

# CF Clunk Attains Canadian West-East Jet Non-Stop Record

## POSSIBLE WORLD RECORD

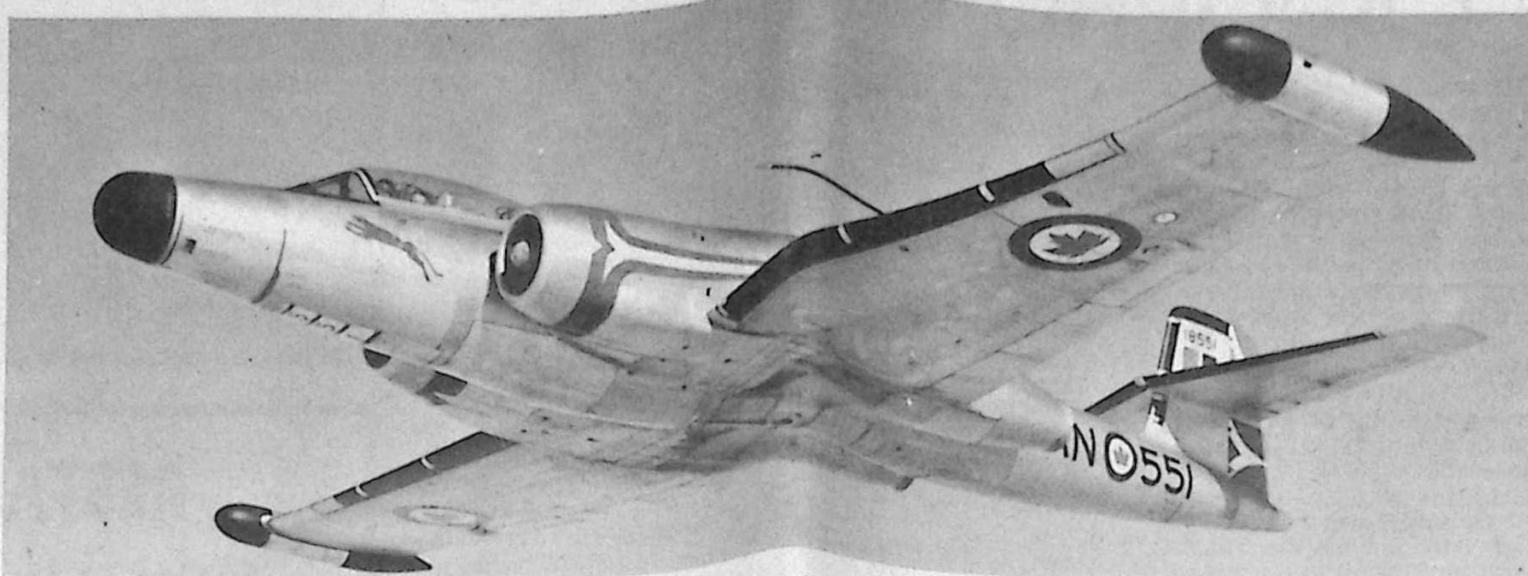
Possible worlds record. Comox to Ottawa without a drink.

At approximately 05.30 hours on the 17th of February here at scenic CFB Comox, a venerable old CF-100 was fired up for an attempt at the Canadian West-East Non-Stop Jet Fighter record. This record will be a Canadian first as there is no Non-stop jet fighter endurance record on the books of the Federation Aeronautique Internationale in Paris at the present time.

The vintage fighter was flown by Major Norman Hull of Portage

La Prairie, Manitoba, who is the chief pilot of 414 (EW) Squadron Ottawa, and holding down the back seat eating his box lunch was Captain Greg Bruneau of Montreal and Quebec city.

The aircraft was out at Comox for routine air defence exercise practice however the flight did not go until the crew had found that they had near perfect weather and hoped for an average 60 knot jet stream tail wind at 37,000 feet. They had attempted to achieve an airspeed of 402 knots, giving a ground speed of 530mph and a total time enroute of four



AT 5 AM February the 17th, eight members of the 414 (EW) ground crew rolled out of their warm bunks and began cramming almost 1900 gallons of jet fuel into the tanks of a CF 100 similar to the one above. Using tamping rods made of native Sitka Spruce grown locally for the purpose the technicians

were able to cram an extra sixteen gallons into the reluctant bird. Another secret of the operation was the use of a surplus steam catapult taken from the Bonnie and installed on the business end of the long runway.

— RCAF Photo

## COMOX TO OTTAWA WITHOUT A DRINK

hours and thirty minutes to Ottawa 2300 statute miles distant. The critical point of the flight was over Winnipeg where dependent on weather data forwarded to them by Winnipeg Airport tower, Maj. Hull made his decision to continue on with the remaining fuel. In actuality, the flight was completed in the astonishing short time of four hours and sixteen minutes with an average ground speed of 540 miles per hour, with an average TAS of 385 to 390 over Ottawa. The total fuel of the CF-100 is 1,885 gallons or 14,138 pounds of which

they had 2400 remaining over Ottawa. If they had 150 pounds more they could have made it all the way to Chatham.

Until the 1960's, the CF-100, an aircraft of Canadian design and construction was Canada's top all-weather jet interceptor. It was succeeded by the CF-104 and CF101 Voodoo jet interceptor however it has the longest range of the three. The Uplands 414 Squadron is the only unit using the 17 ton twin engine bird. The aircraft is used for practice penetrations of Canada's radar defences.

# TOTEM TIMES

With circulation greater than the Vancouver Sun

VOL. 12

CFB COMOX, THURSDAY, FEBRUARY 19, 1970

No. 4

## More stay ons

Lahr, West Germany (CFP) — The names of another 562 personnel who will be staying in Europe were forwarded to one and four wings Feb. 4 from air division headquarters here.

Retention list number three includes 68 officers up to the rank of colonel and 494 personnel from the rank of private to chief warrant officer. Personnel whose names are on the list are now located at both Lahr and Soellingen. In general, these personnel will be employed in Canadian Forces Base Europe. Retention list three is the last

est in a continuing series required to advise personnel serving within 1 air division whether or not they will be staying at Lahr or Baden-Soellingen when the new NATO-assigned formation -- Canadian Forces Europe -- is established later this year. Canadian Forces Europe will total approximately 5,000 men and will have two operational elements. They will be 1 Canadian Air Group with three squadrons of CF-104 Starfighter jet aircraft and 4 Canadian Mechanized Battle Group with approximately 2,800 men.

## Outlook dim on ocean hops

OTTAWA (CFP) — Planning a summer holiday in Europe? Travelling by service air?

Eastbound transatlantic flights between June and October shouldn't be too difficult but, according to the directorate of movements, return flights will be difficult to obtain.

Increased rotational commitments of European-based troops account for the world's safest airline not being able to guarantee return air transportation for holidayers.

Priority four space will be allocated on a monthly basis on SF-151 eastbound but no priority four seats will be available

on SF-152 westbound. However, so that transatlantic leave travel will not be entirely curtailed during the summer, priority four seats will be available on SF-161 and SF-307 eastbound and SF-162 and SF-308 westbound.

Some priority five space may be granted on SF-151, SF-161, SF-191 and SF-307 eastbound but the possibility of getting a seat on SF-162 and SF-308 westbound is extremely remote. Westbound space on SF-152 and SF-192 is out.

So as not to be disappointed on the return trip — book commercial.

## Glacier Gardens host first midget hockey tournament

The first Annual Vancouver Island Midget Hockey Tournament will be held in Glacier Gardens starting Thursday the 19th of Feb. The opening ceremonies will take place at 6:30 p.m. with the first game to get underway at 6:45 p.m. Port Alberni will take on the Comox Marina Mercurys in the opening game while eight games are slated for Friday beginning at 6 a.m.

On Saturday, five games will be played starting at 8:30 a.m. and the final two games on Sunday at 8:30 a.m. and 11:00 a.m. The age limit for midget hockey players is 16 so the majority

of boys taking part in the tournament will be 15 and 16. Approximately 144 players on nine teams will be vying for the right to represent Vancouver Island in the BCHA playoffs to be held on the mainland at a later date.

Some of the top scorers to keep your eye on during this tournament are: Phil Blake #14 of the Racquet Club; Gord Nelson #9 of Esquimalt; Larry Thompson #11 of Nanaimo; Ron Poole #9 of Victoria; Mark Patterson #10 of Saanich; Gus Ryan #3 of Fuller Lake; Terry Stevens #10 of Powell River; Ted Cronmiller #10 of Comox and Brian Roach #14 of Port Alberni.

## Game Schedule

Game 1. Port Alberni vs Comox 6:45 p.m. Thursday  
Game 2. Victoria Vs Saanich 6:00 a.m. Friday  
Game 3. Fuller Lake vs Esquimalt 8:00 a.m. Friday  
Game 4. Winner of game 1 vs Racquet Club 10:00 a.m. Fri.  
Game 5. Powell River vs Nanaimo 12:00 a.m. Friday  
Game 6. Loser of game 3 (Winner of game 6 bye) vs loser of game 4 2:00 p.m. Friday  
Game 7. Loser of game 2 vs loser of game 5 4:00 p.m. Fri.  
Game 8. Winner of game 2 vs winner of game 3 6:00 p.m. Fri.  
Game 9. Winner of game 2 vs winner of game 5 8:00 p.m. Fri.  
SATURDAY  
Game 10. Loser of game 8 vs loser of game 7 8:30 a.m. Sat.  
Game 11. Loser of game 9 vs loser of game 10 10:45 a.m. Sat.  
Game 12. Winner of game 8 vs winner of game 9 1:00 p.m. Sat.  
Game 13. Winner of game 11 vs bye or loser of game 12 3:15 p.m.  
Game 14. Winner of game 10 vs loser of game 12 or bye 5:30 p.m.  
SUNDAY  
Game 15. Winner of game 13 vs winner of game 14 8:30 a.m. Sun.  
Game 16. Winner of game 15 vs winner of game 12 11:00 a.m. Sun.  
THE WINNER IS VANCOUVER ISLAND REPRESENTATIVE IN B.C.A.H.A. MIDGET PLAYDOWNS.



THE NATIONAL fire dousing contest and Austin roost was held last week at CFB Comox. The events went on all afternoon until only two finalists were left. A new fire was kindled and the two mammoths of combustion drew themselves up to the firing line. The object of the contest is to see which truck can shoot the farthest. Trucks 3 and 5 squirted in turn then withdrew to the next tenfoot marker. It was touch and go for several shots but soon number three, the entry from Cold Lake began showing signs of

weakening. With a great shudder it gave its entrails a mighty squeeze but was only able to muster up a fifty foot dribble. The winner, number five, the entry from CFB Comox, with a great display of showmanship withdrew to the eighty foot mark, puffed itself up, then gave a mighty grunt as it made a spectacular eighty foot shot which reached a maximum height equal to that of the second row of letters on a prairie grain elevator. The losing entry trundled off the field muttering about the cold affecting its entrails and air pollution.

— Gord Staley Photo

## Scouts scout CFB Firehall

To a cold, wet, hungry Scout, "Fire" is the one word most likely to conjure up visions of comfort and warmth. To the professional fire fighter, however, it can very different meaning — death and destruction.

On February 7th, cold and wet as it was, the CFB Firehall was host to about seventy Cubs, Scouts and Scouters from the 1st, 2nd and 3rd Comox Packs and the 3rd Comox Troop. Since prevention is by far the most satisfactory method of "fighting" fire, the main purpose of the visit was to reinforce routine Cub and Scout fire safety training by adding a high interest feature and to foster general interest in and knowledge of community services.

Deputy Fire Chief MWO Bob Hotson assured the high interest by suspending the "Look but don't touch" rule so often heard by youngsters and under the watchful eyes of Cpl Wally Westhaver and his crew, the boys gleefully

clambered over, under, in and around all five fire trucks. A fire fighter aboard each piece of equipment fielded questions and supervised over-enthusiastic button pushing or lever switching. The boys were then broken into smaller groups for a run-

## Bonnie looks bonnie for CDS

HMCS BONAVENTURE (CFP)—Canada's biggest warship looked resplendent in her new paint job when General F. R. Sharp, chief of defence staff, paid a visit to the ship at Roosevelt Roads, Puerto Rico, recently.

Purpose of the visit was to observe the members of the Canadian Forces taking part in exercise Springboard. The Bonaventure is helping to support the Maplespring units.

He was accompanied by Vice-Admiral J. C. O'Brien, commander maritime command; Commodore Noel Cogdon, senior Canadian officer afloat, and

Brig.-Gen. H. E. T. Doucet, military adviser to the minister of national defence. The chief of defence staff and his party touched down on the Bonaventure's flight deck at 0830, but immediately left the carrier to join the submarine Okanagan for a trip to sea to observe the exercises in which our ships were taking part. From the Okanagan the general and admiral joined the helicopter-destroyer Annaclis and later in the day they returned to the carrier for dinner and to observe the night exercises while underway.

down on the fire alarm system before going to see the men and equipment in action. At the fire training area, two of the G19 foam trucks were put through their paces on a simulated airplane crash. All too soon for the boys, a 700 gallon jet fuel fire was efficiently reduced to a sticky, gooey mass of foam.

It was a "real fun time," as one of the lads put it, and before leaving, Cubs and Scouts together gave the firemen a rousing cheer or appreciation.

## Walker walks

LAHR, West Germany — Retiring RAF Air Chief Marshal Sir Augustus Walker said his final farewell to personnel of 1 air division here and in Baden-Soellingen recently. The deputy commander in chief of allied forces central Europe is retiring from the Royal Air Force after 36 years of service.

## Clunk clanks at Comox

At approximately 1215 hours local on this date a CF-100 landed at CFB Comox, and, as it turned off at the end of the runway the starboard main undercarriage leg collapsed. Although fairly extensive damage was done to the aircraft, there were no injuries to the crew.

The pilot of the aircraft was

Capt. V. Weldon and the navigator was Capt. K. Garland, both with 414 ECM Squadron at Ottawa. The reasons for the undercarriage collapse are not known at this time. Perhaps this aircraft will find its place on Demented Doc's used aircraft lot, to help offer the discriminating buyer just about everything.

## Pongos in the sun

Montego Bay, Jamaica, Feb. 12, 1970 — While the majority of Canadians now in Jamaica are vacationing away from the winter weather, 600 Canadian troops are learning that all is not necessarily fun in "the land of the sun and sea".

