





## Competition open for CFR Plan

OTTAWA (CFP) - Now is the time to apply for a commission from the ranks.

This year's CFR plan competition closes for entries on May 22 according to Canfor 054 of March 12.

Applications will be accepted for the following trades:

- Maritime surface and sub surface
- land ordnance engineering
- communications-electronics engineering
- military engineering
- dental associate
- medical associate
- security

Interested personnel should check CFAO # 11-9, recently amended in AL No. 9 of Feb. 27, for all the details.

Only those qualified in certain trades closely aligned to those open to competition will be considered. Commanding officers will decide if the applicant has the necessary training, experience and education to qualify.

Commanding officers may also consider over-age tradesmen and outstanding corporals for nominations if they meet the requirements of CFAO 11-9, paragraph four.

The promotion directorate will also issue shortly details of a CFP plan competition for air navigation, air weapons control and air traffic control trades. Submissions for these classifications should not be forwarded to CFHQ until final details of this competition are announced.



Where in hell is my Totem Times?

## DEMON DOINS

The hustle is really on around the hangar line these past few days as we prepare for the coming Maritime Commander's Inspection on the 3 April. All available members of 407 Sqn, their guests and friends, and invited base personnel will be in attendance. RADM H. A. Porter, Commander Maritime Forces Pacific, will inspect 407 Sqn, personnel and facilities 1000 - 1630 hours on Friday. This will certainly be quite the day as the Demons gather from the far corners of the Island to show the Boss what we have to offer. The main event of the day will be a parade which should prove interesting to say the least. The first and only practice is to be held this Wednesday and the dress will be "best blues" or the new "greens". For those who will be in attendance there will be a static display of assorted aircraft and a couple of Argus crews with the BO's in full galley dress with medals. And for you with Nav training looming on the horizon there will be a CHSS-2 chopper on display. Don't laugh you too may become a hovering TACCO.

After a few trials and tribulations the Demons have recovered

all aircraft and crews back in Sunny Comox. We even managed to sneak one in from the east coast. It seems that 449 heard of the coming storm to the eastern seaboard and decided to come out to God's country for warm weather operations. The Demons have been spread wide and far in the past few weeks. They have traversed the airways from Ottawa to NAS Adak, Alaska, and even to the far reaches of Canada's northland in the interests of sovereignty.

Maj. Dunbar returned the visitors from DPCAS to Ottawa after a very successful visit to the Demon Squadron and CFB Comox. Although they did not make any rash promises for future postings and promotions they did show the troops that they really don't play a giant dirt game when it comes to selecting a name, the computer does it for them. A few gems were left behind that will certainly promote a lot of thought for those who are trying to determine a course for the future.

The trip of interest that the Demons undertook last week was the effort put forward by Capt. Joe Hemus and crew 1 with visitors from crew 6 and the CO's office. They departed the balm-

Comox climate for Cold Lake last Monday. Using that station they flew two sorties into the Northwest Territories on the sovereignty flight policy. Except for a problem or two with internal cabin heaters the trips proved to be quite beneficial. The Demon crew ensured that the flag and the Squadron were well presented to the settlements encountered along the way. A few oil rigs were examined and the snow was checked for whiteness. BOTH sorties dropped off in Yellowknife to deposit and retrieve some of our people from Ops and ground. Thanks to Capt. Ron Elmer and apprentice cinematographers, we were able to have a look at what they encountered. The CBC ran almost a minute and a half of our film on the Hourglass show Monday night.

Last Thursday saw a monster TGIF in the officers mess. During this function several of our squadron mates received medals prior to their impending departure from the Demons. They were leaving for assorted reasons; pilot training in the case of Capt. Bob Lemm, Nav training for Capt. John Petclere, AT controller training for Capt. R. A. McGillivray, D. J. Treliak and Lt's D. C. Wilson and H. R. Lines, retirement mugs for Capt's J. Parker, C. R. Ensom and G. W. Fisher. These gentlemen will be leaving the Demons shortly for their various endeavors and we wish them all the best for the future. We hope that you will always have a fond memory of the Demon and your stay at CFB Comox.

Congratulations to Maj. S. Ash on his recent promotion. This should certainly help to maintain the standard of excellence from our standards and training section.

## Night Hawk's Nest



Two hectic weeks have gone by since Patterson's Pirates returned to the Mushroom Factory. TAC Eval 70 is behind us and we are frantically preparing for AFCT 70 as evidenced by two ground schools in a week. Don't panic chaps, next week there's only one.

The Squadron's dining-in night was a rouser. We joined to say a fond farewell to Ed and Mary Goski and Gary and Holly Liddiard. Ed is off to report to CFB Moose Jaw for ground looping lessons. Twigg is on his way to Darkest Alabama where he'll be giving a course in advanced aircraft bending to Gringoes in exchange for a weekly ration of chitlins and grits. He was last seen Saturday night in the front row of the Station Theatre hissing during an old Sidney Poitier movie.

United States/Canadian relations suffered a resounding blow when Philip and Gordon went Colonel-hunting at Luke AFB. They'd planned on going to Tinker AFB but word of their intentions preceded them and the Base Commander at Tinker laid on a flood.

To retaliate they dug up half the palm trees and cactus in downtown Phoenix. Their purchases now adorn the Squadron patio much to the amazement of old Charlie who thinks he's in Hawaii. Three Squadron aircrew types and Paddy O, were guests of the SAC Bomb Wing at Mather AFB last week. Halfway through their third rail of martinis they volunteered for a little ten hour jolly with Rock Hudson in his B52. They returned to earth muttering "Sooner them than me." George and Paddy nearly aborted the trip.

Paddy was so thrilled about Bonnie letting him out of the house that he sucked up all the oxygen out of the T-Bird before they reached Hornby Island.

Dan Baker is rapidly making a name for himself on the Squadron! He and Major John did a couple of touch and goes on a Navy destroyer that was minding its own business busily spraying lead around the Gulf Islands. Hoo Boy! Despite repeated requests that the USAF Exchange slots be filled with aircrew, they persist in sending us roses from "Off Broadway". We've heard from a reliable source that Pete and Dan are being replaced by the USAF Air Academy Glee Club and Lassie.

No report on the weeks activities would be complete without some mention of the three to five thrashing the Naves gave Pilots in our Annual Shiny Championship held at Starn Memorial Gardens. The Pilots scored five lucky goals

into an empty net while the Big D was hanging over the boards signing autographs for a multitude of admirers. The actual score was six to three for the Pilots, their sixth goal being disallowed when Harry Chapin scored during the Ladies Broom-ball Game. Hugh Fischer spent an interesting evening staring at Brodie's elbow and retaliated for this brutality by falling down every time anyone came near him. He and Harry were credited with a goal each when they were found blubbering in the biffy between periods.

SPORTS FLASH: Don and Pat Middleton were on a rink that won the Grand Challenge at the Nanaimo Mixed Bonspiel. This lays to rest the rumour that the caliber of British Columbia Curling is improving.

RUMOUR DENIED: That Major Moe rounds out when he hears the Nav scream.

FROM THE CFB GIMLI BUGLE: Lt. Mike Smerd, recent CFB Gimli Pilot graduate had his name changed to Pollard. He is now the only Pollard Smerd in the CAF.

## B52s to Attack Saskatchewan

Continued from Page 1)

depend on the local community for the purchase of food supplies, fuel and water.

Only B-52 aircraft flying at 365 miles per hour will be used during the training. The B-52s are sub-sonic aircraft and while doing their low-level runs, because they are flying at a reduced speed, the noise level will be low

The route selected will have no effect on the operation of scheduled civil airlines and little effect on light aircraft and private flying. All commercial airlines and private pilots have received notification from the Department of Transport on these routes.

The first flight over the route will take place on March 30 when an aircraft from the Combat

Evaluation Group, which controls the RBS Express, will check to ensure everything is in operating condition before the start of the actual runs on April 2. This will entail only one aircraft on March 30 while from April 2 onward there will be a maximum of seven sorties per 24 hours with flights taking place day and night.

### ANNOUNCEMENT

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### PONGO MUSICIANS PLAN REUNION

OTTAWA (CFP) - Musicians of the Canadian Army's brass and reed bands formed overseas during the second world war will hold a reunion here July 18-19, to celebrate their return home 25 years ago.

The man in charge of the reunion, Maj. M. M. Scott (retired) of Ottawa, says there were ten, 27-man brass and reed bands formed overseas from 1941 onward and figures that some 350 bandmen served with the army

organization throughout the war. He says he hasn't had much luck in getting word to many of the ex-war-time musicians. So far, he has only been able to locate 160 of them.

Any ex-army musician who served with a brass and reed band overseas during the war, who would like details of the reunion, should write Maj. Scott at 260 Crestview Road, Ottawa, 8, Ontario.

No pipers, please.

## Attention All 407 Squadron Personnel

Rear Admiral H. A. Porter, Commander Maritime Forces Pacific, will conduct his annual inspection of 407 Squadron personnel and facilities on the 3rd of April from 10:00 to 16:00 hours.

This will be R. Adm. Porter's last inspection of 407 before assuming his new duties as Commander, Maritime Command.

407 Personnel, their wives, families and guests are cordially invited to attend the parade, inspection, and awards presentations to be held outside 7 hangar at 10:15 hours on the 3rd of April.

All are requested to be seated by 10:15 hours. The parade will be held inside 7 hangar in the event of inclement weather.

J. S. Middleton  
Lieutenant Colonel,  
CO 407 Squadron.



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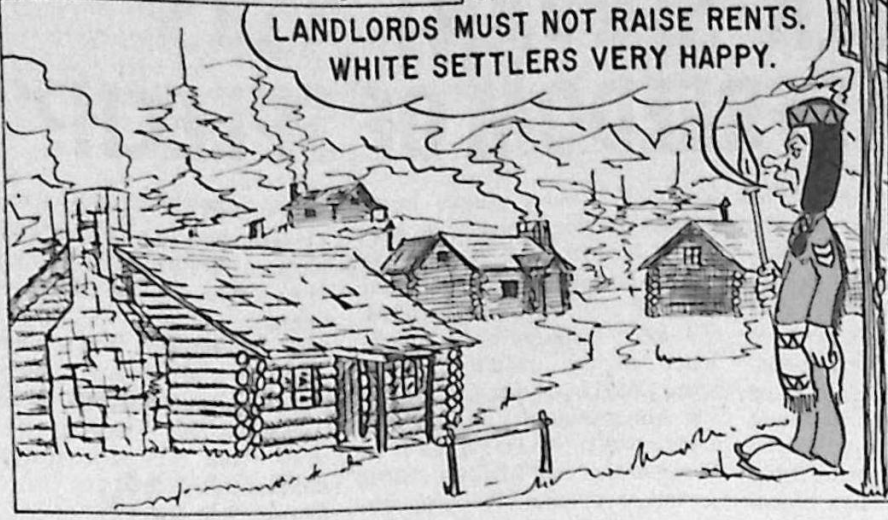
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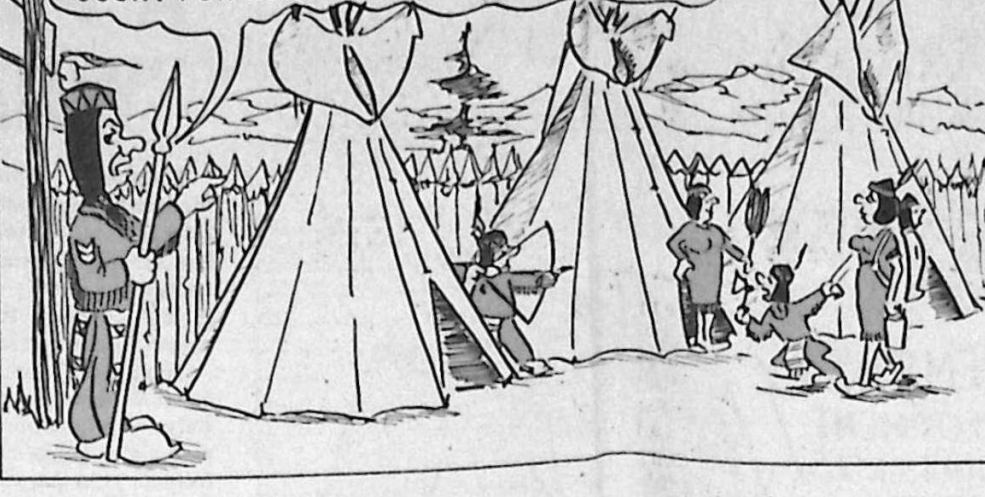


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GETTING TIRED of sitting in, or working around aircraft? CFHQ recently announced that it will accept applications for Canadian Forces members to serve in other elements. (Remember the old marching song 'It's a Long Way to Tipperary'?)

