



TOTEM TIMES



Support National Sovereignty -- send a Pongo North this summer

VOL. 12

CFB COMOX, THURSDAY, APRIL 16, 1970

No. 8

Maritime Commander Inspects 407 (VP) Sqn.

On Friday, April 3, Rear Admiral H.A. Porter, Commander Maritime Forces Pacific, carried out an inspection of 407 Squadron personnel and facilities. In company with Demon Commanding Officer, Lt. Col. J.S. Middleton and Maj. L.G. Osborne, RAdm Porter inspected the personnel on parade. Inclement weather caused the parade to be held indoors and the scheduled flypast had to be cancelled.

During the parade RAdm Porter made presentation of awards to fourteen 407 personnel; CD's to Capt T.M. Stobbs, Lt. E.L. Peake, Cpl. H.F. Justus, J.U. Arseneault, RA Limber, C.D. Lery, P.D. McLaughlin, J.E. Moller, J.H.M.C. Roulland and clasp to the CD to WO J.S.

Balfour, Sgt T.T. Hoare, Cpl. B.E. Burke and GR Gooding. The MARPAC Commander also made a presentation of a pair of mounted plaques and a scroll to CWO M.G. Sagadore, who is retiring from the Canadian Armed Forces.

Prior to departing the parade square the Rear Admiral made a speech to the assembled personnel. He was then escorted by the 407 Commanding Officer on a tour of the squadron and base facilities. While at Comox he met with the Base Commander, Col. Nichols and Lt. Col. Middleton for discussions on the Maritime Patrol Squadron.

This was RAdm Porter's final inspection of the 407 Demons prior to his departure from the west coast.

Pongos Airlifted to California

A Canadian Armed Forces light armoured squadron group from CFB Petawawa, Ont., will be airlifted to the Mojave desert, California, beginning April 13 for two-weeks of desert training.

The exercise will be conducted at Fort Irwin military reservation 160 miles north east of Los Angeles.

The 250-man formation will consist of "B" Squadron, 8th Canadian Hussars (Princess Louise's) and elements of 4th Regiment, Royal Canadian Horse Artillery, 2nd Field Squadron, Royal Canadian Engineers and 403 helicopter squadron, all from Petawawa. The formation will be moved by Hercules aircraft from CFB Uplands over a six-day period. Training equipment will include 16 Lynx reconnaissance vehicles, 18 armoured personnel carriers

and two Iroquois helicopters. Training will begin April 19 with a week of drills and tactics designed to familiarize soldiers with desert conditions. The formation will operate from a small tent city near the U.S. Army camp.

Following initial training, the formation will spend the second week on realistic operations throughout the desert practising attack and defensive manoeuvres.

Exercise director will be Lt.-Col. P. H. (Pat) Mitchell, 39, Montreal, commanding officer, 8th Canadian Hussars.

The participating armoured squadron is part of Canada's UN standby force and the exercise is one of a continuing series designed to familiarize Canadian troops with operations in various climatic and terrain conditions.

Cadet Exchange Visits Slated

OTTAWA (CFP) - About 250 sea, army and air cadets will visit and work in the Caribbean area, Britain, Europe and the United States on cadet exchange visits this year.

An even 100 sea cadets will tour east and west coast naval establishments in the U.S., while a similar number of United States sea cadets will be hosted by Cornwallis and Halifax, N.S. and Quadra, near Victoria.

Ten sea cadets are headed for Britain August 7-23 with 10 British cadets coming to Canada.

For members of the Royal Canadian Army Cadet Corps, six master cadets will train in Wales at the army outward bound school, Morfa Camp, Towyn, July 11-16, while a similar

number of British and seven U.S. Ranger cadets will train at the Banff, Alta., national army cadet camp.

Twenty-seven army cadets will go to Jamaica, 17 to Barbados, 27 to Trinidad-Tobago, four to Grenada and four to Guyana on July 23 and August 15.

Sixty-two air cadets will visit air installations in the United States while others not yet selected will fly to England.

To be eligible for these exchange visits, cadets must be master cadets, in good physical condition, between the ages of 16 and 19, have attended at least one summer cadet camp and not have attended the national cadet camp or the Caribbean or Canada-British exchanges before.

HERE ON THE 22ND OF APRIL



YOU ARE INVITED - Servicemen and their dependents will get a chance to look at the Boeing 707, or CC 137 as we are going to call it, on Wednesday, 22 April between 1900 and 2000 hrs. One of the giant jets will arrive at CFB Comox at 1730 hours, and it will be available for display at 1900. Another one will touch down at 1930 hours, as Transport Command carries out some domestic route proving prior to beginning scheduled service. No passengers will be carried on these flights, so you can stop packing now.



NEW STAFF CAR DELIVERED - Great excitement reigned on the base the other day when this auto transporter drew up in front of the Transport Section to disgorge the new staff car. Painters wondered how to paint Maverick on one side of the car, and Le Maverique on the other. Still other painters searched the dictionary looking for the English translation of Chevrolet. Senior officers danced in

ecstasy at the prospects of having a mode of transport that didn't eat oats. At the peak of the excitement, the driver of the transporter emerged from his cab and announced that because of the current austerity, the new staff car was the one shown on the transporter under Maverick/Maverique. Searchers found among the ramps and gears a matchbox car, wrapped in a green message which said, "Better luck next year."

They're After Your Blood

On Thursday, April 30 the income tax people will have drained all of the money out of your hide, sock and sugar bowl and will probably be trying to get a few quarts of blood out of you to go along with it.

If at all possible save at least one pint of your precious body fluid and take it down to the Recreation hall between the hours of 1:30 and 4:30 p.m. The Red Cross Blood Bank people will be on hand, and they would like to get their share.

Peers Peers Royal Roads

Captain Robert C.K. Peers, 43, Vancouver, will command Royal Roads Military College, Victoria, B.C., beginning August 10, 1970. A 1946 graduate of Royal Roads, he has been commander of the 2nd Canadian Escort Squadron at Exquimalt, B.C., since 1968.

Canex Doing its Job

OTTAWA (CFP) - The Canadian Forces Exchange System (CANEX) has been in business just over two years. Well, what has it been up to during this time?

Before formation, the directorate of the division of personnel support programs, CANEX, decided the best way to go about improving the lot of servicemen was to form a study group to find out what they already had and if it could be improved.

The team (referred to as the Dillon Report) poked its noses into junior ranks messes, snack bars, grocery and service station outlets, gift shops and recreational facilities and came up with the following recommendations:

- a centralized Canadian Armed Forces exchange system (CANEX) be formed
- all resale outlets be organized under a base exchange officer responsible to the base commander but under technical direction of CANEX
- an armed forces central fund be established to finance major morale-recreation projects
- a Canadian Armed Forces Welfare fund be established.

These recommendations were approved by defence council on Sept. 6, 1967 and CANEX was on the rails.

One of the main problems uncovered by the study team was junior rank messes. In its report the team stated, "... the majority of junior ranks clubs had an uninviting atmosphere comparable to second rate beer parlours".

In addition to these clubs, the study team looked into recreational facilities, especially those that were authorized for construction from public funds. On the whole, they found that, in fact, non-public funds had financed entirely or in part, most recreation facilities.

They came to the conclusion that while public funds will be available for recreation facilities, if the standards were to be improved, non-public funds would have to play a much greater part and, most importantly, these non-public funds would have to be generated.

So, has CANEX generated any funds to overhaul messes, spruce up recreation facilities, make loans and provide welfare services? You bet your sweet

For instance, during the year 1969-70 CANEX piled up a net profit of \$5 million with base-



"Mmmm, C'est si bon," said Captain JA Byrne, the Base Exchange Officer as he conducts a spot check on the quality of the 'Nooners Special' at the Snack Bar. Special for the day was Extra Dry Gibson on the rocks, fresh vegetable. Hors d'oeuvres, Cornish game hen, wild rice green salad tossed in French dressing, cherries jubilee, three wines, coffee and brandy.

Child Safety Week in May

OTTAWA (CFP) - Concerned about the safety of your children?

So is the Canada Safety Council, which will kick off a week-long, nation-wide Child Safety Week campaign May 3.

And there is one sure way to educate our children council experts say: stricter pre-school supervision and careful teaching of safety rules by parents, at home and out of doors.

The 1968 overall accidental death toll amongst our children was 1,959 with over half a million injured. Since 1961, Ontario's child passenger injuries alone doubled (7,500 to 15,000) and the pedestrian accident rate increased to 13,000 from 10,000.

A 1968 World Health Organization report rates Canada the worst offender in accidental deaths in the infant and 5-9 year age group. That year a child was accidentally poisoned every 15 minutes and one needless injured every five minutes!

B/Gen. Johnson Makes Annual Inspection

Brigadier-General A.B.C. Johnson, the Chief of Staff at Air Defence Command Headquarters, recently visited CFB Comox. The visit to the Base was BGen Johnson's first and was made to complete the Commander's annual inspection.

The most noticeable keynote of the inspection was its informal atmosphere. The BGen had wished to meet and talk with as many of the Base personnel as possible. This, with a first hand look at the Base units, provided him with a meaningful understanding of our operations and raison d'etre. That is why normal VIP formalities were considered time consuming and were quickly discarded.

Although BGen Johnson arrived late Tuesday afternoon he was not given time to dawdle. Within an hour of deplaning he had met and chatted with some of the members of the Totem Inn Annex. The WO and Sergeants' Mess also came under the inquisitive eye. This visit provided the BGen not only with the opportunity to inspect the Mess and its facilities but, more important, he was able to talk with the members present.

No military base inspection would be complete without a briefing. Early Wednesday morning BGen Johnson attended his first. With this accomplished, the grand tour of the operational units along the flight line was commenced.

The initial stop was at 442 Squadron and the AMU. After being whisked through our Search and Rescue unit and the Kamikaze Air Lines the entourage continued to 7 Hangar. If BGen Johnson had previous doubts about the maintenance his plane would receive while at CFB Comox, they were soon dispelled. Being amply impressed with the quality of our maintenance personnel, their work and their crowded conditions the tour proceeded to the Nighthawks Nest.

409 Squadron, the Combat Alert Centre and the Command Post provided BGen Johnson with an insight on how the Base does and will cope with the problems of Air Defence. From the nest the team was placed in the capable hands of 407 Demons. Within minutes their role was explained and the tour started around their quarters in 7 Hangar and Base Headquarters.

After lunch the Chief of Staff was faced again with another crowded schedule. First our Air Sea Rescue and other Quadra Island resources were inspected. Suitably briefed the team returned to the Base where RATCON showed off their new radar. Our service sections, such as the Fire Hall, CE and Supply, were visited during the remaining afternoon hours. Section Heads and other officers attended a Dining-in-Night at the Officers' Mess which afforded BGen Johnson further chance to make acquaintances of personnel and problems.

Inevitably morning arrived, as did another briefing. This briefing described our non-public fund facilities. A tour of the Recreation Centre, the new golf course, the service station, the ice arena and other services during the morning completed BGen Johnson's inspection.

While stressing traffic safety, the council points out that 598 children died in home accidents in 1968. Suffocation, fire and explosion were the big killers.

"The life and well-being of every Canadian child must be the concern of every Canadian adult," says national health and welfare's John Munro. He added that Canada's future lies in its children and that only adults can protect them from danger and teach them how to live safely.