These Canadians are from the 2nd Battalion, Royal 22e Regiment, and supporting elements, undergoing 18 days of extensive individual and collective training in the islands rugged, jungle-like cockpit country. The contingent arrived here from Quebec City in the first three days of February.

The exercise named Nimrod Caper is the third such manoeuvre held by Canadian troops in Jamaica over the past year. The 1st Battalion, Royal Canadian Regiment, was here last March and the Canadian Airborne Regiment followed in November.

After an initial period of training in survival, mountaineering and personal hygiene in tropical climates all held near the base

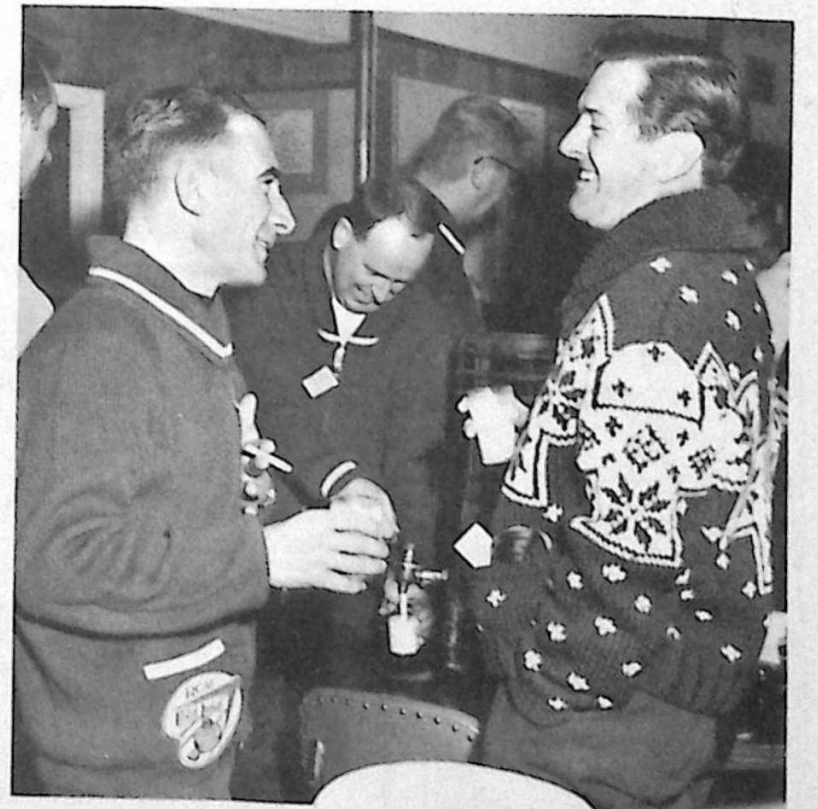
camp at Braco, 40 miles east of Montego Bay, the troops moved to the cockpit country in the heart of the island where they put into practice the lessons learned during the initial four-day phase. The training includes the recognition of commonly used means of tropical warfare.

In addition to the acclimatization of troops to the tropical environment, Nimrod Caper II serves as an evaluation for integrated exercises.

Vehicles and support equipment were moved to Jamaica Island aboard the aircraft carrier Bonaventure while the troops were airlifted by Trenton-based Yukon aircraft and crews.

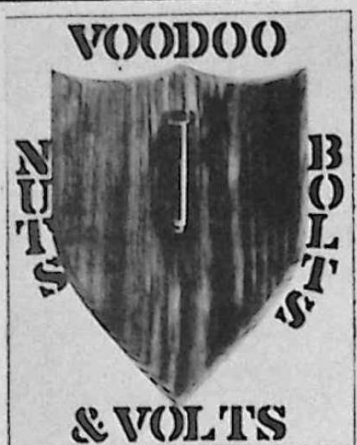
One company of the "Vandooos" now in Jamaica — where temperatures are in the mid-80s — were exercising in 25 below zero weather north of Quebec City just 10 days before coming south.

This exercise in flexibility provides ground for studies of the effect of rapid temperature changes on the men's physical conditions and morale.



TO SPY on Chatham's food services set-up, a team of espionage experts from CFB Comox disguised themselves as curlers and paid a surprise visit. The group was foiled but euphoric. Either Chatham's counterspies got wise and spiked the milk or Elsie was particularly contented when she produced this batch. Epilogue: there is still no antidote for cudgel stew.





By MINI BEHIND THE DESK

Integration has finally caught up with 409 Snags. We welcome Pte. Glen Lutz from the Naval Base at Camp Borden. How things have changed, the last time I was there it was strictly an Army camp with an airforce training school.

Pte. Lutz will be working as an AETech with Sgt. Dash and crew. We would also like to say a belated "welcome" to other recent and some not so recent arrivals to the 409 Snag-Servicing organization. Sgt. Wally Messer who came out of the cold - Cold Lake that is, now working in Repair. Cpl. Whittington, Cpl. Laprise, Pte. Palmer, Pte. Hutchinson and Pte. Pare (AETechs). Pte. Bolton, Pte. Lecours, Pte. Grooms, Pte. Colledge, Pte. Mazzarull (AETech), Cpl. Grant and Cpl. Campbell (AETechs). To all we say welcome to the Club.

Some of these new men are now in La Belle province (Bagotville Quebec) learning all about the workings of the Voodoo. The remainder will be going as soon as we can spare them. With TacEval coming up with the Spring thaw, we will need every trained man available.

We would also like to say a "farewell" and "Bonne Chance" to Sgt. Nels Goobie who has already left us, Cpl. Mel Atkins who will be retiring shortly and Pte. Scarfo who will be heading for greener pastures on city street.

Well, we finally got a near perfect rainbow sheet the other day. After 19 sorties we had only three small red patches. In case you don't know what a rainbow sheet is, I'll try to explain. We have a ruled pad, each line representing 24 hours of the day. Each aircraft is allotted a line to show what it did that day. We were, at one time issued three coloured pencils, a red one to represent unserviceabilities, a green one for aircraft ready to fly, and a blue one for airborne times. We don't use the green one anymore - I guess Supply ran out of them.

I remember when these sheets first came out, some twenty odd years ago, I suppose they served some useful purpose, like compiling statistics, but like some of our laws, they remain on the books until rescinded even if they are obsolete. I know of one still useful purpose of this sheet, it's to keep the Mini behind the desk busy when things are slack and going well, but watch out if he gets hold of the red pencil!

Our congratulations to WO Al Roque (AvnTech), Sgt. Clay Arneil (WTEch) and Sgt. Bob Bonner (ITech) on their recent promotions. To the hopefuls what can one say, keep hoping and try harder, who knows, if you keep smiling when you feel like crying, you too might make it.

Jewel of the week - by Confucius, "When a man ceases to learn, his usefulness is ended."



Once again another Cudgel Caper has slunk into history, says the standing head for this column, and the Nighthawks have emerged triumphant from their struggle against all the dark forces -- mostly Major Larrison and his team -- that were arrayed against them. Lynn Wagar spared no expense in putting together a vast target force of unusual targets, and even found an Argus to mix in among the Clunks. Unlike the Clunks, which were dropping chaff, the Argus was dropping flight lunches. It didn't do much to the radar, but it sure filled the airway with ROS.

For the second consecutive Cudgel Caper, the Cudgel stew has been missing, which sort of slows down the tire shop, as it has run out of things to stick on the recaps with, which is not a particularly grammatical way to end a sentence. Actually, it is rumored that the Cudgel Stew is all being saved for the big COBOC fly-in planned for later this month.

Once again the stars of the Cudgel Caper were the ground crew whose work enabled the squadron to launch a great many sorties in a very short time. Snags were corrected rapidly and airplanes were returned to the fray almost before they went u/s. It was a noble effort guys, and all the kerosene cowboys are proud of you.

Two more Nighthawks have arrived at the Nest. Dan Baker and his wife Claudine have been transferred in from the land of the big BX, and Dan is ostensibly transferred in as Major Larrison's replacement. The actual reason he is here, however, is to act as purchasing agent for Pete Dundas, whose ability to buy almost everything has created such a large trade deficit for the United States. Last week, Pete bought Dale Northrup's boat. Next week, he'll probably buy the Titanic. Anyhow, welcome aboard to both Dan and Claudine. Enjoy your stay in Actionland. Another new Nighthawk is Sam

Howard who, along with his wife, has spent the past week on the wrong end of a paint brush, getting his house in shape for the gracious living that is so common out here. Sam is the start of a youth movement for the B flight navigational works, which consists largely of elderly people such as Doug Munro, Don Middleton, and Ken Driscoll. Bienvenue a Comoxia, as they say in ROTP recruiting ads.

Doug Munro has returned from Sardinia and he reports that sea survival is no particular problem. "I just walked to shore," said Doug, who seemed surprised when told that not everyone could do that.

The CE section was called in last week to get rid of a particularly unsightly heap of dirt in front of #7 Hangar. After the group 2 sticks-and-bricks man had scraped away with his shovel for a couple of hours he clanked against something hard. It seems that he wasn't working on heap of dirt after all. It was just Major Sterne's archaic auto, two years after its annual car wash.

The public relations people at Command asked Fred Williams to churn out a story about a typical day in the life of a typical crew, if there is indeed such a thing. Fred selected as his typical nav Tom Murray, and scrambled the base photographer down to the Murray household to get a picture of Tom waving goodbye to his kids. The photographer demurred, saying the lenses sufficiently wide-angle to cover that mob had yet to be invented. When last seen the photographer was heading for 360 Cinema Spectaculars, looking for one of those cameras that can take a picture of all 360 degrees at once.

Captain Twig unveiled a new type of briefing the other day. Instead of turning out all the lights and soothing people to sleep with slight-of-hand work with slides, he turned on the lights and jolted his audience with questions. From the blank looks he received, it is obvious that people

## COBOC CACOPHONY

Greetings dear readers! For the last three issues of the Times, there has been a unique system of passing the buck to find out who was going to write this delightful bit of gibberish. Much has taken place amongst the hard working Coboc members since before the festive season. First there was the Sugar Shack party on the 20th of Dec. to set the proper pattern of behavior rolling. Then to get 1970 in that same perspective another party was held in January. This one had multi-purposes behind it. First Coboc presented Bob Lemm with his snifter even though it was a bit late. Bob got married in December. Then it was an occasion to welcome back three stalwart cruise-masters, Please release me Sled, Jethro Saunderson, and Toad Montgomery, who had just returned from a luxury cruise to Hawaii and back. On their honor they swear that the average age of most of the passengers was mid-sixties. Needless to say the bar made a profit on our wandering lads. While on the subject of travelling, Crew Five's bachelors, Pete Lafleur, Tom Cobb, Martin Vogt, and Jean Pettierle, have just recently returned from the land of the Rising Sun. They haven't said too much about their stay in Japan. Ask them about it and you get, "Ahh-so!" Doug Matthews thinks it's great to travel to Ottawa in the middle of winter. The skiing is good and besides Carol happens to live in Ottawa. Rumor has it that Masher Mosher is seeing a lot of Dianne these days. Lo and behold Black Mac in his sleek jaguar lately. After driving the "Stud" Mac finds it just a touch unnerving to drive a vehicle that doesn't drive him. What's this thing about MGs these days. First Sweet Legs MacDonald racks up his old MGA and turns around and buys a new MGB.

Ed Brugger finds himself forever sweet talking his way out of tickets for the noise his MGB makes. Then Al Swinger Fenske figures it's time to have a new paint job done on his almost new MGB and lets someone run into him. Now our new nursing sister

Edith MacLaughlin shows up with an MGB. MGs must have good warranties on them or something.

Well this is the last issue before the 4th Annual Coboc Fly-in. Preparations have been going on in fine fashion (Bachelor Style that is) and from all indications to date, the Bash shall be one to remember. A brief run-down of events are as follows. Friday, the Bachelors arrive from all parts of Canada and Western US. A monster stag TGIF shall liberate their willing souls up for the coming day. The bachelorettes shall arrive at about 2 p.m. Saturday and a get-to-know-each-other-party will commence. For the hardy souls who wish to ski, arrangements can be made to remove them. There will be dinner for those who would like to eat at 5 p.m. Between 7 p.m. and 9 p.m. girls will be allowed to go back to their motel rooms to freshen up. Then the party starts in earnest and should go into the wee hours. A recuperation party is to be held at the Sugar Shack on Sunday. Anytime that anyone gets up the energy to crawl there. There are still many things that have to be done and a big job is going to be one of setting up extra beds in the barracks blocks. All available Coboc members are asked to be at the Mess at 1300 hours, Wed, 25, Feb., to help with the task.

Until after the Fly-in and if I'm still around to talk about it, CHEERS!

## New chief named to air pollution control

OTTAWA — Appointment of Dr. S.O. Winthrop as chief of the newly created Air Pollution Control Division was announced today by National Health and Welfare Minister John Munro and the Public Service Commission.

One of the first responsibilities of the new division will be to establish the machinery and organization to improve air quality. Through the new division, the Department will develop closer relationship with provincial and federal government departments and foster co-operation with industry, research institutions and the public.

Dr. Winthrop will assume his new responsibilities on March 1. He was born June 22, 1927, in Cowansville, Quebec, and graduated from McGill University in 1948 with a B.Sc. (organic chemistry) from the Georgia Institute of Technology. In 1952 he received his Ph.D. in organic chemistry at the University of Texas.

Prior to his appointment, Dr. Winthrop held responsible positions in industry. He was a research chemist with Ayerst Research Laboratories for five years and a research director with Lever Brothers Ltd. for five years.

## WHATZIT



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## Ambassador feted

LAHR, Germany (CFP) — Canada's ambassador to West Germany, R. P. Bower was given a regal send-off by air div officers earlier this month upon the occasion of his retirement later this year.

The ambassador will end forty years of public service when he leaves the embassy in Bonn, Germany for his retirement location in Ascot, England.

Host at the formal dinner was the air division commander, Maj. Gen. D. C. Laubman. Also present were more than 100 officers from Bonn, Baden-Soellingen and the air div headquarters.

Highlight of the candle-light dinner was the presentation of a hand-carved plaque, the air division's official badge, to ambassador Bower.

