



TOTEM TIMES

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VOL. 12

CFB COMOX, THURSDAY, JULY 9, 1970

No. 14



The new Miss CFB Comox

Miss Louise Siew Chosen

On Saturday, June 27, the highlight of the "Miss CFB Comox" contest took place when the winner and first and second runners-up were announced by Dick Honey from Station CKLG Vancouver, who acted as Master of Ceremonies at the Teen Dance held in the Recreation Centre, CFB Comox.

Chosen by the judges out of ten contestants to have the honor of being "Miss CFB Comox 1970" was Miss Louise Siew, daughter of Mr. and Mrs. S.J. Siew. Point Holmes. Louise is 17 years old and graduated from Georges P. Vanier School. Louise was sponsored by 409 Squadron.

The first runner-up was Miss Marjorie Woodman, daughter of Mr. and Mrs. A.R. Woodman, Comox. Marjorie is 17 years old and attends Georges P. Vanier School. Marjorie was sponsored by the CYO and GTO Groups.

The second runner-up was Miss Sharron Williams, daughter of Mr. and Mrs. Douglas Williams, Comox. Sharron is 17 years old and attends Georges P. Vanier School. Sharron was sponsored by the Officers' Wives Club.

Col. G.H. Nichols, Base Commander CFB Comox was called upon to make the presentation of gifts. The winner received a beautiful watch and the runners-up each received a vanity case. Moments were given to each contestant. A gift was presented to the winner on behalf of Mrs. M. Vickberg. Gift certificates were given to the three winners on behalf of the Nu-Look Salon, and the flowers were kindly donated by the Comox-Courtenay Florists.

The judges of the contest were: Larry Brown, representing Mayor Hobson; Miss E. Turnbull, representing Mayor Ellis; Alex Cobban; Mrs. M. Vickberg; Mrs. A. Walsh; Kim Smith and Robert Laroche.

The Wallace Gardens Community Council, sponsors of the contest, would like to thank the contestants, the sponsoring organizations, the judges and those who donated gifts for the participants and the many other people who helped to make the contest such a success.

3rd Annual Totem Times Wallace Gardens Soap Box Derby

3rd Annual Totem Times, Wallace Gardens Soapbox Saturday, 15th of August

1000 hours

Kids, it's that time of the year again. Time to dig out those buggy or wagon wheels and get busy on your 1970 model Soapbox car. As in the past, speed will be the main theme of the derby, but there will be an additional prize for the best designed car. This car will not necessarily have to be the fastest to win this category.

Let's get cracking on those cars now, and see if we can't make this year's derby an even bigger event than last year's. Let's see if we can't find a new champion driving team to take the trophy away from that pair of Geneau speed demons who have taken first place honours for two years running.

GOODLUCK

RULES

Eligibility: Open to all PMQ dependants from 6 to 14 years of age inclusive.

Soapbox size: Length 6 feet maximum, width 3 feet maximum, wheel diameter - 12 inches maximum.

Steering must be positive, i.e. no hand held ropes or foot steering.

Brakes: There must be a positive braking system installed.

Added weights: The addition of ballast is forbidden.

Parental Aid: Parents are requested to keep their help to a minimum, the idea is for the children to build the car themselves.

GENERAL INFORMATION

The contestants will be divided into three age groups: (6, 7 and 8) (9, 10 and 11) and (12, 13 and 14)

The three divisions will be run off for their own championships and the respective champs will run off for the Grand Champion Award, the Totem Times Trophy.

Each car will be registered on Saturday, August the 8th at 1000 hours on the PMQ school grounds. At this time a safety check will be carried out by a "qualified soapbox engineer." Those cars failing the safety check may re-apply for registration at 1800 hours on August the 12th at the PMQ school.

Each car will be registered in the name of two competitors only, who should be of the same age group if possible otherwise the age of the senior member will determine the division the car will be entered in. Numbers will be allotted at the registration and these numbers must be painted prominently on the cars prior to the race date.