So keep alert when driving through the base married quarters areas. Remember, for every service family there are about 2.5 children, many of them school age!

Early in the afternoon BGen Johnson departed with, we hope, a favourable impression of our capabilities and an understanding of our problems.

Pension Changes Affects Forces

OTTAWA (CFP) - Extra pension benefits are in store for retired servicemen as a result of a government decision to overhaul civilian and armed forces pensions.

The Statute Law Amendment Act became law April 1 and introduced healthier pensions for retired members of the forces along with a slight increase in pension contributions to serving personnel. Reaping immediate benefits from the new provisions will be pensioners 60 years of age and over, widows and children regardless of age, the medical pensioner released disabled under 60, and retired people under 60, who have, since retiring, become disabled.

The increase will cost serving personnel one-half of one percent more of their pay beginning April 1 bringing them into line with what public servants contribute. That's about \$3 a month for those in the salary area of \$7,200 a year.

Pension increased will range from two per cent for those retiring in 1969 to 42.8 per cent for service people who retired before 1953.

But a healthy pensioner under age 60 will not receive an increase now!

Personnel benefits officials here state in a forces-wide message (Canforgen 064 of March 26) that although all pensioners will not receive the increase on April 1, they will get the full escalated value of their pensions at age 60. For example, a serviceman who retires now at age 50 with a pension of \$4,000 a year would have to wait 10 years to collect the supplementary benefit. His pension then, provided the cost of living rose a steady two per cent a year, would be \$4,880.

Confused? Well, beginning April 20 until May 15, the personnel benefits directorate at CFHQ will be sponsoring two-day seminars at Halifax, Ottawa, Montreal, Toronto, Winnipeg, Edmonton and Victoria, to discuss Canadian and forces pension plans and the Serviceman's Income Security Insurance Plan (SISIP).

A representative from your base, ship or station will be attending a seminar, so look him up and give any questions you have to him. He will be the pension and insurance co-ordinator at your base.

Canadian Group to Attend Dutch Freedom Rites

OTTAWA (CFP) - A Canadian delegation will fly to Holland next month to take part in ceremonies commemorating its liberation from German occupation.

Main ceremony involving the Canadians will be held at Groesbeek, Canadian war cemetery near Nijmegen May 3. Canada will also be represented at ceremonies in Amsterdam, The Hague, and Wageningen May 4, and in Deventer and Zutphen May 5.

The Canadian group will be headed by minister of veterans' affairs, J.E. Dube and Alfred Pick, Canadian ambassador to The Netherlands. The Senate, House of Commons, National Council of Veterans Associations in Canada, the Royal Canadian Legion, The RCN, RCAF and the Canadian army will also be represented.

Nearly 5,000 Canadian servicemen who died in battles to free Holland are buried in cemeteries at Holten, Bergen-op-Zoom and Groesbeek.

UNISKINS by mac



DEMON DOINS

The old Demon den has certainly come alive in the past while. It seems that every time they open the hangar door we have some new visitors coming in. A light drizzle and cold wind greeted RADM Porter on his recent inspection tour of the squadron. The carefully planned and rehearsed parade had to be moved indoors. All the pomp and pageantry of a military parade was witnessed by those who braved the elements to man the bleachers. The Demons certainly looked nice, dressed in their multi-colored uniforms; even those in the background with dark blue suits. On his inspection it was hardly noticeable when the Boss held his nose when he passed by these gents in their dining attire. The Rear Admiral handed out CD's to those of the Demons who have attained twelve years of undetected crime and the Clasp to the CD for those who were really undetectable. CWO MG Sagadore from 407 Servicing also received recognition for his many years in service and fine contributions to the armed forces. The MARPAC commander made a presentation of plaques and a scroll to him on his last parade before retirement.

RADM Porter was no sooner out the door than a whole batch of visitors dropped in. It was the annual staff visit from MARCOM and MARPAC. Col G A Berry came up from down Victoria way with ex-Demon CO LCol H E. Smale and LCol A A Chivers-Wilson from MARCOM. When the staff officers were at 407 they



ARGUS CAPTAIN, Captain G. Regher welcomes L/Commander D. A. Desko (USN) aboard his aircraft just prior to their departure on a recent sovereignty and flag waving flight over Canada's Arctic. L/Cdr. Desko went along on the flight armed with a pocket full of maps checking for any little 'ol' oil laden islands we might have misplaced.

have gone to beat up the trainer in Greenwood in the hopes that they will totally destroy it. Crew 2 were away for a few days on a northern sovereignty flight although there was some question of that prior to their departure. What with an American Navy pilot aboard and everything! From their flight reports it seems that they had excellent results in the animal race portion of the trips. Crew 3 will depart the sunshine coast for NAS Adak for a short stay with our United States counterparts. This endeavor will be to keep up the cultural exchange program of 407.

A good man to know

Brigadier-General W J Grant, 51, Montreal, has been appointed research and long-range planning assistant to the chief of personnel at Canadian Forces Headquarters, effective June 1, 1970. Part of his responsibilities include the selection of senior officer appointments. Now senior airforce liaison officer at Canadian Defence Liaison Staff, Washington, D C, he succeeds Major-General D B Biggs, 48 of Regina, whose appointment to Supreme Headquarters, Allied Powers Europe, was recently announced.

LONGEST HAIR

The longest recorded hair was that of Swami Pandarasannadhi, the head of the Thiruvadu Thurai monastery, India. His hair was reported in 1949 to be 26 feet in length.

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LAST OF THE HOLD OUTS - Cpl. Alex Lyle, one of 407 Squadron's famous old bachelors, tries out his new wash and wear ball and chain as he takes one last look at 407's collections of Playboy pictures. Alex will marry Miss Rosemary Carruthers of Sydney, Australia on the 18th of April in St. Peter's Church in Comox.

- Base Photo



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- Softique** 2.5 ounces Beauty Bath Oil to soften & smooth skin **1.29**

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- Cutex Polish Remover, 5 ozs. **.59**
- Toni Home Perms. **1.59**
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- Clearasil Soap. **.33**

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Night Hawk's Nest



The post-Tac-Eval doldrums and Easter slump have hit the squadron fairly hard, with many of the Nighthawks disappearing hither and yon on leave and other dubious recreations. This has created some problems, not the least of them being how to write a column about a bunch of people who aren't there. Ghost flight is now the largest part of the squadron.

The Call-Shot team has been named, and every morning it can be found in the briefing room, fighting over who gets the serviceable airplane. The fight lasts until Erwin Sippert announces that serviceable airplanes are a neat bit of science fiction, and then everyone adjourns to the patio to watch Charley try to lift several million crackers off the ground.

The team is led by Major Mo, who is legislating against radio failure by taking Doug Munro with him. George McAffer, Fred Williams, Ernie Poole, Brodie Simpson, Doug Stuart, Pete Andra, Rhiney Koehn and Don Marion comprise the rest of the team, a fact that bodes ill for Bayonville's martini stocks. It also bodes ill for the other squadrons' chances of acquiring any of the silver-ware.

Next week, the squadron embarks upon its annual survival training, which is designed to teach aircrew about the rigors of roughing it in the woods, whilst bears and cougars rifle your booze locker. One wonders how the camp will make out this year, as Dale Northrup is no longer around to keep things tidy.

Neither is Ed Goski, with his supply of canes which made such superb firewood.

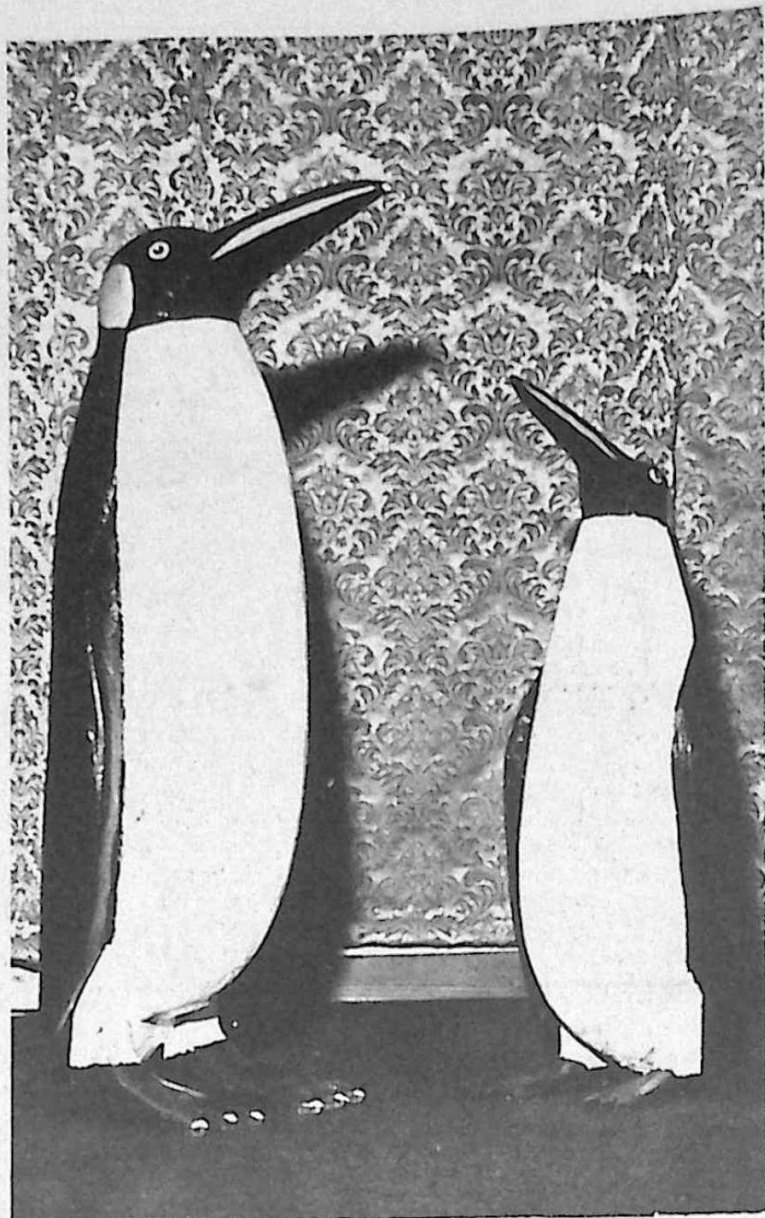
A couple of weeks ago the regiment entertained the Controllers from McLellan who pounded their aluminum over-cast on the runway after running an exercise up over the mountains. This gave most of the Nighthawks a chance to look at an airplane that would stay airborne more than two hours. Unlike the Argus, it is not full of flight lunches, which was terribly disappointing to Ernie Briggs, who figured that anything that big must contain a Medallion kitchen.

Rudy Withoef and Carl Hammerschmidt are still having minimal success at keeping the fridge stocked with goodies. On a good day, most of the food can be gone before they ever get anywhere near the fridge.

Speaking of food disappearing, the CAC's official food-taster, Bill Lewis, recently was promoted to Warrant Officer. He figures that it is some sort of reward for having to work for Paddy O for a year.

John Clark has moved into the CAC now, and you sure can tell it. You know those long pauses between the time someone turns on the PA system and the time someone actually talks into it? Well, the pauses are John, trying out his speaking voice, which he received from Supply just last week. One of these days he might learn how to work it.