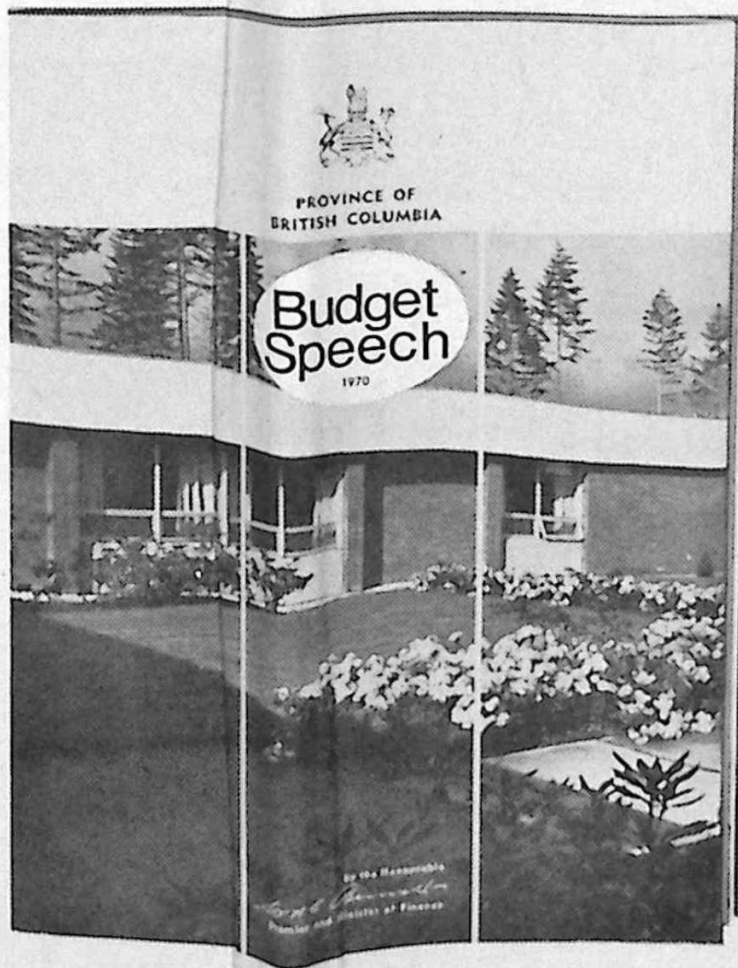
understand the T-4 tactics about as well as they understood the T-3 package. Such briefings are a good idea if one can avoid being asked any questions.

A move is afoot to equip all the aircrew with new clear visors for night flying. Bob Barr was holding out to have his visor prescription ground, but an efficiency expert came through and decided instead that Barr's windshield would be prescription-ground. Barr, however, says it doesn't matter really, because he never looks out anyhow.

That new guy wandering around the squadron lately isn't really a new guy. It's merely Bun-Bun with his hair cut. At least, we think it's a hair cut. Perhaps he's just molting.

John Clark and Vern Barker have been deported to Sardinia for the swimming course. John's departure means, of course, that it is much quieter around the squadron. His incessant chatter will undoubtedly drive Vern out of his skull, if the Yukon doesn't do it first.

Rumor of the Week: 409 will get two of the new 707s to use as targets.



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## Mini-money, maxi-credit

Oh what glorious co-operation seems to develop between all government and establishment agencies when the foundations of our economic system are threatened. The provincial governments are now supporting, at least in spirit, the federal government's resolve to stop inflation at any cost. The Canadian banking system as well is making a show of climbing on the band wagon. With lip service, at least, the banks have agreed to help to limit consumer credit. High rates of interest have not curbed the demand for loans, so now less money will be made available for these loans, at least for traditional types of loans. Commendable, you say — that should cut down on spending money available, the consumers won't be able to demand so many goods, therefore they won't be able to continue driving prices up in that inflationary spiral. Yes sir, those banks are pretty smart. Oh, and public minded, too.

Do you remember that tycoon who called the 'Graduate' over and told him the one-word formula for success? He said, "Plastics". Well, some diabolical fiend has called the bank presidents in and changed that word to 'Chargex'. Oh, the concept is great, and it has some definite advantages for the merchants and for the consumers, and some most definite advantages for the profit motivated and business oriented banks. Yes, most of all for the banks, and least of all for an inflated economy.

Promoters of Chargex stress the benefits to be reaped by business and by consumer card holders, and they gloss over the costs. Businesses can sell for credit, but still receive immediate payment. Each Chargex transaction involves three parties: the consumer is the borrower, the bank is the lender, and the merchant, who profits from the transaction, pays the interest on the loan for the first 25 days. The merchant doesn't have to worry about bad debts or about large and long-standing accounts receivable. He simply collects from the bank a discounted rate on each charge card transaction.

The consumer seems to be way out in front by using his card. He doesn't have to carry much cash because his Chargex card is tantamount to instant cash. He can buy almost anything at any time and he has no payment deadlines to meet. He doesn't have to go to finance companies or banks to borrow money when he is a little short, and he doesn't have to state the purpose for which he applies for a loan. He can live months ahead of his paycheck and the only interest he must pay is on those purchases which were made more than 25 days ago.

If those were the only ramifications of living on the cuff, it would be backsliding indeed. Chargex is a service, and every service demands its price. The merchant looks as if he is paying the tab, but don't you believe it. He passes the cost to the consumer in increased prices for his merchandise. But not only card carrying customers pay the increased price for goods. All consumers do. Unless, of course, the merchant puts two prices on each commodity, one for cash purchases and the other for credit purchases. In any event the merchant will find that his costs have increased and he has no recourse but to increase his prices.

How much extra cost is involved? Not much really, only a 4% to 6% discount on each transaction, and don't forget that pays the interest for up to 25 days. A rough calculation might indicate that an average 5% interest (including service charge) and an average pay-back time of 18 days would yield more than 100% per year on the capital involved.

A cynic might conclude that the banks have good reason to restrict the number of conventional loans. They need their money for more public spirited ventures, like Chargex. They have a goldmine by the tail, and the more pervasive they can make the system, the richer the lode becomes.

So what if there is a little more inflation. We've certainly lived with inflation before. And besides, if our respected and well-meaning banks weren't running the system, some nasty loan sharks would probably move in on the idea and start to gouge the public.

## Just fade away

The age of the golden handshake has returned and a certain segment of our service population is rapidly being decimated. Take your pensions now, you old Captains, and make way for progress. You may have been offered an extension of your service career, but an exigency is upon us, and you know what that means. Your last twenty-five years has been governed by exigencies in one form or another, but now you will cease being affected by the vicissitudes of the service. Your date for release has been decided, and nothing you can say or do will change it in the least. The service has ever been thus.

It is strange and unfortunate that the strict regimen and discipline which is integral to the service should be transmuted to inflexibility and rigidity in the administrative handling of the servicemen. Yet this is true. There is more flexibility allowed in drill manoeuvres and in the employment of tactics than can be found in our orderly rooms.

Given the requirement that the armed forces be reduced, it is obvious that the membership in certain ranks and trades must be decreased. This aim can be achieved as effectively and far more benevolently than present policy would indicate. A system allowing voluntary release over a longer period of time, with the possibility of voluntary extension, could be easily devised, and would be as effective as the present system, but far more advantageous to the servicemen involved.

An example: Two servicemen each will be due to retire after 25 years of service. Serviceman A has just reached his 20th year and serviceman B has just reached his 25th year. Both men are experienced and highly capable. Serviceman A has 5 more years to serve before he is eligible for a 50% pension; serviceman B begins his 50% pension this year. It so happens that serviceman A has been offered an excellent civilian job opportunity that will come available this year, and that serviceman B has no good prospects and would really rather stay in the service on an extension. Serviceman A remains in the service because the penalty is too great for him to get out 5 years early, and B is released because he has no option. The service is happy because it has done everything by the book and it has retained one of the men for the 5 year period. The two servicemen are unhappy, but they realize that the service has acted fairly.

During the next 5 years, Treasury pays one 50% pension, and thereafter pays two 50% pensions. Now if A had been allowed to retire after 20 years without penalty, and B been allowed to remain in the service until his 30th year, the service would still have retained one of the men for the 5 year period. However, during the next 5 years, Treasury would only pay one 40% pension; and thereafter pay one 40% and one 60% pension. The net result: Treasury would save a 10% pension for a 5 year period, the service would be happy, A would be a happy civilian, and B would be a happy serviceman.

Such a flexible system could be easily regulated. The number of opportunities for extension would be offered on the basis of how many were opting for early retirement. The major advantage to the serviceman would be in allowing a much longer time during which to seriously look for a suitable niche to fill for the second half of his life. That trapped and haunted look on the faces of A and B would fade away with the knowledge that they controlled a little more of their own destiny.



Say, did you swabs trade our Bonnie off for those 707s?

## HANSARD HIGH LITES

THURSDAY, JAN. 29, 1970  
Pages 3014 - 3015

### DISTINGUISHED SERVICE AWARD-REFERENCE OF IN- TERDEPARTMENTAL STUDY TO COMMITTEE

Hon. J.A. MacLean (Malpeque): Mr. Speaker, during the last few days a number of questions have been asked of the ministry about the matter of distinguished service awards. While the Minister of National Defence (Mr. Cadieux) has been very forthright in stating, "There is no intention whatever to downgrade the awards which gallant and brave Canadians have received in the past from the sovereign", it seems clear that the minister has not been kept fully informed or taken completely into the confidence, apparently, of the Secretary of State (Mr. Pelletier) or whoever is in charge of an inter-departmental committee studying this matter.

I regret to say that it seems the Secretary of State, by his evasive answers, wishes to hide something. I would like to be assured of three things, Mr. Speaker, and I will try to be brief. One, I think, can be taken for granted but it is well it should be on record, and that is the decorations of a given grade awarded in the past will not be downgraded by any past or future award. To take an extreme example, I want to be assured that our Sergeant-at-Arms will never be requested to wear his Canadian Volunteer Service Medal ahead of his Victoria Cross.

Second, I hope that the parliamentary secretary can assure me that Commonwealth decorations, especially the ones instituted specifically for the armed forces for peace-time acts of gallantry, will continue to be awarded to the Canadian forces. I am thinking of such decorations as the Air Force Cross. It may be that since this government has done away with the Royal Canadian Air Force, it may feel that its role in life is to do away with the Air Force Cross as well and thus tidy-up the matter. Frankly, I do not see it that way. Surely, if members of the armed forces wear with pride the United Nations service ribbons, it is at least as fitting that Commonwealth awards should continue to be granted.

Third, I should like to be assured that any further Canadian orders or awards which may be instituted will be suitably integrated as to precedence with Commonwealth awards which have been or may be awarded to Canadians by the Crown on the recommendation of the Canadian government, so that it will be recognized, as it was for instance, that the Victoria Cross and the George Cross take precedence over the Order of Canada which was instituted in 1967. Furthermore, Canadians want to be assured that a bigot has not set the termites gnawing away at the framework of our nation in some dark corner of the Department of the Secretary of State.

Some hon. Members: Hear, hear!

Mr. MacLean: The traditions and practices of a nation in the matter of awards are part of the symbolism which gives its citizens a feeling of belonging to their country or to their brand of civilization. There are many traditions that members of the Commonwealth, especially the older members such as Australia, New Zealand, Canada and Great Britain, have built up together. We as a country will be poorer if we go on tearing them

down on the basis of some narrow-minded bigotry growing out of a shortsighted and provincial immaturity.

This matter, Mr. Speaker, is one on which there should be a measure of consensus, if that is at all possible. It should have the approval of Canadians generally. It should be resolved in a manner that will ensure a continuation of that approval. Therefore, I hope that before any final decision is taken by the government in this matter, the report of the committee will be studied by a standing or special committee of this House.

Mr. D.W. Gross (Parliamentary Secretary to Minister of National Defence): Mr. Speaker, I am sorry that the hon. member made at the outset of his remarks tonight a statement to the effect that the Secretary of State (Mr. Pelletier) has something to hide. I think that is eminently unfair to the Secretary of State. Having said that, I very much regret that I am unable to give the hon. member a complete answer to his question, much as I should like to do so.

The fact is that the entire subject he has raised is still under active consideration by the decorations committee. In these circumstances I can do little more than repeat the reply given by my minister to what was essentially the same question asked by the hon. member last Tuesday. The reply is to be found at page 2864 of Hansard. For greater certainty, may I also refer the hon. member to the answer given by the Minister of National Defence (Mr. Cadieux) to a somewhat similar question asked by the hon. member for Grenville-Carleton (Mr. Blair) on January 16, which is to be found on page 2478 of Hansard. Since I am allowed to speak for only three minutes, I will not read those replies. I have nothing

to add except to say that we shall both have to wait until these matters now under consideration are decided. I trust that the deliberations will be concluded soon. I feel sure that when the announcement is made through the traditional channels, it will be very satisfactory to my hon. friend and all members of the House.

Motion agreed to and the House adjourned at 10:25 p.m.

Monday, February 2, 1970.

Page 3078

AIR TRANSPORT

CRASH IN BRITISH COLUMBIA—

DND SEARCH AND RESCUE OP-

ERATIONS AND EQUIPMENT.

Mr. Bruce Howard (Okanagan

Boundary): Mr. Speaker, I have

a question for the Minister of

National Defence but in his ab-

sence I shall direct it to the min-

ister answering for him today.

In connection with the crash of

another aircraft carrying seven

passengers in southwestern Brit-

ish Columbia this past weekend,

I should like to inquire how long

it took the search and rescue

operations of the department

to get into operation and whether

or not the aircraft was equipped

with a crash position indicator?

Right Hon. P. E. Trudeau

(Prime Minister): I regret to

inform the hon. member that on

Mondays nobody answers for

the Department of National

Defence.

Some hon. Members: Oh, oh!

Mr. Hees: That is the most

informative answer you have

given today.

(Mr. Lundrigan)

Friday, February 6, 1970.

Page 3302 and 3306

NATIONAL DEFENCE

REQUEST FOR STATEMENT ON

BASE CONSOLIDATION

Mr. J. M. Forrestall (Dart-

mouth-Halifax East): Mr. Spea-

ker, I should like to direct a

question to my good friend, the

Minister of National Defence.