There will be prizes for the best designed car. Judging for this will take place 30 minutes prior to the start of the races.

The following application form must be completed and handed in when registering.

TOTEM TIMES, WALLACE GARDENS 1970 SOAPBOX DERBY REGISTRATION FORM

Drivers Name.....Age.....Sex.....

Co-Drivers Name.....Age.....Sex.....

I certify above general rules will be carried out.

Signature - Parent or Guardian

The great chase

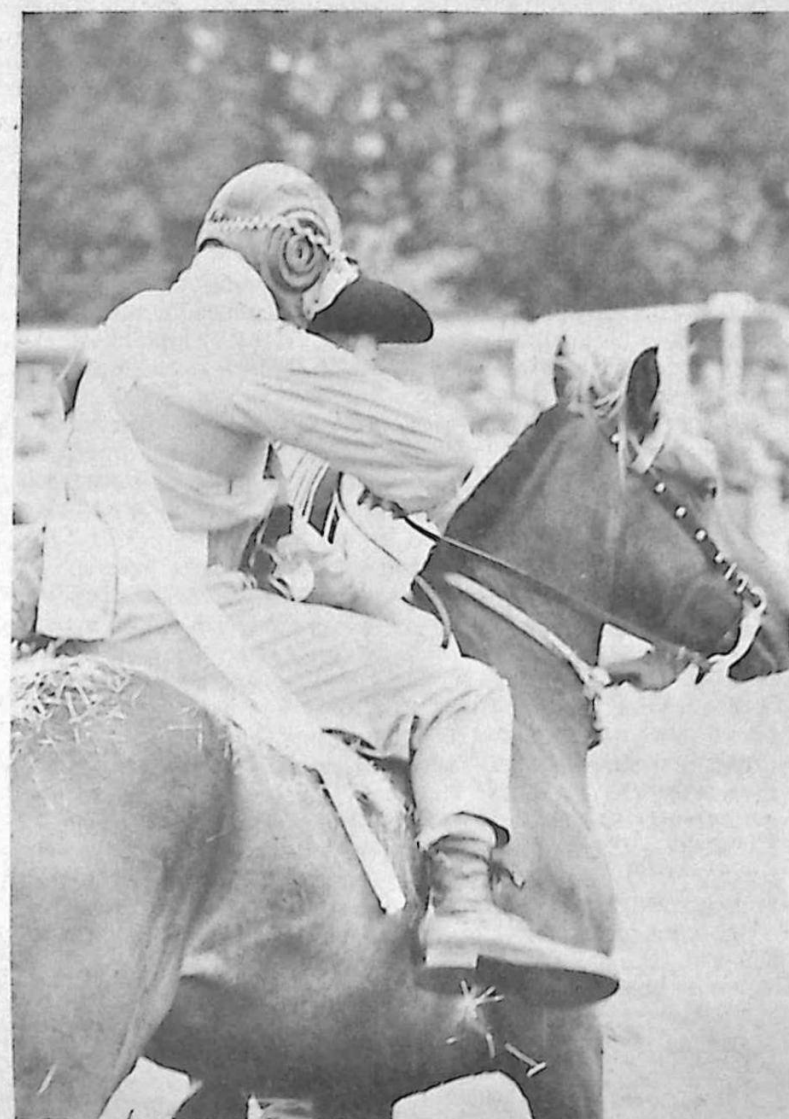
One of the highlights of Courtenay's July 1st celebrations featured Myrtle Vickberg oversteering a horse. The event was the traditional velocity competition in which the local MLA and the local base commander each try to best the organizer of the July 1st gala. In past years the race has featured inner tube rafts on the Puntledge, go-karts, and even rick-shas. This year no water power, gas power, or cooley power. The accent was on horsepower, twice around the track, and may the best outburner win.

The local chapter of the women's liberation movement selected Mrs. Vickberg's mount, a large gray gelding which looked more equal than any of the other 'horses.' Colonel Grant Nichols was issued a cross between a Sopwith Camel and a Shetland Pony, and the Honourable Dan Campbell was voted a donkey.