Rumour of the week - Let's not go into a flap about the improved interceptor.



"SAY GEORGE, did you hear that the Defence Minister is talking of sending more troops to the Arctic?"

Dak Sked Runs Zapped

OTTAWA (CFP) - Seventeen Dakota sked runs will be dropped from air transport command's flight schedule July 1 according to air operational readiness officials here.

Reason given for the cut is that most of the "ageless wonders" will be phased-out of transport command starting this summer.

The source (Canforgen 067 of April 12) states that the remaining twin-engine skeds will be rerouted to take up some of the slack but service to some areas will be dropped.

- here's a list of flights affected:
- SF 40 - Base Comox-Abbotsford, BC-Vancouver Victoria - Comox. (Tues. and Thurs.)
 - SF 41 - Comox-Victoria-Vancouver-Abbotsford-Comox. (Tues. and Thurs.)
 - SF 44-45 - Comox-Victoria-Vancouver-Comox (Mondays)
 - SF 46-47 - Comox-Vancouver-Victoria-Comox (Fridays)
 - SF 48 - Comox-Kamloops-Prince George - Comox (Wednesdays)
 - SF 55-56 - Edmonton - base Cold Lake and return. (Fridays)
 - SF 57-58 - Edmonton-Cold Lake and return. (Wednesdays)
 - SF 61-62 - Trenton-Ottawa and return (Sundays)
 - SF 63-64 - Trenton-Ottawa and return (Tues. and Fridays)
 - SF 65 - Trenton-Montreal and return. (via Ottawa) (Thursdays)
 - SF 66 - Trenton-Montreal and return. (via Ottawa) (Wednesdays)
 - SF 67-68 - Trenton-Washington and return (via Ottawa) (Wednesdays)
 - SF 75 - Base Shearwater, N.S. (Hfx) - Fredericton. Greenwood-Shearwater (Thursdays)
 - SF 75 - Base Shearwater, N.S. (Hfx)-Fredericton-Greenwood, N.S.-Shearwater, (Sundays)
 - SF 76 - Shearwater-Summerside, PEI-Chatham, N.B.-Greenwood-Shearwater (Sundays)
 - SF 77 - Shearwater-Greenwood-Fredericton-Shearwater (Wednesdays)
 - SF 78 - Shearwater-Greenwood-Chatham-Summerside-Halifax (Sundays)

Demon Servicing Chief Retired



RAdm H.A. Porter, Commander Maritime Forces Pacific, makes a presentation to CWO M.G. Sagadore of 407 (VP) Squadron servicing. In recognition of his service career and time on 407 squadron CWO Sagadore received a mounted 407 and Maritime Command plaque. In conjunction with this award he also received a scroll outlining his service career inscribed in technical terms.

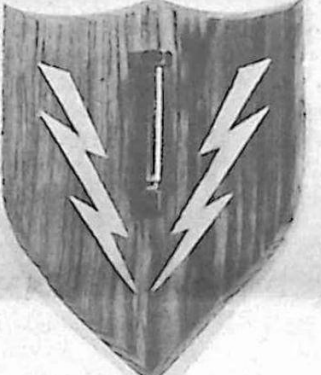
CWO Sagadore commences terminal leave in mid April 70. This culminates a career as AVN TECH spanning a period from July 41 to the present. During this time he has seen service at various Canadian bases and has been posted overseas twice; initially during WW II and again from Oct. 62 to Jun 66. While in the Canadian Armed Forces CWO Sagadore gained the 1939-45 War Medal, CVSM, CD & Clasp and the Canadian Centennial Medal.

Annual hockey banquet

The Comox Valley Minor Hockey Association will hold its annual banquet at the Glacier Gardens Arena at 6 p.m. Saturday, April 18. The guest speaker will be Dr. R. Hindmarch, coach of the UBC Thunderbirds. Trophies will be presented. Tickets will be on sale at the door.

Voodoo Nuts, Bolts, & Volts

By WO P. Klem



After a glorious two weeks holiday at home in the beautiful Comox Valley, I'm once again the mini behind the desk.

After reading last week's edition of the Totem Times, I was amazed at the wide circulation our paper gets. The article on "Freedom of Speech" was particularly interesting since the week before a copy of QR&O 1936 was circulated as would an inter-section memo. It had the same effect as reading the riot act to me. I was all for quitting this column altogether. I was, however, dissuaded by my boss. He assured me that if I wrote anything not in keeping with policy, the Editor would censor it in his proof reading - that would take me off the hook. But I still wonder.

Being on leave I missed most of the goings on in the Voodoo Maintenance organization, but I had lots of time to reflect on what was in store for people on retirement, as a lot of people are nearing that stage of their careers, perhaps even me.

What will it be like for people leaving the Service? It's true people are being retired regularly and each one has to make his own adjustment. The only way to adjust is through preparation and planning - not last minute preparation, but long range planning. The few months of terminal leave slip by ever so fast. Your pay is cut in half or less, but your financial obligations remain the same, perhaps worse. You still have a family to support and see through school.

If you've lived as I have, in PMQs and rented quarters most of your service life, you have the added burden of finding a home. And today's interest rates, it would take almost all your pension check. How many have saved enough for the necessary down payment? When you are living from pay day to pay day it is not easy, but not altogether impossible.

There are some people who bought or built homes around various bases throughout their careers, but it is only the few who had the knowledge, the money and the courage to take the chance of committing themselves, on the hope that they wouldn't get posted for a few years and pray that they don't lose their shirts on the next posting.

I suppose most of the people who bought or built homes come out on top but only because of the housing shortage throughout the country.

little different situation I took a quick count of the real estate firms in the area in the local paper. I was amazed, there are eight firms with a sales staff totalling forty-five plus office staff. Can you imagine the sales required to support all these people as a full time vocation? These people don't work for peanuts. For the size of this community it is almost unbelievable. I see a lot of empty houses in the area. What about the man who gets posted out, will he be able to sell without taking a severe financial loss? I hope so, but the prospects don't look rosy.

Retirement may mean a lot of things to different people but to the serviceman the prospects are somewhat frightening. With the rising cost of living, higher taxes and rising unemployment, the prospect of a job for a retiring serviceman is grim indeed. The Canada Manpower Centre considers a man with a pension,

no matter how small, better off than a man with no income at all, so if anything does come available, you can guess who will get it.

The new supplementary benefits amendment act will increase pensions by two per cent per year to compensate for the rising cost of living, but you will have to wait till your 60th birthday before you can collect, unless your ulcers completely incapacitate you. This ten year delay is to pacify the people on civvy street who think that the serviceman really has it made - free medical and dental, free clothing, free housing, high wages, no income tax, and pensions at 45 and 50. Maybe if we had some of those free things the servicemen's lot wouldn't be so bad after all.



Announcing new assistance for those who rent and wish to buy an older home

\$2500 Second Mortgage Loan

A Second Mortgage Loan to a maximum of \$2,500 with interest lower than Federal N.H.A. first mortgage loans, is now available for the purchase of an older home. If payments are made promptly, there will be an annual refund of up to 10% reducing the effective interest rate on a 25-year loan to 7 1/2%.

To qualify:

- You must have been a tenant occupying rented accommodation in British Columbia for not less than 2 years immediately preceding the date of purchase.
- Date of purchase must be between April 1, 1970 and March 31, 1971.

All mortgages will be fully insured without extra charges - nor are there any application, legal or registration fees or charges.

Home-owner Grants reduce property taxes

Once you have purchased an older home, you become eligible for the Home-owner Grant of up to \$160 annually - an important factor in helping to reduce the amount of your property taxes.

or an outright Acquisition Grant of \$500

As an alternative to the Second Mortgage loan, you may receive an outright Acquisition Grant of \$500 to be used on the purchase of an older home between April 1, 1970 and March 31, 1971.

Conditions are as follows:

- You must have been a tenant occupying rented accommodation in British Columbia for not less than 2 years immediately preceding the date of purchase.
- If you have previously owned a house and received Home-owner Grants, the total of these Home-owner Grants must be deducted from the \$500 Acquisition Grant. (There is no deduction of previously received Home-owner Grants if you choose the Second Mortgage Loan.)

Provincial Administrator, Home-owner Assistance, Department of Finance, Parliament Buildings, Victoria, British Columbia

Please send me full information with regard to the:

Second Mortgage on an older home

Acquisition Grant on an older home

Name _____

Address _____

For further information, complete and mail the coupon.

\$1.49 DAY!

Tuesday, April 21st

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THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

DEPARTMENT OF FINANCE
 Hon. W. A. C. Bennett, P.C., Premier and Minister of Finance G. S. Bryson, Deputy Minister of Finance

TOTEM TIMES

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Hansard Highlights

NATIONAL DEFENCE - INCREASE IN RENTS PAID BY SERVICEMEN IN DND

ACCOMMODATION
Question No. 1,092—Mr Lambert (Edmonton West):
1 Has the Department of National Defence recently ordered an increase in rents to be paid by servicemen and families in DND accommodation and, if so, what is the nature of the increase and what is the effective date thereof?
2 What has motivated such an increase, and if in the case of an increase in grants to municipalities in lieu of taxes, have such increases matched increases of taxes with respect to each base concerned or has a uniform increase in rents been demanded of the affected servicemen?

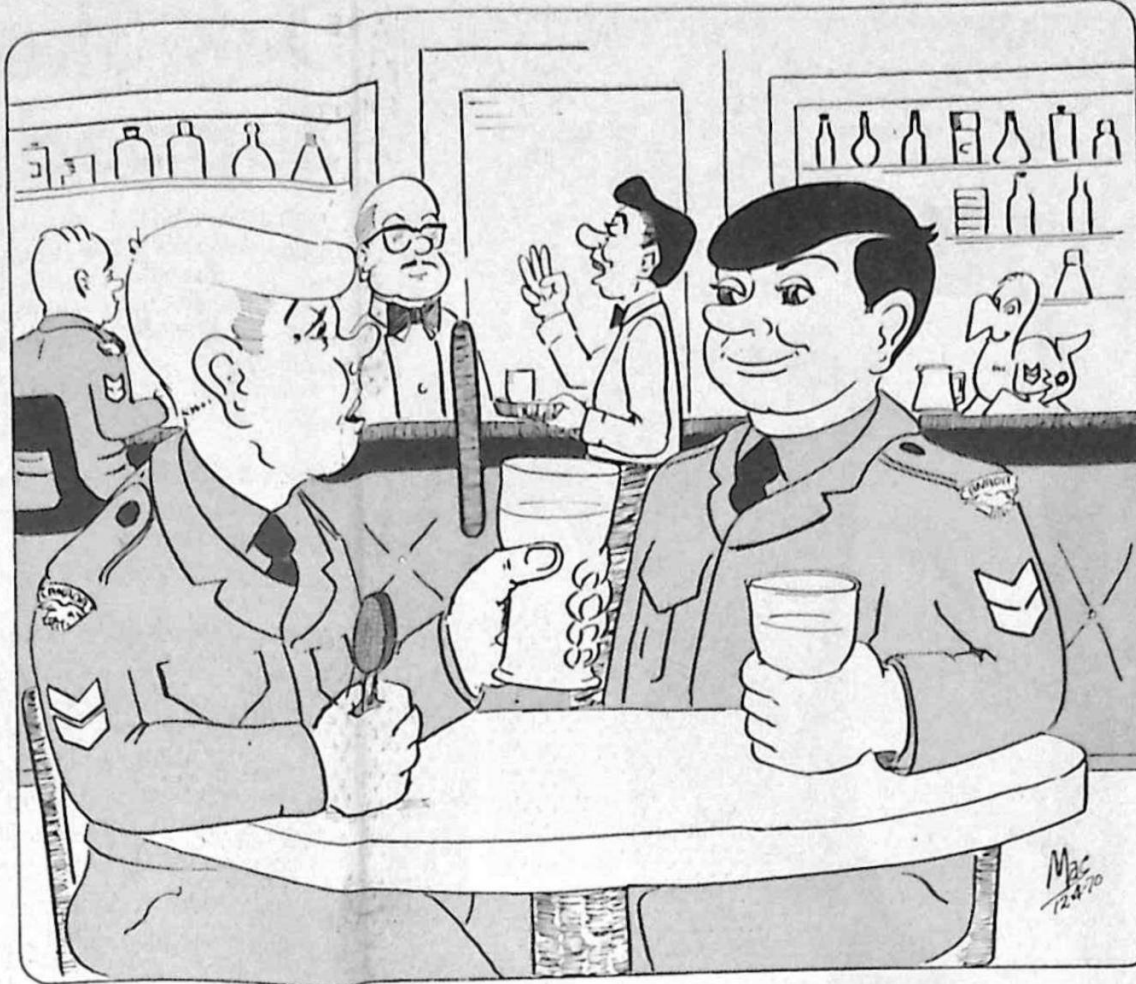
3 (a) What is the anticipated yield of the additional rent demand (b) what increase in payments in lieu of taxes are expected in the fiscal year 1970-71?

