



TOTEM TIMES



Archer can't A-Ford to Pulham Bow for Nichols

VOL. 12

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No. 2

Falcon crew returns home after air race

OTTAWA (CFP) — A 412 squadron twin-jet Falcon touched down at nearby base Uplands Jan. 12 after competing in the London to Sydney international air race over the Christmas and New Year's holidays.

Although the crew lost out to an Australian jet in the overall race their efforts did not go unrewarded. The Falcon crew out-flew the Australian team on the 1 600-mile lap from Adelaide to Sydney by five minutes.

SISIP explains disability

OTTAWA (CFP) — How badly hurt must you be to draw SISIP's disability benefits?

Experts of the Servicemen's Income Security Plan say every case is handled individually and either the insurer or the insured may call in independent medical review board members in "grey area" cases.

However, the same experts in their briefings use this yardstick:

If it's impossible because of your disability for you to make roughly three-quarters of what you drew in the service, you come under the disability category after a medical discharge. But you had to belong to SISIP while you were "in".

Example: Administrative

(Continued on Page 7)

The Canadian jet may also have clocked the best world and aircraft class time on the London-Athens and London-Calcutta laps and they may have set another aircraft class speed record on the London-Darwin, Australia, lap. Maj. D.B. (Doc) O'Connor of Capreol, Ont., the Falcon's commander, said confirmation of these records should be received in a few months.

The Australian crew, flying a Qantas air line Hawker Siddeley 125 jet trainer, won the best time honors over the 12,000-mile race. They touched down at Sydney, Australia, 29 hours, two minutes after leaving London while the Falcon completed the run in 30 hours, 55 minutes or about one hour, 53 minutes off the elapsed time.

Maj. O'Connor praised the Australian's ground organization. The Qantas team were able to turn their aircraft around in 15 minutes while it took the Falcon's crew 30 minutes for the same job.

Sixty-six aircraft competed in the air race for prize money of \$130,000 but there were only two entrants in the special business jet category, the Falcon and the Qantas jet.

Over the Timor Sea, the Falcon went to the aid of solo flier Sheila Scott who was having trouble by relaying her messages for her.

Other Falcon crew members were pilots, Maj. Roger O. Landry, 36, Smoothrock Falls, Ont., Captains C. (Midge) Pennington, 45, Winnipeg and R.T. (Bob) Brinkhurst, 40, Cut Knife, Sask., and crew member Cpl. K.J. MacDougall, 32, Glace Bay, N.S.



THE ELABORATELY DRESSED contestants of CFB Comox's version of the Great Race fall into their

cars after an exhausting 43 foot Le Mans start.

— A. J. Scott Photo

Racing to beat hell

Last Friday the Base was treated to one of the most exciting events in its recent history. The event was the "Smell 500" automobile race. The race had two major contestants, Mayor Pulham and Padre Archer.

It all started in our last issue where we reported that a "challenge had been issued by the Mayor. The Mayor is half owner of the "pride of CFB Comox", a matched set of 1954 Austins. The other half is owned by Padre Archer. "Everything was peaceful around here," the Mayor said in an interview for our last issue, "until the Padre treated his Austin to a paint job. Since then he has been referring to his car as the one that is colored 'Rolls Royce Blue' and he has become insufferable." With this last remark the Mayor threw down his gauntlet and challenged the Padre to a race.

In its never ending quest for news, real or manufactured, the Times seized the issue and helped in the arrangements.

Our first step was to contact that well known racing authority Major M.T. Ford. The Major cheerfully laid out an excruciating course utilizing the road to his new Golf Club House and return. "The road could use the extra packing down," he confided.

Our next step was to notify the local authorities and receive road clearance. We then contacted Sgt. Pelly of the Met section to get a forecast for the scheduled day of the race. Working his crews around the clock he came up with a forecast of rain in the morning followed by showers and snow flurries in the afternoon and evening. Encouraged by this we went ahead with our racing plans.

For our last step we let the Padre read about his commitment to the show in our paper.

As soon as all parties concerned had been informed as to what was expected of them, the pre-race activities swung into high gear. Mayor Pulham organized a highly efficient pit crew consisting of Sgt. Bill Ball as mechanic and Cpl. Ted Simpkins as the security guard. These chaps did an excellent job on their boss's car. The car looked like a "Shoe in" when it was finished. Decorated with red and white racing stripes (two wide and one narrow), suitable decals and bearing the numbers 47 on its sides (probably the driver's age) the car was tuned to perfection and carried a secret "Padre detector" on its front bumper.

Padre Archer's pit crew consisted of Father Campbell, who gave moral and spiritual support and Cpl. Jim Milligan, who took care of the more mundane chores like tuning the engine. The night

before the race, the Padre made the last of his numerous trial runs and turned the car over to Cpl. Jim for the final tune up. Taking the car home to do the job Jim heard a little knocking sound coming from beneath the bonnet. "Just like it was trying to tell me something," he said later. Sure enough further investigation revealed the knocking sound was saying that one of the connecting rod bearings had turned its last revolution. It looked like the Padre was out of the race in the eleventh hour. Good ol' Cpl. Jim offered to loan his "mini" if the other contestant would consent. The race official Major M.T. Ford was contacted and assured everyone that under the circumstances it would be quite all right. Padre Archer's pit crew burned the midnight oil making the last minute modifications on the "mini" to convert it into a top notch racing machine. Racing stripes, crosses, flags and a special "Sup O" sensor were added and the car was ready to go.

The night before the race Major Ford had collected all

the necessary gear for his act as the racing official. He piled up a referee's shirt, whistle, flag and starting pistol on top of his desk and left for the mess.

His secretary, Mrs. Gooding found all this when she opened the place up in the morning. Picking up the pistol she thought it would be a gag to pull a gag on Sgt. Bruce Martin in the next office.

Hiding the pistol behind her she walked into the housing office, drew a bead on the Sarge, and said, "O.K. Bruce this is where you get yours" then pulled the trigger.

As the thunderous roar echoed up and down the halls of the Headquarters building, a very startled Sgt. Martin waited for the pain that must surely follow after one has just been shot.

A very surprised Mrs. Gooding turned ashen white, sat down and made the classic statement "I didn't think it was loaded."

Later that same afternoon, the Mayor used the same technique to herd reluctant spectators outside to witness the race.

Because so many people mis-

sed the actual challenging it was decided to re-enact the whole affair publicly. Therefore, Mayor Pulham threw his glove down in front of the Padre. The Padre accepted the challenge by picking it up. Unsure of what he should do next he hesitated. "Smack him with it" someone prompted, and the Padre let fly with a glove across the Mayor's cheek. Startled, the Mayor looked around and asked his Security Guard what he was supposed to do, "turn the other cheek" came the swift reply.

At precisely 14:55 hours, under clear and sunny skies, both cars drew up to the starting line and were fueled with different fuels but with exactly the same amounts. Padre Archer selected "Gulf" with the special mileage ingredient "Biblinium", while the Mayor chose "Smell" with its special mileage ingredient "Flit".

At exactly 15:00 hours the race starter fired his last shot and the race was off with a 'Lemans' start. Both drivers reached their cars simultaneously but the Padre's car was the first to start.

After a short, but frustrating false start the Mayor took off in a cloud of dust, catching the Padre by the time he crossed the taxi strip at the air terminal. By the time they had taken the "Orpen" turn the Mayor was in the lead, but all along the straight stretch the cars were bumper to bumper with the Mayor still in the lead. It was along this stretch, which is extremely bumpy that the Mayor lost his fuel cap.

Taking the Keller curve at 32 MPH indicated, and with the Padre right on his bumper, fuel began to surge out of the Mayor's filler cap and onto the Padre's radiator. It was at this point that the "Flit" hit the fan. For one terrifying moment it looked as though there might be an explosion, but the quick thinking Padre slammed on his brakes, stopped on a dime (gave a Nichols change) and removed himself from danger. After this it was the Padre's race all the way.

Everytime the Mayor made a turn he lost more fuel. With a gallant effort he managed to keep up to his opponent but was never able to pass him again. Finally he ran out of fuel and had to coast into the finish line a scant hundred feet behind.

After the usual gracious congratulations the time for the payoff was at hand. The Mayor bravely marched to the cement pond where his disgraced pit crew ceremoniously threw him into the icy water. As he sank below the surface he cried, "I'm going under protest. Pretending not to hear, the jubilant Padre walked across the pool to a well deserved victory cup of tea.

New DND schools and colleges

The Minister of National Defence has authorized the establishment of a new headquarters to command the National Defence College and the Canadian Forces' staff colleges and military colleges effective January 1.

Commander of the organization, designated Headquarters, Canadian Defence Education Establishments, is Major General W. A. Milroy of Edmonton and Calgary.

Initially, the new headquarters will command the three military colleges, the Royal Military College, Kingston; le College militaire Royal de St. Jean, St. Jean, Que., and Royal Roads Military College in Victoria. It will also take command of the National Defence College, Kingston; the Canadian Forces College, Toronto, and the Canadian Land Forces Command and Staff College, Kingston.

This is the first step in implementing a new unified system for officer education in the Canadian Forces as recommended by the Report of the Officer Development Board, 1969. This three-volume report was the result of 18 months' work by a board headed by Major-General Roger Rowley. The comprehensive report included a complete implementation plan as well as conclusions and recommendations for officer development in the Canadian Forces.

The Officer Development Board became the Canadian Defence Education Centre Planning Group March 1, 1969. It was the Group's task to plan the introduction of a modified officer education system within current financial and manpower restrictions.

The new headquarters will implement the recommendations of the Officer Development Board and other policies on officer education directed by the minister and his civilian and military advisors. The headquarters reports direct to the Chief of Personnel at Canadian Forces Headquarters and is located at 312 Laurier Avenue East, Ottawa.

The National Defence College at Kingston prepares senior level appointments. The Canadian Forces Staff College in Toronto, which together with the Canadian Forces Staff School forms the Canadian Forces College, prepares officers for command and staff responsibilities at the lieutenant-colonel level. The Canadian Land Forces Command Staff College at Kingston, prepares officers for major and lieutenant-colonel command and staff positions with emphasis on combat operations of the land forces and the air elements that support them. The Canadian Forces Staff School, Toronto, instructs officers of captain rank in staff work common to all elements of the Forces.

PMQ rents hit all time high

OTTAWA (CFP) — Residents of national defence married quarters in Canada will pay more rent beginning in April according to Canforgen 004 of Jan. 8 issued by the personnel branch.

The increases will range up to a maximum of \$15-a-month for servicemen occupying government quarters.

The total monthly rental charge to an occupant of married quarters, however, shall not exceed 25 per cent of his gross monthly pay.

The increase resulted from a review of national average rental

charges for all types of married quarters carried out by Central Mortgage and Housing Corporation with the new rents being calculated on current appraised market values.

The new rates also apply to temporary and emergency married quarters which are no longer classified as such but are now included in the one rental system.

Payfields to be reviewed

OTTAWA (CFP) — The joint Treasury Board — Department of National Defence advisory group on pay and allowances for the Canadian Armed Forces will take a good look at the entire system of pay fields and the assignment of trades to pay fields during 1970, according to a force-wide message (CANFORGEN 001 of 6 Jan.).

Although the content of individual trades and their resultant assignment to pay fields is under constant review, the whole trade structure is periodically re-examined and re-evaluated to ensure that all trades are considered in relation to each other.

The 1970 review, in addition to re-evaluating all trades, will be assessing the trades pay field system introduced in 1966 to determine how well it is satisfying the need to pay our trades according to the complexity, the difficulty and the working conditions of the jobs they are performing.

Plan overseas buildings

LAHR, Germany (CFP) — Treasury board and construction engineering officials from Ottawa arrived here in mid-January to discuss the upcoming move of Canada's NATO brigade to the area.

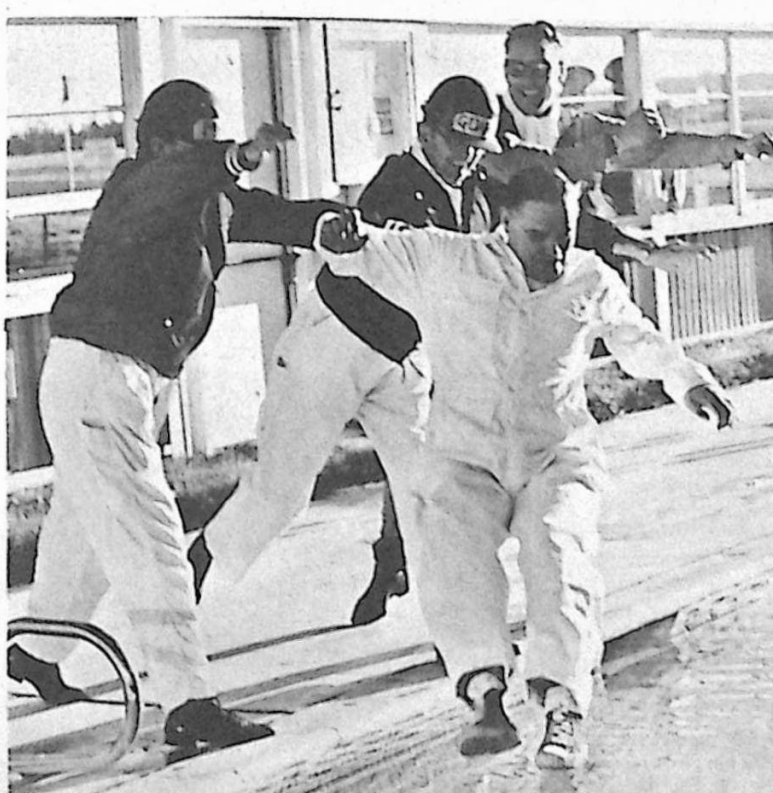
J. Killick of treasury board and engineering construction's K.A. McLeod held talks with air division officials on proposed building and modification projects to house Canada's brigade. The formation is scheduled to move from Germany's North-Rhine Westphalia area later this year.

The two officials visited the brigade area before coming here. Their tour also included a visit to the Baden-Soellingen base.



CROSSING the finish line like a bolt of lightning is the Archer's Arrow. The Arrow is reported to be scheduled to break the sound barrier on February first to mark the beginning of the Integration Day anniversary celebrations planned in the Officers Mess.

— A. J. Scott Photo



"COME ON" the loser said skeptically, "You guys can't really throw me all the way across the pool." And sure enough they couldn't so the Mayor of Wallace Gardens ended the day's festivities counting the tiles on the bottom of the cement pond.