The race was a bit slow getting started, but at length the contestants, astride their mounts, shuffled into position at the starting gate. "They're off," someone shouted, but the race had not begun. The shout was referring to Nichols and Campbell, both of whom had been unseated by their tiny burros.

The official starting pistol went and Myrtle immediately broke into the lead, not at a gallop, or even a trot, but doing a sort of schottische. Col. Nichols, dressed in a 'great pumpkin' flying suit and a helmet and goggles that would have turned Snoopy green with envy, revved his motor, flapped his wings, and inched slowly forward. His medals weighed him down like anchors and he just couldn't get enough lift out of his scarf. Mr. Campbell, attired in red and white riding costume with a distinct Victorian accent, remained at the starting point, sitting his mount like an aristocrat. His donkey, with delusions of grandeur, turned up its aquiline nose and disdained to move without so much as a fox, or even a hound for incentive.

By the end of the first lap the various strategies of the contestants were becoming evident. Mrs. Vickberg found that she could stay airborne for part of



DRESSED LIKE a WW flying war hero, the Base Commander Col. Nichols does a low speed pass aboard a new hay burning all weather fighter. "When the General said 'Air Cavalry' said the Colonel 'I had no idea he meant it literally.'" (A MacPhoto)

the time while her horse was trotting - this allowed her short periods of relaxation and comfort, to say nothing of increasing the speed advantage due to a lower coefficient of friction, more thrust, and less aileron drag in the turns. Col. Nichols couldn't use this strategy since his Shetland Camel had enough trouble just keeping the Colonel's medals from dragging. The Colonel had fitted his rig with a chaff dispenser to throw all of his pursuers off the track. Then, showman that he was, he displayed supreme confidence by executing a perfect half-roll-and-pull-through every half lap. The chaff failed to do its job; Mr. Campbell's hairy beast thought the chaff was grass, and quickly closed the gap, nostrils dilated and eyes glazing. Soon realizing its error, it gave up in disgust.

First to cross the finish line was Myrtle, still in mid-air and seeming a bit reluctant to come down. Second was Col. Nichols, throwing in one last victory roll for good measure. Bringing up the rear was Mr. Campbell. His attempt to win the coveted second prize by cutting the Colonel off at the pass had failed, and he ended up dismounting and dragging his ass across the finish line in last place.

Awards were presented to winners of the first three places, and the crowd cheered them, good sportsmen all. Col. Nichols presented each of the other contestants with an anchor-sized medal. Apparently he doesn't want to be too weighted down during next year's sky-diving competition.

4 ATAF wins weapons meet

SPANGDAHLEM, Germany (CFP) - Strike-attack pilots of the 4th Allied tactical airforce, including four Canadians have won NATO's 9th annual tactical air weapons meet held in June at Spangdahlem, West Germany.

Four ATAF's team, which included Canadian, American and West German pilots, dethroned 2 ATAF 1969 winner of the Broadhurst trophy as NATO's top strike-attack air force. British, Belgian, Dutch and West German flyers formed the 2 ATAF team.

The two NATO air formations competed in simulated nuclear attack strikes and conventional weapons contests. The latter was won this year by French pilots, guests at the meet, flying F-100 super Sabre jets. Canada does not compete on the conventional weapons event.

Of 24 flyers competing in the nuclear event, Canada's Capt. Dale Andersen of Rosedale Station, Alta., was top man

among the 16 CF-104 starfighter pilots. He scored 245 of a possible 290 points in eight missions. Andersen finished fourth, overall, eight points behind two British Canberra bomber pilots and an American Phantom jet flyer.

Other Canadian pilots participating were Maj. E.J.M. Keogh of Montreal, and Lieutenants John David of Renfrew, Ont., and G.K. Dunn of Winnipeg. All are based at Baden Soellingen, West Germany.