In his poetic way is he now

(Continued on Page 6)

## So sad to say

It really has been quite some time  
Since I've been on the mat,  
But now my boss has summoned me:  
A confidential chat.

The recent past comes back to me  
While searching for a clue —  
I have not done a single thing  
My bosses would eschew.

And yet there must be something, for  
That look upon his face  
Is usually reserved for those  
Who slipped and fell from grace.

We stand inside his office now;  
He motions to a chair.  
I sit. And wonder what this means —  
He has so black a stare.

"A letter came for you today  
It's really quite a shock  
I know you'll take it like a man  
You're solid as a rock."

The salutation says, "Dear John,"  
(My name's not John, it's Pete)  
Your service reputation would  
Be very hard to beat.

However, productivity  
Is not the only issue;  
We must eliminate the place  
That you are now in situ.

We know we promised you a lot  
So now we have to say  
That five more years is much too long  
For you to draw your pay.

Extensions come, extensions go,  
So do not lose all heart;  
You may be offered something else  
Before you must depart.

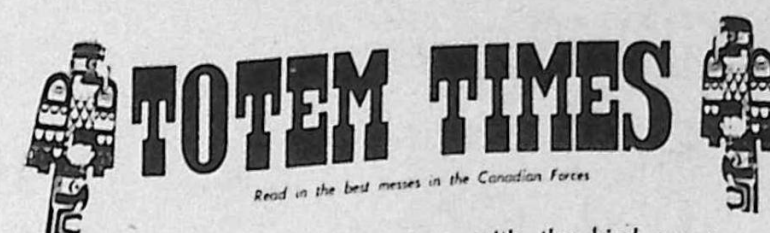
Right now we 'promise' you six months  
To plan what you will do  
And we will be so sorry when  
We have to say, "adieu".

## Our man in Greece gains insight

NICOSIA, Cyprus (CFP) — Canada's ambassador to Greece, H. F. Feaver, was duly impressed with men of our UN contingent during a recent tour here. He was visiting the 2nd battalion, Black Watch (Royal Highland Regiment) of Canada when he said:

"From the battalion officers right down to the last soldier with whom I spoke, there is not only this real interest on their behalf, but there is a buoyancy of spirit with which they approach their respective tasks."

The ambassador, accompanied by Mrs. Feaver, visited Camp Maple Leaf, the unit's Cyprus home and the battalion observation company in the Kyrenia district. They later made a helicopter tour of unit observation posts in the Kyrenia mountains.



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## LETTERS TO THE EDITOR

Dear Sir:

Referring to your editorial, "Equal Chances", let me say this "Imbalance of Power" is not restricted to the officer ranks. The rank structure of the aviation and avionics trades within the air element are somewhat startling, when compared to our brothers in the land and sea elements.

It is our understanding that at the time of integration the ratios of Senior NCOs to men in the various elements were as follows: A review of the promotion lists in CFSOs does not appear to have reduced this inequality; on the contrary, it appears to have aggravated it.

In the aviation technical fields the percentages of Sr. NCO's to men are as follows:

Sea	Land	Air
Element	Element	Element
30.9%	25.5%	19.1%

In the Avionics technical fields the percentages are:

Sea	Land	Air
Element	Element	Element
52.0%	49.0%	20.3%

The opportunity for faster promotion and earlier retirement on full pension was denied by members of the RCAP but as it was a policy of another Service it was only of passing concern. However, with the unification of the three Services we now find, due to changing roles and reduction in numbers that members of

Sir:

I would personally like to thank the Military Police and the RCMP for all the help and consideration given me in letting yet another hit and run driver continue driving in British Columbia!

In November 1969 I had the misfortune of having my car backed into one of the parking lots on the Base. As it was, the driver who was at fault owned up to it. Two weeks ago I got my car back with a brand new quarter panel, looking as new as the day I got the car. On the 7th of Feb. I again had the same quarter panel side-swiped, in the same parking lot yet! A clear case of hit and run this time.

Through some personal investigation and with the help of a friend, I found a car with paint on the bumper that matches mine. I immediately called in the Military Police to verify this. This was at 1:30 in the morning. At 10:30 on the same morning the paint had seemingly disappeared from the bumper, except for a few specks of ground-in paint. Where the bumper had been dirty all over some 9 hours earlier, there now was a clean shiny spot in the immediate area of the above mentioned evidence.

I now went to the RCMP. They said they could do nothing as this happened on DND Property. However, they said they could take a paint sample of the remaining paint embedded in the bumper, as well as a sample of my own paint and compare them in the lab. I immediately agreed to have this done. Then I was told that since there was only a few small specks of paint left, there was not enough for a sample.

I was then told by both the Military Police and RCMP to forget about the whole thing. There was not enough evidence for a conviction. But these facts do remain: 1. I have four witnesses who say that there was more paint on the bumper than there is now. 2. There still is paint on the bumper to take samples of. 3. Five minutes of measuring will double check on the two cars. (This was never done). 4. The offending driver states that he has no recollection of hitting me. When I was hit, a 1/2 inch gash was inflicted as well as his bumper went under mine forcing my car up some 3 to 4 inches. As he has the gall to say he does not remember hitting me, drunken driving or impaired driving should be added to the charges. I have witnesses and I have proof but no one wants to get off their fat butts for five minutes!

Anyone seeing a 1962 White Dodge station wagon side-swipe a 1969 Greenish Datsun in parking lot #16 sometime on the night of Feb. 7/1970 please step forward so the "Innocent" can be dealt with.

Again I say "thank you RCMP and Military Police".

D. R. Morley  
(President)

Dear Sir:

I would like to express my appreciation to all those in Tye Park who so willingly donated to the Variety Telethon for the handicapped children in Vancouver.

At the same time, I would like to thank my daughter Cheryl and her friend Linda Pentland who gave up their time to canvass their neighborhood. You may be interested to know that they collected the sum of \$21.85 which has been sent to Vancouver.

Unfortunately, interested peo-

ple in the PMQ area could not be contacted to be issued a challenge. Perhaps next year.

Ruth Wright

One can only assume that more and more we will see a situation developing in which Warrant Officers and Senior NCOs from the Land and Sea elements will be posted into Air element positions, unfortunately due to their limited years and experience they will be faced with the responsibility of directing personnel who are considerably senior in both age and experience. In addition the Air element member must consider that his opportunity for promotion will significantly be reduced, as members from the other two services who are on the average, much younger than he is, fill WO and Senior NCO established positions.

One must ask the question, "What can be done?" Obviously as tax payers, we realize that every effort must be made to conserve tax dollars, however, one possible solution presents itself; that is that greater trades pay be authorized to compensate technicians for the lack of promotion opportunity, also that greater status be assigned to the Senior Technician. For example, A Corporal drawing 12 years trades pay could be assigned the equivalent status of a Sr. NCO and be entitled to membership of the WO and Sgts. Mess.

A concerned service member

Dear Sir:

This being Scout-Guide Week, it seems an appropriate time to say "Thank you" to the many Base personnel who, while unable to participate directly in Scout-ing, have nevertheless contributed freely of their time and the facilities under their control to the benefit of local Cub and Scout groups.

I have personally approached nearly every section on the Base for assistance at one time or another over the last few months and have received nothing but first class co-operation all the way. Thank you all.

Cpl. Gord Staley  
(3rd Comox Troop)

Dear Sir:

During the year 1969, you very kindly printed in your paper the progress of the Canadian Armed Forces Stamp Exchange Club formed in 1967 . . . as a Centennial project.

To date we have over 300 members and recruiting for more. For this purpose have attached a brochure with this letter and hope you will give it some publicity.

We are also very proud to inform you of two awards we have recently won. Last year when the Royal Philatelic Society of Canada (of which we are a chapter) announced its awards in connection with its Chapter Bulletin contest, it was with considerable pride in the achievements of CAFSEC to learn that CAFSEC had been awarded Third prize.

You can understand how proud we are to find that CAFSEC has been awarded a most beautiful plaque with the inscription — "American Philatelic Society Chapter Bulletin Contest, Third Place — Canadian Armed Forces Stamp Exchange Club!"

How many entrants the APS had we do not know, but with some 700 chapters it is a formidable achievement to have received third place.

CAFSEC could not have achieved these awards without the members making contributions to the monthly club "Bulletin" in the way of articles.

With the help of all members CAFSEC will enter the Bulletin contests of both society this coming year and aim to carry off the first place.

We would like to take this chance to thank you for previous publicity you have given us, and hope you will do the same with this release.

Thanking you in advance for your cooperation.

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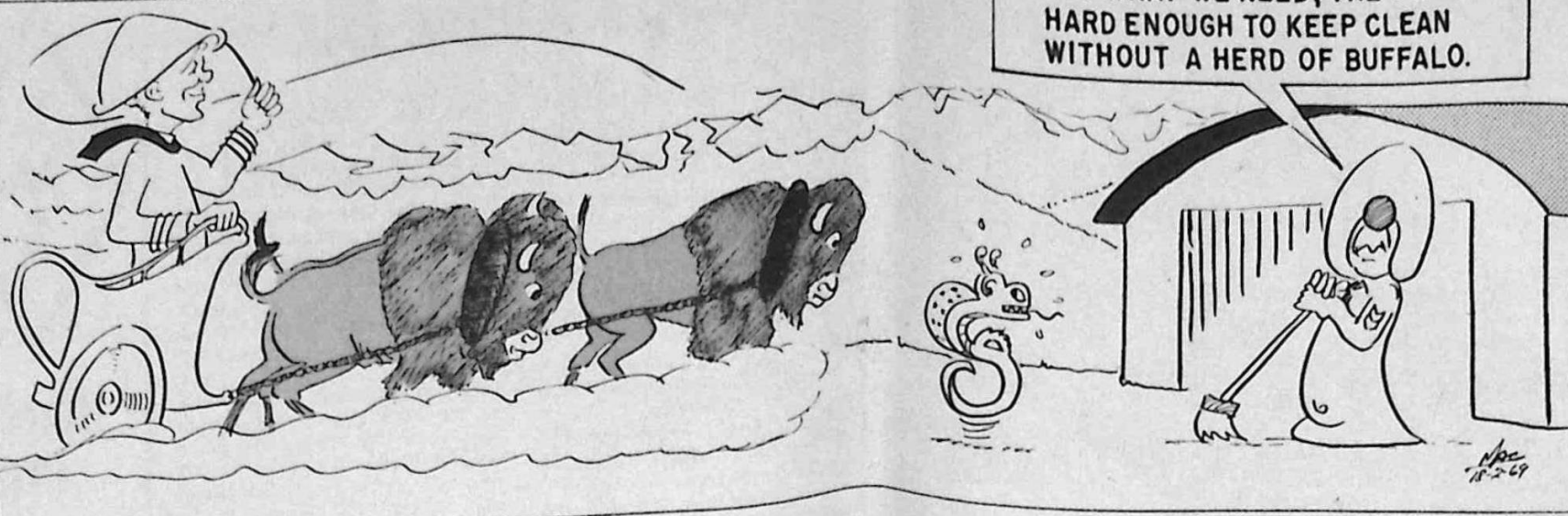
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To date we have over 300 members and recruiting for more.



# FUNGUS FEATURES

by mac



JUST WHAT WE NEED, THE PLACE IS  
HARD ENOUGH TO KEEP CLEAN  
WITHOUT A HERD OF BUFFALO.

## Air Kamikazis new service

Air Kamikazi announced that their entire fleet of luxury Dakotas will be soon replaced by the new 757 Jumbo Jet. The new aircraft will bring in a new brand of service to Air Kamikazi passengers, consisting of four separate classes.

First class will feature separate roomettes and bar privileges in the new "Star Bar" in the upper lounge. First class fares are expected to be within the financial reach of philanthropist, politicians and pilots only.

Tourist, or second class fares will feature sixteen abreast seating, stereo, inflight movies and lower lounge privileges. Tourist fares are designed to meet the pocketbooks of the Senior Officer and Master Corporal Jet Set.

Economy or third class passengers will rest on posturepedic troop seats in the luxuriously appointed third class compartment located further aft in the aircraft. Economy fares will feature the special walk on, jump off and carry your own bag service so popular with Navigators and Senior NCOs.

Fourth class, or "Steerage", shown in the accompanying photo features spacious bunks, commodious hat racks and a special nursery service. "We expect this service to be very popular with Radio Officers, Corporals, Privates, the Totem Times Staff and other assorted riff raff," an airline spokesman said today.



SHAPELY AIR Kamikazi Stewardess, Miss Ria Adanac offers in flight soothing to a reluctant transfer passenger on his way to his new base CFB Bagotville.

## B.C.s 7-plane air defence readied for big U.S. test

British Columbia's total available air defense fleet of seven planes prepared to take part in a mammoth U.S. air exercise today.

Today and Sunday United States "aggressor" bomber fleets are expected to sweep over B.C. from the Pacific en route to simulated bombing raids in American territory.

It is a test designed to check efficiency of radar warning devices of both countries, and to practice the pilots.

British Columbia turned up with plenty of pilots but few planes.

The thin line of aircraft on the Sea Island tarmac today are the only fighter planes available west of the Rockies.

Three vampire jets and four Mustangs were ready for operation. The fourth Vampire is undergoing a periodic major overhaul.

The Vancouver base was promised eight more Mustangs for delivery in January, but so far they haven't arrived.

War strength of Canadian squadrons is 18 planes, a number which enables the base to keep 12 ships operational at all times.

"In a real emergency we could undoubtedly get more fighters here in a hurry," said one officer. "Of course we don't know how many, but at least we have crackerjack pilots who can fly them when they come."

Most of the reserve pilots standing round the "ready room" were skilled veterans of

the last war. A few younger cadets who have been trained during the last three years.

"There's an excellent spirit on the squadron," said one officer. "Obviously we could train better with more planes. But we expect the government knows where to get them. We hope so anyway."

The preceding article was plucked from the lining of Seemore's famous ol' kit bag and was dated February, 1949.

## DAKS ZAPPED

LAHR, West Germany -- (CFP) 109 composite unit (109 KU) here will have its fleet of five Dakota aircraft reduced to three Oct. 1.

The reduction this year to three aircraft is consistent with previously announced plans to reduce by approximately 50 per cent the Canadian Armed Forces based in Germany.

No. 109 KU Dakotas carry out logistics and passenger flights throughout Europe under direction of Canada's NATO-assigned 1 air division, headquarters.