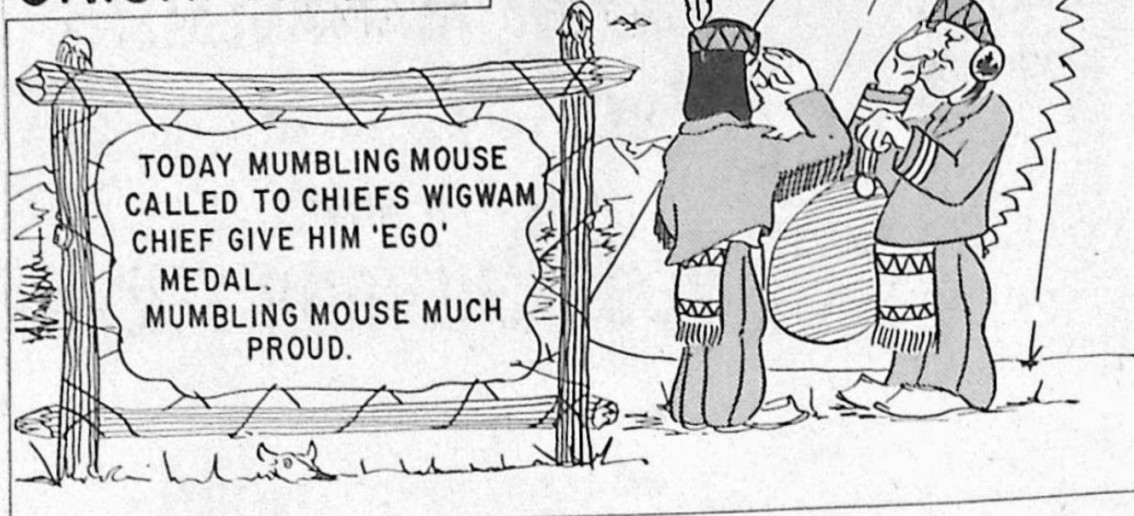
— A Mac Photo



TWO OF THE B Admin Os staff, Laurel and Hardy, acted as the Race Officials. The escaped convict holding the gun was later apprehended by the Base's crack security staff and returned to Oakalla prison where he is currently doing 10 to 20 for price fixing.

— A Mac Photo

UNISKINS by mac



NO SIR I am not smiling, I'm grimacing under that grip you have on my hand, says Lt. Col. Hammond of 409 Sqn. Oh ho says Maj. General Burke, Commander 25th Norad, I think I have a rank amateur here. — Base Photo

Voodoo nuts, bolts, and volts

by W.O. P. Z. Klem

You've heard the expression "the squeaky wheel gets the grease." Well, I've been greased, but not across the palm. My occasional habit of letting off steam by expressing my views openly on pertinent matters has landed me the job of reporting happenings in the BAMEO organization.

Although I didn't exactly volunteer for the job, I'll do my best to keep an interesting column going. It won't necessarily be all about the happy working of 409, but any other subject that comes to mind. If anybody really wants to know what's going on in the Nuts and Bolts and Volts organization, I would suggest they read BAMEO Weekly Engineering Orders; they are probably much more up-to-date than this column.

Well, we're off to another year and another decade. We've had a lot of changes in the Sixties, whether they were for better or worse remains to be seen. Our aircraft log set which used to be a neat, organized package that anybody, even a Private, could understand, has been changed to the card system that requires more man hours to figure out than the man-hours to do the job. This, of course, is all in the interest of progress, but to the mechanic, it's more like a bureaucratic employment programme. That can't be right either, because they're cutting manpower to save money. I heard a rumour that all these cards are designed to feed a computer in Ottawa. The more you feed it, the hungrier it gets, so they have a full staff to design and come up with new and better cards to feed it. My prediction for the '70s is that there will be flying computers instead of aircraft, or vice-versa, and all our wars will be paper wars.

Nothing seems to disrupt snag operations more than when an aircraft gets stranded away from base. They somehow always manage to get a crew up and get the aircraft repaired so the pilot can come home, but getting the repair crew back is another matter.

Sgt. Munroe and his crew had a nice long visit at Fort Nelson. I imagine they would have to stick to one leg when it's 61 degrees below zero.

I noticed with envy that the RCMP got another raise in pay; that makes their recruits start off better than some of our 20-year NCOs. We're all in the role of keeping the peace; one is National, while the other is International. I guess this makes the difference.

This week I shall digress from the usual commentary on squadron activities to a more pressing subject that has been getting considerable press coverage; that is finance, the high cost of living, and inflation.

Our Prime Minister, and the government is trying hard to bring inflation under control by restricting spending, high interest rates, etc.

How many of us really understand what is happening to our economy? We get a small raise in pay and its quickly eroded back to zero by increased prices caused by inflation. Our dollar

value is continually shrinking and all we do is gripe "why doesn't somebody do something about it". We blame our governments in particular, all the way from local to provincial to federal, but I think everybody should share in the blame. Everybody wants to pass the buck to higher authority, but the responsibility is ours, and we can do something about it.

The federal government is trying to fight inflation by curbing spending, cutting back on civil servants, the Armed Forces, defence spending, building, etc., and telling industry and labour to hold the line on price increases and wage demands.

We can start by doing the same thing with our personal finances. I don't propose that it will be easy, but it would be effective.

Business establishments make it very easy for us to spend our money - money we haven't got - by making credit so easily available. We get unsolicited credit cards in the mail by the dozen. "Buy now, pay later". By accepting these credit cards, we are in effect cutting our own throats, by spending money we haven't got; thus accentuating the inflationary trend.

We are not only spending money we haven't got, but we are also paying an exorbitant interest rate on borrowed money. When you buy on credit, you are actually borrowing money at rates up to 24 per cent. How many of us can afford that kind of spending? I certainly can't, and neither can you.

What's the solution? Curb our own personal spending. Don't buy on credit. Buy only what you need and what you can afford and only when you can afford it. Better still, restrict your spending to only those things you really need.

How is this going to affect us locally? Simple - by restricting your spending, the cutback will be felt at all local business establishments. Since the Base is a major source of revenue in the area, any restricted spending will soon be reflected in a keener competition for our dollars. When competition is keen, prices tend to slide down rather than creep up. Isn't that what we want? A stable economy where we get a dollar's value for a dollar.

It seems ridiculous for a man who has spent from 20 to 30 or more years in the service of his country to be pensioned off at age 50 or over, only to find that his pension isn't enough to live on, because inflation has eroded our dollar. This same man has to go look for a job, but who wants to hire a man 50 years old, regardless of his abilities or training?

If our economy was stable, we wouldn't have to worry about what we will do on retirement. We should be able to do just that: retire, and restrict our activities to our hobbies and leave the job competition to the younger generation.

I don't suggest that the older generation should not be employed, but it shouldn't be a matter of desperation that it now is for people on retirement.

If you don't believe me, just drop by the manpower centre and see for yourself!

Night Hawk's Nest 409

Countdown to Tac-Eval has started, which means that the Nighthawks and their supporting cast will be engaged in a series of big and not-so big exercises for the next couple of months. The 1970 silly season got underway last week with a real razzle-dazzle Felix something-or-other which featured the maximum possible number of people sitting around awaiting the minimum possible number of scrambles. Admittedly, sitting around does much to balance the budget, but it doesn't do much for proficiency. Subsequent exercises will, we are told, have some flying built into them, which will be a novelty indeed.

Doug Stuart, Doug Munro and Don Middleton have been orbiting about the countryside sliding big rocks down sheets of ice, which seems an inscrutable way of spending the time. Proceeding east of the Rockies during the winter season is bad enough, without running about on the ice. One could lose one's HRP that way.

The same applies to Dale Northrup and Bob Merrick, who spent an involuntary week in Winnipeg doing a study on how long it takes to get T-Bird parts from one end of this vast domain to the middle of it. It is not, they found out, a feat that's accomplished overnight. Muspel we've taken to sending our spare parts by service air.

Jethro has embarked for Hawaii aboard the Oriana, which should take the minds of the O's management off the tyrod outbreak on the Orsova. An outbreak of COBOC on a cruise ship is an inestimably worse thing.

The squadron is still looking for some way of curing Grant Clements of snoring in the Q. Grant says that they can stop putting him down there, but his suggestion has yet to be adopted. Recently they have started putting him on alert with HMCS Fisher, figuring that Huggert will be so busy bad-mouthing this and that that he will never notice that Clem is snoring, or even there.

There have been no reports concerning the progress that Ernie Poole is making in his efforts to master the banjo, but it has been noticed that his neighbors have taken to sound-proofing their houses, so it must be as-

sumed that his progress is minimal. Actually, he has been so busy trying to design a schedule that will work that he has no time for any other miracles.

One of the staunchest members of Ghost flight has returned to the squadron for a while. Mike Pollard has returned from a stay in NDMC and is making a valiant effort to get combat-ready. Apparently he will be hampered by having Bob Merrick in the back seat, so progress will necessarily be slow.

A couple more of Nighthawks have arrived from Beyondville to take up residence in the Nest. Ernie Briggs, who used to rattle around in the back end of Arguses has traded in his Morse key for a money belt and will be herding Voodoos about the sky. Karl Hamerschmidt who has just completed the navigation pipeline, will be entrusted to Don Elphick for his combat-ready training. As Don has been languishing in Charm School for the past several months, it should be an interesting bit of training.

The transfer season started with a bang last Friday when the colonel of the regiment announced that his replacement had been named. This set him to wondering, as there is only room for one desk in his office. At last report he had offered to become air attaché to Exposaka, but that posting has not yet been confirmed.

Rumor of the Week - Cudgel Stew is manufactured by Computer.

Germans to film Air Div. members

LAHR, Germany (CFP) - West Germany's servicemen will soon get an inside look at how their Canadian NATO opposites work and relax while serving in their country.

A film, now being produced by Hans Reitz film production of Wiesbaden, Germany, will feature a day in the lives of an air division pilot, an aero engine technician and an airwoman. Producer Reitz will also take his cameras down town here to film Canadians shopping, at home in their German apartments and taking part in sports events.

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Canadian air pioneer dies

OTTAWA (CFP) - Canada lost another of her early pioneers in aviation when Wing Commander R.F. Redpath, 82, died recently in Granby, Que.

Before the formation of the Royal Canadian Air Force in 1924, Wing Commander Redpath became the second director of the fledgling air service called the CAF (Canadian Air Force) succeeding Air Commodore A.K. Tylee in March 1921.

Born July 7, 1888 in Montreal, he took his early flying training at the Curtiss Flying School in

Toronto before being commissioned in the Royal Naval Air service in 1915. While flying with naval air units on the Western Front in 1917 he was awarded the French Croix de guerre for his strategic bombing of the Rhineland. Wing Commander Redpath in-structed in Britain during the last year of the war and in 1920 was commissioned a squadron leader. He was promoted to wing commander when he succeeded Air Commodore Tylee as director in 1921.

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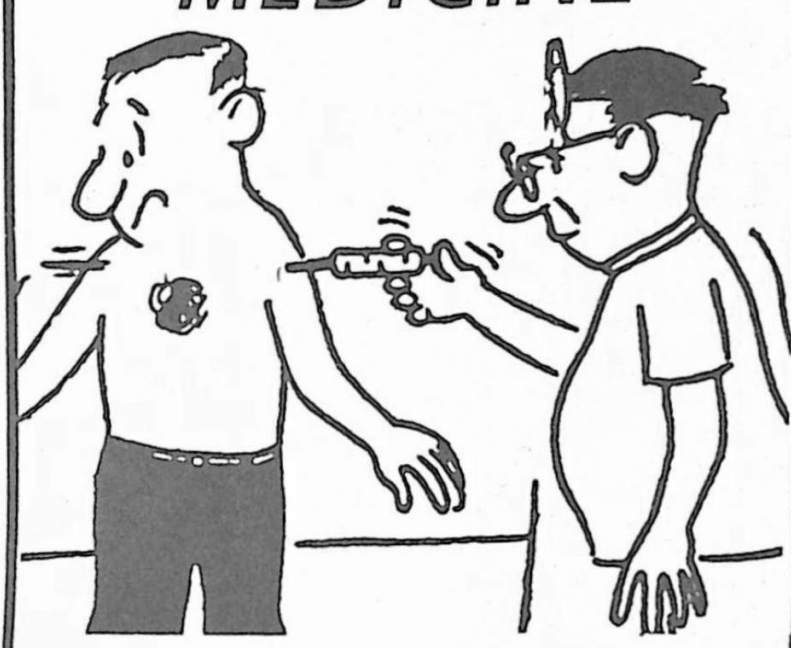
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Our entire stock of ladies' winter coats all at reduced prices. Many styles in color and fabric. Some with fur trim on collar. Coats reg. priced \$75 to \$95.
January Sale
Prices — 24.69 to 49.95</p> <p>36 Only Borg Pile Coats & Jackets
Reg. priced 22.50 to 45.00
Sale
Prices — 19.69 to 34.95</p> <p>500 Ladies Dresses
Our complete stock of over 500 dresses. All at Clearance Prices. A size to suit any figure. A price to suit any budget.
Dresses — 4.49 to 7.69
Dresses, reg. priced 12.95 to 35.95
Sale
Prices — 9.69 to 27.95</p> <p>A Few Formal Gowns
Reg. priced 22.95 to 41.95
Sale
Prices — 12.69 to 32.69
Evening Blouses - special — 4.89</p> | <p>50 Only Ladies' Raincoats
Many are reversible. Reg. priced 14.95 to 42.95
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Primarily slims — black, brown and 17.58. Sale
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Sale Price — 1.89 to 6.69</p> | <p>Ladies' Suits
Our entire stock including many smart new all wool double knits at sale prices. Reg. priced 19.95 to 45.00
Sale
Prices — 14.69 to 34.95</p> <p>30 Ladies' 2-Pce Pant Suits
Tweed, and Wool in many smart styles. Reg. priced 14.95 to 42.95
Sale
Prices — 12.69 to 34.95</p> <p>Ladies' Skirts
Reg. priced 3.00 to 13.95
Sale
Prices — 6.69 to 9.69</p> <p>Ladies' Pyjamas & Gowns
Fleecies in regular and shorty styles. Reg. priced 2.95 and 3.49
Sale
Prices — 2.69 to 3.69</p> <p>Ladies' Slips
Lovely supra lace trimmed. Reg. priced 2.95. Sale price — 2.69</p> <p>OTHERS
Reg. priced 3.99 to 4.49
Sale Price — 3.69 to 4.49</p> <p>Ladies' Panties
A real gay assortment. Many styles. Reg. values to 66c. Sale price 49c
2 for 95c</p> |
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Bargains in Men's Wear