Mr Yves Forest (Parliamentary Secretary to President of the Privy Council): I am informed by the Department of National Defence and the Department of Finance as follows: 1 Yes, effective 1 April, 1970 The amount will vary depending on type of accommodation but in no instance will the increase exceed \$15 per month.

2 Rent for Canadian Forces' married quarters was revised effective 1 April, 1968, at the direction of Treasury Board. All charges are based on the weighted national average of market rental values as appraised by Central Mortgage and Housing Corporation. A transitional period was established during which the rates in effect on 31 March, 1968, would be increased by \$15 per month per year on 1 April. Two such increases have been imposed. Provision was also made for subsequent review and adjustment of charges if warranted on 1 April, 1970, and at intervals of two years thereafter.

The grants to municipalities in lieu of taxes have no bearing on the system of charges for married quarters.

3 (a) As there are some 26,077 married quarters controlled by DND under the rental system, and administered by over 100 base commanders across Canada, records at Canadian Forces Headquarters are not maintained in a manner which



I think lowering the drinking age was groovy but my Mommy wants me to apply for a transfer out of British Columbia.

188 Pax in our AMU

For the past few weeks, the military wing of Information Canada has been trumpeting the fact that the Canadian Armed Forces have acquired four Boeing 707 transports to replace the twelve Yukons currently in

would readily provide this information. However, it is estimated that approximately \$4.5 million additional rent will accrue during 1970-71.

3 (b) Government records are not kept in such a way as to indicate the amount of grants on individual properties and the necessary information is not readily available. On a percentage basis, the year to year growth rate of grants in lieu of taxes has recently averaged about 8 per cent. However, this includes growth as a result of the construction or acquisition of new federal property. In the case of service accommodation, where new construction is relatively limited, the annual growth rate would be somewhat lower, perhaps about 6 or 7 per cent, depending very largely upon changes in municipal tax rates. In the absence of specific information about changes in municipal tax rates and levels of assessment in 1970-71, the percentage range of 6 to 7 is the best measure of the government's

expectations for growth of grants in lieu of taxes on service accommodation. The 707, we are told, will do a multitude of things. It will, for example, carry 91,000 pounds of cargo at 600 mph. Or it can be used, it says here, for in-flight refuelling of short range fighter and tactical aircraft. Or, it can carry 14,000 pounds of freight, and still squeeze in 188 passengers.

The discerning reader, who knows that a Dak load of passengers is about all that the Comox AMU will handle, can readily imagine the chaos that will result from the arrival at Comox of 188 passengers. But Comox is not the only terminal in the system suffering from inadequate facilities. Vancouver's AMU is an outstanding example of a slum clearance

project. Most of the others are dreary, unprepossessing places, but they are at least roomier, and have some facilities for the comfort of who they use them.

The standard reaction to whippers of this sort is, "What the hell, they're service men. Let them rough it a bit." Well, why should they? Why should they have to suffer inadequate, antiquated accommodation just because they are in the Canadian Armed Forces? Most of the people using the airplanes are doing so on duty, and there is no reason to make the duty unpleasant.

The Air Transport Command squadrons provide first class service for their passengers once they get them into the air. No effort is spared by the air-crews or cabin attendants to make the flight as pleasant as possible. Once the cabin door clanks shut, the service is fully equivalent to that offered by any airline, within budget limitations, and going by service air is a pleasure indeed. However, once the cabin door swings open and the passengers are deplaned, (and why, one wonders, must the airplane be emptied at each stop? People who have just managed to get their babies to sleep find this a bit

of a nuisance.) THE FEELING OF PLEASURE EVAPORATES. The line-up at the snack bar is a mile long. The line-up at the washrooms is longer. The magazine rack has been inundated and can only be reached by message. There is nothing to do but stand and glower while waiting the call to board the airplane by color of boarding pass, in column of route, by three ranks, squad one, and all that martial humbug.

An aircraft that will carry 60 more people than the Yukons can only make the AMU situation that much worse. If 188 people should manage to squeeze into the Vancouver AMU, the building would have to be dismantled to get them out, which, come to think of it, wouldn't be a bad idea. It is nice indeed to see the Canadian Forces finally make it back into the jet age. Now, we have to get our AMUs out of the Stone Age. Buildings and facilities that were marginally adequate for the Yukons will be inadequate for the 707s. Modernizing our AMUs and our ground handling of passengers should receive top priority so that travel by service air can be a pleasure and not an ordeal.

188 passengers in our AMU? It is to giggle.

is much less, then perhaps we may place the stigma of "misleading" and "inefficiency" where it belongs.

A.E. Nagy, 407 Sqn.

WS's Note:

Efficiency - power to produce the result required - Webster. After Canada accepted delivery of the first three 707s last week, a TV newscast carried an interview with a senior staff officer from Transport Command Ops. The General stated that 5.7 707s would be required to do the same amount of work as our present 12 Yukons. (Since 707s are only sold as complete units, it is obvious that 6 aircraft would be an equivalent replacement.) Another thought to consider is that although the 707s do offer greater economies of scale, this can sometimes be a disadvantage. A VIP flight to Europe would accommodate only a small fraction of the 188 passenger capacity and in so doing would tie up 25 percent of the entire 707 fleet.

Sir:

After submitting a memo to the BP Serv O and being interviewed by the B X O as to the contents of the memo, I felt great anticipation on being informed that detailed information would be forthcoming in the Totem Times as to why and what would be the general rulings of the Auto Club. I felt disappointment when only meager details were given.

It was stated that in the future, bays would be constructed for self help, but this doesn't help myself and many others in the meantime who would like to do their own grease jobs, oil and filter changes, but must pay extra to have an attendant do same. This is an insult to the integrity of men who, as trusted technicians, work on Jet and Prop aircraft using equipment far more complicated than a hoist.

I had a discussion with the civilian manager of the Auto Club, and found he is the one indirectly responsible for the present regulations, as he stated that damage to equipment and

Consumers News and Views

"Credit cards have been the debt of me, I charged when I should have retreated." Are those innocent-looking little cards which promoters claim will "uncomplicate" our lives a blessing or a curse? Are they an aid to keeping track of our finances, or an open invitation to disaster?

From a rather slow start less than 10 years ago, these plastic cards are today bulging wallets across the entire continent. Consumers' Association of Canada became concerned when hundreds of letters flooded in to protest the receipt of unsolicited credit cards through the mail. Their efforts to control this by legal means or through post office regulations were unsuccessful.

So now the Association advises you to destroy or deface, at once, any card you do not wish to use. A useful follow-up is a letter to the issuer, stating your objections to this means of advertising and enclosing the mutilated card.

But if you feel you need such cards, to help you live with them

and stay solvent Consumers' Association of Canada suggests the following precautions:

- Guard your credit cards well; never leave them in glove compartments or other spots from which they may be easily stolen.

- Check frequently to make sure they have not been lost if you make limited use of your credit cards and if you find they've disappeared, be sure to notify the issuer at once - by registered mail. Most companies will not charge for purchases made on an unsolicited card if you have never used it, but once you have used or signed the card, you are completely responsible for all purchases made with it, unless the issuing company is notified. Keep a record of your card numbers and the address to notify.

If you make many purchases at a store which promotes the use of credit cards you may wish to obtain and use one. You are paying for credit on each purchase and by using a card will gain a month's interest on the money you have on deposit in the bank. Use it for large purchases. You gain not only a month's use of your money, but the opportunity to inspect the purchase and have any defects removed before you are required to make payment. The wise use of a credit card will also help you establish a good credit rating.

Never impulse-buy just because it is so easy to charge a purchase. Remember the bill will always arrive with the first of the month. Don't let your credit cards become the "debt" of you!

To prevent unpleasant surprises at the end of the month, try keeping a list of the amounts charged. This way you can be more certain that you have not charged more than you can pay when the bills come in. Check your bills when they are received to make sure they are accurate listings of your purchases. Even computers make mistakes!

If you have questions regarding your account, or if charges are recorded after a card has been stolen, get in touch with the issuing company immediately to state your case and have an investigation made. One of the greatest dangers of credit cards is that the holder must assume legal responsibility for all charges incurred in their use, whether or not authorized. To avoid mistakes in billing, notify all companies of your change of address immediately when you move.

Whether credit cards are good or bad depends on the uses to which you - the consumer - put them. Consumers' Association of Canada suggests that you remember that careless use of credit cards can lead to serious personal debt. It may be a factor in continuing inflation and can be a severeshock at the end of the month. But, carefully employed to make the best use of your money, they can be a useful family financial tool.

So it's up to you - don't let credit cards become the "debt" of you!

bays being left in an unclean condition was why. Now if the attendants cannot control this, then something is wrong.

It is now cut and dried that present laid down rulings stand, and we, the contributors, some way to this establishment, will suffer, because the manager did a good selling job in respect to this matter.

As for the percentage of persons presently satisfied with the adopted regulations, I would say they are in the minority as I personally made an extensive coverage of this and found the majority definitely dissatisfied.

In reference to 95 per cent of parts being cheaper than on the outside, this I challenge. Items such as air cleaners, oil and gas line filters, etc. can be purchased from Simpson Sears at a lower price; this should not be so, as these items have a good turnover.

Also is it not a fact that any buildings on DND property cannot be rented out? This being so, the case of four bays rented solely by individuals is not legal.

It must now be realized that this establishment is not at present an Auto Club but just another garage, which is contrary to what is laid down in Base Standing Orders: appex. H, art. 1.02, item B, which provides for Automobile grease jobs and oil changes, carried out by the auto club staff, or by the individual car owner.

As stated in the last para of the BXOs letter that any disgruntled soul may contact him to air his observations, they may just as well join myself and share the discontentment, as I aired my views to no avail.