This KU is not the only Canadian forces element scheduled to phase out some of the venerable, twin-engine Dakotas. When Defence Minister Cadieux on Sept. 19 forecast changes in the forces structure, he said that air transport command's Dakota fleet would be reduced by approximately 15 during 1970. He also said that training command's fleet of 23 Dakota navigation trainers would be retired in 1972.

## TIME TO TRADE?



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## From up in my perch

By SEEMORE

Last week Papa Seemore retired from active service and I took a bit of leave so that I could visit him during this momentous occasion. Thinking that since the railroads are trying to drop their passenger service, I would take this opportunity to take one last ride on a train. What red blooded airman hasn't had at least one memorable ride on a train? Think back now, weren't those trans-Canada trips a gas? To give some idea how long ago it was when I had my last ride on a choo choo, I had my first drink in a bar car last week.

After a long and tedious journey I finally arrived in Vancouver and made my way to the CPR terminal. This historic edifice is a must for anyone making a tour of the city. I believe it was built by the Squamish Indians in the hopes of attracting the iron horse to their area in 1872. It is remarkable that the historic society has been able to maintain the building in its original configuration all this time.

Having made up my mind to travel in class I booked a roomette at the exorbitant price of an extra \$3 each way. Boarding the train, I was unimpressed by any of the trains staff in getting my two bags into my compartment. As a matter of fact I didn't meet my porter until I left the train in Calgary. Feeling a bit snubbed by this lack of friendship and service I spent the best part of the evening emptying a half

bottle of Canada's finest. In the morning, just before I got to Calgary I half filled the said bottle with water and tucked it away on the shelf above the sink. As I disembarked I had to pass my porter, who was standing at the bottom of the steps with his hand out. "I left you a little something in the compartment" I said, giving him a little wink. "Thank you very much sir" he said very knowingly. Working on the theory that your best friend is your neighborhood bartender I had cultivated a friendship with the man in charge of the bar car. Through this I had learned that my unattentive porter would not be making the return trip on the same train that I would. I also learned that the bartender would be. I tipped him handsomely.

Sitting alone in my compartment I couldn't help marvelling at the leisurely pace at which a train travels. Using the formula 163.7 telephone poles equal 1 mile I calculated our top speed to be 63.4 mph while our average ground speed was 23.8 mph. The leisurely pace and the solitude of a private compartment gives one an opportunity to ponder. In fact I managed to ponder almost thirteen column inches worth.

Mushroomer of the Week: There will be many troops taking courses this summer along with many, many transfers. (Remember you read the Buffalo rumour first in Seemore's column.)



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## Chapel Chimes

**PROTESTANT CHAPEL**  
Next Sunday, Feb. 22, is Lord Baden-Powell Sunday, which will be marked in our Chapel by a parade of the Cubs, Brownies, Scouts and Guides. Come early if you wish a back seat. Sermon subject will be "Climbing the Hill of Life."

Lenten luncheons every Wednesday noon are being held again this year in the Anglican Church Hall on 5th Street in Courtenay. Bring your lunch and ask questions of the panel of experts present each week from 12 to 1 p.m. Tea and coffee is provided free of charge.

Mrs. Keller, supervisor of the Chapel Mission Band, has room for a few more pre-school children at the group which meets every Wednesday morning from 10 to 11 a.m. For further information phone Mrs. Hammond at 339-2529.

Lenten Mite Boxes are being distributed to all Sunday School children. The Mission Project this year is entitled "Happiness in Showing God's Love", and all money received will go to an International Orphanage and a Church-sponsored kindergarten in Japan. Both these institutions are run by the Korean Christian Church in Japan.

Confirmation classes for teenagers and adults wishing to join either the United Church or Presbyterian Church will begin soon. If you wish to join the class, please call Padre Archer at local 273 or at 339-3931.

**R.C. CHAPEL**  
Chaplain: Rev. John P. Farrell  
Local 274

**HOLY MASS:**  
Sunday 0900 hrs. and 1100 hrs.  
**TUESDAY & FRIDAY**  
4:30 p.m.

**WEDNESDAY & THURSDAY**  
7:30 p.m.

**SATURDAY**  
7 p.m.

**CONFESSIONS:**  
Saturday evening following mass at 7 p.m.

**BAPTISMS & MARRIAGES:**  
by appointment

**CWL** Meet the first Tuesday of the month at 8 p.m. in the Parish Hall mass at 7:30 in the Chapel followed by a meeting in the Parish Hall.

**TEEN-AGE GROUP**  
meets every Thursday evening at 7 p.m. in the Parish Hall.

**PRE-SCHOOL**  
Kindergarten Catechism is held in the Parish Hall every Sunday morning at 11 a.m. No registration necessary. 4 yrs. to Grade 1.

**CATECHISM**  
every Wednesday evening 6:30 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 11 a.m. No registration necessary. 4 yrs. to Grade 1.

**CWL** are sponsoring a Bazaar and Spring Tea on March 17th in the PMQ school at 7 to 9 p.m. Donations of handwork or bakery gratefully accepted. Please contact any member of the CWL Committee.

## Sunday School Mission project



Korean Orphans in Japan.

The children of the Protestant Sunday School were all given an intriguing little yellow box last Sunday morning. The box is called a "Lenten Mite Box" and it is hoped that the children will put a little of their own money in it every day or so between now and Easter. It is thought that the children wouldn't object if their parents put some in now and again too.

Where will the money go? Directly to the Korean Christian Church in Japan! There are many south Koreans living in the land of Japan, but at times their lot is not a happy one. They are treated

as foreigners, looked on by the Japanese with suspicion and sometimes with open hostility. The roots of this hostility go back many years to the times when the two countries were enemies. The Korean Christian Church in Japan is endeavoring to overcome this hostility, particularly as it affects the children. Offerings from the Protestant Chapel Sunday School at CFB Comox, and all other Canadian Forces Chapels, will go a long way towards helping the Korean children in their Orphanage and Kindergarten. Remember the theme - "Happiness is Sharing God's Love".

## Hansard Highlites

prepared to give some indication when his report on base consolidation in Canada will be ready? I ask the question in light of the very serious and worsening situation at Fairley of Canada's plant at Eastern Passage.

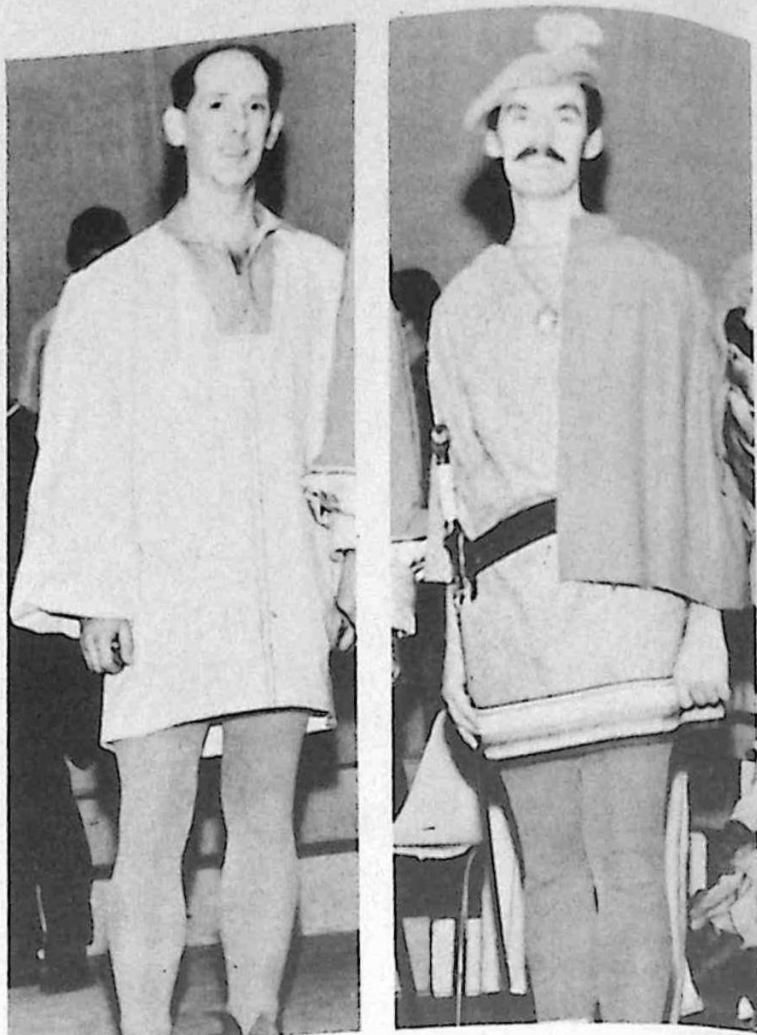
Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, as everybody knows there is not much left to be done in the way of base consolidation except the final consolidation of the

(Continued from page 4)

report which will not be possible before the end of April. Mr. Woodlams: Abolish many more and you won't have a job.

**AIR TRANSPORT**  
**CRASH IN BRITISH COLUMBIA - SEARCH AND RESCUE**

**ACTIVITIES**  
Mr. Bruce Howard (Okanagan Boundary): Mr. Speaker, may I direct a question to the Minister of National Defence. Since an aircraft has been missing for over



Don Bowen

May Marquette

## Two Base stars for 'Life of Walter Mitty'

By ART COLLINS

The Air Force has done it again! Co-Val Choristers of Courtenay are producing another show, and once again they have turned to CFB Comox personnel for their lead characters.

The name of the show is The Secret Life of Walter Mitty and Don Bowen of 442 Squadron has the lead role of Walter Mitty. Walter's wife Agnes is portrayed by Bev Caron, whose real life husband, Ray, toils in the Fire Hall and another main character, Fred Gorman, is played by Ray Marquette of the Message Centre.

Down the years Co-Val Choristers have depended heavily on service people in their productions. A partial list of military personnel who have had lead roles includes Jim Douglas as Dauntless in Once Upon a Mattress, Al Burden as Alfie Doolittle in My Fair Lady, Art Collins as Albert in Bye Bye Birdie and Tom Large as King Arthur in Camelot.

The Secret Life of Walter Mitty is the wacky, whimsical tale of a spineless man who yearns for power. His wife runs him at home, his boss runs him at work. Cops pick on him, waiters spill soup on him, and shoe shine boys put black polish on his white socks.

But Walter has a gimmick. At every opportunity he drifts into a dream world where he is the

world's finest surgeon or the greatest lover in Latin America. While in this dream world, nothing is impossible. He performs impossible operations, fixes unflexible machines, defeats firing squads, puts down his boss and is constantly pursued by passionate girls.

But Walter finally realizes that the real world is the best. The telling of his adventures in and out of never-never land makes a fascinating tale. And the music and dancing that goes with it makes for delightful entertainment.

Others in the cast are Wayne Perret as Harry, the fatherly bartender, Sharon Woodrow as Willa de Wisp, a showgirl, Bob Chown as Irving, Willa's muscle bound boy friend, and Gail Limber and Frankie Perret as Hazel and Ruthie, a pair of Fred Gorman's cast-off girl friends.

The show is directed by Beryl Rogers and choreographed by Joy Woodrow. June Miller is the accompanist and the orchestra is under the direction of Richard Hall.

Walter Mitty will be presented in the auditorium of the Vanier High School. Production dates are March 13 and 14 and March 20 and 21 at 8 p.m.

Don't miss this show! It's a live one!

## The Art Corner

By MARY DWYER

The Wallace Gardens Art Studio is in full swing with members of our PMQ Area and surrounding districts learning the total enjoyment of oil painting.

Attending classes are Mrs. Cathy Chesser, Mrs. Dee Raskol, Mrs. Joyce Adamchek from PMQs. A husband and wife team from Courtenay, Mr. and Mrs. Jim Husted, along with Mary McMahon, Pat Middleton plus a 15-year-old genius with a charcoal stick by the name of Heather.

The talent in this group is staggering and a joy to work with. Tuesday night will soon open up so if you would like to join our group the phone number is 339-4365.

I'll be up to my neck in paint this week as the painters are moving in Tuesday. Isn't it strange 12 years ago when we were all paying \$81.00 a month rent, the house was painted any color you wished. Now we pay \$110.00 (and still going up) we are all subjected to the same dull

colors with only our cupboard doors left to our personalities. Where is the voice of women?

We are preparing for an Art Exhibit in town with the Adult Education class to be held sometime in March. We will keep you posted on the final dates, but more on that later.

In the Art classes, the instructor has no intention of turning out future Picasso's or Michael-angelos. The classes are deliberately planned for the student to paint their own pictures immediately. Theory and the boring techniques of deep art are only for the student interested in an art career. But for the average housewife, we find that just simple instruction on where to start a painting and how to use the materials can and does produce great confidence in the aspiring artist. Confidence triggers the imagination, and our artist is away in his own world where beauty can be found in a blade of grass.

they are doing their very best to find it. Actually to date they have flown over 325 hours and covered 29,000 square miles of territory. We have three Albatrosses and two helicopters engaged in the search.

## That's Show Biz

by NOLA WELLS

Within the field of entertainment, there are many talented and interesting personalities. Some seek out a career in show business, for the glamour, and financial rewards. Others find it simply a way of making a living! Then there are the artistic and highly creative individuals, who find they are not just acting in order to live, but indeed are living in order to act. Personalities who have this basic ingredient and who truly admire and enjoy their craft, somehow find success within it, regardless of the degree.

Never has this true admiration and enjoyment of performing been so evident to me, as it was last evening, when I was very pleased to view a rehearsal of The Courtenay Little Theatre's "Black Comedy" which will be presented in the CRA Hall Thursday and Friday evenings, Feb. 19 and 20 at 8:30 p.m.

I had gone to the CRA hall on the invitation of a friend who has been closely connected with the Little Theatre group for some years. I had not been informed of the play's contents, and although I gathered that it was a comedy from its obvious title, I was in no way knowledgeable as to the enjoyment one feels when they witness this play called, "Black Comedy".