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All wool Top Top suits. In assorted checks. Reg. priced 59.95 to 79.95
Sale Price — 59.95 to 69.95 & 79.95
Easy Terms Arranged</p> <p>Men's Raincoats
Wet weather. Regular 19.95 - 29.95 to 49.95. Some with zip in lining. Sale
Prices — 16.69 to 24.69 & 36.69</p> <p>Men's Tweed Sport Jackets
Reg. priced 37.50 to 45.00
Sale
Prices — 29.95 to 34.95</p> <p>Men's Sport Shirts
Reg. 8.00
Special — 4.69</p> | <p>Men's Ski Jackets, Car Coats & Cruiser Coats
A wide selection of quilted nylon, melton cloth, etc. Reg.
Sale
Prices — 7.69 to 29.69</p> <p>Men's Cardigans and Pullovers
Famous name brands all at clearance prices. Reg. 9.95 to 24.95. Sale
Prices — 6.69 to 18.69</p> | <p>Men's Dress Shirts
White and stripes. Broadcloth. Reg. priced to 6.00
Sale Price — 3.98</p> <p>Men's Dress Socks
Reg. 1.99 to 2.99
Sale Price — 89c to 1.89</p> <p>Men's Wool Dress Pants
Perma-Crease. Reg. 12.95. Special — 8.69
Reg. 19.95. Special — 12.69</p> <p>Men's Work Shirts
Warm duckin. Reg. 4.49
Sale Price — 3.89</p> <p>Men's Fleece Shirts and Drawers
Reg. 2.95
Sale Price — 1.98</p> <p>Combinations
Reg. 4.50
Sale Price — 4.69</p> | <p>Men's Work Socks
Wool blend. Reg. price 60c. Sale Price — 3 pps 1.98</p> <p>Men's Dressing Gowns
Reg. priced 19.95 and 15.95
Sale
Prices — 7.69 and 12.69</p> <p>Men's Fleece Pyjamas
Stone broadcloth included. Reg. Sale Price — 4.49</p> |
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BARGAINS FOR BOYS AND FOR GIRLS

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10% Discount on all Yard Goods and in our COMPLETE STOCK OF DRAPEY FABRICS

GROUND CREW SAVES 721



A GROUND CREW to be proud of. Several weeks ago, under adverse weather conditions the night shift towed Argus 20721 out of the hangar for a run-up after the normal servicing checks. The aircraft engines were started in their normal sequence, 3, 4, 2. However as the engineer was about to start number four engine, the ground man noticed that the aircraft was moving forward slightly. The parking brakes were taken off and reset and No. 1 was started. The ground man again saw that the aircraft was still moving, however it was really sinking. The aircraft was shut down immediately but continued to sink. Even though the night was dismal, with rain and high winds, the ground crew managed to get support jacks wheeled out by hand under the aircraft. Had it not been for the alertness of the crew the aircraft would have collapsed causing severe damage to the bird. Many thanks fellows for a good job well done.

— Base Photo



DEMON DOINS

The 407 (VP) road show hits the circuit again! This past week the Demons have taken their interests from the land of the mid-night sun to the land of the rising sun. Monday morning while we were still tucked in our trundle beds, Ken Waterhouse and crew 5 departed Comox for a trip to the Orient. After weeks of careful planning and nerve wracking waits for passports the Demons finally got mobile. The trip they are engaged in will take two weeks with stops along the way. The more noteworthy of these being Tokyo, Nagoya and Hachinohe Japan. This is intended to be the first of a planned series of sorties to the far west or is it east. In keeping with the trips that were made last year the Demons hope to keep up their cultural exchange visits. This is a first time ever for the squadron. To ensure that only the highest quality of information is returned the Demon CO has dragged his person from desk to cockpit. In keeping with ancient custom his chief scribe has also gone along. Torn between desire to be acting CO and Flight Commander, Maj Osborne decided that neither were worth the effort so he donned his mae west and flew the coop to the Orient. Our

undercover reporter has ensured that our faithful readers will be given full coverage of the trip in future issues of the paper. For the benefit of those readers who are eating their hearts out the Demons will be engaged in ASW work, in a sense!

Last Friday night the Demons gathered at the officers mess to say farewell to three of the squadron officers who are departing the fold. They are Capt. Bill Short, Lloyd Snyder and Gary Thain. For Bill this will be his last airforce mug as he has left the ratrace for the tranquility offered on civv street. Although he had only been with the squadron for a short year and a half he has endeared himself to all. His last job was that of captain on crew 4. Lloyd Snyder is awaiting posting instructions after completing the novice pilot course at Borden. He is hoping that future pilot operations do not cause any undue pain. Lloyd has spent his time as an RO with the Demons since late 1963 to the present. The last of those on the mug presentation list was Gary Thain. Although he has been away from the squadron for the past few months he is still remembered by most. Gary four years on the squadron as a line RO before he took a remuster to

Electronics idea pays dividends

LAHR, Germany (CFP) — A forces navigator with a flair for electronics has picked up \$2,600 for developing a more accurate method of detecting submarines. Maj. Robert B. McMillan of Victoria, B.C., came up with the idea in 1963 but at the time it was not considered to be a major innovation. A closer look by the forces' anti-submarine experts found the method to be more valuable than originally considered. Over the years, it has saved the taxpayer about \$186,000.

Presentation of the cheque and a certificate from the National Defence's suggestion awards section was made here by Gen. F. R. Sharp, chief of the defence staff.

Maj. McMillan was educated in Winnipeg and joined the RCAF there in the late 1940s. He graduated from station Winnipeg's navigation school in 1949 and is now a staff officer with the Fourth Allied Tactical Air Force headquarters in Ramstein, Germany.

ATC controller at Comox. To all of these gentlemen the Demons wish a hearty God speed and success in your ventures.

Friday also saw the announcement of a few transfers. Heading to the east coast are Capt. Denny Trediak and Ken Merkley. Denny will be going to join our fishhead friends in VS 880. They say that flying on a Tracker out of Cape Dyer is the answer.

Ken is leaving the Demons to join the staff of 449 squadron. It seems that he has been in such constant demand down there that they have finally decided to keep him on a more permanent basis.

The other transfer that came in was for a member of the operations staff, Capt. Vic Howlett. He will be going to Yellowknife to assist the army in liaison duties. Fortunately for him the supply section has just ordered a parcel of goodies for Arctic use.

In closing we would like to remind you of the squadron officers party on Feb. 7. The party kicks off at 2000 hours with cocktails and goes until the wee hours with food and dancing provided. See you there.

NEW MANAGEMENT

FORMERLY AIRWAYS SERVICE

NOW

BOB's CHEVRON SERVICE

- BCAA TOWING
- ELECTRONIC TUNEUP
- ALL ENGINE REPAIRS
- FULL BODY AND PAINT SHOP

PHONE

339-4213

Milk

is GOOD...and GOOD FOR YOU!

Children need milk to grow on. With every glass they get extra vitamins, minerals and proteins for health and strength!



Fraser Valley Milk Producers
Dairyland Division

Courtenay

334-4406



CAPT. BILL SHORT, whose mug party was held recently at the Officers' Mess is shown aboard the venerable Argus on his last trip as Captain of Crew 4. Bill has been a squadron member of 407 for only a short time, however, he has been a member of the Armed Forces for twenty seven years. The Totem Times staff can usually find something ridiculous to say when we see a picture like this but in this case, we will leave well enough alone and just wish Bill and his family the best.

— 407 Air Photo



MAJ (N) DAN DESKO, the newest USN exchange officer to arrive at CFB Comox for his two year term on 407 Sqn. talks to Col. G. A. MacKenzie, Base Commander, CFB Greenwood after his recent completion of MOAT Course 8 with 449 Sqn. Dan will have been taken under the wing of Capt. Gerry Regher as second pilot of crew two. (Now that gives us two Anchor Clankers).

— Canadian Forces photo

ANNUAL MEETING TIME
BORED BY THE BOARD?

It's annual meeting time.

Your board of directors wants you to attend. This is your meeting. You can decide the future of your credit union.

All year, we've been taking your shares, making loans to you, giving you sound financial advice. Now it's your turn.

A credit union is operated by members, run by members, owned by members, designed to serve members. The only way your board and staff can do this is to find out what you want. The annual meeting is the place.

We think our dividends are high, our interest low, service spectacular. But we could be wrong.

Plan to come to the annual meeting and set us straight. Or pat us on the back.

If you like our service, come to the office. You may need to save — or borrow — something.

See you at the annual meeting!

BASE THEATRE

2000 hrs.

Wednesday, 25 Feb., 1970

COMOX CANADIAN FORCES
CREDIT UNION

He who laughs, laughs, laughs
—by P.P.



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January Entertainment

Wednesday, 21st — Special Merchandise Bingo. 8:00 p.m.

Saturday 24th — Dance. The Reflections.
Food: Chinese.

Saturday 31st — Dance. The Tidesmen.

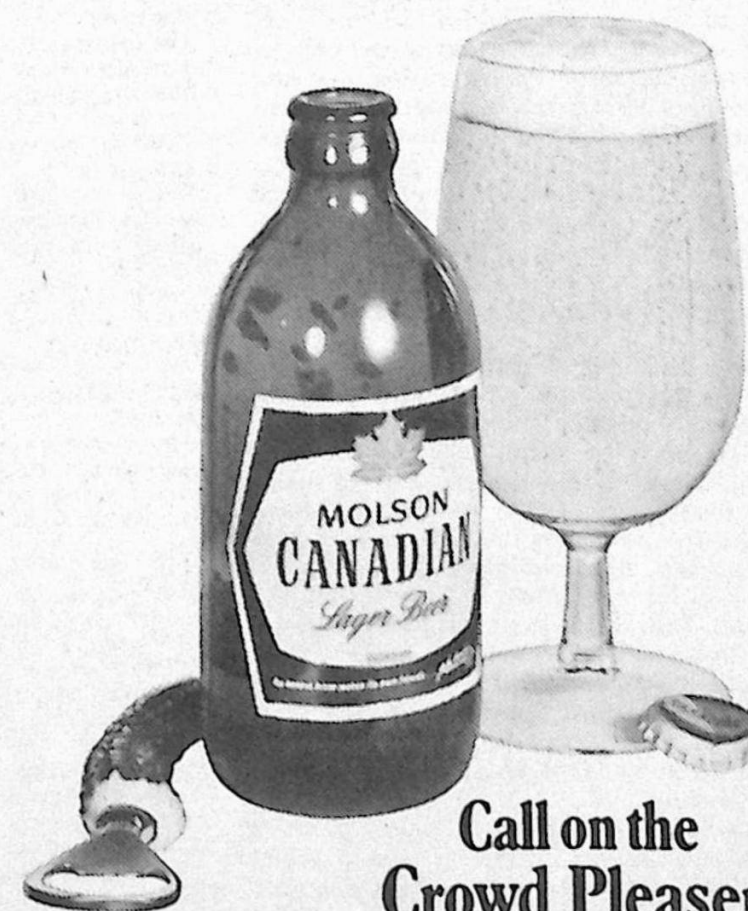
Food: Southern Fried Chicken.

Movies every Tuesday — 8:00 p.m.

Nickel Bingo every Sunday — 8:30 p.m.

Starting on the 11th of January.

Lounge Dress Please — Members and Guests Only.

Molson
Canadian entertains

Call on the
Crowd Pleaser
the bright, clear, lager beer.



MOLSON'S CAPILANO BREWERY LIMITED

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

Those prolific aims

Because the Canadian Forces exists as an arm of the Canadian Government, it is the right of that government to make broad policy which affects the service, and to specify the aims toward which that service will work. Much has been said about the interests of the service being the same as the interests of Canada. Of course. And they are the same as the interests of the great body of Canadians. A number of priorities have been pronounced, presumably in the belief that they will give the service as a whole a sense of direction, and the serviceman as an individual his *raison d'être*.

It is extremely difficult for the individual serviceman to relate to such nebulous things as sovereignty, and the general defence of North America. Perhaps government has difficulty relating to these things as well, for the service itself seems to be one of the lower rungs in the order of priorities for the nation.

The serviceman is not looking for pie in the sky, and he will not be satisfied with generalities. He wants something tangible, something that he can sink his teeth into. And he will not be disappointed. For although the primary aims themselves may elude him, there are a host of secondary aims which assume primary proportions for a peacetime service.

A multitude of ways in which the government uses the service have nothing to do with the all-important priorities. The defence budget is allocated in ways that redistribute wealth to underdeveloped and depressed areas of Canada. The secondary aim is obvious when one considers the difficulty experienced by the military in closing bases which have become superfluous or obsolete. Defence money is also spent with a view to buoying up certain sectors of the economy. Most prominent in this field are the aircraft industry (we limit almost all our aircraft purchases to those which can be built, through contractual agreements, by a Canadian corporation), electronics industry, ship refitters, and occasionally building contractors and clothing manufacturers. Another slice of defence money is used for the good of Canada's boys and young men in the form of air cadet training programs and university scholarship plans. The service itself gets little benefit in return because of the low retention rates, but the service's loss is the nation's gain.

In day to day operations the service assists most of the other government departments. The bulk of search and rescue operations are carried out by the service, to say nothing of mercy flights for critically ill patients and accident victims. Service ships assist vessels in distress if the coast guard is not available. If flood waters rise in Winnipeg, servicemen are there filling and toting sandbags, as well as helping to evacuate flood victims. If Montreal's police and firemen go on strike, servicemen are there maintaining law and order. When diplomatic visitors arrive in Canada, military aircraft provide courier services and assist in providing transportation for the entourage. Domestic and overseas military flights often list among their passengers Members of Parliament, government officials, news correspondents, and representatives of Canada in the form of chorale groups, hockey teams and competition skiers. Military aircraft transport everything from people to baby otters, in the interests of Canada.

All of these are secondary aims which the service is ideally suited to carry out. None has anything to do with sovereignty or North American defence, and yet each is important in its own right. Our primary aims, have been spelled out for us and we will work to achieve them over the long haul, but in the interim it is worthwhile to reflect occasionally on the other ways in which we serve our country.

The bicultural conundrum

One of the goals of the present Canadian government is to make the experiment of biculturalism a workable reality. To assist in achieving this end, the Canadian Forces is being used as the guinea pig on which to work out the problems before biculturalism is imposed on the nation as a whole.