Voodoo Nuts,  
Bolts, & Volts

By WO P. Klem

downgrade a person's attitude and over a period of years can result in a loss of prestige, morale, and thousands of dollars in a lifetime. If you reflect for a moment on your own attitude you will see how it can affect you and your career. It's always the person who gives a little more; more co-operative and more willing that gets by best and gets that promotion. Why can't it be you?

Our congratulations to a couple of young privates who took the plunge recently. Pte Doug Reed who took advantage of an extra tax deduction for 69 and Pte Rocky Pare who is on his honeymoon in the Prince George area. We hope the "love bug" made it.

I would like to give the newlyweds a fatherly word of advice on money management. After the honeymoon, settling up house-keeping on a Pte's pay is not too easy, but with a little planning and foresight, a lot of the monetary problems usually encountered can be avoided. A budget is a good start to sound monetary management. List your financial commitments. First, recurring bills that must be paid, rent, utilities, taxes, telephone, insurance, transportation, etc. After these, you can add your food bill.

Attitude can be either way costly or very rewarding. When PERs are made up one of the most important areas of assessment is a person's attitude, which covers a wide phase of behavior. It reflects on a person's ability to get along with people, his superiors, his equals and subordinates. It reflects on his ability and confidence to do the job. Attitude can be good, bad or indifferent. When I say costly, I'm referring to the man who often for reasons unknown, changes his attitude from one of keenness to one of indifference or even worse. That change, no matter how small can be perceived by the supervisor and unless corrected, can mean the loss of a deserving promotion. The loss of the promotion can further

You may end up eating spaghetti and spaghetti sandwiches every second day, but that's par for the course. Entertainment can be expensive so you'll have to watch that one closely or create your own. Last but not least, there should be savings. No matter how little you make, a budget should include savings for that unexpected event or expense that can put you under. A friend of my neighbors dropped in one day and bragged of the thousands of dollars he had made. My neighbor, a retired gentleman, asked him how much of it he had saved. "Oh, I couldn't save anything. I spent it all," replied the braggard. "In that case, said the old gentleman, if you saved nothing, you made nothing."

Nighthawks - its  
Spring -  
control yourselves

New lease  
on service  
life

OTTAWA (CFP) - Looking for a chance to serve in another element? If so, check the latest regulations on how to apply.

Recently Issued CFAO 10-3 and Canforgen 052 March 10 spell out the details on application and employment. The orders state, in effect that applications from a land element member to serve in a ship or at an air force unit will be welcomed but no promise of an immediate posting can be given.

There are two ways of applying for a change of element; anytime through unit, squadron or ship commanding officer or on a normal personnel evaluation report (PER).

Volunteers for an element switch may consent to serve for a career or for a single tour of duty, whichever they prefer. Some of the trades where new employment opportunities exist are:

Meteorological technician, radio and communications operators, administrative or finance clerks, cooks, stewards, and supply technicians.

Applicants should not be disappointed if they are not chosen immediately. However, once annotated, documents will automatically come up for consideration.

So servicemen who want a change from ship life, tent living or station routine, should check with their orderly rooms for details on how to apply for a change of environment.



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## The misleading press

On St. Valentine's Day in 1970 the Canadian Government signed a contract which will give Transport Command 4 Boeing 707s with which to replace their fleet of Yukons. A press release at that time enumerated the many advantages of the new aircraft over the old. True, there are many significant advantages to be derived from a more modern transport aircraft.

However, one all-encompassing statement, obviously intended to cover a multitude of sins, said that the 707s can be expected to operate 25% more efficiently than the Yukons. Such a statement seems misleading in the extreme, particularly because it does not give the base on which that efficiency is figured. It seems to want the reader to believe that four 707s can do 25% more work than a fleet of twelve Yukons. For this to be true, each 707 would have to be able to do as much work as 3.75 Yukons. If the 707 was replacing the Dakota this would be believable, but it is the Yukon which is being replaced. The Yukon carries 130 to 135 passengers; the airline 707s carry between 140 and 165 passengers. The 707 travels faster than the Yukon, but certainly not by a factor of 3, or even 2.

It would seem, then, that the statement really meant that one 707 can operate at 25% greater efficiency than one Yukon. That seems like a fair figure — four 707s as efficient as five Yukons. But the four 707s are replacing twelve Yukons. That means the equivalent of five Yukons replacing the twelve which are now in service. But, even if the 707 was double in efficiency, that would still mean that twelve are being replaced with eight. Not much consolation to anyone planning a priority 4 trip via service air.

There is excellent logic in getting the new fleet operational before the old one is decommissioned, particularly in view of the need for transporting all those overseas personnel home this summer. Our transport capability will expand before it contracts, but it will most certainly be contracted when the Yukons go out of service.

Now, no progressive-minded serviceman would dispute the need for a faster, more modern and more versatile transport aircraft than the Yukon, and no serviceman who is aware of the present straitened circumstances of the CAF would belabour the arguments for cutting costs, where-ever possible, but Elmer just isn't going to believe that he can get a better deal, service-air-wise, than he's got today. Let's face it, the thinking serviceman isn't planning any holidays farther than driving distance from home.

## Face-lifters anomalous

One of the few traditions of the RCAF, and presumably (hopefully) one which was maintained by the CAF on unification was that mere quantity was not the measure of a military service. Canadians have never been numerous, but, though small in number, they have distinguished themselves in myriad ways: the quality of their fighting; the quality of their flying; the maintenance of a military capability far beyond that which their present small force would suggest.

Working within a severely limited budget, only a minimal amount of new equipment can be purchased within each time period. Because of this it is imperative that the planners purchase only the best and most modern equipment during each re-equipment phase.

Canada's first priority is to maintain the sovereignty of Canada and its second priority is the defence of North America. Since any threat from a foreign power must come by air and by sea, it follows logically that Air Defence Command and Maritime Command are the first two branches of the service which would be called upon to act against any threat to Canada or North America.

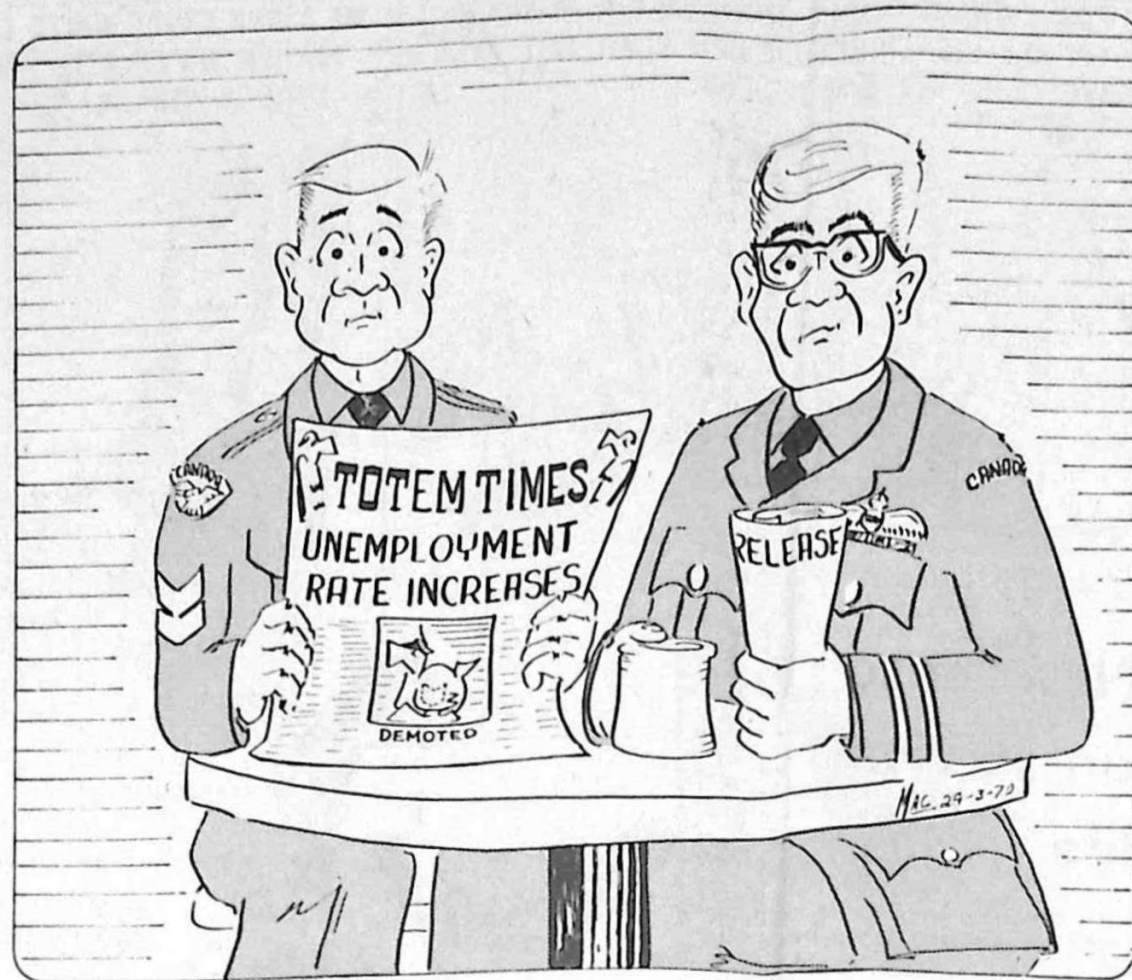
Air Defence Command is awaiting updating, not in the form of a Mirage (though it may seem that way), or a Phantom, but in the form of a low-cost Improved Interceptor Package to enhance the witchcraft of its tried and true Voodoo. An interim measure would be preferable to no measure at all.

In the Maritime sphere, the major threat is from submarines, and for many years the air portion of Maritime Command has represented the major capability against this threat. The destroyers cannot be greatly effective because, even in an operational situation, they cannot stray very far from their providers. And the "O" class hunter submarines are less than effective because they have never had the opportunity to track on operational target. On the air side, the Argus has been the best of its kind in the ASW role, but this aircraft is running short hours and will soon be replaced. Two aircraft are now being considered, and the decision will have to be made very carefully if Maritime Command is to maintain the excellence of its ASW capability.

The Nimrod is a British built pure jet (Comet airframe). Its electronic instrumentation could be modified, but its electronic warfare equipment is inferior to what the Argus now has. If the Nimrod was acquired, its scope of activity would be limited pretty much to its normal bases of operation because spare parts and maintenance would not be readily available at other bases.

The Orion is a turbo-prop U.S. built aircraft with modern instrumentation and up-to-date electronic gear. It could be operated out of and maintained at almost any base that the Americans use around the world.

With all the factors, including cost, effectiveness, and expected life, to be considered, it is impossible to forecast which aircraft the Canadian government will decide to buy. Hopefully, it will be the one which offers the best chances for maintaining the elite ASW capability of our Maritime Command.



## CRUD Conscription

It was the first day of spring and my first day of leave. A glorious day to be alive, to rest from my long labours and relax. A whirlwind of projects had been completed and now new life was in the air. It was a time for rejuvenation, to sit and soak, to let my pallid skin soak up some healing sunshine, to listen to the grass growing, to idly watch the sun filtering out its purest gold from the daffodils and myriad other rainbow colors with which to paint the hazy hills. Truly a perfect gem of a day to . . .

"Dad? You promised." My six year old son was determined to bring me back from my reveries of lotus blossoms and sloe-eyed maidens.

"What's the problem, son? What did I promise?"

"You said you'd take me caterpillar hunting this afternoon. Maybe we can find another 'fuzzy bear'."

Trapped. We set off for the park a few blocks away, picking the little furry, crawling things from the roadway as we went.