The title implies exactly what this play is all about. It is a comedy! And it is set almost throughout its entirety, in blackness. Not to confuse the audience the director Joy Reid, who is also an award winning actress, has reversed this "blackness" so that we in the audience will be seeing the play with actual lighting, although the performers on stage, will be acting as if they are in total darkness. One feels sincere admiration for the members of this little theatre group, as they rehearse for opening night. They are obviously very experienced and know their craft, and it shows through on stage. While I was watching this play, I was looking through a scrapbook, which had been given to me by the popular Courtenay actor, Sid Williams, and it was very pleasing to read of the activities of the Courtenay Little Theatre group throughout the years. It's amazing how long one can live in a community, and yet know so very little about the activities going on within it.

A small area like Courtenay, can provide its citizens with such qualified entertainment, on stage, where they can have actual contact with an audience, when drama and comedy is so often connected with motion pictures and TV. It is most refreshing to know of a group like this, that work sincerely to give the members of their community, the best entertainment possible.

A play regardless of its story, is only as good as its performers, and in the case of "Black Comedy" the actors are really good. They are tuned in at all times, to the fact that they are a unit on that stage, there for the purpose of entertaining an audience. There was a noticeable communication among them all, both on stage and back, whether it was the man fixing the lights, or the prompter ready to help with a forgotten line, and I found myself, admiring the obvious fact that they were getting out of something I would find most difficult to do. It must be a work of love to go through weeks of constant rehearsal and learning how to speak with an english

accent, not to mention the obvious task of becoming part of a complete unit geared to entertain an audience. All this with no financial reward, whatsoever, and very little recognition for the work involved knowing all this, I was very impressed with the enthusiastic performance that I saw at that rehearsal.

Everyone in this play was very good indeed. However, there were two performers, who really got the laughs from my direction they were Dan Wragg who plays Colonel Melkett, and Pat Paterson, who plays Harold Gorrage. Dan Wragg was perfect in the role of the stuffy English Colonel caught most reluctantly in the sudden "blackout" of a London apartment. He reminded me sincerely of the English actor, James Robertson Justice, as he appeared in those old english "Doctor" movies. Pat Paterson plays a fantastic role, of an English "odd fellow" (ruffled shirt and all) who becomes most disturbed at the thought of his male friend's impending marriage. He did it with such talent and enthusiasm that I found myself wishing the play could have gone on longer, just so I could watch more of this man's flair for comedy.

I haven't told you much about the story of this play, because it wouldn't be fair to spoil it for you, however I have no doubt that you will find the Courtenay Little Theatre's production of "Black Comedy" as amusing and stimulating as I did. Remember its at the CRA Hall Thursday and Friday evenings, Feb. 19 and 20 at 8:30 p.m. Bring the teenagers, they will love it too. Come out and enjoy our local talent!

## CLEAN WATER

Water is the priceless resource on which all growing things depend. When water fails, death follows. We take water for granted, but just think about how we depend on it in our everyday life. Our food, drink, sanitation, power, light, recreation, our very existence and the life of our nation depends on water. We should all know more about water, its control, wise use, and the methods of conserving this great natural resource. Great civilizations have perished because they did not take care of their water supply. Witness the dry irrigation canals of Babylon, the deserts of North Africa, once a granary of the Roman world - now dry, desecated and unproductive; or think of the recurring and devastating floods on the Yellow River in China, where flood waters out of control destroy thousands of farms and villages, bringing famine and death to millions of human beings.

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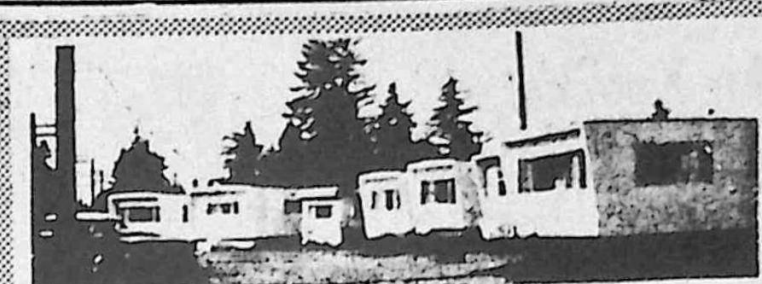
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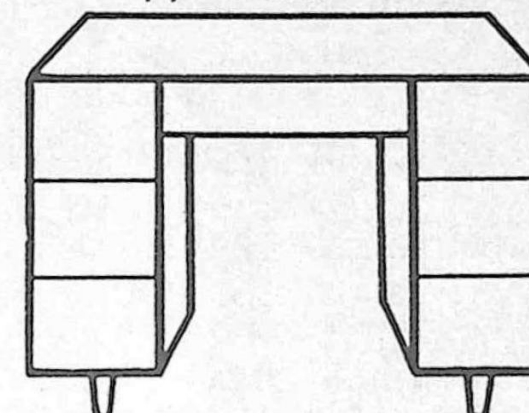
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Plan to come to the annual meeting and set us straight. Or put us on the back.

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See you at the annual meeting!

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# Disneyland in the Springtime?

By SEEMORE

Last December, through the blessings of our friendly finance company, I loaded the entire family into the tribal bucket of bolts and headed south, to the land of Walt Disney. The experience was of such magnitude that I was able to restrain myself to a few short column inches only after taking several ounces of fortification prescribed by my friendly Medical Officer.

I did not wish to become one of those bores, who takes a trip only to come home and talk about it for the next six years. I have endured the pain of futile trying to keep all the sordid details to myself for almost two months now and I would like to say that in all honesty, it hurts.

I would like to go on record further as saying "Thank Gawd the Easter holidays are coming". It seems that half of my friends and acquaintances are headed for Disneyland at Eastertime, and all are asking for details about our trip. "Ah ha" I cried to myself, as I have thirty odd column inches to fill tonight, "now is my chance to really lay it on them."

First of all, no one could write a book that would completely describe the wonders of good ol' Walt's little fair grounds. If you don't have any kids of your own and are too embarrassed to go without some, borrow some from a near do well friend. If you do have kids then you have a built in excuse.

Disneyland is not the kind of a place you go to visit and try to save money. It might possibly be a once-in-a-lifetime trip that you will be able to take as a family group, so, go on and enjoy it. Admissions, when the Seemores were there were by the book of tickets systems. A deluxe book of fifteen tickets cost \$5.75 for adults, \$5.25 for juniors and \$4.75 for children. Fifteen tickets will more than get you through a day. Two days of casual touring will take in everything you will want to see.

Comparing notes with other people that have been there we found that the speed at which you take in Disneyland is relative to the number of people that are on the grounds. In our case, my mighty school board forgive us, we took the child proteges out of school and hit the place off season. The peak attendance at Disneyland is 65,000 people, with an average attendance around 40,000 per day. The attendance figures for the two days we spent there were 4,000 per day. It was just like being down town Royston on a Sunday afternoon, which gave us an unobstructed view of the place and an opportunity to tour at our own speed. We felt that if we had pushed ourselves we could have done the whole place in one day. As it was, we paced it and had time to do a couple of the most attractive things, like the new haunted mansion twice.

During our visit we found the atmosphere peaceful and quiet. On Main Street, USA it was just like stepping back into the 1890s. In one sidewalk cafe the sparrows were so tame that we fed them ice cream from our spoons. The staff of Disneyland is not what we had expected at all. Everyone seemed to think that it was their private duty to see that we were properly taken care of, and even more surprising, tips were refused in every place but some of the restaurants.

Enough of a tirade that could go on for ever, the point that I would like to make is, that if at all possible, plan your trip for the "off" season, that is, when the kids are in school. In the USA, it is illegal for a child to be out of school in most States. My private estimation is that 10 per cent of the North American population will try to attend Disneyland during the Easter holidays.

Some of the many questions that I have been asked are: What are the roads like? You are not likely to become stuck in a wagon rut anywhere along the freeway between here and Los Angeles. Speed limits are generally between 60 and 70 mph. The Cardinal sin is to pass a state trooper who is doing 95. I must say that the freeways along Seattle and

Los Angeles during the rush hour are the most frightening experiences I have had since I had an engine fire in a B-25. If I got up very early on the last day of the southbound trip in area at about two in the afternoon. I would also obtain a far as to get a good perspective of the area. The map we had on Disneyland is located (where about three miles down the pike, where in reality it was almost lost. The Santa Anna Freeway eral other districts and is usually asphalt mayhem, merges and route and does so at about 80 mph. Road directions are given has to be made. If you miss your turn you are likely to end up in Tiajuana. The actual turn off at Disneyland is forwarned by the land itself. After leaving the Gnot to be confused with the Harbour Freeway thirty miles to the west) you travel for about fifty yards and become hopelessly lost, quit talking to your wife who was navigating, and immediately take the wrong turn. Once you get the lay of the land, however, you only make the same mistake about three more times.

What are the accommodations like enroute and at Disneyland? I would hesitate to recommend any place in particular, as everyone's opinions and tastes differ. I would recommend using the Automobile Associations facilities and guide books. We used our BCAA (I sincerely hope that is not a plug). They gave us, among many other goodies, a "trip tik" which was a trip map containing every possible bit of info imaginable, mileage, to and travelled, emergency services and town maps, I found it particularly useful during the latter part of the day when the kids kept asking "how much farther" every half dozen miles or so. Motel wise, I found that anything that had an AAA sign on it was usually acceptable to me.

Having a family of six I find that restaurants are out of the question when on the road. One meal will make a rich man out of the beanerlesowner and wipe out an entire days travelling money. We use the motels that have kitchen facilities, making our own breakfasts, lunches for on the road and when we arrive we are usually too lazy to be bothered making a big supper so we go to a restaurant anyway. One thing there is no shortage of in the morning in the States is an empty motel. At night, however, finding a family unit can be very difficult, so my advice is "make reservations well in advance." Family units, incidently in Sacramento were few and expensive. This caused us the disappointment of not being able to spend a day or two in that very beautiful city. Motels in Anaheim are plentiful, (about 1500 motels and hotels) and, for the location are as reasonable as could be expected. I most strongly urge anyone going there at anytime to make their reservations first. Most places ask for a cash deposit.

What about trailers or campers? There are trailer parks in Anaheim, some charge as little as \$6.00 per night. What are the store prices like? I must be ambiguous, some things are cheaper than in Canada some

are not. I thought everything evened out since the exchange rate is about 7 3/4 per cent against our money.

What else is there to do around there? You got to be kidding? Some of the too numerous diversions are: Marineland, Los Angeles or San Diego (about 95 miles from Anaheim), Admission for a family of six was around \$12.00. I recommend this, as you will see many Canadian fish and whales and they are extremely well trained. The San Diego Zoo. There is an admission charge, but what ever it is, it is well worth it. Go early as it will take all day to see it properly. The San Diego Aeronautical museum, most disappointing to an aerophile. Farmers Market in L.A., don't eat until you get there, CBS Studios, right next to the Farmers Market. Free admission to most shows but no kids under sixteen years. (Found this out after standing in line for about four hours). Finally don't pass up Las Vegas (295 miles east). If by now, you are not too discouraged and want some more go you can write Guest Relations, Disneyland, Anaheim, California. 92803.

## Hot Cross Buns

To the tune of "One-a-Penny, Two-a-Penny", England adopted Hot Cross Buns for Good Friday in the early days of the Christian Church. Then as now, these treats are easily recognized by the cross, carefully cut on the top of each bun. Spiced with cinnamon and glazed with a sugar frosting, they are a tasty way to celebrate the coming of Lent.

**HOT CROSS BUNS**  
(Makes 3 dozen buns)

- 9 1/2 to 10 1/2 cups unsifted all-purpose flour
- 2/3 cup sugar
- 1 teaspoon salt
- 2 1/2 teaspoons ground cinnamon
- 2 packages (2 tsp.) Fleischmann's Rapidmix Active Dry Yeast
- 2 cups milk
- 1 cup water
- 1/2 cup Blue Bonnet Margarine
- 4 eggs (at room temperature)
- 1 1/2 cups seedless raisins
- 1 egg yolk
- 2 tablespoons cold water

In a large bowl thoroughly mix 2 cups flour, sugar, salt cinnamon, and undissolved Fleischmann's Rapidmix Active Dry Yeast. Combine milk, 1 cup water and Blue Bonnet Margarine in a saucepan. Heat over low heat until liquids are hot to the touch. (Hot to the touch is as hot as the hand can withstand). Gradually add to dry ingredients and beat three minutes at medium speed of electric mixer, or vigorously with mixing spoon, scraping bowl occasionally. Add eggs and one cup flour. Beat at medium speed one minute, or vigorously with mixing spoon, scraping bowl occasionally. With mixing spoon, stir in enough additional flour to make a soft dough. Turn out onto lightly floured board; knead until smooth and elastic, about 8 to 10 minutes. Place in greased bowl.

(Continued on Page 9)

## Local bantams eliminate Powell River

The Comox Legion Wolves invaded Powell River on the weekend and won a two game total point playoff 11-10. In Saturday game Wayne Calberry led the Wolves by scoring four times, Doug Tanner was not far behind as he picked up three goals with Martin Peterson adding the final tally. Scoring for Powell River were Gerry Brach, Mike Carriere and Ralph Ket-chum with two each while singles went to Jim Simonetta and Ted Stroomer.

On Sunday Powell River jumped into a 2-0 lead by the end of the first period on two goals by Russell Sage but in the final stanza Grant Caudwell put the Wolves back in the game at 3:46 with an unassisted tally. Wayne Calberry then took over and tied left and won it with a picture goal clock.

The Wolves travel to Nanaimo next weekend to continue their quest for the Island Bantam Championship.