The service lends itself ideally to this for many reasons. It is a relatively small but entirely national organization and consists of a representative cross-section of the Canadian people. Francophones and anglophones exist in the service in approximately the same proportions as in the general population. More important, however, servicemen are generally more national, as opposed to provincial or parochial, than any other body of Canadians, because their experience of Canada has been broadened during their tours in many parts of the country. Also they have had their rough corners knocked off and have become used to living with policy changes. It is their want to support their service and their government during downs as well as ups, even when the downs outnumber and outweigh the ups. Above all, military experience makes servicemen tractable. However, even if it did not, the intransigent could do nothing to deter the implementation of bicultural service policy because no serviceman can strike or otherwise openly express his dissatisfaction with service or government policy.

Bilingual facility is considered a very important qualification for members of the present service. So much so, in fact, that there has been much speculation on the changing structure of the rights and opportunities for the serviceman and on how his ethnic origin might affect his prospects for reasonable progression. An individual's odds for promotion are based primarily on his potential for serving in the higher ranks, so if his performance is rated on an 8-point scale and his potential on a 2-point scale, the unilingual serviceman might conceivably find that even with many other qualifications, his potential could only be rated at 0 or 1. Poor odds, if the best you can do is 50%.

Now that technical training is being taught in both English and French, the service will have three different language categories of servicemen: the unilingual French, the unilingual English, and the bilingual. Most of the unilingual French will have ample opportunity to learn English during their first few years in the service, even if they do not take the full time English language course. Excellent English courses are available at almost all centers where bases are located. Most of the unilingual English, however, will find their opportunities to learn French severely limited. The French language school at St. Jean can handle only an infinitesimal fraction of those servicemen who would learn French. Only the most basic French grammar, or elementary conversational French are available to most service personnel located outside Quebec and Ontario.

If our service seriously proposes to be a positive bicultural vanguard for Canada, its policy should insist on a homogeneous bilingual capability for all servicemen. This would necessitate expanded facilities for French instruction, but this should certainly be warranted if the bilingual capability is considered such an important qualification.

The bilingual service that might emerge would not only be a single, solid, and unified service, it would also be a standard and uniform service in which each serviceman could serve at any other base across the country. Also selection for promotion could be made on the basis of merit alone.



These new Tinsel Tops make the sprogs looks so much like Groupies that I'm fast becoming a nervous wreck.

A TOUCH OF TINSEL

Due to the glacial pace with which the new green uniforms are being delivered from Canex, and the equally glacial pace with which they are being delivered from supply, the effects of the new officers' caps have not been too noticeable. Enough of them, however, have been delivered to enable one to form an opinion, and that opinion is "Good Grief." Already the amount of gold fungus floating around has caused two cases of snow-blindness, and resulted in a couple of aircrew temporarily losing their flying category for even daring to look at a light colonel in the bright sun, which, contrary to popular opinion, does appear around here from time to time. The sun that is. Light colonels have nothing to do with popular opinion.

It is probably too late to do anything that will result in any change to the new officers' hats, and that is unfortunate. At the moment they look as though they were designed by one of the more ostentatious Latin-American dictators for an army where everyone is a general, except for one or two corporals who are called in to make the thing work. There is, at all levels, far too much gold goop, and it cheapens what is otherwise a very nice uniform.

Despite this, however, the new hats probably have some value for parades and ceremonial occasions, to which role our armament procurement policies seem to be reducing us anyhow. No one can deny that they sparkle and glitter. At least, they do when they are new. But what happens a couple of years hence?

A hat that has gone cross-country stuffed into a T-Bird map case is a very sorry hat indeed, gold braids or no gold braids. It gets all skinned out of shape, it gets greasy, and it

loses its parade-square newness at a great rate of knots. Then, when it and its owner have to appear on parade, colonels turn choleric, and so on. It is not a pleasant scene.

As an answer to this vexing problem, most generals suggest the purchase of two hats. One to be worn day-to-day, the other to be worn only for festive occasions. But, at the current price of gold-plated hats, not too many people are apt to follow this course.

What, then, is the solution? As mentioned earlier, it is probably too late to do much about the gold goop dripping from the caps. C'est la vie. But the introduction of a green wedge cap would go a long way toward solving the problem.

The wedge cap which the air-works has traditionally used is ideal for stuffing in obscure corners of airplanes, or slipping

into flying suits, and arriving at its destination looking not too bad. It is also a lot cheaper than its gold-encrusted brother.

While we're at it, why not authorize airmen to wear the wedge cap? Under the new scheme of things, their flat hats will cost them more than the price of a wedge cap, and there is no real reason why they should not be allowed to wear wedges if they want to keep their flat beanies for parades and whatnot.

It is rumoured that a green wedge cap has indeed been designed for wear with the new uniform, and it is good news. But it would be equally good news if someone were to reconsider the amount of gold trimming that have been stuck to the new flat hats. It looks cheap.

Besides that, it's liable to cause snow-blindness.

FULL VALUE

On page eight of the February issue of MacLean's Magazine, the Department of National Defence goes to some lengths to explain to Canadian parents the advantages of sending their sons to Canadian military colleges. The same ad also occupied a full page in the Weekend supplement to the Vancouver Sun which landed on readers' front doorsteps last weekend. In both instances, the Department paid for a full page. In both instances, the Department did not get full value for its full page, for one half of the ad was in French, and the other half was in English. Although such a gesture might be redolent with symbolism and whatnot, it is also redolent of silliness.

Why spend the money for a whole page of advertising in an English language magazine, and then fill half that page with French language that is unintelligible to most of those who will read the ad? Similarly, why spend the

money for a whole page of advertising in a French-language magazine, and then put half of the ad in English, an equally baffling language to the French reader?

The armed forces have been directed to project a more bilingual appearance to the world, but surely the idea of paying for advertising, half of which means little or nothing to the people who will read the ad, is ridiculous. Other government departments, it is noted, place their ads in English language publications in English, and in French language publications in French. They are, in other words, attempting to get full value from their advertising dollar. The Department of National Defence, on the other hand, seems content to accept half value.

The first principle in any form of writing is to keep the reader's interest in your mind. If this principle is not followed, the reader rapidly loses interest and the message is lost. With these ads, it is obvious that the Department has lost sight of the intended readers - the parents to whom the ad is ostensibly directed - and fastened its gaze instead upon some ideal which says that everything produced by the Department must be in French and English, regardless of the reader's capabilities.

It would be a far more effective proposition if the Department would revert to the practice of preparing ads for English language papers in English, and for French language papers in French. In this fashion they could use the entire page, for which it has paid, to offer the parents a more complete explanation of the ROTP system.

Just as we try to get full value from our defence dollars, so we should try for full value from our advertising dollars. Half value is not enough.

station tailors, who have to make a living. And so it goes. Glorioso knows what our career managers have in store for us next. We've also been known to let Major positions stand vacant for extended periods of time - filling said establishments with reasonably experienced Captains. If the Captain does too thorough a job, the Major position is deleted.

But promoting people just because they deserve and are qualified for a promotion is ludicrous. On the other hand, our sister elements may have promoted all these people to prevent an exodus of qualified officers. I once heard of an Air Force which did this to prevent the departure of pilots. Name withheld at the request of the next-of-kin.

BAN THE BUTTS

Pollution control is a subject that is worrying just about everyone these days. The number of citizens burying cans of DDT is exceeded only by the number of citizens who worry about the effects of all that rusting metal in the innards of the earth. One major oil company even went to the expense of filming a commercial which interrupted hockey games to let the viewer know that Inferior Oil was, by far, doing its level best to control air pollution. The narrator of this cleverly animated bit of propaganda smoked a pipe throughout his entire message and that gets us around to the point of this diatribe.

When one thinks of pollution, one thinks of Titanic Pulp and Paper Inc., belching tons of garbage into the atmosphere, there to settle out on people's freshly washed cars. Or, one thinks of herds of automobiles, all with maladjusted carburetors spewing gallons of instant death into the hardened lungs of passers-by. Atmospheric pollution, in short, is always something that is thought of as occurring outside. But it doesn't. The most common, the most prevalent, and the most annoying form of air pollution occurs inside, and it is caused by that peregrinating pest, the common smoker.

How often, for example, do you get dressed up in your Sunday, or even Saturday evening best for a big night on the town. With your suit just fresh from the cleaners, your shirt just fresh from the laundry and your hair redolent of greasy kid stuff, or, if you're on the other side of the generation gap, toupee paste, you head for the bright lights.

After an hour or so in a crowded cocktail lounge filled with all sorts of people who cannot live without their cancerous pacifiers, you step outside, and you notice that you now smell as though you have been the chief attraction at a four-alarm fire. Your suit must be returned to the cleaners. Your shirt is mistaken by your laundry man for a slab of bacon. And your hair is so full of tar and nicotine that it has con-

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In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is listed to a refund of the space charge for the erroneous item. Advertising is an offer to sell and may be withdrawn at any time.

Inquiries may be directed to Cpl. McCaffrey at Local 377

tracted terminal emphysema. To the already ruinous expense of a night out, you must now add the cost of laundries and dry cleaners. It would bring a tear to the eye, if the smoke hadn't already done so.

Such expenses, discouraging as they are, are only a small part of the ultimate cost of the ubiquitous lung-incinerator. Removing tobacco tars from aircraft pressurization systems, for example, cost the airlines a great deal of money. The cleaning costs in buildings necessitated by people chuffing clouds of smoke into the air are tremendous. And so forth. Smoking is a form of pollution which can no longer be ignored, and it must be stamped out as rapidly as possible.

But how to do it? Searing people to death with vivid descriptions of lung cancer and emphysema has not worked. It merely gives them more to worry about, so that they require more solace from their smokable soothers. What then is the answer? One answer is a pollution tax.

For example, every time a smoker lights a cigarette, he should be compelled to pay everyone within a 50 foot radius the price of a full set of cleaning. Among the smokers, who don't notice whether their clothes smell or not anyhow, this would soon balance out, but the non-smokers would not be out of pocket because of someone else's air pollution. For cigar smokers,

the radius would be 150 feet. Airlines could charge smokers more for the trip, and pass the savings on to non-smokers. And so forth. Almost every place of business would be able to operate more cheaply if smoking was to disappear from the face of the earth. It is only fair that those who do not smoke should not pay the costs caused by those who do.

The battle against pollution has just begun. Right now the major targets are those that can be seen visibly polluting the atmosphere with cubic yards of smoke and ash. But they should not be the only targets. Putting the clamp on hundreds of thousands of minor-league polluters will have as beneficial an effect as cleaning up one pulp and paper works. So why not go after the smokers as well?

Why doesn't the service, for example, ban smoking on service aircraft. Or, failing that, set up a special smoker's section, outside the airplane.

Why does the service allow smoking in service vehicles. Why doesn't the service insist that all on-base smoking be done outdoors, at least three miles from the nearest aircraft, vehicle or gas pump? And only when the outdoor temperature is -40F. Such a step would assist the pollution fighters immeasurably, and it might also make the fire-fighters a bit happier.

It would also cut down the cleaning bills, and wouldn't that be nice?

New Customs Information

NOTE: The following information is taken from Canada Customs form Y 18 II/69 which can be obtained from the local Canada Customs office. In itself it is an accumulation of excerpts from the new customs regulations which came into effect 1 Jan 70. The Totem Times points out however that should you have any questions or doubts as to what you can bring into Canada duty free and also what you can be charged in reference to excise taxes, etc., contact your local customs official before you buy outside Canada.

CUSTOM HINTS FOR RESIDENTS OF CANADA

The purpose of this pamphlet is to acquaint you with the items and conditions governing the importation into Canada of goods acquired abroad. Please bear in mind that all articles, whether purchased, received as gifts or otherwise acquired abroad, or acquired without payment of duties and taxes upon departure from Canada and subsequently brought back, must be declared and entered at Customs when you return. This also applies to repairs made to your vehicle, vessel or aircraft while abroad. It is sincerely hoped this pamphlet will facilitate your clearance through Customs on your return to Canada.

Canadian residents visiting outside Canada for 48 hours or more.....

If you have been absent from Canada for 48 hours or more, you may:

- By making a verbal declaration, claim duty and tax-free entry of any article or combination of articles valued at not more than \$5 included in the

Dear Sir:

I have just read your paper and after reading the other local paper, I feel that I must congratulate you on the taste of your material especially in reference to the Black Creek tragedy.

I fully realize that being a voice for base activities you could have sensationalized the story giving 442 S & R squadron good coverage. However it appears that the other local paper seems to think that in their paranoiac brain that macabre events are the essence of their readers' taste.

I sincerely hope that should such an accident befall my family that I do not have some cameraman busy bodying around at my graveside.

A Concerned Reader.

baggage accompanying you but not including cigars, cigarettes, manufactured tobacco or alcoholic beverages. If you claim \$5 verbally, you cannot use the beneficial tariff rate or any other exemption outlined elsewhere in this pamphlet on goods acquired during the same trip.

- By making a written declaration, claim duty and tax-free entry once only in each of the following periods: Jan. 1 to March 31; Apr. 1 to June 30; July 1 to Sept. 30; October 1 to Dec. 31 on goods valued at not more than \$25 on each occasion. This benefit includes up to 50 cigars, 200 cigarettes, two pounds of manufactured tobacco and 40 ounces (1.1365 Litres) of alcoholic beverages.

NOTE: All articles imported under this exemption must accompany you in hand or checked baggage.

Canadian Residents visiting outside Canada for 12 days or more..

If you have been outside Canada for 12 days or more, you may:

- By making a written declaration, claim duty and tax-free entry of goods valued at not more than \$100, once only each calendar year. This benefit includes up to 50 cigars, 200 cigarettes, two pounds of manufactured tobacco and 40 ounces (1.1365 Litres) of alcoholic beverages. This exemption may be claimed regardless of any \$25 exemption you may have claimed on a previous trip, but these two may not be combined at any one time.

- All articles claimed under this \$100 exemption must accompany you in hand or checked baggage when you return, except where the goods were acquired outside continental North America.

NOTE: Goods acquired outside continental North America need not accompany you on your return to qualify for exemption. Continental North America is defined as including Panama, the mainland north of Panama and the islands of St. Pierre and Miquelon. Not included are the islands of Hawaii, the Bahamas, Bermuda and the West Indies. Such goods must be declared to Customs when you return, but you may arrange to have them shipped from abroad. If you ship goods separately, be sure and arrange to have their arrival

coincide as closely as possible with your return, as postal packages may only be held at Customs for a maximum of 30 days. Goods shipped by any other means are subject to commercial storage charges after much shorter periods of time. Cigars, cigarettes, tobacco products or alcoholic beverages may not be declared as goods to follow, and must be brought with you to qualify for duty and tax-free entry.