About a block from home our attention was attracted to a white mini-bus parked on the roadway,

with big letters that spelled C.R.U.D. painted on the side. "Fancy that," I said to my son, "A real live CRUTRUCK. Haven't seen one of those for years." A lady dressed in denims, was picking up the litter which abounded on an adjacent lot. She called over to me, something about what a beautiful day it was, and how just a few minutes work made all the difference in the world to a small chunk of God's countryside. We engaged in conversation and I mentioned that I had heard a lot of noise about anti-pollution and how something should be done about it, but this was the first time I'd seen anybody do anything except jaw about it. She reckoned as how I was right and how it was the duty of every responsible citizen to do whatever he could to cut down on pollution in every form.

She was a very persuasive woman, was Dr. Coleman's wife, figuring, as she did, that my son and I would probably enjoy our walk a whole heap more if we had along a bag in which to deposit the litter just crying to be picked up along our route. Were we ever in luck, because she just

happened to have the ideal bag, and would be only too happy to let us have it. What a bag! It could easily have held twenty dollars' worth of groceries; I could have put my son in it, with all his caterpillars, and found room for his stone collection, assorted shells, and most of last year's toys.

We continued our walk, my son and I, and suddenly, there it was. The park — a veritable gold-mine for any CRUD-collector worthy of the name. I'd often marvelled at the multitudinous uses that were found for the park by its faithful users. Gum wrappers, cigarette packages, and beer cans almost seemed to belong. Broken glass that made it appear the bachelors had stoned their whiskey bottles in return for getting stoned themselves. The calling matrons with prissy faces which glared around disapprovingly as if to say the walk in the park was purely for exercise, and not at all to heed the call of nature.

My son and I limited ourselves to human forms of litter, and at length, found ample to fill that voracious bag. And then a problem, to find a suitable repository for the dividends of our noble effort.

I ignored the little rascal's suggestion that we throw it into the sea, and I left him adding caterpillars to his collection by the score. I made my way to wards home, laboriously lugging my treasure, and occasionally supplementing it with likely-looking specimens along the way. Off in the distance, I saw a young lady carrying a couple of grocery bags, one on her hip, the other in her hand. She appeared to be stopping occasionally to rest. As we neared, I was feeling particularly virtuous, engaged as I was in such a public-spirited enterprise. And then I noticed something which made me want to hide that 10-gallon bag of CRUD. I recognized the young lady as Miss Daphne Skinner; she had been engaged in exactly the same occupation as I, and she — my ears burn with shame — she had collected not one, but two huge bags of litter.

Slinking home, I humbly deposited my single bag of litter in the garbage can, went in and poured myself a double rum.

First printed in the Gloucester Guardian Mar. 10th

## A PUBLIC SERVANT ASKS "WHAT FREEDOM OF SPEECH?"

There's something commendable about any person who writes to an editor; he, or she, has strong convictions — strong enough to justify the time and trouble needed to put pen to paper and express an opinion.

Then again, there's something enviable about the person who not only writes to an editor but who also appends his real name to his letter. This person has moral fibre and an independence of attitude which in itself is admirable. (In practice it will often be found that an independent attitude stems from having an independent source of income — the person is self-employed, is retired, was left a fortune or is in some other way "fire-proof".)

But how about the person who writes to an editor using a pseudonym or who is listed as "Yours truly, . . ." or "Name

withheld"? Some people might brand this type of writer as suspect: lacking the guts to put his or her name to the expression of his or her thoughts.

I am reminded of an experience in the middle sixties when Charles de Gaulle was flexing his muscles ready to oust the Canadian NATO forces from France. In Paris I had the chance to talk to several close acquaintances on the French military and civic scene and soon noticed something which to me was a politically naive person — was unusual. When the talk was on a one-to-one basis with no witnesses present, the opinions expressed about de Gaulle were anything but salutary. But let a third person come along — even one who in private had expressed equally damning judgments of the general — and the subject was immediately changed. People were afraid, I thought, to express their opinions in public — scared of being "ratted on", scared of losing their jobs if their thoughts became known. They who had inherited the birthplace of European democracy were enjoying no more freedom of speech than those who were subjected to dictators.

A slight increase in age, a distinct increase in political awareness and a move to Ottawa soon showed me that the situation is not much different in Canada. A public servant in this country has to conform just as much as his counterpart in France or, I suspect, in any other democratic country. In fact the only difference between a democracy and a dictatorship in this respect would likely be in the frankness, certainty and severity of the consequence.

If I as a public servant publicly expressed opinions contrary to those of my minister, I would be jeopardizing the bread and butter of my whole family. I might be passed over when promotion time came along. I might be let go when a cut-back hit. Publicly, of course, all this would have nothing to do with my having expressed and embarrassing opinion. But the element of "moral suasion" is there. No wonder that, particularly in Ottawa, some people request to remain anonymous or use pseudonyms when writing to editors. How many, I wonder, are deterred from writing at all because they know what's at stake if they get caught?

If my counterpart in a dictatorship dared to express opinions to the embarrassment of his minister he would do so in the

certain knowledge that he was not risking his family's bread and butter but also laying himself open for a jail or labour camp sentence. Caught, he'd be tried for his offence and sentenced, perhaps with some publicity "pour encourager les autres."

About the only conclusions I can draw from this are: first, that dictatorships tend to be less hypocritical about their pressure tactics and; second, that there's no difference in fact between "moral suasion" and "extortion" — it just depends on who's doing what to whom.

But, before I mislead readers into believing that only indirect pressure is used to make Canadian citizens conform, I must qualify the foregoing by citing the special case of members of the Canadian Forces. There there's no hypocrisy about it: members of the force are denied by Queen's Regulations (and I've been shown a copy, so this isn't hearsay) one of the basic freedoms propounded in the Canadian Bill of Rights, namely, freedom of speech.

The regulation reads in part:

"No officer or man shall without permission publish in writing or deliver any lecture, address or broadcast in any way dealing with a subject of a controversial nature affecting other departments of the public service or pertaining to public policy."

You'll note that the serviceman is not just forbidden to express opinion on defence matters; he's also not allowed to voice opinion in public about, for example, his country's foreign policy. If he's not allowed to express opinions he's not likely to have any — and if he doesn't have any what kind of motivated citizen is he?

It might be argued that, at least until the declaration of a state of national emergency, freedom of speech should apply not merely (to quote from the Bill of Rights) "without discrimination by reason of race, national origin, color, religion or sex", but also without discrimination by reason of a person's occupation or the cut of his clothes. It might be argued that Queen's Regulation 19.36 para 2.1, which denies servicemen freedom of speech, is an injustice. After all the Bill of Rights ends with this glowing passage:

"I am a Canadian, a free Canadian, free to speak without fear, to worship God in my own

(Continued on Page 6)

## Letters to the Editor

Dear Sir:

St. John's - Ravenscourt School in Fort Garry, one of the oldest English-speaking schools in Canada and by far the oldest in the West, this year celebrates its one hundred and fiftieth anniversary. To our knowledge none of its alumni is so ancient but just who is our oldest living graduate we do not know. Through your help we may be able to find him.

The school dates back to 1820 when the Rev. John West of the Church Missionary Society built a log house on the banks of the Red River to educate abandoned or orphaned Indian boys. Three years later it became a boarding school and with the Indian youngsters were mingled the sons of Selkirk settlers and of Hudson's Bay Company factors and traders who wanted their sons educated in the North West. Sir George Simpson, Governor of the Bay, was a staunch supporter.

Today, the school is non-denominational and international. It draws students from many parts of Canada — especially from the rugged north and west — as well as from places as far away as Singapore and Brunei, Mexico, Biafra and Iran.

In 1950, St. John's was joined by Ravenscourt, an independent school founded by Norman Young in 1929. The present alumni of St. John's and Ravenscourt are many and scattered across Canada and the U.S.A. Numbers have achieved eminence. Among them were men once well known and still remembered: Richard Hardisty, Chief Factor of Fort Edmonton in the 1860's, A.K. Isbister, founder of the Manitoba Isbister Scholarships, George Cammell, Eric Hamber. But who is, and where lives, the oldest among the businessmen and lawyers, the farmers, doctors, ambassadors, mining engineers, geologists, bush pilots, teachers, salesmen, hockey players, M.P.'s, editors, academics, civil servants, foresters, millionaires and mendicants, we do not know. Perhaps our oldest living alumnus is among your readers — or perhaps one of your readers might direct us to him.

Your help will be much appreciated.

Yours sincerely,  
H. John P. Schaffter,  
Headmaster.

Dear Sir:

We are enclosing herewith a photocopy of a section of the Comox Totem Times, edition of January 8, 1970, in which appeared an article entitled "D. D. on a Ski-Doo".

May I draw your attention to particular to the title and to the following passage: "Snow shoes are OUT. Ski doos are IN" in which reference is made to the expression "ski doos".

As you are no doubt aware, the term Ski-Doo is the exclusive trade mark of BOMBARDIER LIMITED, the pioneer manufacturer of snowmobiles. Indeed, there are over sixty snowmobile manufacturers in North America alone, none of which are entitled to use the trade mark Ski-Doo as a means for identifying their products.

Reference to ski doos as noted above, is, in our opinion, used as a collective or generic term to describe snowmobiles in general. Such a description is most unfortunate as it tends to depreciate the distinctiveness of our valuable and well known trade mark Ski-Doo. The proper generic term is, of course, "snowmobiles".

In view of the above, we respectfully request that you instruct your writers and proof-readers that the word Ski-Doo is the sole property of BOMBARDIER LIMITED and should only be used in the trade mark sense, that is to say, in combination with a suitable generic word when it is desired to refer to BOMBARDIER products, for example: The Ski-Doo snowmobile. On no account should the word Ski-Doo be used as a descriptive term to describe snowmobiles collectively nor the sport of snowmobiling.

We wish to thank you for your cooperation in advance and look forward to an early reply.

BOMBARDIER LIMITED  
Raymond Trudeau,  
Patent Agent.

Ed's Note: We stand corrected. "Snowshoes are OUT. Two-men open-air single-track steerable twin forward ski snowmobiles are IN."

Reply to WO E. D. Standish, letter to The Totem Times Thurs. 19 March.

Dear WO Standish:  
A very legitimate observation! Last year a three-stop trip was necessary to obtain a decal, this has been a two-stop year. Regulations allow for a one-stop trip when future issues of decals go on sale. Progress!

J. A. Byrne, Captain  
Base Exchange Officer

Dear Sir,

In 1950 an old word was given new usage — "re-tread". It fittingly described wartime aircrew who returned to the service during the Forces build-up following the outbreak of hostilities in Korea. Then, and certainly later when they accepted permanent commissions, these people have been ideally acceptable to the Government of Canada for they were servicemen at heart, and would serve their country loyally, and with distinction. Canada made a good deal. Did the re-treads?

It was obvious in the later fifties that the preponderance of officers in the basic rank was a problem that had to be looked at squarely and dealt with decisively. It was Captains (then Flight Lieutenants) stoically accepted the edict of 1960 barring most of them from promotion. Perhaps it hurt inside, but it didn't show on the outside. What better loyalty than that demonstrated in times of disaffection.

Criticism from outside the service, as well as from within it, was no balm to the "500" who were dismissed in 1964. Nor did it soothe the fears of those who remained in the service because they had not yet reached their forty-third birthday. Perhaps criticism was valid, for in 1966 retros still in the service were offered a two year extension, followed in 1967 by encouragement to apply for a further three years. To most men approaching the age of forty-five it's important to stay another five years with a job you like and are good at. The agreement to extend service to the age of fifty was accepted in good faith, and the future of families were based on it. Surely there would not be a repeat of the "500". In fact it was publicly announced on 19 Sept. 1969 that " . . . we will not institute a plan of forced attrition of military personnel for the purpose of reaching the new forces level."

No other group in the Canadian Armed Forces has suffered as much from vacillations in personnel policy. Theirs has been an uneasy life since 1950 when they were called upon to fill the breach in Canada's inadequate service strength; they bore the brunt in 1960 when promotion from the basic officer rank had to be curtailed; the bulk of the "500" were re-treads; they again filled the breach in 1967 when their extended service was required to maintain the operation capability that had been compromised in 1964; and finally the axe fell when the latest personnel policy dictated that officers on extension must be released prior to the release dates given them in 1967. Their peace of mind had been short-lived.