K. L. Siddons Sgt.

Bi Unity

The whole concept of biculturalism, at least as far as the CAF is concerned, has never revolved around the issue of human rights. The aims, however, have all been of the loftiest calibre: two cultures complementing each other to make an enriched whole; the best of worlds combining to form a complete entity, an effectual service.

In that service there must be competition among the units and elements (constructive), but there must be no jealous rivalry between cultures (destructive). And of course there must be equal opportunity for all servicemen to both cultures - this one can legislate for, but to gain a co-operative and cohesive body, with all parts acting in concert for the good of the whole, requires a unity of spirit that, at first blush, might seem a formidable obstacle. There must be understanding and goodwill - goodwill cannot develop without understanding, and understanding cannot develop unless each culture has knowledge of the other. The best way, of course, to gain that knowledge is through close association and fraternization between the cultures.

What is the best way, then, to provide that close association and fraternization? Certainly not by attempting to make a single homogeneous mixture with every fourth individual a French Canadian. Such a melting pot solution would have the effect of removing most French Canadian servicemen from their heritage, causing a loss of identity and a lowering of morale. Fortunately, this has not been done. The present policy of forming particular units and squadrons almost entirely of French Canadians was brilliant in its inception. However, if those units that are French Canadian in origin remain in Quebec, and the anglophone units remain in Angloland, the bulk of the possible advantages will never be realized.

The real opportunity for cultural exchange and understanding lies not in positioning French Canadian squadrons in Quebec, but in moving such squadrons to anglophone environments and sending anglophone squadrons to Quebec to fulfill the requirements there. Such an exchange should ensure that intercourse between the two cultures is optimized, hence there would be maximum opportunity for understanding to develop between the two cultures.

Surely it would be only a matter of time, then, before the CAF would develop into a truly integrated and bicultural force, a paragon which would truly be an ideal example for the rest of Canada to emulate in order to become a bicultural but unified society in every sense of the word.

Nary a Rat

Some of our legislators have been clamouring for years about the loss of Canadian control of industry and resources and real estate to the Americans. They seem to believe that the United States, will eventually take Canada over entirely. Their fears are ill-founded, for the great majority of Canadians are actively engaged in preventing this from happening. As a matter of fact, they act more in concert in this regard than in any other conceivable aim.

In what way do Canadians act to prevent such a take-over by the U.S.? Well, if you were a midget with an attractive piece of property and your neighbor was a giant with a beady eye fixed on that property, what would you do? Why, you'd make your property as unattractive to him as possible until you could figure some better way to protect it.

That's exactly the clever solution that a host of Canadians have arrived at (independently) and are acting in accordance with. The rationale being that if you pollute the countryside and the natural resources comprehensively enough, only a galvanized robot which breathes chemical fumes, uses mercury as a vitamin, and eats disposable bottles and cans would want to take over the country. A moralist would consider our laying waste to the country a dog-in-the-manger attitude, but we of the enlightened age place little store in fables. Why should someone or something else enjoy our country if we cannot?

Even our theoretical monster might not survive for long unless he changed his diet from a staple of bottles and cans, to a more omnivorous one including old cars, oil slicks, and dead or dying flora and fauna.

The B.C. minister of recreation is currently pushing legislation - not to stop the dumping of tailings into Buttes Lake or Gold River, or to prevent slash burning, or strip mining, or to restrict the chemical effluent of pulp mills, smelters and phosphate plants - but his drive is for legislation to reduce the number of non-returnable bottles and cans from our parks and roadways. Although such bottles and cans comprise one of the most obvious forms of pollution from an aesthetic standpoint, they are also the most innocuous to life from a biological standpoint. Most chemicals and metals, because they are not bio-degradable, have a cumulative effect in the organism which absorbs them. Therefore, the organism has only to live in a polluted environment for a certain length of time before the harmful accumulations make the life of that organism no longer possible. What good is all the beauty of clean parks and roadways to an aesthetic on his death-bed?

The great strides of medicine in the last century have increased the life expectancy in the civilized world. But now that life expectancy will begin to decrease. The spread of disease can be more easily and effectively controlled than the spread of polluting substances.

But look on the sunny side. A sterile countryside will attract no colonists and no imperialists. Even the rat problem will disappear, but of course no one will be around to note that fact.

Dear Sir:-

Your Editorial "The Misleading Press" was most interesting - so much so, that by virtue of your premature comments on the "efficiency" of the 707, you have most elegantly revealed that the caption "The Misleading Press" is most appropriate to your issue of the Totem Times dated 2 April 70. Your Editorial would perhaps be more appropriate in April 71 after a few months operation of the 707.

I base this on the fact that although it is quite apparent that you have done little or no research on the subject, you have by means of simple mathematics reached the conclusion that the "efficiency" of four 707s compared to 12 Yukons was questionable. However, nowhere in the original press release has there been any reference to "Efficiency". Now on perusal of the ever popular "Very Short Story Book", we may locate the work "efficiency" as meaning "the ratio of useful work performed to the total energy expended". With reference to the press release on the 707, it reads in part as follows: "The Boeing has a greater load carrying capacity and higher speed which coupled with a high degree of reliability will make it possible to operate the aircraft at a 25 per cent greater utilization rate than the Yukon". Unless I have not carefully read the complete text of this release, I am still not able to locate any reference to "efficiency". However, on the assumption that this word has not appeared, one may find the word "utilization" meaning "make use of, turn to account, use". Although "utilization" by itself may not be too meaningful, making use of, or using other words in the original press release such as "greater load capacity", "high speed", "high degree of reliability" - it would now appear that the key words, "utilization", "capacity", "speed" and "reliability" perhaps shed an entirely different light on the subject. So much so, that perhaps your remarks "Elmer just isn't going to believe that he can get a better deal" just is not so and that not

Letters to the Editor

only the priority 4 and 5 travellers, but also the priority 2 may see a wee bit of silver lining in those dark clouds you've painted.

With reference to utilization, I would assume that the authorities have no intention of having these four large birds sitting on the ground most of the time - after all, every hour these kites are not in use, costs us taxpayers money. Therefore because speed is a major factor perhaps most of the present scheduled flights will be maintained - if so, let us assume there will still be two flights per week departing from the West Coast. The 707 with a capacity of 18 passengers will result in 376 seats being available for duty and other priorities. Insofar as the Yukon, well, at this point I must agree with you that the original press release was a wee bit misleading because it stated that 134 passengers may be carried. However, CP142 clearly states that for these two flights configuration is for 130 seats each for a total of 260 per week. Now we know that priority 4 and 5 have travelled in the past, therefore with 116 additional seats available, it is difficult to understand your conclusions - unless of course the authorities will reduce the flights to one per week, but we do not know this. However, if such is the case, you will be correct and the service man will lose a fringe benefit that is most desirable.

Insofar as trans-Atlantic flights, the original press release is again slightly in error because CP142 once again reveals that the Yukon passenger configuration is for 125 seats. Therefore, for comparative purpose, I will use one of the older Flight Schedules with departure from Trenton. Compare approximately 10 hours 30 minutes in an Easterly direction, approximately 12 hour flight time in a Westerly direction, the total of 250 passengers have been transported by the Yukon in a

span of 26 hours 30 minutes. The 707, because of its speed and capacity, could depart Trenton with an approximate 6 hour Easterly Flight time, four hour turn around, a seven hour Westerly flight time, a four-hour turn around and in addition a six-hour Easterly flight time for a total of 27 hours (30 minutes more than the Yukon), but would have transported 564 passengers. 314 passengers more than the Yukon within only a 30 minute additional time span.

With reference to a pure cargo configuration, the original press release is once again in error insofar as the Yukon's capacity being 54,000 pounds because CP142 stipulates that the maximum payload Trenton-Lahr is 33,000 pounds, Lahr-Trenton 32,000 lbs and the Trenton-Dusseldorf standard load at 43,000 pounds. Notwithstanding any of the foregoing ATC restrictions, the Yukon will transport 35,000 pounds with maximum fuel load a distance of approximately 5,800 miles, or maximum cargo of approximately 60,000 pounds for a distance of 3260 miles. On the other hand the 707 capability is 91,000 pounds all cargo for range of 3925 miles or approximately 60,000 pounds cargo with maximum fuel capacity for range of 7510 miles. It would appear that the 707 has a few pounds advantage. However, let's face facts, although there is much LEAD in the services, it is perhaps only in the transport of LEAD or steel that the maximum weights will ever be carried because of "Bulking Out". Therefore let us compare cubic measurement. Yukon upper deck 6,294 cubic feet, plus the lower two compartments of 523 cubic feet and 586 cubic feet for a total of 7,400 cubic feet. The 707 upper deck, 8,074 cubic feet, the two lower decks 1,700 cubic feet for a total of 9,774 cubic feet or approximately 33 per cent larger capacity than the Yukon.

Now for man power, insofar as the operating crews, it can be assumed that the applicable

transport squadron will be reduced somewhat. In addition it can also be assumed that the ground crew personnel will be reduced - surely to maintain four 707s will not take the same number of personnel that it took for 12 Yukons. However, your useage of the work "efficiency" does enter the situation and since the 707 is a proven aircraft, with known capacity and reliability, it may be rightly assumed that the "efficiency of the maintenance and logistics personnel in maintaining this reliability is a factor. Likewise the "efficiency" of those responsible for planning maximum utilization is a major factor. For example the 707 is actually capable of carrying 202 passengers, but for obvious reasons the 188 passenger configuration is more acceptable. However, if this figure is reduced to 130, or 150 passengers and the remaining space is not utilized for cargo, then perhaps there are some unanswered questions. Therefore anything less than the total capability of the aircraft deserves strong remarks, however, in order to achieve total capability, the transport system in their leap into the Jet Age should immediately shed their horse and buggy system of communications and ensure that all AMUs be connected with a direct telephone or telex system because only through speed of communications can the total capability of the aircraft be utilized.

In conclusion, I do not believe that the press has misled - it has printed information released by competent authorities and if there is to be the stigma of misleading placed on anyone, let us wait and see whether the greater utilization proclaimed will in fact be achieved. The performance record of the 707 by commercial carriers is an established fact and because the military roles planned for 707 is different, we may not quite achieve the capability experienced by the civilian carriers. However, if by chance it

FUNGUS FEATURES

by Mac



WITH TEAR-FILLED EYES and wearing a baseball umpire's chest protector, for protection against UFOs, 442 Squadron's beloved C.O. L/Col. D.M. Payne bids farewell to departing squadron members. On the left are members who are transferred out or leaving the service. On the right of the picture are the retiring members installed in the Order of the Golden Mushroom. In all, 17 members of the squadron we honoured at the annual Spring Fling held in the Totem Inn, Friday the third of April. Unfortunately, not all the retiring types could make the bash, some of them were already working at their civilian jobs.

— A Mac Photo

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From up in my Perch



Last night I was setting my usual pose to view the late CBC news, that is sitting on the floor in front of the boob tube, sucking my thumb and clutching my ol' kit bag for security, when a scene came on the tube that was so funny I nearly bit the end of my thumb off.

I am referring to, of course, 435 Squadrons version of "Laugh In" staged over the muddy fields of Alberta last Tuesday. The whole paper consisted of loading an eleven ton Bulldozer (and that's a lot of Bulldozer) into the innards of a Hercules, tying six big parachutes to it, taking it aloft, and throwing it out the back door.