Beneficial tariff rate

If you have been outside Canada for at least 48 hours, and you return with goods in hand or checked baggage which you are not claiming under any of the exemptions previously outlined in this pamphlet, or with goods in excess of the value admissible on a written declaration, such goods may be entered at a standard 25 per cent rate, up to a maximum of \$100. Over this maximum value, regular rates apply. Manufactures of tobacco and alcoholic beverages, are not eligible for this standard rate benefit.

GENERAL INFORMATION

Children who can read and write and understand the prescribed declarations, may claim an exemption. Cigarettes, cigars or tobacco may not be claimed by persons under 16 years of age, nor may alcoholic beverages be claimed by persons under 21. Cigarettes, cigars or tobacco products in excess of the amounts allowed free of duty and taxes under the exemption tariff items, may be imported upon payment of full duty and taxes. For alcoholic beverages see "Restricted Imports."

Any goods on which you claim exemption or the beneficial tariff rate must be for your personal or household use. They may be souvenirs or gifts, but goods purchased on behalf of other persons or for sale, or for use in business, may not be entered under these provisions.

Remember that you can use the \$25 exemption only once in a calendar quarter, or the \$100 exemption only once in a calendar year whether or not you claim for the maximum amount. Also, your exemption is personal and may not be pooled with another person's to cover one article, nor may it be transferred to another person.

Letters to the Editor

QUESTION: - What are YOU trying to do?

The Canadian Amateur Hockey Association Minor Hockey Committee suggests that every coach of a minor hockey team ask himself this question: "What AM I trying to do?"

Am I trying to give kids a chance to play hockey?

Am I working to keep kids off the street?

Am I really interested in boys?

Am I really trying to develop better citizens?

Am I really teaching my boys the fundamentals of good sportsmanship?

Am I giving every boy an equal chance to play hockey?

Am I trying to see that the boys HAVE FUN playing hockey?

OR

Am I trying to win games to bolster my own ego?

Do I say "I won eight games" or "My kids won eight games"?

And then ask, "which is most important"....

The Minor Hockey Committee suggests that every minor hockey coach might well decide early what his objectives are.

We further suggest that the Good Coach, the coach who is sincerely interested in the welfare of boys, will try to make sure that every boy has fun; that they are reminded constantly that they are playing a game, and that play and game means having fun. Then add instruction in sportsmanship and good citizenship.

When these lessons have been learned, the boys will be ready

for further teaching of the fundamentals of hockey.

REMEMBER -

Enjoying the Game is more important than the soon forgotten championships.

Teach the FUN-damentals.

SIR:

Concerning your editorial about the ratio of Captains to Majors in the three branches of the CAF, surely you're not condoning the system that the brown and dark blue elements have used for selecting personnel for higher rank. Imagine promoting people merely because they are qualified and deserving! No one in his right mind uses a system this simple. What about establishing a "white" list of promotion? In the light blue we have a much more clever way of selecting personnel. We have, over the years, devised a fool proof (some say "fool-proof") method of ensuring that promotions fall on the shoulders of the worthy.

You take a group of young men and offer them a short service commission, with equal opportunity for permanent service years. This six year period is followed by a couple of three year extensions, just to test their staying power. Some (a couple) are then granted permanent commissions, and a number of others (five hundred or so) are awarded a release. This is known as "trial by fire." A chosen few are promoted on a "while so employed" basis and in a number of instances find themselves re-verting to their former ranks at some later date. This delights

FUNGUS FEATURES

by mac



Hurray for Transport Command

"If you've time to spare, go by service air". This catchy couplet has long been traditional among Canada's servicemen, and it is rumoured that it was first uttered just after J.A.D. MacCurdy lifted aloft from the frozen surface of Bras d'Or lakes a half century or so ago. In some ways it was justified. Early service equipment was spartan indeed, and passenger comfort and passenger convenience finished a dismal last in a long list of priorities. Today, this is not the case. Crossing the continent by Yukon is a relatively pleasant albeit a relatively interminable process.

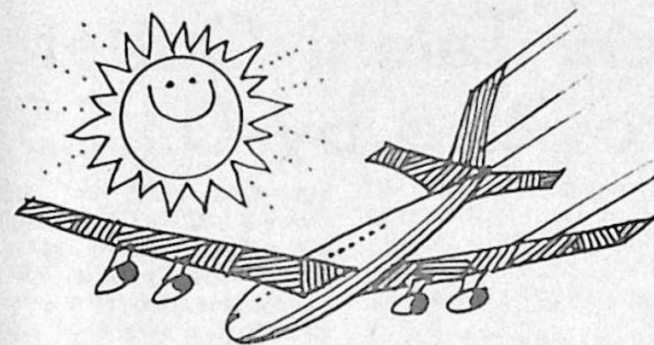
Once the aircraft leaves the terminal, the service is absolutely first-class. The pilot, or somebody up in the front office keeps the passengers informed of what is going on. The flight is smooth. The music is pleasant. And the service from the steward is fully the equal of that given by steward of large airlines. In most cases the meals are large, tasty, and enticingly served. The wine list, perhaps, leaves a bit to be desired, but then what can one expect from an outfit that buys its wine from a dairy?

The same consideration for passenger comfort holds in all of Transport Command's operations. Even in the venerable Dakotas operated by Kamikazi airlines, the passenger is king, despite the fact that the seating accommodation in no way resembles a throne.

And so we salute those members of transport command who do so much to make us comfortable when we reluctantly leave the ground in something

that actually (gasp) flies. The airplane operators who avoid the lumpy airways, the steward who are all smiles and reassurance, and those who keep all those elderly airplanes flying. All of them contribute to our comfort.

We might not have the most modern equipment but we have the best crews, and it is people that make an outfit great. Transport Command must have some good people.



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RECENT VISITORS to the Totem Times secret offices were the editor and deputy editor of the Cold Lake Courier. In the rear cockpit, looking for his money clip is Captain Egganburger and huddled in the unheated front cockpit is Captain A. Maskell. The purpose of their visit was two fold, one they just wanted an excuse to get away from the cotton pickin cold, even for a few hours and, two, they were trying to find the Totem Times well guarded secret of how we put out the best service newspaper in the world. Unfortunately by the time we got them to our secret offices, peeled all their extra clothing off them, it was time to stuff them back into their Teddy suits and send them back. Tough luck fellas.

— A Mac Photo

From up in my perch

By SEEMORE

As I rummaged around in my ol' kit bag this week looking for a timely piece of memorabilia I passed up my button stick, spiffie and belt hook and dug deeper. Suddenly a flash of pain shot up my arm and I hastily withdrew my hand. Examining my hand I found a nasty gash across it. I quickly washed the wound and dashed down to the MIR where the Nursing Sister bandaged it, the orderly kissed it better and the M.O. sent me packing with a 48 hour Attend "C".

Home once again, I gingerly prodded the dark depths of the ol' kit bag to see what had bit me. There, with the aid of a flashlight, I discovered a bloody piece of glass lying on top of my puttees. I pondered the origin of this transparent fragment for a few minutes and then it hit me. It's almost February the first, the second anniversary of Integration. Who will ever forget that fateful night when, at one minute before midnight we were the last RCAF Station in existence? Then as the clock struck 12, the RCAF gave its death rattle and so did the famous Comox earthquake. It seemed that even mother nature was trying to protest. Windows were shattered far and wide, and PMQs all over the station were rocked, including mine.

As I recall I was standing in the middle of my living room when the first shock hit. I had just finished my farewell toast to the RCAF and was about to toast my portrait of the Minister of National Defence which always hangs in an honored spot on my living room wall, when suddenly the room seemed to spin and began to shake violently. I soon lost my balance under these conditions and fell to the floor. In doing so I momentarily lost consciousness. When I awoke I found that the picture of our beloved minister was lying beside me, its glass front shattered beyond repair. Sadly I gathered

up the fragments and disposed of them, all save one. This I saved to remind me to replace the glass. Unfortunately, and despite recent pay raises I have never been able to afford a piece of glass therefore the minister's picture still hangs there without the benefit of its cover. I guess he doesn't really mind since he's been replaced himself.

How many other things have been replaced since then? Well, there have been some Admirals. The LACs have been replaced with Corporals. The Corporals club replaced with the Junior Ranks Club, and the Corporals traditional dignified TGIFs and Weepers nights have been replaced by 'Animal' nights. The Flight Sergeants have been replaced by Warntossers leaving the Sergeants wondering if they shouldn't have a mess of their own. Our blue uniforms that we were so proud of have been replaced with well worn blues that we keep trying to make do with until we get the long promised Greenies. All these changes can and must be tolerated, we're victims of our times, but the



replacement we need most desperately is one for our Esprit de Corps.

**Congratulations to
442 Squadron's
Maintenance
Personnel
on their
achieving
100%
Serviceability**

Medicare Rebate plans Revealed

OTTAWA (CFP) - The federal government will contribute a portion of the premiums paid by servicemen for medicare coverage in the premium-paying provinces of British Columbia, Alberta, Manitoba and Ontario. According to Canforgen 60 of Dec. 31 the government also plans to make this program retroactive by refunding a portion of the premiums to be paid for the Jan-April period.

The British Columbia gov-

ernment's cost-sharing plan to become effective 1 May 70 is as follows:

- With one dependent government will pay \$2.04 of the \$5.00 monthly premium.
- With two dependents government will pay \$3.53 of the \$10.00 monthly premium.
- With more than two dependents the government will pay \$3.53 of the \$12.50 monthly premium.

Get fast, fast relief from speed

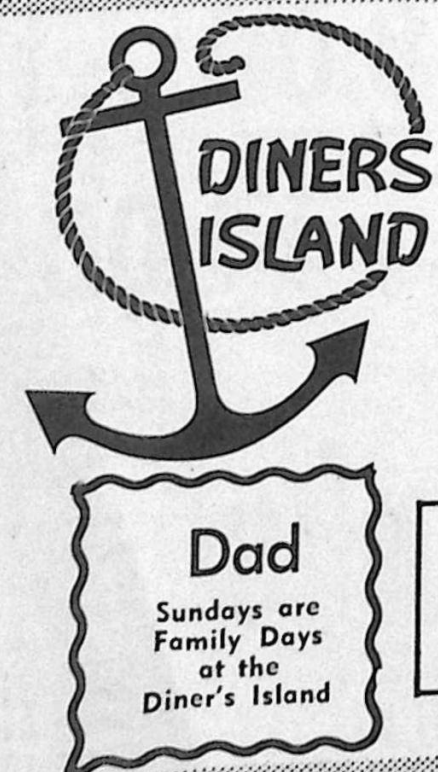
As the astronauts have pointed out, going fast isn't much of a problem anymore. Getting safely slowed down is. So, at Renault, we put the same kind of brakes in the Renault 10 as you'll find in Ferrari, Maserati and Aston Martin.

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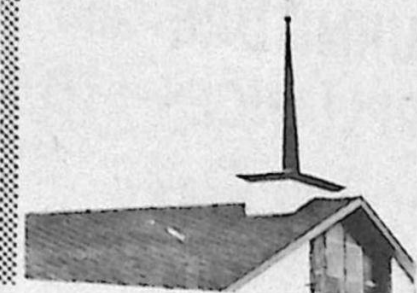
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**CONTINUES
THROUGH
SATURDAY, JAN. 24**



Chapel Chimes

PROTESTANT CHAPEL

SUNDAY, January 25: Morning Worship and Holy Communion at 11 a.m. The Sacrament will be celebrated according to the custom of the Anglican Church by the Rev. Eric Scott of Courtenay. All are welcome.

SUNDAY, February 1: Morning Worship and the Sacrament of Holy Baptism. Sermon subject will be "How can God help me find my way?" Nursery facilities for babies and small children are available at the Chapel every Sunday during the Worship Service, through the assistance of members of the Chapel Guild.

Sunday School: Ages 3 to 6 meet in the PMQ School every Sunday from 11 a.m. to 12 a.m. Ages 7 - 14 meet in the Chapel every Sunday from 9:30 a.m. to 10:30 a.m.

Chaplain: Major the Rev. William Archer, PMQ 87, Phone 339-3931.

may have something going for them Sunday morning that you have never experienced.

Then talk honestly with your minister. He may tell you that what bores some people excites others. He may just be waiting for someone in the congregation to encourage changes.

Your dividends in churchgoing are usually linked to your expectations. If you expect to be bored you will be. If you expect to be stimulated, you will be. It might be worth going with an expectant spirit and see what happens.

It may still be a drag. If so, only you can decide whether it's worth it. Your parents can't help caring about your decision, but in the long run whether or not you attend church will affect your life more seriously than it will affect theirs.

RC CHAPEL

RC CHAPEL - OUR LADY OF THE SACRED HEART - Chaplain Rev. James G. Campbell-local 274

HOLY MASS: Sunday 0900 hrs and 1100 hrs.

TUESDAY AND WEDNESDAY: 4:30 p.m.

THURSDAY AND FRIDAY: 7:30 p.m.

SATURDAY: 7 p.m.

CONFESSIONS: Saturday evening - before the mass at 7 p.m.

BAPTISMS AND MARRIAGES: By appointment

CWL: Regular meeting first Tuesday of the month at 8 p.m. in the Parish Hall, Mass at 7:30 p.m. in the Chapel.

CYO: 7 p.m. on Sunday evening in the Parish Hall.

CATECHISM: Every Wednesday evening 6:30 p.m. to 7:30 p.m. in the PMQ School. Grades one to eight.

PRE-SCHOOL: Kindergarten Catechism is held in the Parish Hall every Sunday morning at 1 a.m. No registration is necessary.

WHY SHOULD A TEENAGER GO TO CHURCH?

(The following question and answer was printed in a recent issue of a Canadian Church paper):

QUESTION: For a long time I have hated going to church. It bores me and the only reason I go is to please my parents. As far as I can see they don't get anything out of it either except seeing their friends. I'd like to quit - but then it might upset them. That just doesn't seem like a good enough reason for going to church. Is it?

ANSWER:

Pleasing your parents may be a good enough reason for staying with church. Family unity is worth some compromises.

Face your boredom squarely. Talk about it with your parents. Don't be too sure you know the reasons they go to church. They

BETTER BEACH FOR BASE

A major improvement to the Airport beach will be the result if the plans of the Wallace Gardens Centennial Committee, chaired by Captain Vince Penny, bear fruit. The committee, which was formed under the auspices of the Wallace Gardens Community Council, is hoping to have water piped to the beach, a building containing change rooms and washrooms erected, the beach cleaned up, and picnic tables installed. It is hoped that some financial assistance in the form of a Centennial grant from the B.C. Government will be forthcoming, but the bulk of the cost will be borne by base fund.