It is not just simply the loss of a job — there are other ramifications. Pensions will be less than planned for, financial undertakings such as mortgage loans must be viewed in a different light, the feasibility of higher education for children must be reassessed, and retirement plans must be re-shaped. The most alarming fact is that men approaching the age of fifty must strike out on a new venture — and this at a time when unemployment is increasing. For many it won't be easy. A pilot, for instance, may have latent talents and a host of admirable qualities, but what employer is going to explore them in a man nearly half a century old? They have been placed in an unenviable and precarious position.

How proud of their service will these men be now? Will they lose their faith and trust, or will their loyalty persist? Will they leave with a taste that's bitter, or a taste that's sweet? The re-treads are a very small part of the Canadian Armed Forces in number, but their value over the years must be immeasurable. They should expect something more tangible than a poorly worded form letter as a measure of the esteem in which their dedication has been held.

Treadless.

A signed letter to "Name withheld to protect the guilty", Thursday, 19 March.

Dear Anonymous:

Since your letter published in the previous issue of Totem Times dealt primarily with Auto Club activities, my remarks will be directed, for the most part, in that direction. When comparing the price of gasoline at different locations, it is very important to understand how transportation costs influence selling price. Transportation charges increase regionally as the fuel is conducted from a central source of supply. Let us take the specific example of price changes when proceeding from Victoria to Comox. There are no less than three distinct increases in the cost of gasoline in this short distance. Were we to continue northward on highway 19 to beyond Campbell River, a further increase would be encountered. Because CFB Chilliwack is located near Vancouver, the central source of supply for both that base and Comox, they are able to dispense benzine at a lower price than Comox, despite a similar markup. Incidentally that markup is not in the same league as the 12 1/2 cents per gallon mentioned in your letter.

Reference your inference that several downtown stations dispense gas at a lower price; no way. A price comparison program indicates Auto Club prices remain very favourable.

REJUVENATION — NOT DEMISE

Regrettably, in order to progress from the inadequate, antiquated quarters previously occupied by the office/service portion of the Auto Club to pleasant, modern, accessible surroundings, it has been necessary to temporarily inconvenience the self-help program. The four mechanic bays and four self-help bays remain, however, neither a grease pit nor tire changer are presently available. To overcome this problem each will be installed in the existing temporary buildings. Future plans call for the construction of a permanent eight bay self service complex with adequate facilities.

Each resale outlet, including the BX, Auto Club, Theatre and Snack Bars, is operated for the purpose of providing satisfactory service to authorized patrons at the lowest possible price. A Utopian concept would find 100 per cent of our prices lower than

those found at any time on the economy; realistically, for a multitude of reasons this is not possible, therefore, we have to be satisfied with a figure somewhere nearer 95 per cent.

Personal contact with a number of patrons who have had queries pertaining to the Exchange System have proven mutually beneficial. A similar invitation is extended to any disgruntled soul, of any rank/status, to contact the BXO and air his observations.

J. A. Byrne, Captain  
Base Exchange Officer

Dear Sir:

Perhaps you can use your fluency and get the Wallace C. dens Council off their butts get the Binges running again. This was a fine diversion when it was running and most of the people I know enjoyed it, (especially the winners) and it was a good source of income for the council.

Everytime I ask a councilman about this I get a "For Pete's Sake don't start that jazz or we'll have to do something."

Cpl. L. M. Etari

Dear Sir:

I wish to comment regarding the shortage of summer uniforms by a very large number of airmen.

The most obvious answer to this situation is to allow personnel to wear their blue uniforms during the summer period. When it gets overly warm the permission should be extended to trousers, with belt but not suspenders, sleeves rolled down, arm band with rank, tie and cap. The trousers, shirt, rank and tie looks quite acceptable. Witness the large number of officers who were allowed to purchase summer style blue uniforms, and walked around sans jackets.

I think it about time for the "brass" to go to bat for the "men" and get some sort of dispensation for the next few years.

Of course this clothing problem does not apply to Sea Element personnel (dungarees all year) or the Land Element types (bush clothing all year). It's only the alman's problem as he must wear his good clothes to and from work every day.

Perhaps one integrated thought might get through and alleviate the problem of uniforms that is facing so many of us this year.

W. O. Godiva



# FUNGUS FEATURES

by Mac



**CAPTAINS** Milt Agate and Joe Husband man the pumps at Search Headquarters, while the rest of the squadron is out enjoying the fun and flight lunches that come with an extended search. "One consolation" Captain Agate told our 'Times' reporter "is that there probably has never been such a well run search in the Squadron's history."

— A Mac Photo

## The Peter Principle

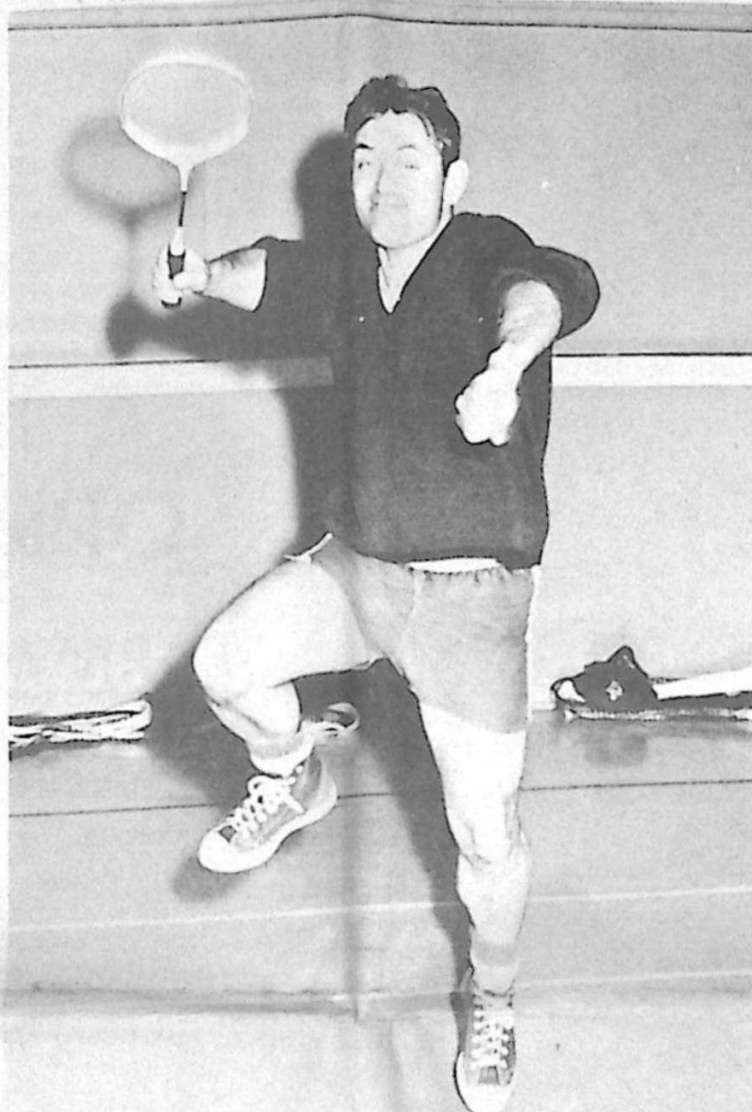
A book review by Seemore

Ever wonder what went wrong with your career? Ever wonder how one of your supervisors ever attained his position or why he has a fetish about keeping his desk clear of papers? Then friend, a text book on the Service Hierarchy has been written just for you. The Peter Principle. The Peter Principle ascribes to the theory that everyone of us will eventually be promoted to our level of incompetence. Albeit, the possibility that any of us will eventually be promoted seems ridiculous, but who can deny that we in the Service see incompetence around us every day? The Peter Principle explains the inner workings of any hierarchy, but seems to describe service promotion system down to the last detail. One might even suspect that Dr. Laurence J. Peter and Raymond Hull are only pen names and that these two clear thinking authors are in reality a pair of Air Force Corporals who found themselves stuck in the system and made a comprehensive study of how and why.

No serviceman will be able to read the Peter Principle without recognizing his bosses, past and present, the people around him, and worse of all, himself. Unless the reader is a complete egotist, he will find his character, career pattern and idiosyncrasies described in such technical terms as Cachinatory Inertia, Alternation, compulsive and Papyphobia.

aware of the personal references made about you in this book?" (That way he'll be sure to read it.)

At \$1.25 for a paper backed edition, Peter's Principle is selling like hot cakes in a logging camp and it is hard to get a copy. The Base Exchange, (bless 'em) has ordered as many copies as are available at this time. Why not buy two copies and send one to a friend in Careers or Command?



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## From up in my Perch

By Seemore

This week I was busily engaged in sewing another patch on my old kit bag and pressing it up in preparation for the squadrons forth-coming Spring Fling. As usual I had been talking when I should have been listening and I found myself once again the M.C. of the forth-coming bash.

How many old vets had helped to muster out into the pastures since the whole mushroom jazz got started? My mind boggled as the faces of those old comrades passed through my mind. It used to be one of my favorite things to pass out a Harry Mushroom and install a warntosser into the sacred order of the Golden Mushroom. If we saved up for the thrash we might have as many as three retirements and a couple of postings to do at a party.

Alas, when the man came to me with the list of names to be done at the spring fling the ranks had swollen to more than twenty. Even more alas the man said "and you better get ready to do about thirty more by the middle of the summer." "Oh where oh where will it all end?" I sobbed inwardly.

At the rate we are losing pilots these days we may have to open a U Fly search and rescue company.

The problem of investing so many souls in the order of the Golden Mushroom at one time presents some problems. Such a sacred moment, like St. Patrick's day recoveries cannot be rushed. Perhaps we'll have to hold a parade in the middle of the dance floor with an honour flight etc.

Today is the impteenth anniversary of my promotion to the dizzing heights of corporal. As a celebrating gesture I went to the Orderly room and wept over the open spaces on my R331 marked 'promotions'.

Remember when April the first was promotion day? Remember the anxiety that came with the

dawning of April Fools day? Everyone would start to work trying to look as unconcerned as possible. For some reason it would be a disgrace to admit that you were looking for a promotion. I was most unsuccessful in masking my emotions when the names of the lucky ones were being announced over the hangar loudspeaker system. I would get so up tight I would have to go to the John and throw up. Then came the hypocritical business of congratulating everyone that got their hooks and try and look as though you really meant it.

When the great day finally arrived for me the warntosser who was calling out the names was so slow that by the time he had reached the 'S' I was so busily engaged in doing my annual throw ups I didn't hear my name called. For two whole days the crew treated me like I had the plague. I was seriously considering changing my mouth wash, when our Warntosser nailed me for being improperly dressed. It was only then that I learned the good news and had to throw up again.

Today, as I reflected over the possibilities of it ever happening again I couldn't help thinking what a great medical blessing it was when they made all these Hellyer Corporals. Mr. Hellyer discovered the cure for anxiety, or did he? With the passing of the traditional promotion day and the instituting of monthly promotions I get to be sick 12 times a year, how about you?

Rumour of the week: 307 squadrons annual inspection by the Admiral will be followed by the traditional 'Splicing of the main Brace'.

Runner up for rumour of the week. Air Kamihizi stocks have risen.

Mushroom: The Payne in our head shed will soon be relieved by a Hussey.