## MINOR HOCKEY LEAGUE STANDINGS

Team	MOSQUITO				Pts.	GF	GA
	GP	W	T	L			
Ravens	16	10	1	5	21	32	20
Doves	15	8	5	2	21	48	29
Martins	16	6	5	5	19	35	32
Owls	15	4	4	7	17	27	35
Eagles	15	4	3	8	12	29	35
Falcons	15	2	2	11	6	20	44

TOP SCORERS				G	A	Pts.
Player	McNeill (D)	Kelly (M)	Jepson (F)			
	22	13	10	2	3	16
	13	8	9	6	3	14
	10	8	9	3	12	12
	8	4	8	2	12	12
	10	2				

PEE WEE				G	A	Pts.
Team	GP	W	T			
Apaches	17	11	4	2	26	51
Chiefs	17	9	5	3	23	46
Mohawks	17	8	2	7	18	41
Braves	17	3	3	9	13	32
Iroquois	17	3	6	8	12	28
Comanches	17	3	4	10	29	46

TOP SCORERS				G	A	Pts.
Player	McMullan (A)	Miller (A)	Jobson (A)			
	16	10	9	10	19	19
	5	16	12	2	13	14
	9	10	9	2	13	15
	12	2				

BANTAM				G	A	Pts.
Team	GP	W	T			
Dakotas	21	12	4	5	28	56
Huskies	21	11	4	6	26	58
Lions	20	10	0	10	20	46
Bruins	21	7	1	13	15	33
Colts	20	6	1	13	13	34

TOP SCORERS				G	A	Pts.
Player	Derkson (D)	Jones S. (D)	Miles B. (D)			
	14	15	8	13	23	23
	13	13	8	8	16	16
	8	5		5	13	13
	8					

MIDGET				G	A	Pts.
Team	GP	W	T			
Supers	17	12	1	4	25	74
Mustangs	17	10	1	6	21	66
Jets	17	8	2	7	18	49
Comets	17	1	2	14	4	34

TOP SCORERS				G	A	Pts.
Player	Leiter (S)	Mitchell (S)	Turner (M)			
	18	14	12	16	31	31
	15	12	10	14	24	24
	15	6	10	7	17	17
	10	7	9	6	15	15
	2	16				

through

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# SPORTS

BY  
JIM  
BO



## SKI WATCH

By Dr. Peter Andrews,  
President  
Canadian Ski Association,

### Girls are different

Everyone knows that men ski for sport and women ski to be with men. Beside that girls are different. What man could ski with anatomical hang ups like the ones girls are plagued with: a) Broad, tilted hips, b) Shorter legs, c) Half the muscle mass, d) Lower center of gravity, e) Smaller heart and lungs, f) Looser knee and hip joints, g) Lower metabolic rate, h) difficulty in maintaining body heat.

Besides these biological differences, there are wierd psychological problems (whatever there cause-inate, glandular or astrological) that are peculiar to females: lack of self confidence, sensitivity to criticism, accident-proneness, easy discouragement, hostility towards good natured kidding, lack of aggression, poor competitive spirit and just plain old general emotional instability.

Let's face it, ski technique was developed by men for the male anatomy and mentality; with all their inborn limitations, you can't expect more from girls. Or can you?

Some girls ski very well, and a few, like Nancy Greene, have adapted to ski technique so well that they can outclass most men on a race course. Many instructors claim that girls learn the early stages of skiing faster and easier than men do, for they listen and try harder rather than rely on brute force.

Girls face their worst problem in the learning phase; they are stiff-legged, leaners-into-the-hill, but they are doing the most natural thing, leaning uphill away from the steep slope and standing straight.

Oddly enough, in specifying the skiing errors of women, the instructors have found that many of these are typical of male skiers as well.

A great number of skiers are tail pushers. They turn by making a jerking movement, then a sideslip, a jerk and a sideslip. This tail pushing is just extra-natural for a girl, because she doesn't have as much strength in her legs, and yet she has more weight around her hips. In other words a girl uses her hips as a source of power by throwing them to one side or the other to get the skis started in a turn. Women do not use their upper bodies much either. They often look very reversed. What's above and below the hips seems to play a very little role in their turns. A skier can only carve a turn when he or she is up, out and forward, with the upper body at about the same angle as the skis.

There is one classic position on skis which, pants, padded parkas and long hair notwithstanding, really separates the boys from the girls; the knock-kneed tri-pod. Girls resort to this stance when looking for extra strength or support, the theory being that the muscles of the two legs are better than one. The result not only looks ungainly, but it also puts too much weight on the uphill ski. The remedy is to use a wide track stance with the knees and feet about equally separated until the legs are stronger and balance is improved.

Apparently the cause of this tri-pod is that a woman's knee and hip joints are not as firm and rigid as a man's. Nor only does this make it easier to assume this type of stance but it may be the basis for such female inelegance on skis.

How about the girls that do ski very well? Apparently they have by instinct adapted certain nuances of technique which help them to compensate for physiological weaknesses. The next step is for instructors to experiment with teaching ideas and exercises and to alter the system where necessary for girls.

Still one major obstacle remains: even the most inspired and enthusiastic teacher can't overcome the lack of motivation noticeable in many girls who don't ski. For those girls who really do want to learn however, and for the instructors who really want to teach them a quote: "The ambition of a woman climbs higher than that of a man and there is no doubt that a woman's will to learn and to attain can cause her, under a good teacher, to reach heights far beyond her innate talents."

## On The Blue Line

By ICE CHIPS

On Saturday night, in Glacier Gardens, the Totems will be playing the second game of their semi-final series against the Powell River Regals. The Totems are presently down one game to nothing in this best two out of three game series. We would all like to give the Totems all the support we possibly can so let's be there in Glacier Gardens come Saturday night. Game time is 9:30 p.m.

The first game of this series was played last Saturday night in Powell River, and the Totems sure tried hard to upset the Regals right in their own rink. It was an all out team effort by the Totems as they kept up relentless pressure on the Regals, the Totems goal tender Brian Bannard played another very fine game. There was no scoring in the first period and with just over a minute to play in the second Jack Hamilton scored for the Totems assisted by Ron Berry. In the third period the Totems kept up the pressure but it was the Regals who scored all the goals. They scored four unanswered goals and that pretty well wrapped up the hockey game.

The week before the Totems played two big games against the Nanaimo O'Keefe's to finish off the regular schedule. They won both of these games, by scores of 3 to 2 and 7 to 4, these two wins clinched third place for the Totems in the final standings. The first of these two games was played in Nanaimo, and it was a real thriller from start to finish. The Totem goals were scored by Dino Mascotto, Paddy Keefe and Jack Roussel. The Totems got a scare in the second period when Brian Bannard the Totems goal tender stopped a shot with his head. The game was held up while he received medical attention, but he then returned to the nets and played another of his outstanding games. In this game Brian was called on to make 55 saves.

In their final regular game of the season the Totems won over Nanaimo by a score of 7 to 4. The Totem goals were scored by Jack Roussel, Gary Hill, Ernie Lawson, Paddy Keefe, Al Decker, Butch Bujold and Dino Mascotto. This was another fast game and the Totems were never behind at any time.

COMING GAMES  
Sat. Feb. 21st Powell R. at Comox 9:30 p.m.

Sun. Feb. 22nd Comox at Powell R. (if necessary)

FINAL STANDINGS				
Team	Played	Won	Lost	Tied
P.R.	18	13	4	1
P.A.	30	17	10	3
C.T.	30	10	17	3
N.O.K	30	9	18	3

## Youth Council Zone Bowling Finals

Last Saturday afternoon approximately 50 bowlers from all over this Island converged on CFB Comox to take part in this tournament, the bowlers were accompanied by their coaches. To say that it was noisy in the bowling alleys would be putting it mildly, I am very glad that this was only a one day affair.

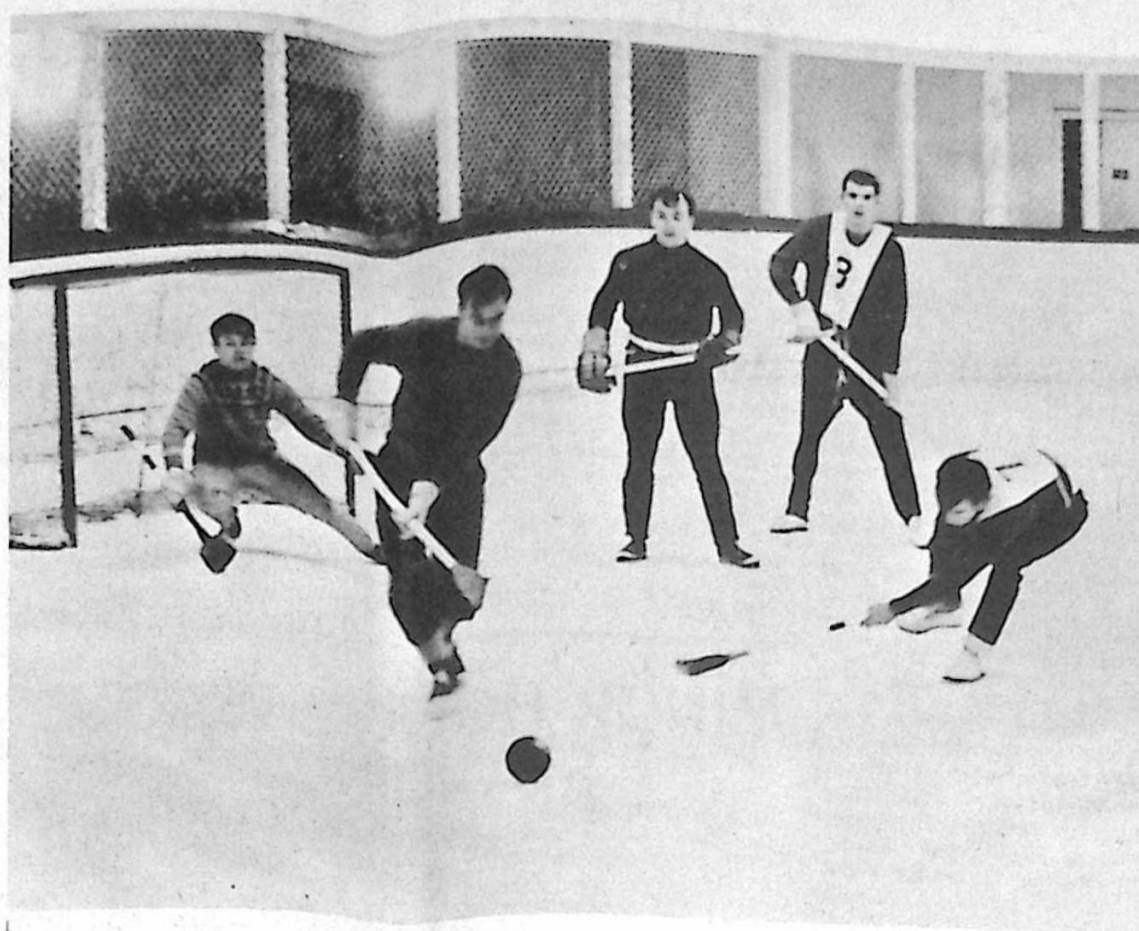
The first event of the day was the Senior Girls' competition. This was won by the girls from Comox when they bowled a total of 2831 for three games. The runners-up were as follows: Town and Country Victoria - 2734; Gibson's Victoria - 2525; Ucluelet - 2421. The outstanding individual performance in this series was turned in by Judy Hrechuk of Comox as she bowled the high single of 271, high triple 709, and high average of 236.

The next competition was the boys' and girls' individual three game roll-off. In this event it was Town and Country from Victoria winning both by a very narrow margin. The girl's winner was Gloria Crow as she bowled 707 for her three games.

The runner-up was Karen Roberts from Cus's in Victoria her total was 691. The boy's winner was Rick Clarke with a total of 703. The runner up was Les Closson of Duncan, his total was 681.

The final competition of the day was the Senior Boy's event. The winner of this one was Town and Country as they rolled a total of 3180 for their three games. The runners-up were as follows: Gibson's - 3013; Comox-2982; Ucluelet - 2598. The most outstanding performance of the day was from this series as Don Buchanan of Comox had the high average of 276, the high triple of 828 and the high single of 325 he also had another 305 game to go along with his big one.

The winners of this tournament will now proceed to Burnaby around the end of this month for the Provincial finals. Good luck to all participants.



LAST FRIDAY the 13th wrapped up the regular season for the intersection broomball league with the team from Supply coming out on top. 407 Untouchables placed second and 407 Officers came in third. This week the 2nd and 3rd place teams play a best of five semi-finals match and the winners take on Supply next week. Come out and see some good hard hitting games.

— A Macphoto

## Inter-Section Broomball

The regular schedule has now come to an end and the playoffs are in progress. The Supply and 407 Untouchables teams wound up tied for first place in the final standings and the 407 Officers came in third.

INTERSECTION VOLLEYBALL		
Team standings Wednesday		
442	34	points
Fire Hall	26	
M.E.	26	
Telecom	16	
409	10	
U.S.A.F.	4	
Team standings Thursday		
Torpedo Shop	18	Points
C. E.	16	
Tel Air	8	
Accounts	4	

The 407 Untouchables and 407 Officers are playing a best 3 out of 5 series and the winner will then play Supply who were given a bye when the Untouchables volunteered to drop to second place. I will report on the outcome of these games in the next issue.

Intersection Hockey  
Those Courtenay Mustangs are not slowing down at all, they have got a 16 point lead over their nearest opposition. Here are the current standings: Courtenay-38; Admin-22; 409-22; 407-18; 442-8. The playoffs should be starting very soon, I will give you

further details as soon as I get them.

Mixed Open Bowling Tournament

Our Base will be hosting this tournament on March 13, 14 and 15.

So far we have got 18 teams entered and we can only accept 24 entries. If there are any more entries please contact Gord Palmer at Local 414.