The cost of the planned improvements is approximately \$12,000 and the grant will be around \$1,500. The base is bidding for a surplus steelox building, which can be used as a change room, snack bar and whatnot. If enough money can be found, lights will be installed on the ramp.

In other Wallace Gardens news, Mayor Pulham announced that play-at-home bingo would be re-appearing soon, and adjured everyone to play as often and as diligently as possible. Further information on this popular pastime will be released as it becomes available.

Other events coming up in the near future are an Easter egg hunt for which the Easter bunny is currently laying eggs (69 cents

per dozen) and which will take place, oddly enough, around Easter. A function similar to last year's Monte Carlo night will be held in Glacier Gardens when the ice comes out. The ice, it seems, will be used to make ice cubes for the orange-soda pop which will be served on that festive occasion.

At the behest of council, the CE section has been diligently filling in some of the holes and death-traps with which some of the PMQ areas abound. While this has been much to the chagrin of the youngsters who used to play in them, it has been to the relief of the parents who used to shudder everytime they walked past one of those cunning little ravines.

As this month's council meeting was scheduled for the day the paper appeared, not too much information can be passed on about the meeting, as it seems that the TOTEM TIMES' crystal ball is in for its 50,000 forecast check. It is understood, however, that some council members will be bringing some slot car racers along, to show the mayor where he went wrong in last week's Grand Prix event with Padre Archer. Once the mayor passes his offensive driving course, there may be a re-match.

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LAVER'S
COURTENAY



COURTENAY'S ANSWER to Simon and Garfunkle singing for their supper at the D.I.T.S. Guitar Vocalists Jim Easterbrock and Edwin Graves won a free Chinese dinner.

New Talent Outlet Provided by D.I.T.S.

Eight months ago Mr. Bob McInnis arrived in Courtenay from Smithers, B.C. and took a chair in front of a microphone at the CFCP radio station.

Settling in, he looked around and discovered that the Comox Valley and CFB Comox has a wealth of untapped talent with no outlet for their energies.

With this in mind and with some of the experience he had gained at his previous home he contacted Mr. Fred Leung, owner of the new Diners Island. Together they organized a collection of local artists, both amateurs and semi-professional into a loose pre-show show. Last Thursday night they turned the whole thing loose on the public at Fred's place.

This was just a dry run for the 'Real' show which will be held on Thursday the 29th of January. This show will be called the Diners Island Talent Show (D.I.T.S.)

The show didn't really start, it sort of got going with the tuning of guitars, tightening of drums and the juggling of amplifier levels. Just when everything seemed to be tuned, Bob McInnis mounted the stage and welcomed everyone, explained the purpose of the show and said "Since I've been in Courtenay all I've heard from the young people is that there's nothing to do around here, so here's something, lets hear you do your thing".

The show attracted 16 performers, mostly guitar players and vocalists. There was one Majorette however, who twirled a flaming baton to the music of Gord Antles band and nearly put Freddie into cardiac arrest.

The performers were generally good. The crowd was surprised to learn that many of the songs had been written locally.

Originally there were no prizes to be given for the evenings show but in an unprecedented move of generosity Mr. Leung presented his choice of the evenings best,

Jim Easterbrock and Edwin Graves, both of Courtenay, with a free Chinese dinner each.

In closing the show Bob reminded everyone of the 29th, interested parties should contact Bob McInnis at 334-2421 or Fred Leung at 338-5005.

Gord Antles band played dance music for the crowd until closing time.

Classifieds

PERSONAL - To the 'kind' individual who 'borrowed' the flashlight from my hard hat bag in 409 Sqn's life support equipment room. Please kindly return same. It may be only a flashlight to you, but in an emergency, its absence could be the death of me.
Major G. C. Morrison

PERSONAL - I, the undersigned will not be responsible for the fifty-two year old fool who borrowed my skis last week.
Cpl. I. M. Seemore

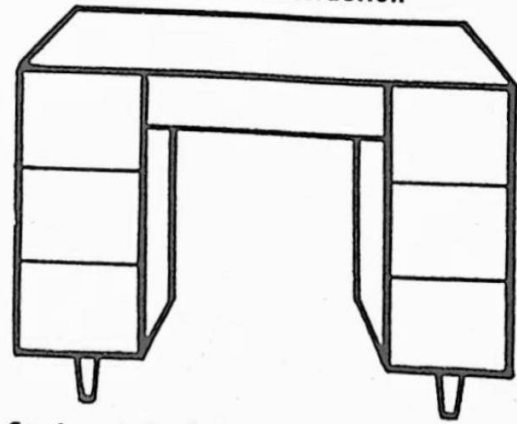
FOR SALE - 1961 Ford 4-door sedan in excellent condition. Good family transportation. Ideal as officer's first car, or as airman's second car. Phone 334-4553.

FOR SALE - 18 foot fibreglass Lynwood Deep V with 120 h.p. inboard/outboard Mercruiser like new. Complete camper top, safety glass windows, sleeper seats, fire extinguisher, electric wipers and horn, compass, spare prop, 25 gallon interior tank, custom built trailer. Original cost \$5,300. Replacement cost now \$5,880. Owner transferred to Winnipeg, boat has been stored inside. Asking \$4,000 or nearest offer. Located at Mill Bay. Contact Maj. Keir Loc. 218.

FOR SALE - 10X Shooting jacket Size 44-45. Parker Hale Sights 5c (2) 4B - \$7.50 each. 1960 Rover - automatic, power brakes, new rear end, new front ball joints, good rubber, fully winterized and very reliable. A Steal At \$450. Ph. 338-8729

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That's Show Biz

by NOLA WELLS

"Hello...I'm Johnny Cash"... These three words introduced, last summer, more than just a performer. They introduced a legend in his own time, from the field of country and western music, regardless of your personal opinion on this type of music, whether you watch it on T.V. or listen to it on records, or whether or not you even tune it in at all, doesn't really matter when you hear this man sing. He seems to 'get' to us all with his emotion filled songs of life and death as he sees them. He has the uncanny ability to project complete involvement into his audiences wherever they might be. You can feel that his songs, which are mostly written by himself, are written truly from his heart, perhaps that is why he is so successful.

When Johnny Cash finally received his own show, last summer, from his home base of Nashville, Tennessee, many people who love and care for him, both as a man and a performer, were very happy indeed. If he was new to many young folk, he was certainly known to older fans who had followed his career closely. To them, Johnny Cash had been a favorite since his teaming up with the Tennessee Two, a singing duo consisting of Luther Perkins on the guitar, and Marshall Grant on the bass. Their first hit as a team was a song called "Hey Porter" which led to a regular spot on the "Grand Ole Opry", where they had the opportunity of working with some of the biggest names in country music. It was here he first met the woman who many years later would become his second wife...June Carter, from the famous "Carter Family".

From the very beginning, Johnny Cash and his Tennessee Two, were tremendously successful. Eventually they were signed by "Columbia Records" where they recorded superb interpretations of some unusually interesting songs, many of them of his own composition. He had a sincere love for the history of the American people, as they settled in their new land, and he wrote about their many varieties of human experiences. He was gifted with a voice particularly well suited for folk ballads, and he brought to them a special kind of understanding that somehow heightened their impact. As he has demonstrated again and again, his warmth and sincerity build up a feeling of sharing by the listener, especially when he is singing his own songs. From the very beginning, record companies recognized his potential and believed him to have a great future, in his field.

However, little was known at that time of the personal struggles that would nearly defeat Johnny Cash.

Little was known then, of the horror, pain humiliation and self doubt, that he would suffer, as he found himself in the nightmare of drug addiction, a nightmare that would last for seven long years.

How does a dependence on drugs start? How does a man with such obvious talent and potential in show business, learn to lean on little round pills, to the extent where he couldn't get through a single day without swallowing up to 100 of these stimulants. In Johnny's case, it was a way to relieve pressures put upon him, by his personal appearances, on the road, and so many other demands that required him to push himself mercilessly. A normal eight hour day allows even a hard working man time to relax, time to slow down so that sleep is possible. Johnny however, was running 18 hours a day. Travelling between engagements, time for interviews, time for rehearsals, time for conferences, time to perform, indeed time for everything but rest. Time to do everything but "unwind". He began to take depressants to relax, and to crab every second of sleep possible. Then awaking still fatigued, he'd take a stimulant to help him get going again. It was a merry-go-round or perhaps more accurately a whirlpool from which there was apparently no escape. He found himself, dangerously dependent on these drugs, which eventually even led to arrests and stays in jail. The night he was found wandering aimlessly through the streets of Georgia, was the night Johnny Cash, took an honest look at himself, he saw a man from his own words "who was heading for the gutter". He knew from then on, he would do everything in his power to kick this habit. He found a tremendous desire to live, which perhaps replaced the need to destroy, which is not uncommon a need among drug addicts.

When Johnny made this decision, his life picked up steam, he went on to much success, by his personal appearances throughout North America, and through his very popular appearances in San Quentin and Folsom Prisons. These were men, who had forgotten how to laugh, these were men who had felt sorrow and rejection, throughout many years of being behind high walls of a prison. Johnny knew this, and wanted most sincerely to bring a little joy into their lives. It took him many years to convince the authorities that this was a good idea, but convince them he did, and his shows from within the walls of these prisons. In California, will not be soon forgotten. These men regardless of their particular crimes, felt a kinship with Johnny. They

knew that he had suffered from drug addiction, they knew that he had been imprisoned. This was not just a performer come to entertain them, but a man who knew personally of their own trials and tribulations, a man who knew of inner tensions and pressures, and a man who knew what it felt to be rejected. It is easy to condemn and feel superior to people weaker than ourselves. It is most easy to say "This could never happen to me" however whether we understand it or not, dependence on drugs, alcohol and even food is becoming a way of life for too many people in this world. We seem to need a leaning post like never before, in our fast paced living, when religion seems to be losing its role of providing strength and courage. Many programs are

going on to understand these addicts, whatever their results. I am convinced that people like Johnny Cash who are not ashamed to stand up and say "I was addicted, and I licked it" are helping others to overcome the same problems. This is indeed an age of truth. Shallow and phony people from any walk of life, including show business, don't impress the young folk of today. People like Johnny Cash, do however, leave an impression, because of their truthfulness and courage to speak out about their own personal lives.

Fans of country and western music will be pleased to know that they are making a full length film on Johnny Cash's life, soon to be released.

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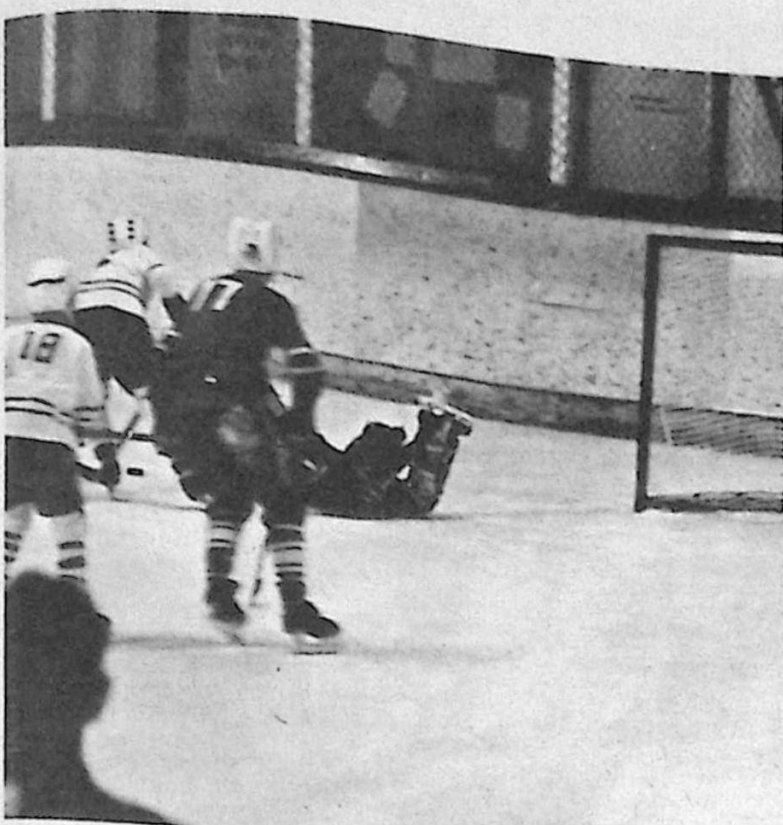
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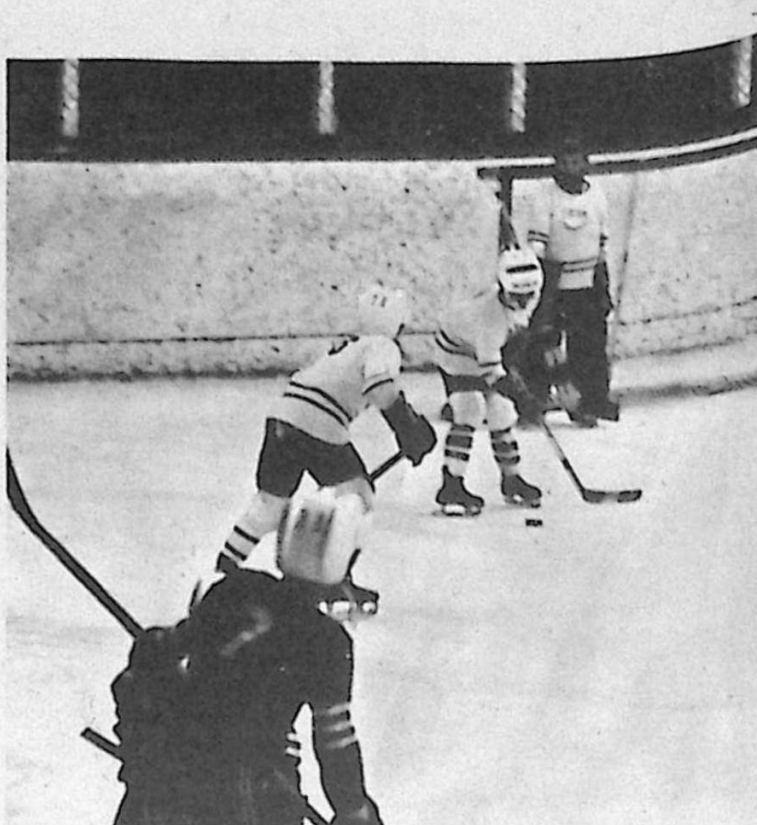
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EAGLES' Brian Uddenburg sprawls to smother the puck as Martins' forward attempts to score. Mike James (No. 17) and David Reynan (No. 18) skate to help out.