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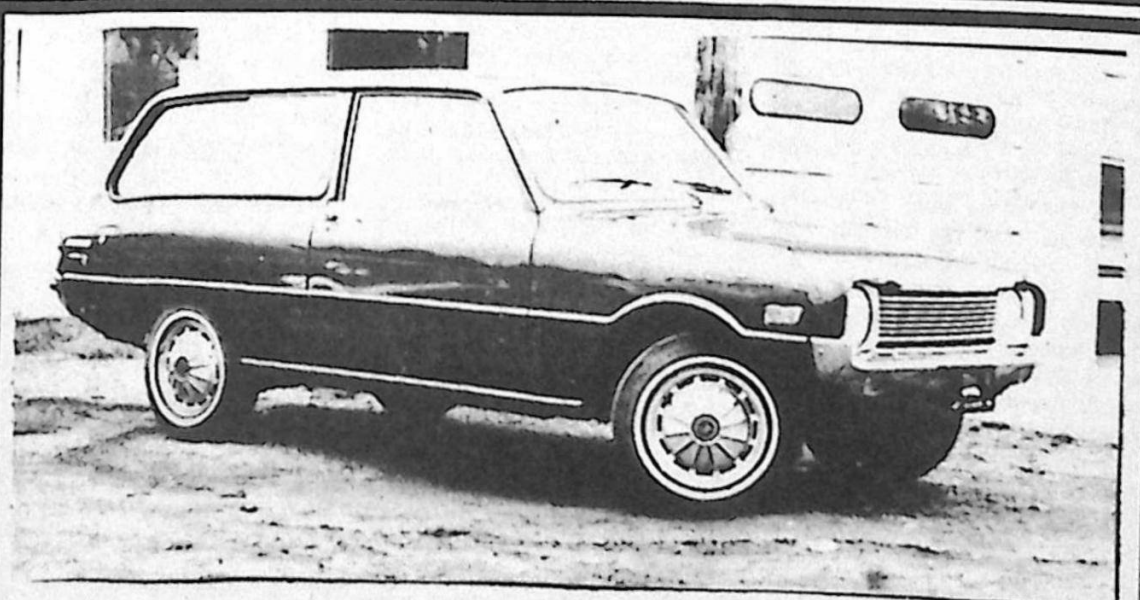
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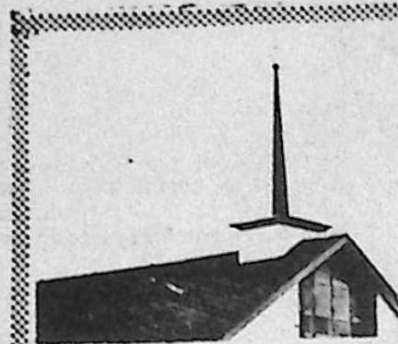
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TUESDAY AND WEDNESDAY 4:30 p.m.  
THURSDAY AND FRIDAY 7:30 p.m.  
SATURDAY 7 p.m.  
CONFESSIONS: Saturday evening following mass at 7 p.m.  
BAPTISMS AND MARRIAGES by appointment  
CWL meet the first Tuesday

of the month at 8 p.m. in the Parish Hall mass at 7:30 in the Chapel.  
TEEN-AGE GROUP meets every Thursday evening at 7 p.m. in the chapel  
CATECHISM every Wednesday evening 6:30 to 7:30 p.m. in the PMQ School. Grades 1 to eight.  
PRE-SCHOOL - Kindergarten Catechism is held in the Parish Hall every Sunday morning at 11 a.m. No registration is necessary 4 years to Grade 1. Re-commencing April 12.

### PROTESTANT CHAPEL

SUNDAY - 5 April - Divine Worship at 11 a.m.  
SUNDAY SCHOOL - Ages 3 to 6 meet in the PMQ School every Sunday from 11 a.m. to 12 a.m.  
Ages 7-14 meet in the Chapel every Sunday from 9:30 a.m. to 10:30 a.m.  
Chaplain: Major the Rev. Wm. Archer, PMQ 87, Phone 339-3931.

## Ponderings from the Padre

- by Padre Archer

A Paraphrase on Psalm 36  
It is amazing to me how some people can be so utterly self-centered.  
And so indifferent and calloused to the desires and needs of others.  
Not only do they neglect God, They are totally oblivious of Him and have no fear of Him.  
And then they manage to convince themselves that this is life,  
That the world spins around them,  
And they must satiate their own desires irrespective of the hurt it causes others.  
And yet your all-pervading love, O God,  
Which extends far beyond the dimensions of our conscious lives,  
Includes even these distorted people who spurn You in exchange for lives that are twisted and self-centered.  
Continue to pour out Your saving love upon those who follow You.  
Do not allow the arrogance and infidelity of the godless to deter me from Your course for my life.

## Hospital Humbug

One of the preludes to Tac. Eval. week in our hospital was getting candid shots of personnel in action during an NAR exercise, for training purposes. Unfortunately, the staff were so intent in their work that the pictures turned out funnier than intended. Hence the Photo Section took the opportunity to supply these a.m. pictures with captions as follows: (We even had our Regional Matron - Maj. Adams, inspecting us that day.)



Waiting for a Dental appointment can be murder. — Base Photo

## Wash Your Car

BURLINGTON, Ontario: Clean car consciousness can prevent police spot check inconvenience and an assortment of minor traffic tickets.

A recent study carried out by the Public Service Division of British Leyland Motors Canada Limited has uncovered some interesting aspects of police psychology which may help the car drivers in their relations with the law.

And it may surprise drivers to learn that making sure a car is frequently showered and shined can help ward off unnecessary police pursuit, even help stop loss of valuable traffic points. It is true.

A senior Metro Toronto police officer put it this way:

"Trained officers are automatically and immediately suspicious of a very dirty car - particularly when conditions are dry and most cars are clean. Long experience has shown us that in many cases the driver behind the wheel of a grimy car may be up to no good - or has recently been up to no good."

Investigating this attitude with a cross section of traffic police reveals that there is actually a separate psychology for soiled-car-citizens - dirty vehicle syndrome - a group of signs and symptoms that occur together and characterize a particular abnormality.

One traffic patrolman with 17 years experience said: "I watch cars and drivers eight hours a day officially and for many more hours during the week unofficially."

"If I see an old car - a car of an age that might make me wonder

about its roadworthiness, I make up my mind whether or not to pull the driver over for questioning on the car's cleanliness alone.

"If the car is gleaming, chrome polished and windows bright - I let it go. This driver obviously cares about his car and I will bet it is in first class condition. And chances are this driver's record is just as unclouded as his car."

"I would even bet that this particular car overall will be in as good or better condition than a dirty, late model vehicle. I wouldn't want my Sergeant to know this, but with a well-cared-for car like this I will at times overlook a petty infraction."

"On the other hand, if I see an expensive, late model car in mud- or salt-splattered condition with dim windows visibility, I will be on guard. I will watch this car like a hawk. If I notice the slightest driving confusion or uncertainty, over it comes and I will make a thorough check-out of the driver."

The moral of course is to keep your car nice and clean - especially if you're going to rob a bank.

## It Takes Pull



Colonel G. O. Evans, 51, of Warner, Alta., will be promoted to Brigadier-General July 15 and appointed director general of dental services for the Canadian Armed Forces. Now commanding officer of Number 11 Dental Unit, Edmonton, he succeeds Brigadier General B. P. Kearney, 55, of Galt, Ont., who is retiring after a 30-year career.

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Honest, we're not going to put that hose where you think. — Base Photo

## PARIS A GO GO

SOEST, Germany (CFP) - An artilleryman with Canada's missile unit stationed at nearby Fort Prince of Wales will represent Canada at the 1970 World go-cart championships Oct. 4, in Paris.  
Cpl. Les Smallenberg of 1 Surface-to-Surface Missile Battery, owner-driver of No. 62, will wheel his cart into the back of his Volkswagen station wagon for the trip to France, as he has done many times before to reach European race tracks.  
Cpl. Smallenberg is the first ever go-carter to be licensed by the Canadian Automobile Association.  
(Continued on Page 8)

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THE MUTUAL LIFE OF CANADA

## 408 Sqn. Fades Out

RIVERS, Man -- A sacred and solemn ceremony here - March 20 saw one of Canada's oldest and most distinguished wartime RCAF squadrons fade into history.

Formed 29 years ago in the heated days of aerial combat over Britain, the armed forces 408 Tactical Fighter Squadron was placed on the retired list, effective April 1.

In a glittering array of formality before visiting generals and civilian dignitaries, the squadron received its own standard from the Queen's representative in Manitoba, Lt. - Gov. Richard S. Bowles.

Only two other Canadian squadrons hold their own standards, decorative flags with battle honors surrounding squadron, crests. They are 412 Squadron, Up-lands, Ont., and 424 Squadron, Trenton, Ont.

As a bomber squadron during the Second World War, 408, (Goose) Squadron flew 4,610 sorties, including the raid on Germany's three pocket battleships and the first 1,000 plane raid on the city of Cologne. It lost 158 aircraft, suffered 933 casualties and its personnel won a total of 210 decorations.

Its commanding officer during the last five months of the war is now Canadian Chief of Defence Staff, Gen. F. R. Sharp. Heading the squadron since 1968 has been Lt. - Col. R. L. Mortimer, 37, of Vancouver.

The ceremony at Canadian

Forces Base Rivers saw the traditional piling of the drums and formation of the squadron in a hollow square. On parade with the squadron standard was the Queen's and RCAF colors.

Consecrating the squadron standard was the armed forces chaplain-general, Brig. - Gen. Joseph Cardy of Ottawa. Afterwards it was formally presented by the Manitoba lieutenant-governor. The ritual also included commemorative prayers for the squadron's dead and a march past and advance.

408 Squadron was de-activated for a period after the war, being revived in 1949 at Rockcliffe, near Ottawa, for photo mapping and survey duties in northwestern Canada. Later it supported the mid-Canada line, performed tactical and ice reconnaissance, air photography and reconnaissance in the Arctic areas. In 1960 it won the McKee trophy for general excellence in operational flying.

The squadron moved to Rivers in 1964 where it performed a number of roles in support of the Canadian Joint Air Training Centre. Since 1967 it has been used exclusively in the tactical fighter role, flying T-33 Silver Star jets under Canadian Forces Mobile Command.

Its role will now be taken over by the newly-formed French-speaking 433e Escadrille Tactique de Combat at CFB Bagotville, Que.

### New books

#### on Military A C

A new book which registers all military aircraft to see service in Canada since the dawn of flying has been issued by the Canadian War Museum.

Research and compilation by the writer, J. A. Griffin, required ten years of time-consuming work. There are more than 300 photographs of planes, ancient and modern, in the 691 pages.

The publication is on sale at the Queen's Printer and Canadian Government book stores at the price of \$17.50.

Listing serial numbers, dates of service, individual characteristics and numerous cross references, the book will be of benefit to aeroplane buffs and aviation historians. Aircraft are listed numerically according to RCAF, RAF or USAF numbers, or alphabetically according to type.

Mr. Griffin, a Liberator pilot during the Second World War and now a Toronto businessman, has been acting as prime consultant on military aviation for the Canadian War Museum for the past four years. He has devoted much of his spare time to furthering Canadian aviation history.

The book is a by-product of work initiated by Mr. Griffin a number of years ago when he began compiling and writing detailed descriptions of Canadian military aircraft, complete with diagrams, markings and color codes. The author plans to publish this at a later date.

## Freedom Speech

(Continued from Page 4)

way, free to stand for what I think right, free to oppose what I think wrong, free to choose who shall govern my country. This heritage of freedom I pledge to uphold for myself and all mankind." Who, it might be asked, is more pledged to uphold "This heritage of freedom" than the service man?

On the other hand it may be observed that the forces, like other dictatorships, are unequivocal about the denial of a freedom so ornately and sonorously "recognized and declared" in the Bill of Rights, 1960. They aren't hypocritical or too faced about the thing at all. In this case perhaps the undemocratic honesty of the forces is more praise worthy than the "moral suasion" approach.

If honest dealing were the name of the game, the example of the Canadian Forces might well be followed in the next rewrite of the public service regulations. Or if, as one sometimes suspects, there are a great many Canadians who don't feel "free to speak without fear", that freedom might merely be deleted from the Bill of Rights.

—Public Servant

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## LITTLE LEAGUE BASEBALL OPENS NEW SEASON



"TAKE ME out to the ball game" is the plea of the peewee set as this year's Little League begins its annual task of rounding up officials, umpires and spectators. The Little League is a most worthwhile effort in that the kiddies get a moderate amount of exercise, while the games attract throngs of parents, keeping them off the streets thus reducing the adult delinquency problem.

How important is it to the youth of the world? Apparently, the leaders of one nation, The United States of America, considers it a vital part in the training and education of the youth of that country, as Little League Baseball is the first sports organization ever to be granted a Congressional Charter of Federal Incorporation. Approved by the House of Representatives and the Senate, the President elect, Lyndon B. Johnson, signed the legislation into law on July 16, 1964, this being a tribute to all those who give freely of their time in aid of the program.