The results were fantastic. The big bull tore out the back of the Herc behind the chutes and came straight down before the startled observers, sinking some two feet into the mud, and tearing some of it's best parts off. The follow up shots of the after-math were a little shaky, (I suspect the camera man was laughing his head off) and showed several Pongos walking about shaking their heads over the remains.

Blame for the failure of this fiasco was placed on the parachutes. Not strong enough!! I can imagine the guy who holds the torn chutes on his inventory suggesting that if the pongos want to throw bulldozers out of aircraft that they use pongo tents for chutes instead.

While I sincerely like living in the Comox Valley I do have one chief complaint about the district. Just about every time I WANT TO BUY I have to give order from a catalogue or order one of the local merchants to it for me. Yesterday I ordered check on an item that it is ages ago and the clerk is still on its way. "Force Buddy of an old retiree? How is it coming mine I quit press rider?" "As up, by the fact it is, but last a matindians ambushed him weaked to re order" was his and

serious reply.

Well the great day finally arrived for the 19 year olds and they are now allowed to carry on like they have for centuries only now its legal. I made a special trip down to the pubs to observe their conduct on their first day of legal drinking. Most of them acted better than some of the cats that have been in there for years. I couldn't help marvel at the strategy that lowered the drinking age and raised the price of booze (again) both on the same day. Can you remember the rumours that have run rampant through the Wets for how many years, that they were going to clamp down on the drinking age in the Wets? I think if they had, all the young Airmen would have either mutinied or taken their releases.

I had a fan letter the other day (would you believe it?) This guy wanted me to print his letter in the "Letters to the Editor" section, but his terminology was

such that nothing would clean it up. His complaint was about pollution, the kind caused by dogs and cats in the PMQs. He says that there are all kinds of restrictions on the dogs but none of the cats. Why? The cats do the same things the dogs do, but they are nocturnal. Sorry, chum, but there's not much I can do about it. All I have is tropical fish polluting the water in their own tanks and a hamster who, incidently, is housebroken. I would suggest if you can't train your neighbors pets to stay off of your lawn and patio, try fighting fire with fire. Get a pet of your own, something simple but effective, like an elephant, and train him to use the offending neighbors lawn and patio. I'm sure he'll get the message the first time he cuts his lawn.

MORE ABOUT CHARGEX

Answers to some pointed questions people are asking about Canada's most versatile charge card.

What is Chargex?
Chargex is an all-purpose charge card sponsored by four Canadian banks, and is available to customers of any bank. It takes the place of cash in a wide variety of shopping situations, when you don't have cash with you.

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You pay nothing to get a Chargex card. There are no annual dues as with many other charge cards. Payments are not deducted from your bank account. You are sent one monthly bill for all purchases, and pay with one cheque from your own bank. There is no service charge when you pay for purchases within 25 days of your billing date.

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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 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, 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 a convenience for the merchant, 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 let us know, you are protected by a maximum \$50 liability for mis-use 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.

Ask your friendly merchant about the best thing that's happened to shopping. Then listen.

One charge card for almost everything. That's the best thing to happen to shopping in a long, long time. And that's exactly what four progressive Canadian banks had in mind, when they got together to introduce a truly all-purpose shopping card.

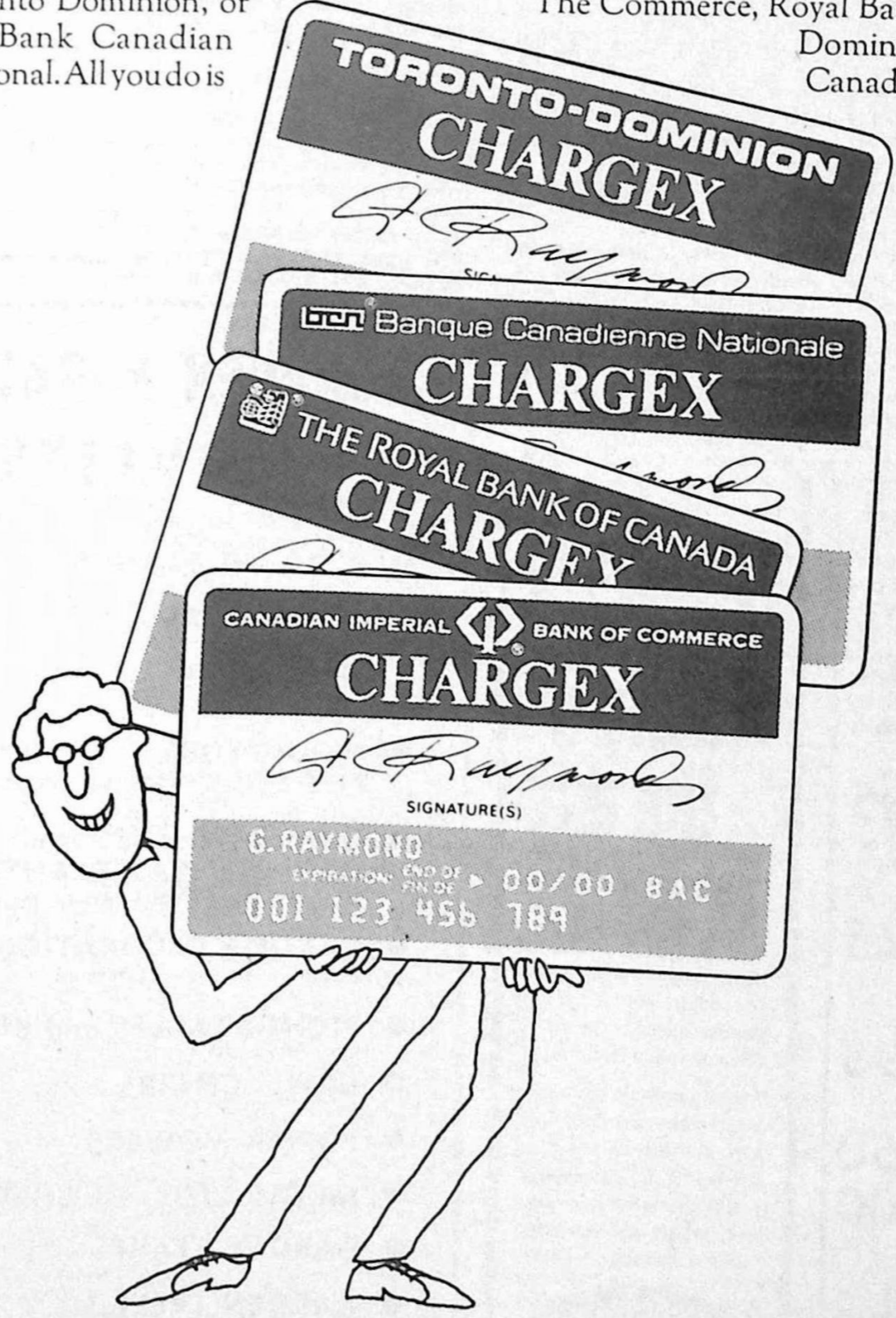
The Chargex* card. Now, the convenience of shopping with a Chargex card has come to your neighbourhood. And a personal request form for your Chargex card should be arriving in the mail any minute now.

Your request form will come from Royal Bank, or The Commerce, or Toronto Dominion, or the Bank Canadian National. All you do is

fill in the few details asked for, and return it to us in the postage-paid envelope. Then get ready to enter a new era in shopping convenience. Where one charge card, the Chargex card, is honoured by over 30,000 Canadian merchants for more than 250 different types of good and services.

Mail your request form without delay. Before you know it, you'll be enjoying the shopping convenience of a Chargex card. And you'll wonder how you ever got along without it.

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Chapel Chimes

PROTESTANT CHAPEL

Sunday April 19 - Morning Worship at 11 a.m. with the sermon subject being: 'IS THERE A GOD IN SPACE?'
 Sunday, April 26 - Morning Worship and Holy Communion (Anglican) at 11 a.m. The Sacrament will be celebrated by the Rev. Eric Scott of Courtenay.
 LADIES GUILD will meet in the Chapel on Tuesday April 21 at 8 p.m. New members are always welcome.
 SUNDAY SCHOOL - meets as usual each Sunday, with classes for the 3 to 6 year-olds in the PMQ School at 11 a.m. and classes for the 7 to 13 year-olds in the

Chapel at 9:30 a.m. Parents are asked to have all children return their Lenten Offering boxes if they have not done so already.
 CHAPEL GROUNDS WORK PARTY: There is a considerable amount of work to be done around the Chapel, such as weeding the flower beds, trimming a few shrubs, and placing wire fences around the new trees. All men who can, are asked to come to the Chapel this Saturday, April 18, between 10 and 12 a.m. that we may do all the work necessary at the same time. Bring a sharp hoe and a strong back.

R. C. CHAPEL

Father James G. Campbell - Base Chaplain (RC) - 339-2211, Local 274

SUNDAY MASSES: 9 a.m. and 11 a.m.

Weekday masses: - Tuesday - 7:30 p.m., Wednesday - 4:30 p.m., Thursday - 4:30 p.m., Friday - 7:30 p.m., Saturday - 7 p.m.

CONFESSIONS: After mass on Saturday at 7 p.m.

BAPTISMS AND MARRIAGES by appointment

CATECHISM CLASSES: 6:30 to 7:30 p.m. Wednesday evening in the PMQ School.
 PRE-SCHOOL CATECHISM: 11 a.m. Sunday in the Parish Hall for ages 4 yrs to Grade 1.

TEENAGE GROUP: Thursdays evening 7 p.m. in the Chapel

NOTE: The Holy Bible, Revised Standard Version, Catholic Edition may be obtained from the Chaplain's office in the Headquarters building or from the Chaplain's residence. These are the paper back C.T.S. Bibles.

Your Discards Create Time Cards

A handicapped person looking for employment didn't have much of a chance on Vancouver Island until the Goodwill Enterprises was formed 13 years ago. The ever expanding organization is sponsored by the four Rotary Clubs of Courtenay, Nanaimo, Duncan and Victoria. Since its inception, Goodwill Enterprises has established stores in these four communities and a modern plant in Victoria that not only refurbishes discarded goods into saleable items but is also a training school for handicapped people.

When a local unemployable handicapped person contacts Goodwill, his case is assessed then referred to the head office in Victoria. If the assessment is favourable, the applicant is taken into the Goodwill retraining and rehabilitation program. The ultimate goal of which is to place the trainee in outside employment, thus offering personal independence. If outside employment is not possible the person is given a permanent job in the Victoria plant or in one of the Goodwill stores. This is just like a regular job and not a charity job. If the employee does not produce because of lack of application he may lose his job, just like anyone else. Whenever possible, training and employment is given in the applicant's home town.

Training consists of appliance repair, re-upholstering, furniture refinishing, shoe repairing, television and radio repairs, bicycle mechanics, warehousing, transportation and the biggest effort of all, dry-cleaning. There is a cooking school, also located in Victoria which, among other things prepares 160 meals a day for the Victoria 'M Meals on Wheels' program which delivers meals to incapacitated elderly persons who cannot prepare their own meals. These are delivered to their homes at a very minimal cost for a three course meal.