MARTINS' GOALIE, Gerald Cando watches teammate Greg Sterne clear the puck. Alex Kelly (No. 6 white) and Dave Cousins (No. 7 dark) cruise into end zone.



HAPPINESS IS — winning a game. Iroquois team congratulates goaly Ricky Ostrass after they defeated the Brave 2-1.

BANTAMS — JUNIORS AND SENIORS BOWLING HIGHLIGHTS

By MRS. JOAN MAKOWICHUK

On Dec. 29, a family twosome bowling tournament was held. Winners were as follows: "Bantams" Mrs. R. Ball and son Michael, Mr. J. Ball and daughter Susan, Mr. V. Makowichuk and son Mark, and Mrs. M. Morris and daughter Carol. "Juniors" were Mr. D. Calberry and son Mayne, Mrs. R. Calberry and daughter Janice, Mr. V. Makowichuk and daughter Brenda and Mrs. J. Hewitt and son Dave. "Seniors" were Mrs. E. Buchanan and son Don, Mrs. J. Barlow and daughter Gail, Mr. F. Shaw and son Fred, and Mr. R. J. Ford and daughter Sue. Many thanks to Brian Oster and Vic Makowichuk who helped me run the tournament. The

most gratifying outcome after the day was over were the mothers and fathers who came up to us and said "Thank you, and when would the next one be held?" To be eligible, you had to be a registered Y.B.C. (Youth Bowling Council) member.

Many people have asked, what is the Youth Bowling Council? It is a national organization set up by the bowling proprietors association to provide the youth with an interesting program that will encourage them to participate in five-pin bowling.

We are now entering the "four steps to stardom" event in the juniors and seniors. Chris Ford and Dave Hewitt have qualified for the juniors in the singles event and Gail Barlow and Peter Makowichuk have qualified for

the seniors single event. You might wonder how have these four youths qualified already. They are the top average bowlers in their division. The qualifying teams for the junior girls and boys and senior girls and boys are now being rolled.

Our qualified juniors will then go to Sooke, B.C., to bowl in the zone finals. The seniors will be bowling the zone finals her at CFB Comox on Feb. 14 against: Sooke, Duncan, Ucluelet, Town and Country Gibsons and Esquimalt.

Those winning the zone finals will proceed on to Burnaby, B.C. to bowl in the provincial finals. The winners of that will then go to Winnipeg for the national finals which will be held March 29, 30, and 31 and April 1. Scholarships and travelling expenses are subsidized by the YBC to those bowling in the national tournament.

The Art Corner

The Wallace Gardens Art Studio opened this week at the home of Mrs. Mary Dwyer, PMQ H6C.

In the studio lessons will be given in oil painting, water colors and charcoal as well as drawing. The lessons are especially directed towards the housewife with a love of art. Classes will be held every Monday and Tuesday evenings from 7:30 to 9:30 p.m. and if the response is large enough children's classes will be held on Saturday afternoon for children over 13 only.

The lessons are designed for the amateur with little or no experience, only the life long desire to paint and express yourself.

Enjoyment and relaxation are guaranteed at the studio. If you are interested call Mrs. Dwyer at 339-4365 and join the classes. Mrs. Dwyer is presently teaching art on Wednesday and Thursday evenings in Courtenay with the Adult Education Group.

PASSPORTS

OTTAWA (CFP) - Servicemen posted to Germany should obtain passports for their dependents before leaving Canada, not after. Reason for the change is the closing of external affairs consular officers in Germany, resulting in a reduced staff at the Canadian embassy in Bonn.

Minor hockey week tournament

Minor Hockey Week Tournament MINOR HOCKEY DAYS

Saturday, January 24th, 1970

1. 7:00 - 8:00	Mosquito	Doves (1) vs. Owls (2)
2. 8:15 - 9:15	Pee Wee	Chiefs (5) vs. Mohawks (3)
3. 9:30 - 10:30	Mosquito	Falcons (1) vs. Gulls (2)
4. 10:45 - 11:45	Bantam	Huskies (5) vs. Colts (3)
5. 12:00 - 1:00	Mosquito	Ravens (1) vs. Martins (2)
6. 1:15 - 2:15	Midget	Super V's (5) vs. Jets (3)
7. 2:30 - 3:30	Mosquito	Win gm 1 (1) vs. Win gm. 3 (2)
8. 3:45 - 4:45	Pee Wee	Apaches (1) vs. Braves (3)
9. 5:00 - 6:00	Mosquito	Eagles (1) vs. Win. gm. 5 (2)
10. 6:15 - 7:15	Bantam	Lions (5) vs. Bruins (3)
11. 7:30 - 8:30	Pee Wee	Iroquois (1) vs. Win. gm 2 (2)
12. 8:45 - 9:45	Midget	Mustangs (5) vs. Comets (3)

SUNDAY, JANUARY 25th, 1970

6:30 - 8:00	Bantam	(1) vs. (2)
8:15 - 9:45	Pee Wee	(5) vs. (3)
10:00 - 11:30	Mosquito	(1) vs. (2)
11:45 - 1:45	Midget	(5) vs. (3)

Dressing Room No's. in Brackets

Top Club meeting

MOTHERS: Top club every Wednesday evening at 8 p.m. in the Protestant Chapel. Figure skating or casual every Tuesday morning. Baby sitting service available. Volleyball every Tuesday 9:30 a.m. - 11 a.m. in the Rec. Centre. Casual bowling every Tuesday 1 p.m. - 3 p.m.

Pre-schoolers may bowl if they wear slippers. Badminton every Wednesday 9:30 a.m. to 11 a.m.

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PMQ youth activities

BOWLING - Bantam (8-12 yrs) League every Sat. 9 a.m. - 11 a.m. Junior (13-15 yrs) League every Sat. 1 p.m. - 3 p.m. Senior (15-19 yrs) League every Tuesday 6:30 p.m. - 8:30 p.m. BATONS - Every Saturday 12:30 p.m. in the PMQ School Auditorium. GYMNASICS - Every Saturday 10 a.m. - 12 noon in the PMQ School auditorium. GUITAR LESSONS - Every Monday 4:30 up to 7:30 (half hour lessons) in the PMQ School. JUDO - Every Tuesday 6:30 in the building right next to the tennis court on the station. DRAMA CLUB - Every Friday 7 p.m. - 9 p.m. for pre-teens in the PMQ School auditorium. Any interested teenagers may also join. BASKETBALL - Has come to an end on Monday evenings for the boys. Many thanks to all the coaches and a special thanks to Joe Marshall. Rec Centre will be open for casual activities.

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SISIP

(Continued from page 1)

LONDON (CFP) - Lt. -Col. J.A. McPhee, senior DND information officer for Ontario, has been appointed press co-ordinator for the Royal visit in 1970.

He will handle press arrangements for the July visit of the Queen, Prince Phillip, Prince Charles and Princess Anne to Manitoba and the Northwest Territories. Col. McPhee will travel to London this month at the invitation of Buckingham Palace to discuss press arrangements for the tour.

Over the past 20 years, Col. McPhee has handled press arrangements for several Royal visitors to Canada, beginning with the Princess Margaret tour of 1959 and including the latest visit of Prince Phillip last year.

Senior information officer for the Ontario region, Lt.-Col. McPhee entered the RAF in 1939 and after the war worked on several west coast newspapers. In 1951 he joined the Canadian Army as a public relations officer and served in Germany, the Gaza and in Canada. He will retire from the armed forces this fall.

officer making \$12,000 has heart attack not directly attributable to his military service; gets medical discharge and can't work. As a SISIP member, he'll now get 60 per cent of his monthly pay plus five per cent more for each dependant child up to three quarters of his military pay at date of disability.

Should he be able eventually to return to work, drawing down \$10,000 a year as, say, an accountant or a stock salesman in an investment house, he is no longer disabled in the eyes of SISIP. However, if he is still so incapacitated that he can only make \$2,000 a year, SISIP considers him still disabled and settles accordingly.

There's a rehabilitation clause by which the insurers help a case return to useful employment through a variety of measures, among them retraining and education, but taking into account a person's reduced physical or mental capabilities. Such people continue to get the SISIP disability benefit less half their earnings in the "rehab" employment.

Further details will be available in the SISIP brochure. Meanwhile, those excluded from the terms include, first and foremost, those disabled as a result of military service; those injured committing felony, and those intentionally injuring themselves.

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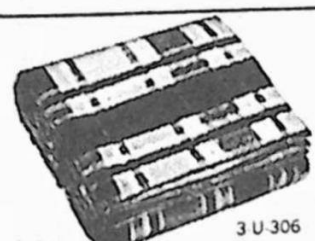
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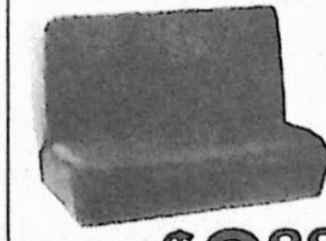
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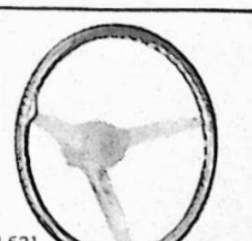


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SPORTS

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SKI WATCH

By DR. PETER ANDREWS
President
Western Division

The National Standard Race (Nastar) program has become so popular in the United States that organizers estimate more than 25,000 recreational skiers will race to set their handiaps this winter, compared to about 3,000 a year ago. Here in British Columbia we're off the ground now with our Molson Standard Race (Molstar) program, and if your area hasn't become involved yet, maybe you should start asking why. For any late-comers, a Molstar race is a timed race over an open giant slalom course. In effect, you race against former National Ski Team member Bob Swan, who set a "par" time along with five skiers from major ski centres shortly before Christmas at Whistler Mountain. Now, a recreational skier in Prince George, for example, can compare himself with a recreational skier in Rossland or Vancouver. Gold, silver and bronze pins are being awarded according to how close you can come to "par". You can enter as many races as you like, but of course you can win only one of each pin. How much do you figure you can improve over a season? The U.S. experience is that it is not unusual for a skier to show a 50 per cent improvement. Most B.C. areas expect to have at least two Molstar races this winter, some as many as two a month.

LET IT SNOW

A shortage of snow in many B.C. areas got the season off to a slow start and piled up some racing dates. With both the McDonald Provincial Cup Series

and the Nancy Greene Ski League program underway, most major areas face a full slate of competitive weekends. The McDonald series is a truly great addition to B.C. skiing. This 12-race series for B and C class skiers will lead to a big finale at Whistler in March, with teams from the North, Kootenay, Okanagan and Lower Mainland competing for the McDonald's Provincial Cup. They might even fill it with hamburgers in honor of the donor. Each team will comprise ten boys and five girls and the competition should really be fierce that weekend. This series was badly needed to fill the gap between the Nancy Greene League and higher calibre racing in the province.

SKI-DA DDLING

Speaking of the Nancy Greene League, that's another rapidly mushrooming program. Last season there were 52 teams in the Western Division. That's 52 x 13 kids up to age 13. This winter it seems certain there'll be more than 100 teams. . . . Showing a fine spirit of cooperation, the people at Whistler came to the rescue when the snow shortage fouled up the Slalom Derby at Revelstoke and the Western Division Championships at Kimberley earlier this month. A really big league gesture by Whistler. . . . Mini-skis seem to be appearing more frequently on the slopes this winter. Try them if you get a chance. As a gimmick, they're a gas. After trying them, many skiers may seriously wonder if their regulars are a bit too long.

Arctic winter games

A Fitness and Amateur Sport grant of \$140,000 to assist in prompting, organizing and staging the First Arctic Winter Games was announced today by Bud Orange, Member of Parliament for the Northwest Territories, on behalf of National Health and Welfare Minister John Munro.

The Games will be held in Yellowknife, N.W.T. from March 10 to 14 as part of the Northwest Territories Centennial Celebrations. Some 800 athletes from the Arctic community will take part, including competitors from the Northwest Territories, Yukon Territory, Eastern Arctic and Alaska.

The First Arctic Winter Games program will include sport and cultural activities for competi-

tors from those geo-political units which lie entirely or principally North of the 60th parallel. A large number of Indians and Eskimos is expected to participate.

The sports program includes badminton, basketball, boxing, curling, figure skating, hockey, shooting, cross-country skiing, table tennis and volleyball in addition to native games such as Eskimo blanket toss, dog sled racing, drum dancing, in which only the native Indian and Eskimo people will participate. The organized sports program provides for both senior and junior competitions and coincides with the program planned for the Canada Winter Games in Saskatoon in 1971.

Totems hockey

Since the last edition of the "Times", the Comox Valley Totems have played three games in the Pacific Coast Intermediate "A" hockey league, with two of the games playing important factors for their third place bid in the league standings over the Port Alberni Labatts.

The first game, on Jan. 7 at Glacier Gardens was against the Labatts, who defeated the Totems 3-2 after the Totems had held a 2-0 lead for nearly two full periods. Totems scoring was carried out in the first period, by Johnny Walker (from Ernie Lawson) at 1:35 and Paddy Keefe (on assists from Al Decker and Ron Berry) at the 14:27 mark. Selby Statz opened scoring for the Labatts at 19:52 of the second period to break possibilities of a shut-out for goalie Don Funk. Then, two third period goals by Murrey Carson and Ray Knight gave the Labatts the game, but it also cost the Totems their goalie, as Don Funk picked up a serious knee injury which will set him on the sidelines for at least six weeks.

BIG WIN: (By Small Score) . . . On Friday night, the league-leading Powell River Rodney Regals met the Totems on Glacier Gardens ice before another near-capacity crowd of enthusiastic fans, and in a penalty-filled game the Totems outmanoeuvred the Regals and came out on top with a 4-2 win.

Dick Lee counted twice for the Totems - both goals in the second period on assists from Gordie Palmer at 3:15, and from Jack Hamilton and Don Mascotto at the 16 minute mark while a Totems player was in the penalty box and the Regals had the one-man advantage. Other goals for the Totems were compliments of

Al Decker (from Keefe and Berry) in the first period, and Paddy Keefe (from Berry and Mascotto) at the 22 second mark of the third period.

Nine penalties were handed out to the Totems while the Regals received a total of 12. Plus the penalties, Al Decker of the Totems, and Shultz from Powell River, each received a game misconduct for a third period fighting spree. The Totems were outshot once again, as Brian Bannard stopped 45 Powell River shots and Ed Hyland of the Regals deflected 35 shots from the Totems.