It is not amiss to say that Little League Ball is played by tens of thousands in many countries of the world. Even a World Championship Tournament is held each year and in 1969 was

won by a team from Japan. Canada was represented by a team from Ontario which made an excellent showing, eventually being eliminated by the boys from the Land of The Rising Sun. In fact, all over Canada, Little League Ball is being played and it is to be hoped that our Exalted Leader who reside on the banks of The Great River, will see fit to channel a small portion of allotted athletic funds to this worthwhile program.

Of course our own Comox Valley is not without its Little Leagues. Teams from the City of Courtenay, the Town of Comox, and CFB Comox are participating in an active program. This is made possible through the efforts of a few interested citizens and any help you can provide them will be greatly appreciated.

Coaches, Managers, Umpires, Scorekeepers, etc., are required. In Courtenay contact Gord Palmer 338-8798, in Comox W. C. Turner of 339-3501 and at CFB Comox Joan Makowichuk 329-3244 or local 391. Remember the aim of Little League Ball is to help our youth become good citizens by teaching them teamwork, fair play and discipline, to provide them with the basic leadership requirements of later life.

### CWL bazaar

The CWL sponsored a successful Bazaar and tea last March 17 in the PMQ School between the hours of 7 and 9 p.m. On sale were donations of handwork and bakery.

## Quiet Quest

Canada's newest and most modern research ship, Canadian naval auxiliary vessel Quest, has produced an environmental problem of sorts.

Tongue-in-cheek complaints registered after her 8,926 mile maiden voyage to her new home at Halifax from Esquimalt, B.C., say that she's too quiet!

Specially designed for acoustic research in the Atlantic, the Quest is unlike other ships which lull their seamen to sleep by the normal hum of fans, whine of pumps and rush of ventilation air through trunking, not to mention throb of machinery.

All this has gone in the Quest. Sailors and scientists now are kept awake by the snoring of a shipmate three cabins away.

The defence research board scientists are working on the problem.

## OBITUARY

Grant McCalley, passed away on March the 4th in Nampa, Alberta. He is survived by his wife Vera and two sons Peter and Marvin.

## Forces Photo Contest Slated

OTTAWA (CFP) - National defence amateur and professional photographers get a chance to make like Karsh during the first ever Canadian Forces photographic exhibition and contest scheduled for May 6-7.

The contest, to be held at base Rockcliffe, is being sponsored by the forces physical education and recreational training section.

Looking after the contest will be Rockcliffe base recreation officer Capt. Art Barbeau assisted by photo officer Capt. Ray Cavin. Capt. Barbeau is optimistic the display and contest will be a success. So far, the response has been good.

The contest is open to all service personnel, dependents over 16, national defence employees and foreign exchange officers.

Shutterbugs interested in entering photos should submit them without delay. Commands and the air division already have local exhibitions planned to choose their best for the national finals. All photos are due at Rockcliffe April 28 for final judging.

CF supplementary order 458/69 spells out entry details. However, here are a few highlights:

- entrants may exhibit one black and white, one color and one 35-millimeter slide on any or all such topics as unclassified military life, scenic sports or portrait settings.

- photo sizes must be no smaller than 8 x 10 inches and no larger than 16 x 20 inches. Slides may be cardboard-framed or glassed.

- no artwork, photo or negative retouching is allowed. Composite pictures, montages or multiple printing also won't be accepted.

- do-it-yourself or professional photofinishing both acceptable.

- photo must have been taken since Feb. 7, 1969 and be original. A panel of professional photographers from the Ottawa area will judge the contest.

There is no entry fee for this contest and all entries will be returned.

## Photo Club

"Any dependants or parents interested in organizing or participating in a dependants photo club please contact Capt. J. A. Byrne local 372."

## Tinkers crack money barrier

OTTAWA (CFP) - Too much tinkering with the slot in a screw's head can mean trouble, especially if it's part of a radio. Forces communications Sgt. W. G. McLellan solved the dilemma. He just turned the particular part around exposing a larger adjusting screw!

Sgt. McLellan, serving at nearby station Carp, earned \$425 for the idea.

He's one of 24 servicemen and national defence civilian employees who divided \$2,080 in award money according to the latest list released by the suggestion awards people here.

At Baden-Soellingen, Starfighter technicians were con-

cerned about the high rate of damage to deceleration chute bags, WO L. G. Wile came up with a new reinforcing technique and picked up \$230.

A faster method of adjusting bomb rack interlock switches earned base Cold Lake's Ldg. Sea. G. W. Mottl (correct) \$170. And at station Raemore, Ont., the safety of his mates while testing certain "hot" circuits was Cpl. G. J. Chapman's main concern. So he developed a device to protect them. For his troubles the corporal received \$160.

In addition 20 military personnel and national defence civilian employees received awards totalling \$1,095 for ideas valued at \$120 or less.

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### Do I have to pay right away?

When you find your expenses unusually high in one particular month, and require more than the 25 days from date of billing, you can budget your payments over several months. There is a small service charge for this convenience of extended payments.

### Can I use Chargex when I'm out of town?

Chargex is part of a world-wide charge card system, and is honoured in more than 40 countries around the world. Wherever you see the blue, white and gold symbol that identifies Chargex, you know your Chargex card is welcome there. Even when the identifying name is different. For instance, the name is BankAmericard in the United States and Hawaii. In Great Britain, South Africa and the Caribbean it's Barclaycard. In Japan, for all you Expo 70 travellers, the name is Sumitomo Card. And in Mexico the name is Bancomer Card. They all identify charge cards backed by some of the world's greatest banks, just like your Chargex card.

### Will Chargex get me cash in an emergency?

Whether the emergency comes up at home, or when you are travelling, just present your Chargex card at any bank displaying the familiar blue, white and gold symbol. They'll see that you get the cash to tide you over.

### Do Chargex merchants raise their prices?

Chargex is as much of a convenience for the merchant who welcomes it, as it is for you. He is relieved of the cost of maintaining his own credit facilities. When you pay for a purchase with your Chargex card, the merchant receives his money that same day. (Unlike many other charge cards, where it is weeks before payment is made.) So, the merchant will be happy to have you use your Chargex card. With no increase in prices. Just ask him.

### What if I lose my Chargex card?

Until you personally receive and sign your Chargex card, you are under no obligation for its misuse. If you should lose your card after signing it, simply notify us. Even if you forget to let us know, you are protected by a maximum \$50 liability for misuse of the card.

### When can I start using my Chargex card?

You can begin using your Chargex card the minute you receive it. Don't waste one second. Mail your Chargex card request form without delay.

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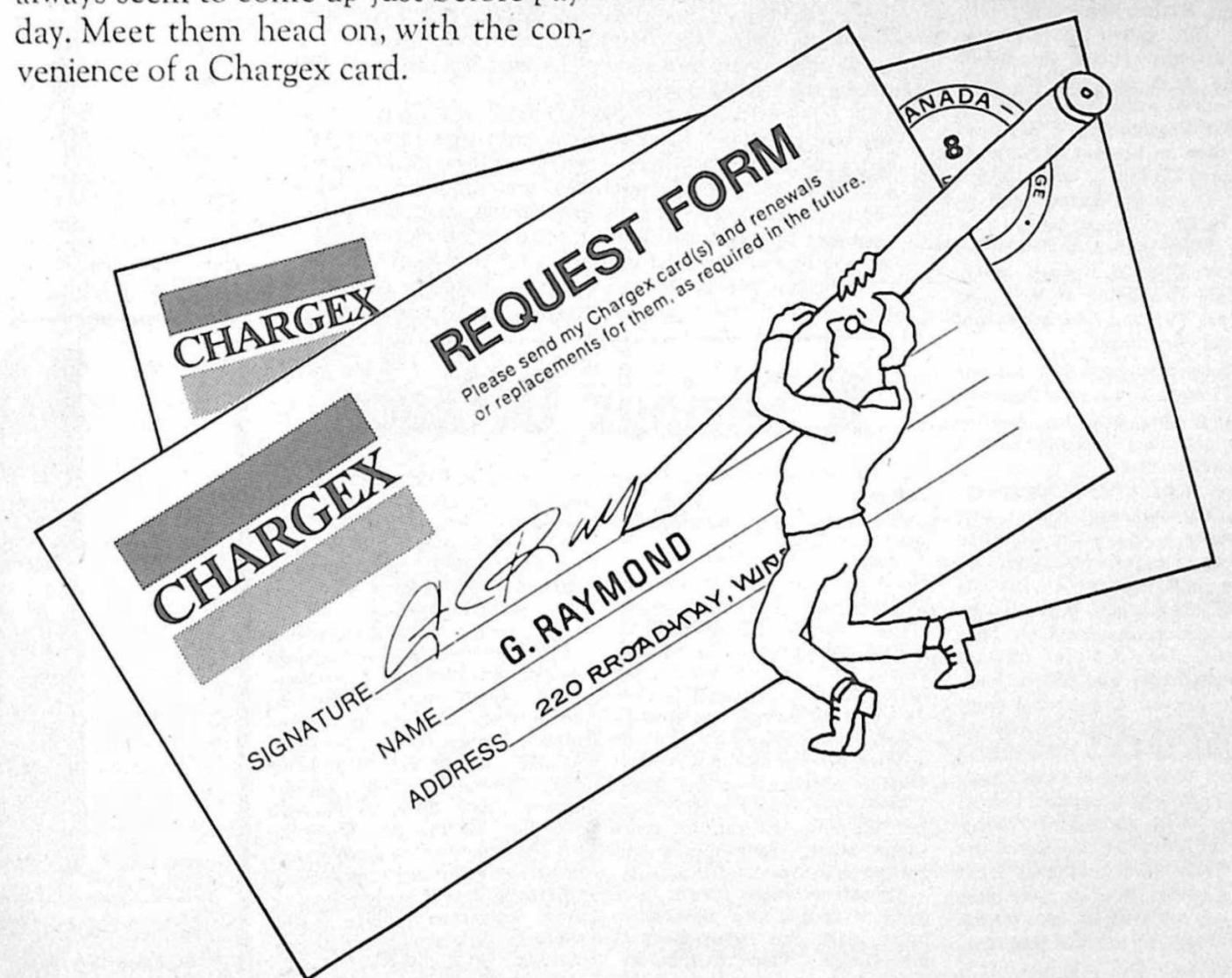
A request form for your own Chargex card will be arriving by mail in the next few days.

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The minute you receive it, use the postage-paid envelope to return it to us right away.

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The Chargex Plan is backed by The Commerce, Royal Bank, Toronto Dominion and Bank Canadian National.



## Thats Show Biz,

By NOLA WELLS

In every day life as well as show business, there are many unique individuals, who simply cannot be replaced. Long after their careers are ended the public respectfully remembers them.

Recently I met just such a personality right here in Courtenay. A person whom you all have seen through the years, but perhaps have not met. Her name is Doris Whyte, and for 18 years she has been an established part of the E W Theatre on Fifth and England St. Her husband Jim, who retired last year after 27 years service as this theatre's projectionist, is also well remembered by young and old alike in Courtenay.

Doris started at the EW Theatre in 1952 as the janitress during the day, and candy lady during the evening and eight years ago she became the cashier in the box office. Now on April 1 at 70 years young, she is retiring, and her role in this theatre will be impossible to duplicate.

When I met Doris a few weeks ago, I was going through a case of homesickness. Having been born in Toronto, and living there a total of 21 years, my main memories were not formed in this valley. After living here for six years I had become extremely

anxious to see my home town once again. Fifth Street to me was really just a street; I shopped there, had coffee there and did business there, but it still remained just a street.

However after meeting this lovely lady who came to Courtenay 53 years ago from England, I somehow felt closer to this my adopted home. She related such interesting stories to me, of Courtenay as she knew it as a young girl, when there were very few motor cars, and horses were still the main means of transportation. The corner of Fifth and England was just a swamp area, connected by a bridge, where the young people, including Doris Whyte used to sit on a sunny afternoon.

Through Doris's eyes, I saw Courtenay in a more personal way, and I didn't feel like a stranger any longer.

There aren't many people that Doris Whyte does not know. Because of her warm and sincere interest in her fellow human beings, they learned to care for her as a friend, and they do not want her to leave the EW Theatre. But as Doris says "It's time I took a rest".