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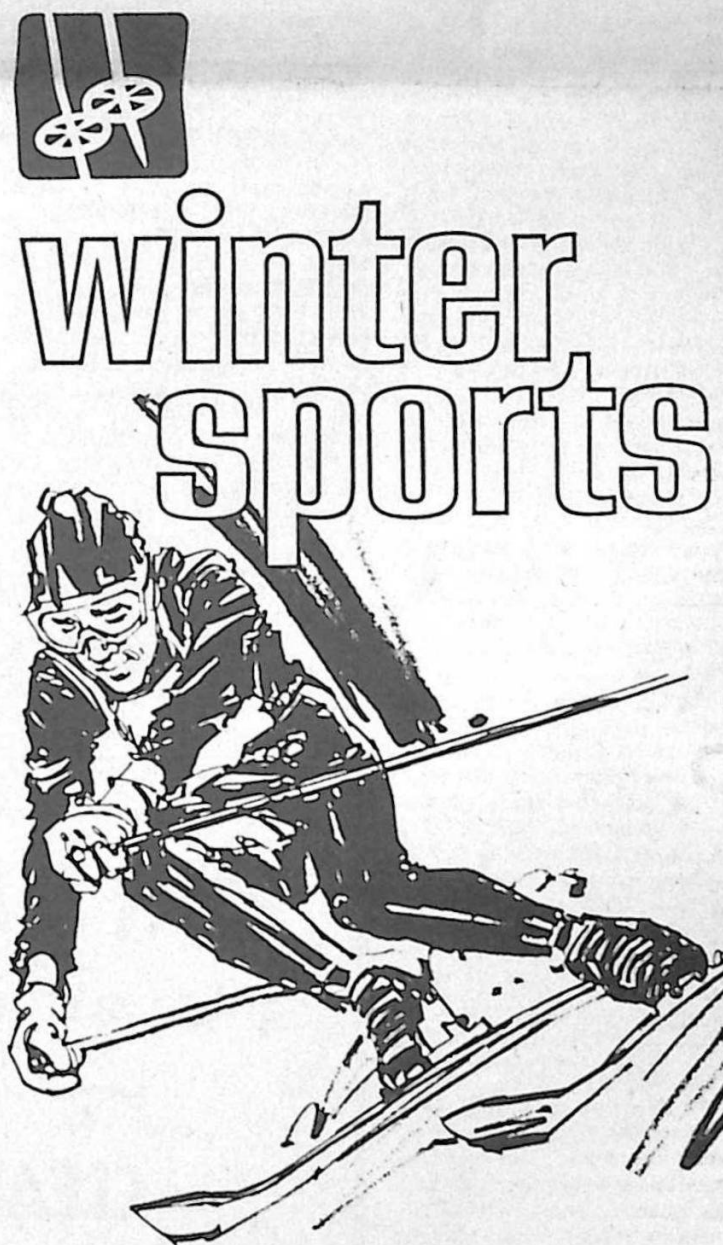
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## Zone Invitational Tourney

A couple of weeks ago we were very pleased to have bowling teams from Chilliwack and Naden here at Comox to participate in a two-day 20 game tournament, we supplied two teams to compete in this tournament. Pretty well all of the bowlers had met at Chilliwack just recently when they competed in the Zone 1 finals.

As you sit in your homes reading the paper the Zone 1 champions from Comox are presently competing in the Dominion finals which are being held at CFB Winnipeg this year. The members of that team are as follows: Jack Ball, Al Hughes, Vic Makowichuk, Rod Peters, Hugh Smith and Dick Taylor. On behalf of the whole Base I would like to wish them the very best of luck.

As far as the Invitational Tournament was concerned the winners were the "A" team from Comox. This was the team that finished second in the Zone finals, so they gained a little bit of revenge. The members of this team are as follows: Dave Harrison, Hal Justus, Len McCormick, Brian Oster, Gordon Palmer and Don Wright.

The high single in this tournament was rolled by Dick Taylor with a 382 and he also had the high triple with 921, he also averaged 260 so I think you might say he had a pretty good weekend. Here are the totals for each team: CFB Comox "A" - 28262; CFB Comox "B" - 28151; CFB Naden - 25900; CFB Chilliwack - 21955.

**Swimming Pool:**  
Well you lucky people will soon be able to start working out all those kinks that you have accumulated over the winter months. It is planned to re-open the pool during the Easter holidays. Please read the next issue for actual dates.

**WINNIPEG --** Top curlers and bowlers in the Canadian Armed Forces, from bases in Canada and overseas, meet in national competition in Winnipeg this week to declare forces-wide champions in the two divisions.

The competing teams of servicemen, representing all athletic zones in the armed forces, will come from as far as Comox, B.C., in the west, to West Germany in the east.

Play in both championship finals begins Wednesday, Feb. 18, and ends Saturday, Feb. 21.

Curling action will see a total of eight teams in play at two locations in the city. They are the Fort Osborne Barracks Club on Kenaston Blvd., behind Lipsett Hall, and the CFB Winnipeg Club on Whyteford Rd., north of Ness Ave.

Opening ceremonies for the curlers, with the traditional piper, takes place in the Fort Osborne Club at 1 o'clock Wednesday. Last game in the finals is scheduled for 1:30 p.m., Saturday, at the Whyteford Rd. Club. Last year, CFB Chatham walked off with top curling honors.

Eight teams of bowlers also start the action next Wednesday afternoon, with opening ceremonies scheduled for 2 o'clock. All bowling competition will take place in the CFB Winnipeg Recreation Centre on Whyteford Rd., with the last game scheduled for 3 o'clock next Saturday afternoon. It's the first, forces-wide competition in bowling.

Officiating at opening ceremonies for both competitions will be the new commander of CFB Winnipeg, Col. Hugo Peters.

Making the 80 armed forces curlers and bowlers welcome to Manitoba are several metropolitan area firms with free curling brooms, bowling bags, hockey passes and a reception. The City of St. James-Assiniboia also will present Centennial pins to the competitors.

A combined awards presentation and banquet will top off the 1970 championships Saturday evening at CFB Winnipeg (Bldg. 6).

Competing bases in the curling championships are Comox, B.C.; Cold Lake, Alta; Dana, Sask; Ottawa; Toronto; Bagotville, Que; Chatham, NB; and Lahr, West Germany.

Bowling entries will come from Comox, BC; Edmonton; Winni-

peg; Rockcliffe and Trenton, Ont; Bagotville, Que; Greenwood, NS; and Baden-Soellingen, West Germany.

## Air Div. Boys at Quebec Hockey Meet

Four Wing's pee wee Raiders flew to Canada in Jan. to compete in an international pee wee hockey tournament, Feb. 3-9, as part of Quebec's winter carnival.

The team, comprised of boys in the 10 to 12-year age group, is an all-star squad picked from pee wee teams from this base and Baden-Soellingen. They compete in Quebec against 102 teams representing Canada, the United States, France and Germany.

The young pucksters in Europe have their own fourteam league made up of teams from the air division and the brigade group in the Soest, Germany, area.

When they learned they were prospective all-stars vying for a trip to Canada, the team competition became pretty keen, said one league official. The Lahr-Baden players travelled the 40 miles to practice sessions during the Christmas holidays.

## Lahr says more, Merrier

**LAHR, West Germany (CFP)** -- Canadian forces curlers here at NATO assigned 1 Wing are overwhelmed at the number of requests received to participate in their second annual international bonspiel slated for March 19-20.

Bonspiel committee chairman Chief Warrant Officer Hal Bateman advises more than 80 skinks from Canada, Germany, Sweden and Switzerland have replied yes to invitations.

Originally it was planned to limit the bonspiel to 64 rinks. However, with such response so far in advance, it is now planned to run a 96-rink spiel using 10 sheets of ice.

The fire-sheet Rhine valley curling club here will be used as well as the Canadian Forces Arrowhead Arena in which another five sheets will be laid.

Nineteen European and 62 Canadian military rinks have so far signified intention to participate. CWO Bateman says there is still time for Canada-based curlers to enter. Entries, at \$30 (U.S.) per rink, should be mailed to CWO Bateman, 1 ADHQ/50 ARM, CFBPO 5000, before March 1, 1970.

## CORBELL WINS SLALOM

**SOEST, Germany (CFP)** -- Turning high and leaping with tremendous knee action downhill through the gates on the steep upper half of the course, Corporal Andre Corbell, 1st battalion, Royal 22nd Regiment, recently showed himself to be the forces outstanding skier in Germany.

He won the open slalom in 2nd British division in Oberjoch, West Germany.

Corbell's time for the two runs of 1 minute 12.5 seconds was 2.8 seconds faster than that of his teammate, Cpl. Georges Caron who finished second.

The meeting combined the 2nd division and British Army of the Rhine championships.

The Van Dooos also won the 4 x 10 kilometer unit team relay race and placed second in the 15 kilometer race at the British division nordic championships.

Corporals Marc Bouchard, who placed first (Individuals relay race), Jean-Jaques Jalbert, Ronald Bernier and Roger Tremblay, defeated the 2 field regiment, Royal Artillery, by a margin of eight minutes over a course of wet snow.

The championships, which attracted clubs from most units of the division was a tuneup for the Rhine army championships. More than 200 skiers participated in the eight days of racing.

## RMC vs West Point

**OTTAWA (CFP)** -- The 47th annual Royal Military College - United States Military Academy weekend will start Saturday, March 7, in Kingston, Ont.

Highlighting the inter-college rivalry will be the hockey game slated for Kingston Memorial Centre Saturday at 8 p.m.

Other scheduled events include rifle and pistol competitions, a debate and parade.

The parade is scheduled for noon on Saturday followed by pistol and rifle shooting at 1:30 p.m. The debating teams from the two colleges match wits at 2 p.m. in Sir Arthur W. Currie Hall at RMC.

West Point, reputed to be a fast, young squad, will be looking for its fourth consecutive hockey victory in the annual classic which began in 1923.

The RMC Redmen will ice some promising newcomers with minor league experience supplemented by several third year cadets from last year's team.

Information regarding hockey game tickets, social events and accommodation may be obtained by writing to Capt. Doug Hargreaves or Capt. Brian Smallman - tew at RMC.

## Hot Cross Buns

(Continued from Page 7)  
turning to grease top. Cover; let rise in warm place, free from draft until doubled in bulk, about one hour.

Punch dough down; turn out onto lightly floured board. Knead in raisins. Divide dough into 36 equal pieces. Form each piece into a ball; place balls in four well greased 8-inch round cake pans. Combine egg yolk and water. Brush buns with mixture. Cover; let rise in warm place, free from draft, until doubled in bulk, about one hour.

free from draft, until doubled in bulk, about one hour. Carefully cut a cross on the top of each bun with a sharp knife. Bake in moderate oven (375 degrees F) about 20 to 25 minutes, or until done. Remove from pans and cool on wire racks. Frost while warm with icing sugar frosting.

Icing Sugar Frosting-Combine: 1 cup sifted icing sugar 1/4 teaspoon vanilla sufficient milk to make a stiff icing.

### CANADIAN FORCES BASE COMOX

## Base Theatre Schedule February 1970

**Friday, 20**  
**REVENGE OF FRANKENSTEIN**  
Peter Cushing ALSO Double Horror  
**CURSE OF THE DEMON**  
Dana Andrews, Niall MacInness

**Saturday and Sunday, 21 and 22**  
**DARK OF THE SUN**  
Rod Taylor, Yvette Mimieux Action

**Friday, 27**  
**13 GHOSTS**  
Charles Herbert, Rosemary DeCamp ALSO Double Horror  
**H MAN**

**Saturday, 28, Sunday, 1 March**  
**WHERE WERE YOU WHEN THE LIGHTS WENT OUT**  
Doris Day, Robert Morse

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**Sat., 21 Feb. — MASK OF THE AVENGER**  
**Sat., 28 Feb. — JUNGLE MANEATERS**

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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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### FEBRUARY ENTERTAINMENT for the

## Totem Lounge

SAT. 21st — Dance — The Farrows  
Food — Southern Fried Chicken

SAT., 28th — Dance — The Reflections  
Hard Times Dance  
Food — Hot Hamburger Sandwich

Movies Every Tuesday, 8:00 p.m. in Lounge

Nickel Bingo every Sunday, 8:30 p.m.

The following is a list of February Movies for Totem Lounge

FEB. 19th — "Caprice" \* Doris Day — Richard Harris

FEB. 17th — "What A Way To Go" \* Shirley MacLaine — Paul Newman

FEB. 24th — "Lady in Cement"

NO ADMISSION — FULL BAR

### Comox

## OFFICERS' MESS ENTERTAINMENT

February, 1970

T.G.I.F. HOURS

1630 - 1800

**Friday, 20 February**  
Mess Dinner

**Saturday, 21 February**  
442 Sqdn. Dinner Dance  
2000 Cocktails  
2100 Dinner  
2200 Open Dance

**Monday, 23 February**  
Judges of Beer — \$1.00

**Friday, 27 February**  
T.G.I.F. Chicken and Chips

**Saturday, 28 February**  
Coboc

**Monday, 1 March**  
Jugs of Beer — \$1.00

**Friday, 6 March**  
T.G.I.F. Spaghetti

**Saturday, 7 March**  
Monte Carlo Night

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## New Provincial Park for Skagit

The establishment of 3,700-acre Skagit River Provincial Park is announced by the Hon. J.K. Kiernan, Minister of Recreation and Conservation and Hon. R. Williston, Minister of Lands, Forests, and Water Resources.

The new park is composed mostly of valley land in the area of the confluence of the Skagit River and Klesilkwa River. It is accessible by way of a 25-mile gravel road that connects with the Trans-Canada Highway about three miles south of Hope.

The area has long been popular with lower mainland campers, fishermen, hikers and other outdoor recreationists. An extensive trail system and nature interpretation program are planned. The crowding now experienced in Cultus Lake and Golden Ears Provincial Parks is expected to be relieved when the public becomes more familiar with the attractions of Skagit River Provincial Park, which includes some of the few wild rhododendrons that grow in British Columbia.

Many people familiar with the area of the new park feel that it may well become as popular as Cultus Lake.

Skagit River Provincial Park will provide access to the Ross Lake Reservoir which is regarded by the Provincial Parks Branch as having a high recreational potential. The reservoir is formed by the Ross Dam on the Skagit River in Washington State.

Studies of the reservoir area are being carried out by the Fish and Wildlife Branch and a final report, not yet made, will

include specific recommendations to minimize any adverse effects on fish and wildlife resulting from the planned increase in the level of the reservoir, and to improve fish and wildlife habitat generally in adjacent areas.

Mr. Williston has indicated that an additional 32,900-acre recreational area under the Forest Act will be established in the Skagit River Valley and this management policy is applicable as of this date. This will serve as a buffer zone for the Skagit River Provincial Park, ensuring the future protection of the area from encroachment.

It is noted that the new lake at full reservoir, will provide between five and six thousand acres of new recreational waters for British Columbians generally and the Lower Mainland residents in particular.

With the ever growing population in the Lower Mainland area of our Province, it is essential that we take advantage of every opportunity to enhance the recreational potential of each new situation as it develops.

By establishing this park now, with a large Recreation Area surrounding it we are looking to not only the needs of today but well to the future.

Driving time from downtown Vancouver to the new area by way of Highway 401, will be about the same as the present driving time to Manning Park Lodge.

The recreational complex now emerging along the Canadian side of the international boundary, when viewed in overall perspective includes Cultus Lake, Chilliwack Lake, Ross Lake and Manning Park.