TIREDDNESS SHOWS:

In the third game in four nights, while Powell River remained in Comox to meet the Nanaimo O'Keefes and eventually beat them 11-5 in an action filled game at Glacier Gardens, the Totems, showing signs of tiring from their busy week, plus a couple of injuries, travelled to Port Alberni only to be defeated by the Labatts once again, this time by a score of 7-0. The spotlight in this game was aimed continuously on Totems goalie Brian Bannard who played an excellent game, turning away a total of 52 Port Alberni shots, while Ed Walter's shutout was easily obtained as the Totems only placed 21 shots on his nets.

Another busy week lies ahead for the Totems as they play another three games-in-four nights schedule. . . . two of them on the road. On Thursday, Jan. 22, they will travel to Nanaimo to meet the O'Keefes, then on Saturday night they will head over the hump to Port Alberni for a return encounter with the Labatts, who will return to Glacier Gardens. The next evening (Sunday) for a 7 p.m. (note the time change) encounter with the Totems.



CROWD GASPS in awe as Queen's Own Rifles goalie, Joe Rozen, nullifies another Totems rush in final game of Zone 1 championship. Rozen was brilliant in stopping 38 shots in the first two periods to help his team fight to a 4-2 lead after a 2-2 first period tie. The final period saw the Totems come out for blood only to be foiled time and time again.

ON THE BLUE LINE

ZONE 1 HOCKEY FINALS - Queen's Own Rifles Win

A single elimination tournament was played at Comox on January 12, 13 and 14 for the right to represent our zone at the Canadian Forces finals which will be played at Camp Borden from March 18 to 22. There were four teams entered in this years tournament, Chilliwack, Navy Ships, Queen's Own Rifles and Comox.

The Queen's Own Rifles from Work Point at Esquimalt won the title when they defeated Comox in the final game by a score of 7 to 4. The Rifles were led to victory by their outstanding goal keeper Joe Rozen, who was chosen as the most valuable player in the tournament. This was a fast rugged game as the 23 penalties called by referee Gord Jackson would seem to indicate. There were 6 major penalties and 4 game misconducts handed out, most of these came in the last minute of the game.

The goals for the winners were

scored by Garry Lauder and Peter Okopski with two each and singles by Ross Millward, Rene Taillefer and Max MacPhee.

The Comox goals were scored by Jack Hamilton, Jack Roussel, Barry Howell and Lou White. Our team had lots of chances to score more goals but they just couldn't get the puck past the opposing goal tender. There were approximately 500 fans in attendance at this game and I would think that they were mostly Comox supporters. The line of Paddy Keefe, Jack Roussel and Butch Bujold were really flying for Comox, they played real well together. The leading pointgetter in the tournament was Jack Roussel of Comox, he scored four goals and had six assists for a total of 10 points. There was an unfortunate injury to Len Desjardins of Queen's Own in the third period, he was checked just as the door to his bench was opened. He was carried off the ice on a stretcher but from the report we received he only has bruised

muscles in his back. Our team lost the services of Bill Stephenson when he sustained a leg injury.

Immediately following the game the trophy was presented to the winners by L/Col. R. N. Smith, there was also a social held at the Totem Inn Lounge when each player received a medal.

In the first game of the tournament the Queen's Own Rifles defeated Chilliwack by a score of 8 to 3. The goal scorers for the winners were Ray Gregoire and George Ede with two each and singles by Dave Stones, Garry Lauder, Rene Taillefer and Len Desjardins. The goals for Chilliwack were scored by Don Boutillier with two and Wayne Jones.

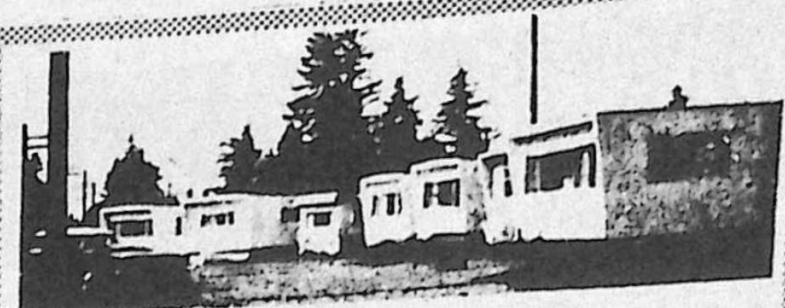
In the second game Comox went on a wild scoring spree as they defeated Navy Ships by a score of 20 to 1. It was 7 to 0 at the end of the first period, 10 to 1 at the end of the second and then the boys really let loose

Nature's scrap book

Many land mammals and birds depend on forests for cover, for a place to escape their enemies and a place in which to seek shelter from deep snow and stormy winters. Most of our wildlife prefer to live along the edges of forest stands rather than deep within the heavy forest itself. It is really on the edge of the forest, where this adjoins open areas or clearings made by man, that the greatest variety of animals and birds are to be found. Birds and animals are like people in that they prefer to live where they can enjoy the sun's warmth and where there is a variety of the requirements for life, such as food and cover close at hand. Deep within heavy conifer forests there is really not much variety insofar as permanent places to live are concerned.

It is generally thought that the outer surface of the walls of a beaver lodge always consist of plastered mud and muck, the sticks used in construction being invariably concealed, presenting a comparatively smooth surface to the observer. While this is correct without variation on beaver ranges where the winter season is not severe, the same does not apply in terrain suffering from long periods of sub-zero weather. One never finds a beaver lodge in the north country that is not covered with un-cemented sticks and branches, loosely laid, before cold weather sets in. The reason for this, no doubt, is to gather and retain as much snow as possible on the outside to help keep frost from the interior, in much the same way as human residents of the north pile spruce and other boughs about their dwellings for the same purpose.

In the third period when they scored 10 unanswered goals. The goal scorers for Comox were Paddy Keefe who had five goals, Al Roque, Gerry Fleet and Jack Roussel with three each, John Kaulback with two and singles by Mike Stephens, Ivan Grant, Lou White and Robby Robinson. The lone goal for Ships was scored by John Nicoletti.



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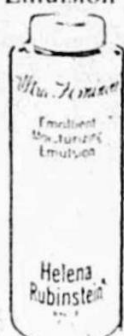
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SPORTS AROUND THE BASE

ZONE 1 BOWLING FINALS - COMOX WINS

On January 7th and 8th we had two teams representing our Base at the Zone 1 bowling finals that were held at CFB Chilliwack. There were also two teams each from Chilliwack and Esquimalt plus teams from Baldy Hughes, Holberg and Kamloops. Each team was required to bowl 16 games and the winner was decided by total pinfall.

The winners of the tournament was the number 2 team from Comox which was comprised of the following people: Jack Ball, Al Hughes, Rod Peters, Vic Makowichuk, Hughie Smith and Dick Taylor. These men bowled a total of 21843 for the 16 games and it works out to an average of 1365 per game. The runners up were the number 1 team from Comox as they bowled a total of 21603, they were only 240 pins behind the winners.

The holder of the highest average for the tournament was Al Hughes of Comox, he finished with an average of 253. The high single of 363 went to CWO Steele of Baldy Hughes.

FINAL STANDINGS:

1. Comox #2	21843
2. Comox #1	21603
3. Chilliwack #1	21557
4. Baldy Hughes	20830
5. Holberg	20799

6. Esquimalt #1	19659
Chilliwack #2	19633
Kamloops	19388
Esquimalt #2	17923

WINNING TEAM AVERAGES

Al Hughes	253
Vic Makowichuk	232
Jack Ball	227
Rod Peters	221
Dick Taylor	221
Hughie Smith	211

ZONE 1 CURLING FINALS - COMOX WINS

Two teams from our Base were at the Zone 1 curling finals that were held at CFS Ladner from January 9th to 11th. There were 12 teams entered in this years tournament and they were split up to make two round robins. The winner in each bracket then met in the final game.

The winner of one round robin was the rink of Bill Ballance, Gabe Sehn, Dave Wilson and Keith Blackmur from Comox. Their opposition in the final game was the other rink from Comox, Chuck Perry, Jack Price, Cyril Raskob and Harvey Herauf. Both of these rinks went through the round robin without a loss as they both won four straight games.

In the final Chuck Perry defeated Bill Ballance by a score of 5 to 4 in a game that went the extra end. This rink will now advance to the finals that will be held in Winnipeg later this month.

Our Comox teams that have competed in the zones have done very well for themselves this year by winning the badminton, bowling and curling. Congratulations to all the people involved.

INTERSECTION VOLLEYBALL 442 SQN - TORPEDO SHOP SINKS LEAGUE

Intersection volleyball played on Wednesday and Thursday afternoons in the base recreation centre, has been operating for three months.

With the large number of teams involved, two days had to be set aside for the league. The league playing on Wednesdays includes 442 Sqn., CE Section, Tel Ground, 409 Sqn., Firehall and MSE.

Thursday afternoons sees the Accounts, Torpedo Shop, USAF Detachment, Supply, Tel Air and MP do battle for top honors.

For the first half of the season, the Wednesday afternoon league was overwhelmed by the countless 442 Sqn. taking first place with ease. However, the remaining teams are finding some weak points in the 442 Sqn. defense and are exploiting them for winning points.

The Thursday afternoon battles were dominated by the Torpedo Shop squad. They won the first half of the season, suffering only two defeats. The word is out that Torpedo squad will no doubt drop a few more in the second half of the season. Whichever way you look at it, the league is exciting and action packed.



CPL MAKOWICHUK accepts trophy from Base Commander, Col. Nichols, for teams from CFB Comox. Left to right are, Cpl Makowichuk, Cpl. Ball, Cpl. Peters, Cpl. Hughes, Sgt. Smith. Missing is Capt. Taylor. Teams from Comox finished One-two in the Zone 1 Bowling finals held in CFB Chilliwack.



CURLING CHAMPS! Left to right, Cpl. Perry, Sgt. Price, Cpl. Raskob, and Cpl. Herauf. Playdowns were held in CFS Ladner from January 9 to 11. The two Comox entries ended up undefeated in each of their round robins. In the final match between them Perry won out with a 5-4 win after an extra end.

Lahr curlers at Winnipeg

The Gary Hanson foursome from the Rhine Valley curling club here will represent Canada's European forces at the service curling championships Feb. 19-22 in Winnipeg.

Hanson's rink beat out the Rhine club's Boothfoursome in a 12-ender here earlier this month to capture zone nine honors. Throwing rocks along with Hanson, a warrant officer from Naicam, Sask., will be Cpl. Russ Ward of Lower Sackville, N.S., third; Maj. Dave Lawrence of Hamilton, Ont., second, and lead, Cpl. Doug Wiggins of Sidney, B.C.

Eight rinks from Lahr, Baden-Soellingen and Canada's NATO brigade in the Soest area vied for zone honors.

Travelling Christmas Card

CYPRUS (CFP) - A Christmas card received by a Canadian signalman here has chalked up its 33,000th mile in eleven years of exchange between two brothers.

Cpl. Richard Libby of 55 Normandy Crescent, Kingston, Ont., attached to the 2nd Battalion, The Black Watch, received the card from his brother, Albert, now a civilian living in Scarborough, Ont.

The two began the unique exchange in 1958 when Albert was also with army signals. After he left the service the customary exchange continued.

Cpl. Libby says the card has also travelled to such places as Egypt, The Congo, Germany and to numerous places in Canada.

Inter-section basketball

Jan. 28	Wed.	407 vs. Combines
Jan. 29	Thurs.	USAF vs. 409
Feb. 4	Wed.	Combines vs. USAF
Feb. 5	Thurs.	409 vs. 407
Feb. 11	Wed.	407 vs. USAF
Feb. 12	Thurs.	Combines vs. 409
Feb. 19	Thurs.	407 vs. Combines
Feb. 26	Thurs.	USAF vs. 409
Mar. 4	Wed.	409 vs. 407
Mar. 5	Thurs.	Combines vs. USAF
Mar. 11	Wed.	409 vs. Combines
Mar. 12	Thurs.	407 vs. USAF

Any inquiries or cancelling of games - contact Cpl. Alan MacLeod 409 Sqn., local 366.

All games commence at 1845 hours

Play-offs to commence 18 March

Team Reps.

Lt. Loring L 308

Lt. MacDonald 308

Cpl. MacLeod 309

Capt. Guyet 456

Sgt. Marshall 446

Lt. Montgomery 239

Cpl. Barnes 315

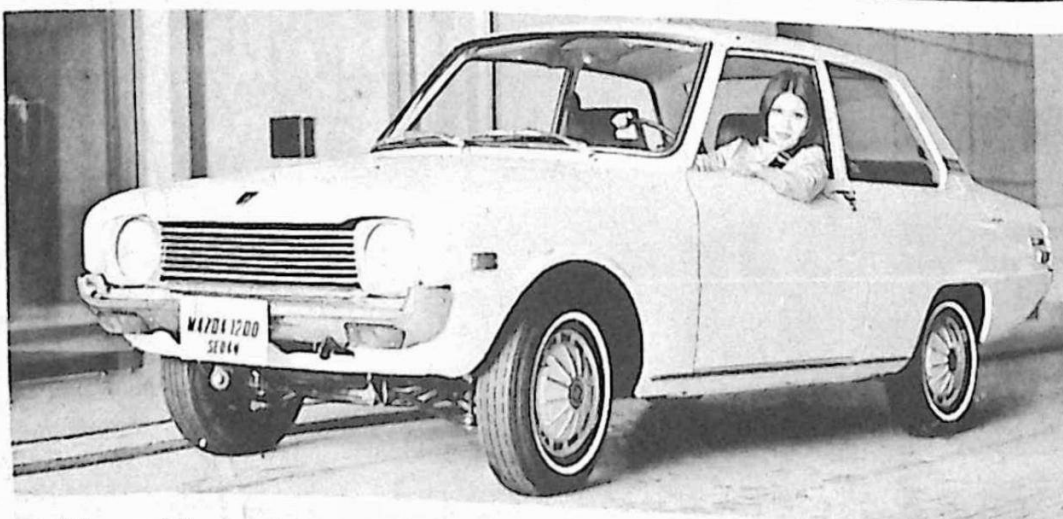
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30	20 Year	\$121.95	30	20 Year	\$ 258.00
35	15 Year	\$154.10	40	15 Year	\$ 333.00
40	15 Year	\$213.15	45	15 Year	\$ 497.00
45	10 Year	\$281.80	50	10 Year	\$ 712.00
50	10 Year	\$386.60	55	10 Year	\$1,071.00

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Raquell Welch

Western

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Friday, January 30

Atragon

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Saturday and Sunday,
January 31 and February 1

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