Since the training center began to operate in 1967, 163 people have completed the rehabilitation training program and have found full-time employment in their communities. There are 162 people on Goodwill's payroll at the moment, 140 of whom are handicapped.

While the large part of material for the operation comes from individual donations through the deposit booths and home collections, many of the large department stores donate such items as end of the line stocks, partly damaged appliances and just plain surplus goods. Many of the appliances can be cannibalized to make brand new items.



WHEN 442 SQUADRON learned that it was to be re-equipped with sub-sonic Buffaloes they very generously donated their entire rusty Albatross fleet to Goodwill Enterprises. At first, the Goodwill people were overjoyed with their gift, but even after they had completely refurbished the aircraft they could find no buyers. The closest they came to a sale was to the Egyptian Air Force who wanted them as dummy aircraft to line the Cairo runways. Unfortunately the Deposit Booth in the MQ area is the most vandalized in the district. For safe pick-up of your donations please call the Courtenay Goodwill store, 334-4145.

— A Mac Photo

NEXT TOTEM TIMES DEADLINE APRIL 27

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That's Show Biz

The 42nd Annual Academy Award show from Hollywood is over. The Oscars have been given out to the happy winners, and the losers are busy paying off their campaign debts. Agents of the winners have already boosted their clients price per picture, and theatre owners across the continent are advertising Mid-Night Cowboy as the 'Best Picture of the Year'.

With the choice of John Wayne as Best Actor, Hollywood once again proved that it can be swayed by sentiment instead of genuine merit. There is no doubt that old Duke deserved something from his beloved Motion Picture Industry, after 40 years of service, during which he made 201 movies, all money makers. However in my opinion, the choice of Wayne over Dustin Hoffman's powerful performance in 'Midnight Cowboy', was something that could only happen in Hollywood.

It's not a new story from the Academy Awards. It's happened before and it probably will happen again, unless Hollywood changed by next year. My thoughts are with the more deserving performers that never get a chance in the race because of sentiment or in many cases pure politics. People like Judy Garland with her once in a life time performance in 'A Star Is Born' was pushed aside from her deserving Award as Best Actress, because Grace Kelly had just decided to become the new Princess of Monaco. And what

better sendoff for a future Princess than an Oscar. That was pure Politics.

It happened again a few years later with Julie Andrews and her Oscar for all things 'Mary Poppins'. She had sympathy on her side for losing the role of Eliza Doolittle in the movie version of 'My Fair Lady' and so it goes on and on, tearing down an organization originally formed 42 years ago to bring dignity and honor, educationally, scientifically and culturally, to the Motion Picture Industry. It started with much importance and style and everyone nominated was honored to sit in the audience. All the giants of the industry, including Humphrey Bogart, Spencer Tracey and Greer Garson, came to either accept or give out the coveted Oscar. However in recent years very few nominees have even gone to the Ceremony.

I feel that the sincerity of this once honored Programme have cracks so wide, that members of this industry find it hard to look up to it anymore. I personally can't and I'm not alone.

John Wayne deserved something, of that there is no doubt. But Best Actor... Never. Maybe it's about time the Academy opened up some new categories, perhaps for the 'Most Popular Star' and 'Best Comedian' for personalities like Bob Hope, Lucille Ball, and from

feel that the store is for poor people alone, and would like to see more bargain seekers come in and browse around. You never know when a completely rebuilt TV, fridge or stove or other major appliance has just come in from the plant in Victoria and can be had for a fraction of its retail cost.

Three men from the base have given much of their spare time and efforts to get the Courtenay stores appliance department on its feet by repairing the items themselves and teaching the people in the store to do the repairs. At the risk of embarrassing Sgt. Edmo Munro, George Allen and WO Steve Palylyk the Totem Times would like to say "Good Show" gentlemen.

Mr. Gutman expressed the fear that many of the Base personnel

While the large part of material for the operation comes from individual donations through the deposit booths and home collections, many of the large department stores donate such items as end of the line stocks, partly damaged appliances and just plain surplus goods. Many of the appliances can be cannibalized to make brand new items.

Manager of the local store, Mr. H. Gutman said that a new workshop is presently under construction in the rear of the Courtenay store. This will enable repairs to be made to appliances right in the store thereby providing facilities for local handicaps.

Mr. Gutman expressed the fear that many of the Base personnel

LADIES' SWIM CLASSES

Ladies' swim classes will start 11 May, 1970
 Registration day will be 7 May at 1000 hours at the Recreation Centre.
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 For further information contact the Recreation Centre Local 315

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EATON'S

TRANS CANADA SALE

Continues Through
 Saturday, April 18

Vancouver Island Drama Festival

April 20-24 will be the Theatre highlight of the year, as far as Vancouver Island is concerned, and it's all happening in Courtenay. From Monday to Thursday of that week nine drama clubs from this Zone of the B.C. Drama Association will be competing for the privilege of performing in Vernon, June 1-6 in the Provincial Festival.

These nine clubs are producing a total of thirteen plays, all to be produced in the four days of the local festival.

Running down the list of entries there will be; Courtenay's production of "Chamber Music" opening the festival followed by two plays from Yellow Point, "The Farce of the Worthy Master Pierre Patelin" and "The Lunch Hour". The first night will be rounded out with the Duncan's entry of "The Decision".

Tuesday will bring Ladysmith with "The Firm'd Oak" Parksville's presentation of "The Case of the Crushed Petunias" and Courtenay's second entry of "The Zoo Story".

Wednesday offers "The American Dream" by Nanaimo followed by two plays from Duncan "The Brute" and "A Resounding Tinkle".

Thursday ends the active competition with Gibsons Landing bringing "The Lovers", Texada Island's entry of "Feathers" and the end of the Festival, Victoria's Country Church Players will present "In Camera".

Never in the history of Vancouver Island has an audience had the opportunity to see so many high quality plays produced at one time. The whole spectrum of theatre will be demonstrated from farce to comedy to straight drama to tragedy, to theatre of the absurd. There will be at least one production for every taste.

The adjudicator, who will choose the best production and other, individual awards will be Dr. Wandalee Henshaw of the Theatre Department at the University of Victoria. This highly qualified person has studied at the Royal Academy of Art in London, took her Ph.D. in History of the Theatre and has worked with many leading producers as an actress and director in innumerable off-Broadway plays.

Courtenay is pleased and honored to be able to find an adjudicator of such a high calibre. Each night she will give the audience her evaluation of the plays produced. On Thursday she will announce the winning entry along with the other two plays which will complete "Honors Night".

Honors Night will be held on Friday, April 24. The evening's entertainment will comprise of the three best productions of the week.

That, in a rather large nutshell, is the Vancouver Island Art Drama Festival.



THIS LOVELY BEVY of beauties is about to commit murder, but don't call the police, they are only practicing during an (pardon the expression) 'undressed rehearsal' in preparation for the Vancouver Island Drama Festival. — A Mac Photo

Hospital Humbug

Hospital headlines in brief —

1. The BSurg threw out his elbow.
2. Our singing flight surgeon threw a rock.
3. Dr. Casselman through his leave.
4. The nurses threw a party.

The first headline from the Officer's Mess, Dr. Thatcher was seen to be enjoying himself at a game of "crud" which later developed into a painful elbow, resulting in the second day in three years that our BSurg has been incapacitated.

The BSurg was M & XD'd 24 hours by the new flight surgeon who was also useless that day, because instead of throwing his elbow that night, he threw a rock-diamond, that is (compressed soot) and they've even set the magic date for July 11, 1970.

The welfare of the patients was maintained however by the return of our famous naval (oops, sorry-seamen) surgeon, Dr. C. who had just enjoyed three weeks of R&R with Mrs. C. in the PMQ's and surrounding areas.

The party? Oh yes, the party. The nurses (the unclaimed treasurers that is) had a housewarming for "HONK" (We're not swearing this time, Mr. Editor). That's the winning name in the recent "Name Our Cottage" contest - held in the



HONK HOUSE

Base hospital by the nurses after acquiring the cottage pictured above or below - wherever Mac puts it, if he puts it. We would like to explain why this name won the prize. Our esteemed new flight surgeon figured that the dangerous driveway to the cottage warranted a honk and since the nurses cannot afford two signs, he figured "HONK" would be an appropriate sign, so the cottage is called "HONK" and the party was a Honker's delight.

That's the news, troops and so the Hospital Bumbug limps on until the next Humbug.

Classifieds

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FOR SALE: 1 64 Plymouth Fury convertible V-8 call Ron Williams Loc 334

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FOR SALE: Waterfnt acreage, Cbn. and storage shed new poured concrete foundation with a cottage plan in outstanding view location over Straits 9 1/2 acres 190' frontage on ocean near Bates Beach Information Major Merv Miller 658-5693

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6	20	74.55	1676.33
7	20	90.27	2006.60
8	20	106.78	2353.38
9	20	124.13	2717.51
10	20	142.32	3099.83
11	20	161.45	3501.28
12	20	181.51	3922.79
13	20	202.60	4365.39
14	20	224.71	4830.10
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17	40	241.65	4852.72
18	40	229.74	4602.46
19	40	217.22	4339.68
20	40	204.08	4063.76
21	40	190.29	3774.05
22	40	175.80	3469.85
23	40	160.59	3150.44
24	40	144.62	2815.06
25	40	127.85	2462.91
26	40	110.25	2093.16
27	40	91.76	1704.92
28	40	72.37	1297.29
29	40	51.94	869.23
30	40	30.56	419.79*

* This is your balance after 15 years of withdrawals.
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Super vs. Midget Juvenile division winners — (Ed Mullen Photo)

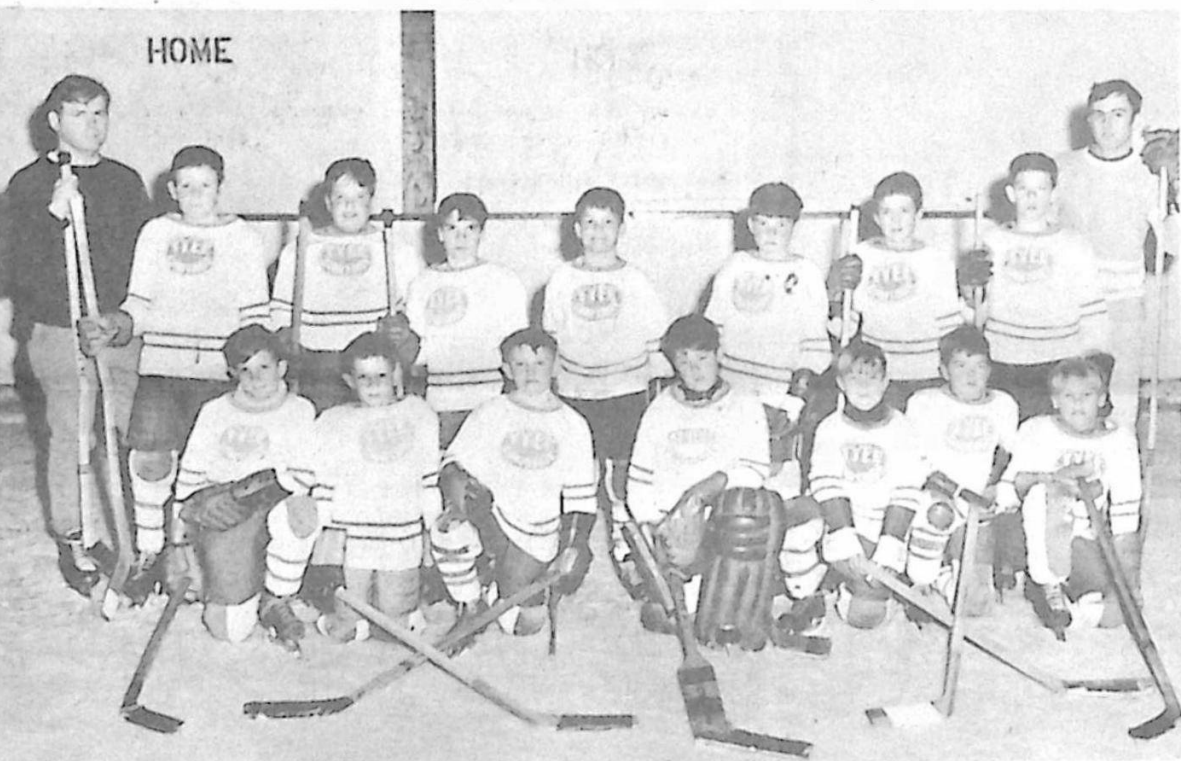
Champs Pose for Ed Mullen



Lions, Bantam Division Winners — (Ed Mullen Photo)



Chiefs, Pee Wee division winners — (Ed Mullen Photo)



Martins, Mosquito division winners — (Ed Mullen Photo)

Cold Lake New Hockey Champs

OTTAWA (CPP) — Cold Lake Packers out-scored Hemer Germany's Rebels 5-4 recently, to win the 1970 Canadian National Military Hockey Championships at Canadian Forces Base Borden.