The general feeling of Courtenay residents, was perfectly

described, by a little boy who came up to Mrs. Whyte, the other evening and said "Please don't go Mrs. Whyte, we'll miss you so much."

No one could ever fit this lovely woman's shoes, because she somehow has become a part of the E W Theatre in the past 18 years, and she will be sincerely missed.

## The Stranger

"Who's the Stranger, mother dear?  
Look, he knows us, ain't that queer!"  
"Hush, my own, don't talk so wild;  
He's your father, dearest child";  
"He's my father? - not at all -  
Father died away last fall"  
"Father didn't die, you dub,  
Father joined a Curling Club.  
But they've closed the Club, so he  
Has no place to go, you see ---  
No place left for him to roam ---  
That is why he's coming home.  
Kiss him - he won't bite you child;  
All them Curling folk look wild,"

Anonymous.

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## For Valour, for Galantry

These two terms represent the two highest awards that were available to Canadian military personnel i.e. the Victoria Cross and the George Cross.

A recent survey by the Canadian War Museum, Ottawa, Ontario to verify the location of the 94 Canadian Victoria Crosses revealed that 32 are in Museums, 32 are held by families of the deceased recipients, 17 are still in the possession of the original recipients, one was destroyed in a fire in Amherstburg, Ontario in 1954, and one has not yet been located.

The unlocated Victoria Cross was awarded to the late Lieutenant Thomas Orde Lowder Wilkinson, VC, for valour at LaBoisselle, France on July 5, 1916 while serving with the 7th Battalion, North Lancashire Regiment. Lt. Wilkinson was born in Bridgforth, Salop, England on June 29, 1894. He emigrated to Canada in 1912 and worked apparently in the area of Comox and North Burnaby, B.C. Little data is shown on his Canadian War Records for after joining the 16th Canadian Battalion - Scottish Infantry, he went to England and transferred to the 7th Battalion, North Lancashire Regiment. The only data re a next-of-kin is the address of a C.E. Wilkinson at Lazo P.O., Comox, B.C., and then at McKay P.O., West Burnaby, B.C. in 1915-1916. Enquiries in the appropriate B.C. localities have not uncovered any trace of Lt. Wilkinson's next-of-kin. Enquiries over several years by his English Regiment in the United Kingdom have been unsuccessful in tracing his relatives or his V.C. What happened to this soldier's Victoria Cross? Is it in a family bank vault, in a collector's accumulation of military medals, lost or destroyed? Who knows!

During the survey data on 14 other English Victoria Cross recipients who emigrated to Canada or the USA after being awarded the V.C. were uncovered. Twelve are accounted for but two are not. These V.C.'s were awarded to SGT John Pearson and SGT George Richardson.

SGT John Pearson received his V.C. for valour with the 8th Hussars at Gwalior during the Indian Mutiny on June 17, 1858. He emigrated to Canada in 1880 and settled near Lion's Head, Ontario where he died and was buried in 1892. His next-of-kin are believed to be in Toronto but have not been located. SGT George Richardson received his V.C. for valour at Keweenaw-Trans-Gogra during the Indian Mutiny also on April 27, 1859. He served with the British 34th Border Regiment. SGT Richardson died in London, Ontario on January 28, 1923, and at that time he was the oldest surviving V.C. recipient. He was buried with full military honours in Prospect Cemetery, Toronto. His next-of-kin in 1923 was listed as Mr. John Kippax, Toronto. No trace of him has yet been found.

Where are the next-of-kin and the Victoria Crosses of these two soldiers that became Canadian after achieving England's highest military honour?

One other group of illustrious Canadian military heroes was surveyed - the eight Canadian George Cross recipients. Of these eight recipients two are still living. The crosses of five of the other six recipients have been located, but one is still unaccounted for, that of F/O Rodrick Borden Gray, from Sault Ste Marie, Ontario. He was the navigator of a RCAF Wellington bomber shot down at sea on August 27, 1944 by a German U-boat during WWII. Although seriously wounded in a leg, he saved the pilot and another airman from the sinking aircraft, and then gave up his position in a dinghy to another airman. He died from exposure and his body was lost at sea. Where are F/O Gray's next-of-kin and his George Cross?

The Curator of the Canadian War Museum, Mr. Lee Murray, would greatly appreciate receiving data on any of these four military heroes. Communication should be directed to The Curator, The Canadian War Museum, 330 Sussex Street, Ottawa, Ontario.

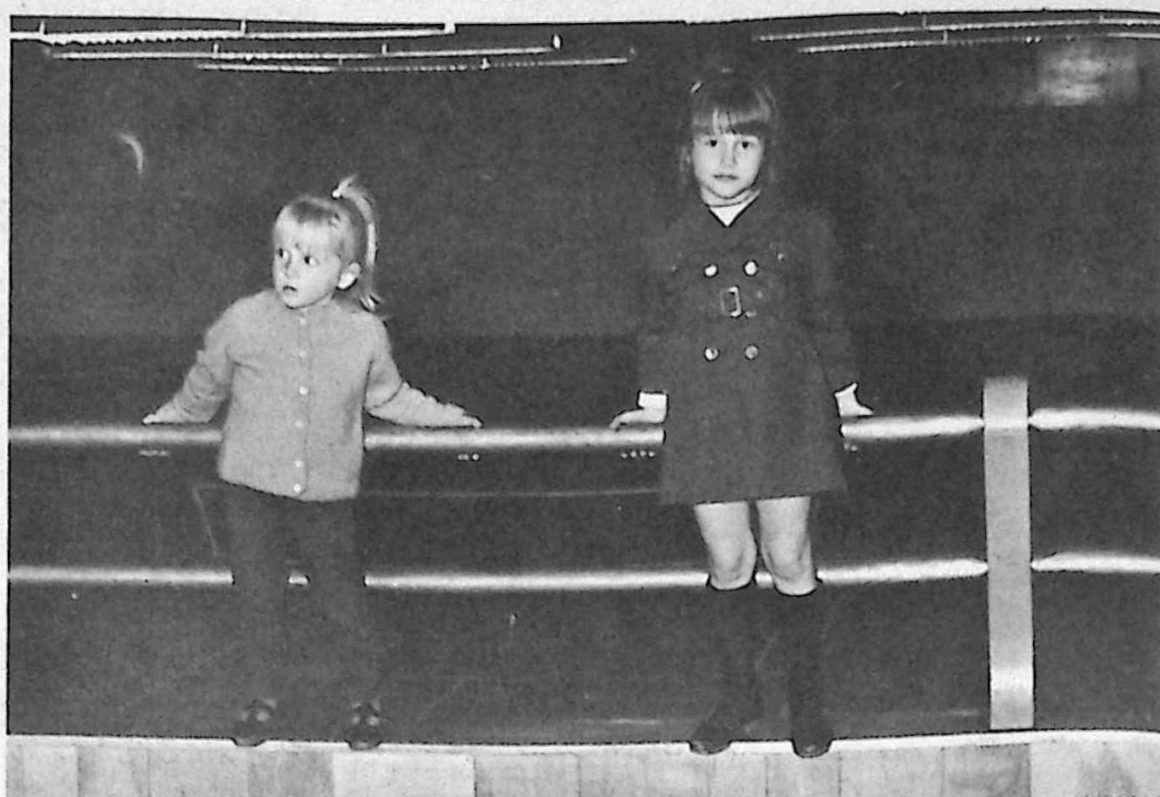
### Another letter to the Editor

Dear Sir:

After all the caustic remarks and comments that have been made by you and many of the base personnel about prices in the Canex and Base Fund, I would like to throw one little bouquet to discover that the swimming pool prices have been substantially dropped this year. I hope this sort of thing becomes a habit.

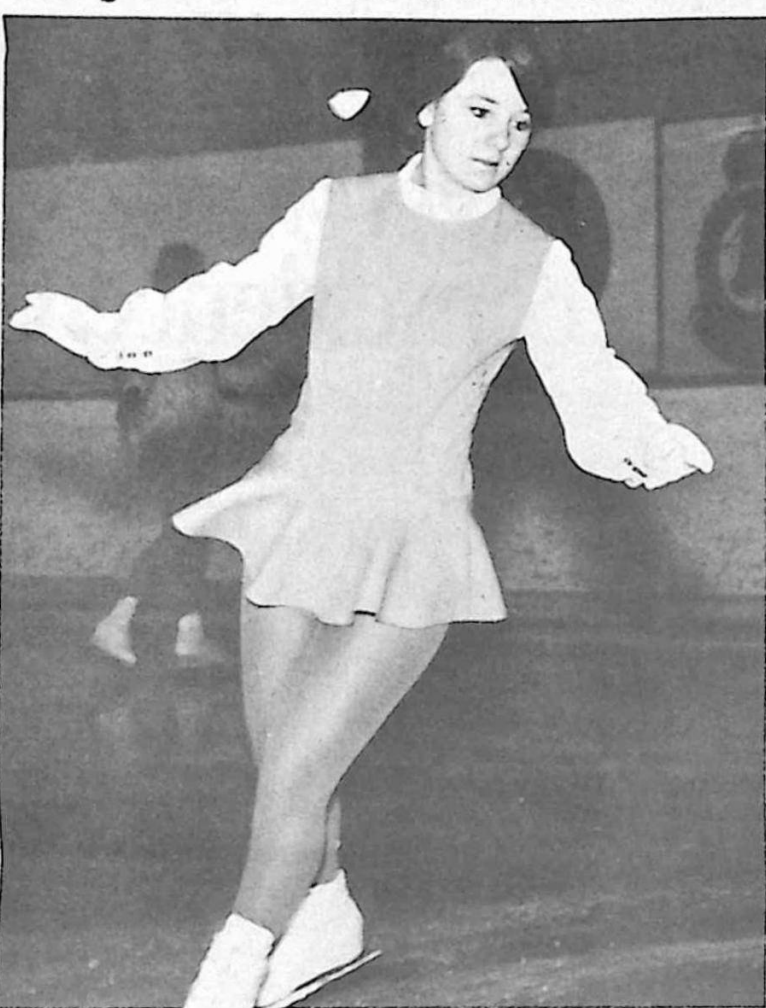
D. BRENTON Cpl.

## FLIGHT SAFETY HAZARD



THE FLIGHT Safety Hazard shown above was posed by co-operative models to demonstrate why the staff of the Base Exchanges Snack Bar go into Cardiac Arrest every time a young toddler climbs up on the guard rail. "It's only twenty some odd feet to the hangar floor but some of the wee ones don't bounce too well. We're going to have a serious accident one of these days," said Mrs. Barlow, Chief coffee dispenser.

### Big Ice Show at Glacier Gardens



If you've seen children around dressed as Astronauts, Indians and Eskimos or children from Scotland, Denmark, New York, France, Spain, India, New Orleans, or even fish. They are all from the big Ice Show to be held in Glacier Gardens the 3rd and 4th of April at 8:00 p.m.

125 girls and 25 boys, all from the Comox Valley will present "Around the World in 80 Minutes". An ice skating show well worth your time and support.

Several sewing machines are reported to have blown up, along with several mothers, due, of course, to the tremendous flurry of sewing and swearing involved in making costumes.

Above pretty Miss Stephanie Mitchell practices her skills at the figure of eight.

— A Mac Photo

## A Serious Offence

An alarming increase in the incidence of teenage shop lifting at the Base Exchange has been reported.

Shoplifting is THEFT, and conviction for theft of even the smallest item means a permanent criminal record. What started out as perhaps a youthful prank, committed on a dare, can have life-long repercussions for the youngster caught and convicted.

Since patrons at the BX must show a valid card, this community must face the fact that it is OUR children and not some vague other "gangs" who are guilty.

Therefore each parent here owes it to his own children to make clear the seriousness of the offence. They must be advised that an easy excuse for lifting something such as "...on a dare", "...part of my gang's initiation", "...did it for kicks", and so on, will make no impression when standing before the courts.

And parents should be aware of certain signs which might be an indication of:

- Frequent visits by groups of teen-agers to the BX "just to hang around".

- Articles brought into the house with no known source, other than some patanswer about fits or holding them for someone else.

- Indications that a youngster is living pretty high on a meagre allowance.

