Hamilton (Eastern Network only)	---	Toronto, London
	Winnipeg at Calgary (Western network only)	8 p.m.	Wingham, Barrie, Calgary
Sat. Nov. 8	West Sem-final	T.B.A.	
Sun. Nov. 16	First East Final	11 a.m.	
Wed. Nov. 19	Second West Final	T.B.A.	
Sun. Nov. 23	Third West Final (if necessary)	T.B.A.	
Sun. Nov. 30	The Grey Cup from Montreal	9:30 a.m.	

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I BELIEVE . . .



THAT the whole system of welfare allowances will have to be replaced by an income and taxation system that reflects the ability and the opportunity of each of us to pay and to earn. The Social Credit Government of this Province has already announced that British Columbia would be willing to help design such a policy direction through negative income tax or any reasonable income maintenance alternative.

Campbell, Dan X

Authorized by the Comox Social Credit Campaign Committee

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CANADIAN FORCES BASE COMOX Base Theatre Schedule August 1969

Friday 8 BLACK SUNDAY also THE PENDULUM Double Horror!	Friday 22 THE HAPPIEST MILLIONAIRE Fred McMurray, Greer Garson & John Davidson Walt Disney Family Show
Sat. 9 - Sun 10 THE PROFESSIONALS Burt Lancaster, Lee Marvin and Claudia Cardinale Outdoor Action and Drama	Two Showings of Above Film - 1800 Hrs. and 2100 Hrs.
Fri. 15 - Sat. 16 THE GOOD, BAD and UGLY Clint Eastwood Lee Van Cleef Western - 161 minutes of packed action.	Saturday 23 TONY ROME Frank Sinatra Jill St. John Adventure.
Sunday 17 THE TIGER AND THE PUSSYCAT Victoria Gassman Ann Margaret Comedy	Sunday 24 THE POWER Suzanne Pleshette George Hamilton Suspense - Drama
	Fri. 29, Sat. 30, Sun. 31 IMPOSSIBLE YEARS David Niven Lolo Albright Comedy

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Saturday 30

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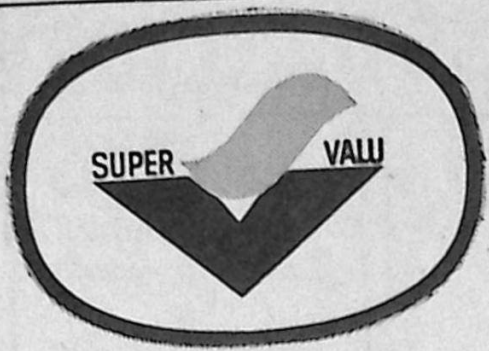
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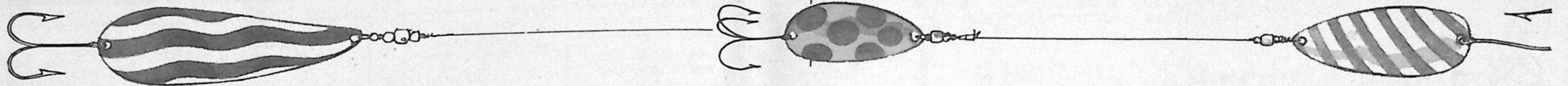
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