The Cinderella club from Alberta had a perfect record of four wins and no losses as they out-skated, out-hustled and out-shot their opponents throughout the week-long tourney.

Big Jim Gibhart, an air-

force physical training instructor at CFB Kingston, won most valuable player award honours. He performed on the blueline for the Kingston sextet which had a 1-2 record.

Other teams competing and their records included Hemer Rebels, 3-1; Valcartier 2-1; Gagetown 2-1; North Bay 1-2; Kingston 1-2; Esquimalt 0-3; and Winnipeg 0-3.

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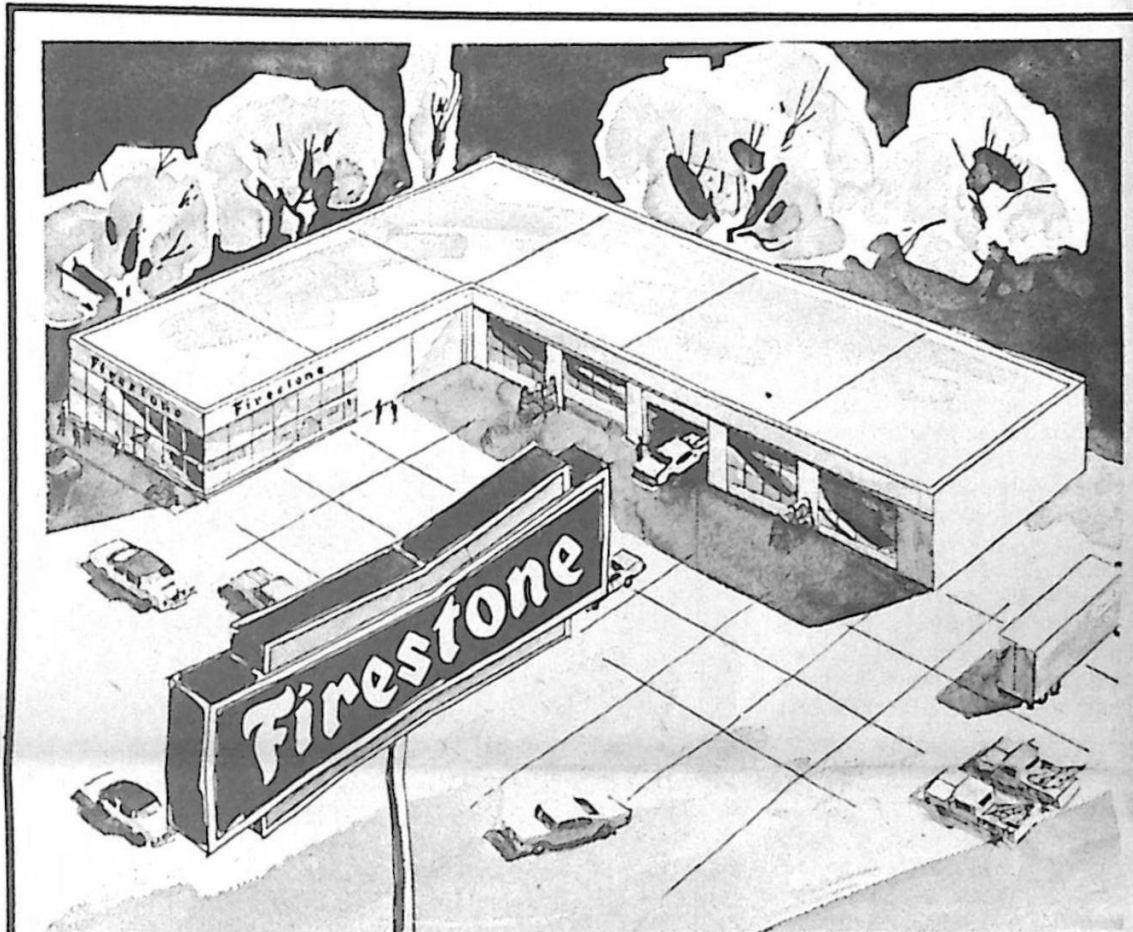
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Up the Creek With a Paddle

There are some 40 men and women in British Columbia who take seriously when you tell them to "go paddle their canoe."

They are members of the B.C. Kayak and Canoe Club, sponsors of the annual Capilano White Water Regatta, May 16-17. The third annual water extravaganza has special meaning this year. It is a part of the British Columbia Festival of Sports. The Festival of Sports will be staged May 16 through June 1. Over 125,000 athletes from all parts of the world will compete in 47 sports 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 Capilano Canyon White Water races are a spectacular, and often dangerous, event. The regatta is broken into two parts. Down river races and Slalom. The downriver races will be staged May 16, the slalom races May 17.

Down river races for both one and two-man crafts are staged over a course covering three and one-half miles through the picturesque, but awesome, Capilano Canyon, finishing at the Park Royal shopping complex.

Slalom craft will battle their way through an exacting 200-yd. 5-gate course below the thundering spill of the Cleveland Dam. Water will be running at around 1,000 c.u.-ft.-per-second. Competitors will have to pass through gates down stream, up stream and across a torrid current.

The course will be contained within the upper part of the Canyon - as will the Downriver races - just below the fish pass. This tricky section of the river has an abundant supply of boulders which produces a large challenge to all racers.

B.C. entrants will be out to snap the domination of two American men. Last year, American White Water champion, Al Zob, of Seattle paddled away with the open men's slalom title. Seattle's Ron Bohlander won the Downriver event. Both will be back to defend their title.

Top British Columbia threat is Erich Kozak of Vancouver, who won the down-river race two years ago and placed high in the slalom.

As well as the White Water Regatta, the British Columbia Festival of Sports will also provide the background for 22 other international events, a host of provincial championships and four national finals.

CRA Launches League

The Courtenay Recreation Association announced today that its annual Womens softball league will start on the first weekend in May. Interested ladies should contact Mr. John Marinus at 339-2812 or 334-2590. All positions are open and there will be four complete teams. The teams will compete with down Island teams in competitions and tournaments. Come on out girls and really swing this season.

DEER

The largest deer is the Alaskan moose. One standing 7 feet 8 inches at the withers, and weighing 1,800 pounds was shot in 1897 in the Yukon Territory. Unconfirmed measurements of up to 8 1/2 feet at the withers and 2,600 pounds have been claimed. The record antler span is 78 1/2 inches.

The smallest deer is the mouse deer of southeast Asia. It has a shoulder height of up to 13 inches and a maximum weight of 11 pounds.

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LAVER'S
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New car lot opens at Comox



NEW CAR LOT AT COMOX — One of the West Coast's leading used car dealers, Ralph Williams, who sponsors the Late Show on Channel Five announced the grand opening of his new car lot in Comox. Ralph, who has progressively built a chain of lots from Tijuana to Vancouver said in a Times interview, "I want to hit the Monsoon Belt market, that's why I am featuring all tracked vehicles on this lot." Ace salesman, Chick Lambert, who is familiar to all late show viewers with his dog Storm, cannot be seen in this picture as he was looking for Storm who was away on a desperate search for a wheel.

Questionnaire on the Status of Women

1. Sex: — male — female
Answer: Yes

2. Marital Status: — single, engaged, married, divorced, widowed, separated
Answer: Guess!!!

3. Do you believe that women should be equal?
Answer: To what?

4. Do you think they are equal?
Answer: More than.

5. Would you want a woman to be your boss? Why?
Answer: Yes, if she liked me very much.

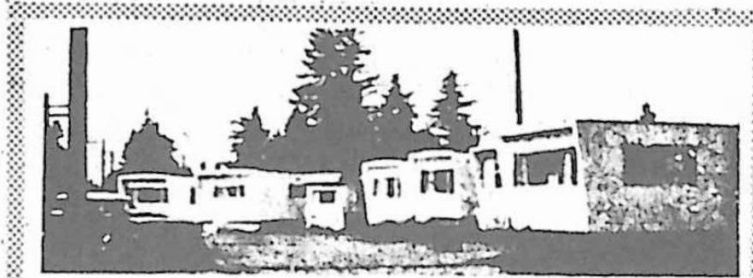
6. Would you want your wife to earn more than you do? Why? (or would you want to earn more than your husband?)
Answer: Yes. Because I'm retiring.

7. If you had two job applicants with the same qualifications and one was male and the other was female, who would you hire?
Answer: Female (So that her husband can retire)

8. Any other comments on the status of women.
Answer: If they weren't here, where would I be? No wife to work while I retired.

LONGEST MOUSTACHE

The longest moustache on record is that of Masuriya Din (born 1916) a Brahmin of the Partabhar district in Uttar Pradesh, India. It grew to an extended span of 102 inches between 1949 and 1962, and costs about \$36.40 per year in upkeep.



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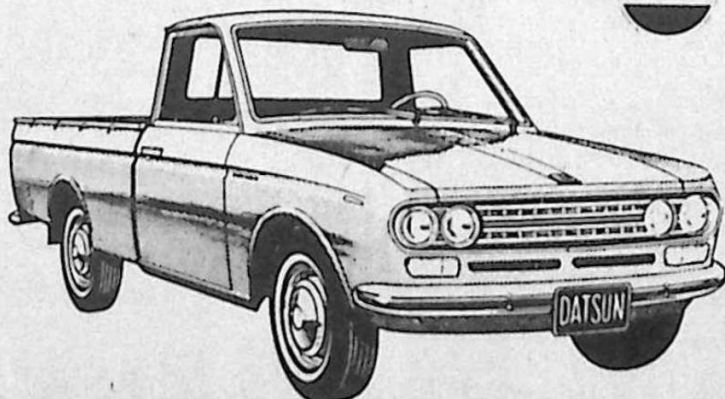
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