- Excessive "clothes swapping", where all concerned seem to come out ahead on the deal.

- Girls who repeatedly go shopping with extra large handbags or shopping bags.

Staying alert to the above, and using ordinary common sense may help the parent to ward off serious trouble. The problem should be discussed frankly and in depth within the family, and all should be aware of not only

the moral aspects of shoplifting, but also the possible future consequences to the offender, who may find it difficult to get into college, or into any licensed or bonded profession or job, if he has a police record.

In addition to the above aspect of protecting our children through proper guidance, the community as a whole must realize that shoplifting, (and its ugly step-sister, vandalism) will affect us all. If we are to improve our community facilities, the money must come from such sources as the BX. Since the BX operates on a relatively slim profit margin, any large-scale continuing losses must reduce or even eliminate certain much-needed community improvements.

Shoplifting is not a problem that will be easily solved. But if we all do our duty both as parents and as citizens we should go a long way towards reducing the problem to manageable proportions.

(Tower Times, Kingston)

### PARIS

(Continued from Page 6)

Sports Club. His cart carries the number GK-1.

The corporal got the go-cart kick while attending School in Vancouver. At age 16 he built his own cart and took on the best in British Columbia and nearby Washington state.

When he enlisted as an apprentice soldier, Cpl. Smallenberg took his cart with him to base Shilo, Man., and it has followed him wherever his military duties have taken him.

He'll be racing against teams with big money and expensive machines in Paris but what he lacks in bills and frills he makes up with confidence in his cart.

He expects 1970 will be a big one for him in the go-cart racing business.

## War Museum Receives Medals

OTTAWA (CFP) -- St. Patrick's Day was more than a great day for the Irish here. Canada's National War Museum received two of the commonwealth's highest decorations - A Victoria Cross and a George Cross.

Museum officials believe the donation of two such rare specimens on the same day to be a first in Canadian museum history.

The medals were accepted on behalf of the National Museum of Man by W.A. Bishop, son of the late Air Marshal Billy Bishop, from Mrs. Helen Annetts of Ottawa and Mrs. Patricia Frost of Sarnia, Ont.

The Victoria Cross, donated by Mrs. Annetts, was the medal awarded to Alan Arnett McLeod of Stonewall, Man., youngest Canadian flyer ever to receive the commonwealth's highest award.

Mrs. Annetts is the late flyer's sister.

The George Cross was presented by Mrs. Frost, wife of the late Ernest R.C. Frost, a Canadian who served with the RAF during the second world war. Sqn. Ldr. Frost later flew with the RCAF until retiring in 1964. He died in Sarnia in 1969.

Sqn. Ldr. Frost, received the GC for assisting in the rescue of a pilot from a burning Blenheim bomber which had crashed on take-off, early in the war.

Capt. McLeod earned his VC in March 1918 during a bombing raid over France. Attacked by eight enemy tri-planes, McLeod was wounded five times but managed to save the life of his observer. He recovered from his wounds but died of influenza in November 1918 hours before the armistice was signed.

## P M Q Election Winners



Ward one. Cpl. A. K. Jepson. "I'm astonished, I didn't think I had a chance of winning."



Ward two. Cpl. K. C. Blake-ney. "I don't want to talk about it. I'm on my days off."



Ward three. Sgt. H. E. Miller. Being a councillor is my second favorite thing. My first is teaching my wife to drive.



Ward seven. Cpl. G. S. Fleet. "I'll get out of this. I've got influence in the Officers' Mess."



Ward nine. Cpl. Willowby. Are you putting me on? This sounds like another Totem Times gag.

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# Sports Around the Base

## TAYLOR TEAM WINS

Approximately two weeks ago CFB Comox hosted the first open bowling tournament ever held on this Base and from the looks of things it certainly won't be the last. There were originally 22 teams competing for the Lorne Hotel trophy and cash prizes to the winning teams, there was also a great many merchandise prizes presented to individuals. We were very happy to welcome our visiting teams from Ladysmith, Nanaimo, Parksville, Campbell River, Cumberland, Courtenay and our Base.

The winners of the "A" event was the team of Dick and Elly Taylor, Les and Kit Spillsbury and Al Hughes, they went all the way through the tournament undefeated. In the final they defeated the "Drygulchers" who had Marsh Mills, Roger Folster, Rene St. Denis, Elsie Kinney and Dave Paquet. The winning margin was only 132 pins so you can see that it was pretty close.

The surprise of the whole tournament had to be the team of Bill Ballance, Eileen and Ken Currey, Doreen Xavier and Al Levesque, they were the winners of the "B" event. This team known as The Clunkers was quite literally thrown together at practically the last minute and for a team that had never met before they sure did pretty well for themselves. They lost their second match and then went the rest of the way, they were 247 pins ahead at the finish. They defeated the Slow Pokes who had Eileen and Ron Gooding, Beryl and Gord Fisher and Bob Ford. The closest match of the tournament was between this team and Ray Robert, it was decided by only three pins in favor of the Slow Pokes.

The Lorne Hotel trophy was presented to the winners by Mr. and Mrs. George Taylor, the donors of the trophy. The prize money and individual awards were presented by the Base Recreation Officer Captain Don McReynolds. The highlight of the tournament had to be the 400 single game bowled by Ron McLellan of Nanaimo. Lucky Strikes, he had a 932 triple to go along with this single game. This was the first 400 game that had ever been rolled on our



**WINNERS OF** the take home hardware awarded to the "A" Event of the first open Bowling Tournament stand smartly to attention for the Photographer. When the word "Cheese" didn't bring smiles to their faces, the clever shutter bug went to the old sure-fire standby "SEX". From left to right, smiling hopefully into the eye of the camera are: Al Hughes, Elly and Dick Taylor, and Kit and Les Spillsbury.

— Base Photo

alleys. The winners of the individual awards were as follows: Ladies High Average: Marion Smith - Courtenay. Mens High Average: Joe Perry - Nanaimo. Ladies High Triple: Cathy Craig - Cumberland. Mens High Triple: Ron McLellan - Nanaimo. Ladies High Single: Joan Woodman - CFB Comox. Mens High Single: Don Wright - CFB Comox. I would like to thank all of the very kind Merchants who donated our merchandise prizes, they are: Rickson's Men's Wear; Vic Murdoch Men's Wear; Laver's Department Store; Comox Shoes; Fifth Avenue Style Shop and Bowes of Campbell River. According to our out of town visitors this was a very successful tournament and they all told us that they would return for our next one. There may be some news in a couple of weeks regarding another tournament, please watch for it.

## BASE VOLLEYBALL TEAM

Our Base team participated in the Zone 1 finals which were held at CFB Esquimalt. Unfortunately they were only able to finish second, the winner was the team representing Esquimalt. The finals will be held at Esquimalt on Wednesday, April 15. INTERSECTION HOCKEY AND MINOR

Well hockey fans another local hockey season has come to a close. Last week the Courtenay Mustangs defeated Administration two games straight to win the League Championship. The first game score was 8 to 6 in overtime and the second one was 7 to 3. Last weekend Minor Hockey pretty well came to a close except for the division winners who are going over to Powell River this week to take part in a big four day jamboree. This is a very nice reward for the winning teams. All of the players

are now looking forward to the big banquet that will be held on April 18 in Glacier Gardens. The guest of honor for the evening will be Father David Bauer the founder of the Canada's National Hockey Team. INTERSECTION SOFTBALL A meeting was held last week to lay the ground work for this seasons operation of the league. As far as we know right now we will have six teams taking to the field on Monday May 4 to get the league underway. The league will finish on July 29 and then the playoffs will follow. Games will be played every Monday and Wednesday at 5:30 and 7:00 p.m. If there are any men who would be interested in umpiring would they please get in touch with Sgt. Tom Sloan at the Rec Centre or the League President Gord Palmer at local 365 as soon as possible. We are going to try and have an umpires clinic before the season gets underway.

# Rod and Gun Club News

Mr. Barry Thornton, a well-known sportsman in the Comox Valley spoke at the March meeting of the Club. Barry is considered to be an authority on Steelheading as well as a hunter of note. His weekly column in the "Green Sheet" is of interest to all anglers and hunters.

Barry spoke primarily on the tactics which produce the best results with the wily steelhead trout. He brought along his collection of tackle and let the

Club-members in on some of his secrets with practical demonstrations and a collection of beautiful color slides. Lots of questions were asked by members and the clear concise answers were appreciated.

The damage and problems presently being experienced around the local streams were also discussed. He gave statistics to show how little is being done by the Provincial Government to improve the serious depletion

of steelhead and cutthroat trout. In contrast he told of the millions being spent by private and government agencies in the State of Washington and the rapid improvement in fishing conditions there. He stated that some local streams will be beyond saving if conditions aren't improved right away.

The Steelhead Society of B.C. has just been formed and it is hoped that this organization will

grow to a point where it's voice can be heard and reckoned with. Details and a Membership Application appeared in the March 23 edition of the "Green Sheet". Barry urges all Steelheaders to join.

The Club plans on having Mr. Thornton back at a later date to give a talk on deer and elk hunting on the Island. The President, Mr. Frank Kato is to be congratulated on his efforts and the fine calibre of speakers that he has been obtaining.

The next meeting will be held Tuesday, April 21 in the Social Centre.

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# B.C. Festival of Sports

VICTORIA — The man who conceived the idea of the British Columbia Festival of Sports says the event has put the province on the verge of a new era in athletics.

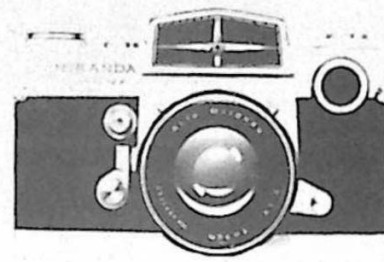
Ron Worley, Deputy Minister, Department of Travel Industry, says acceptance of the Festival of Sports concept throughout the province has stirred interest in B.C. athletics that will be of a benefit for years to come.

The first annual British Columbia Festival of Sports will be staged May 16 through June 1. Over 125,000 athletes from all parts of the world will compete in 44 sports events in 64 B.C. centres.

Festival of Sports is sponsored by the B.C. Sports Federation in co-operation with the Government of British Columbia.

"The scope that the Festival has reached in its initial year is staggering and, of course, most encouraging," said Worley. "It is definitely an event that will have a beneficial meaning to every athlete in B.C."

"Much credit for the recreation the Festival has received in all parts of the province, must go to president Bob Hindmarch and his B.C. Sports Federation staff, who have worked long and hard in building it into the spectacle it has, and will, become."



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## CANADIAN FORCES BASE COMOX

### Base Theatre Schedule

April, 1970

Tuesday, 7th  
FATHUM

Tuesday, 14th  
GOODBYE CHARLIE

Tuesday, 21st  
QUILLER MEMORANDUM

Tuesday, 28th  
LONGEST DAY

Adults \$1.00 - Teens 75c - Children 50c  
Evening performances commence at 2000 hours  
Matinee performances commence at 1400 hours  
Matinee admittance fee is 25c per child

April Entertainment  
for the

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SAT. 4th — The Golden Knights  
Food ... Italian

SAT. 11th — The Small Craft Warning  
Food ... Hip of Beef

SAT. 13th — The Reflections  
Food ... Baked Ham

SAT. 25th — The Chaparrals  
Chicken and Chips

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**MR. BARRY THORNTON** gives an explanation to the Base Rod and Gun Club of why the image will not show up on the screen when someone is firing a flashgun in the same direction.

## Comox OFFICERS' MESS ENTERTAINMENT

APRIL, 1970

Friday, 3 April  
T.G.I.F. Steaks

Saturday, 4 April  
April Fools Dance, 2130

Monday, 6 April  
Jugs of Beer, \$1.00

Friday, 10 April  
T.G.I.F. Chili

Wednesday, 15 April  
Officers' Wives Club  
Spring Floral Arrangement Display

Friday, 17 April  
T.G.I.F. Southern Fried Chicken

Saturday, 18 April  
Western Party, Hip of Beef, 2130

Monday, 20 April  
Jugs of Beer, \$1.00

Friday, 24 April  
T.G.I.F. Corn Beef on Rye, Scotch Cup

Spring Formal Reservations by 24 April



Hey! George, have you seen the chief's Totem Times?