The flyers scored points for navigation, speed, altitude and time over check points as well as bombing accuracy.

Aircraft Swap Agreement

An agreement has been reached between the governments of Canada and the U.S. to exchange 58 CF101 Voodoo aircraft for the same number of USAF 101 Voodoos. Under the agreement Canada will also obtain eight additional aircraft to bring its Air Defence commands Voodoo strength up to the original inventory of 66 aircraft. The Canadian Forces CF101s are part of Canada's contribution to NORAD and are based at Bagotville, Chatham, Comox and Val d'Or.

The USAF F101 interceptors are superior to the CF101s under all operational conditions, particularly at low level and the electronic countermeasures environment.

The aircrafts fire control system will provide Canadian aircrews with a greatly improved capability.

The exchange and procurement program involves a cash expenditure by Canada of approximately seven million dollars to be spent in Canada for work on the aircraft and to modernize facilities for the repair and overhaul of the aircrafts fire control systems.

In addition Canada will continue to assume the U.S. operational and maintenance financial responsibilities, which equate to approximately 31 million dollars, for certain Pine Tree Line Radar sites until 31 July 1971. Cost sharing arrangements subsequent to July 1971 are the subject of current negotiations.

The CF101 engines, the ejector systems and navigation and communications systems have received Canadian modification over the years and will be fitted

in the F101 aircraft.

The exchange begins this month and will be completed in the fall of 1971.

Traditionally, CFB Comox is the last base to be re-equipped and there are no indications that there will be any break with this time honored tradition therefore practice parades for the turn over ceremonies will not start until the fall of 1971.

Disbanded and re-banded

Three of nine professional bands of the regular armed forces will be renamed and another will change location later this summer.

With reorganization the number of authorized military bandsmen will be reduced from 642 to 424. Reductions will take place gradually as normal retirements occur.

The National Band of the Canadian Armed Forces in Ottawa will be named the Canadian Forces Central Band.

The Canadian Forces Vimy Band in Kingston will be designated the Air Transport Command Band.

The Royal Canadian Artillery Band in the Montreal area will be renamed at a later date.

The Royal Canadian Regiment Band in London, Ont., will move to Canadian Forces Base Gagetown, N.B.

Of the nine bands, the Canadian Forces Central Band in Ottawa will be the largest with 62 musicians. Others will vary from 39 to 45 members.



"HEY YOU GUYS, cool it" said Fire Chief Captain Palmer as he and some of the boys kibitz on the stage "that guy on the horse is my boss, the Base Commander." (A MacPhoto)

Chief of Chiefs

It was the First of July and there, in Courtenay's Lewis Park, was a scene to pique the most jaded tourist's curiosity. It looked like a hash of hippies, bedded down under a tarpaulin in the mid-afternoon sun. No, on closer inspection, these characters were a bit long in the tooth for that, more like a group of Groggins from Abbie and Slat. All was quiet except for the snoring; that was noisy.

All of a sudden, all hell broke loose. Fire sirens sounded and spectators jockeyed for a better view. Someone threw the tarp back to reveal five sleeping male

bodies, some of which slowly began to stir. One of the men, clad in long johns, yawned, stretched, finally got up and ran (in slow motion) the 20 yards to where his fireman's kit was piled, ready and waiting. He was followed by three others, and finally a fourth, enveloped in a giant nightshirt which kept tripping him every few yards. The five all struggled into their gear, and, quick as a wink, the good fairy transformed them into Fire Chiefs, every one. To complete the 89 yard course, the chiefs raced up the field to where a fireman's ladder was lying in the grass. The winner prostrated

himself on the ladder and the four losers carried the ladder, chief and all, up to the stage to collect his winning prize.

Represented in the race were the fire chiefs of all the local community fire departments: Chief Lawrence Burns of Courtenay, Chief Jack Robertson of Cumberland, Chief Ken Peters of Union Bay, Bud Hand who represented Chief Burt Cameron of Comox, and Chief George Palmer, the winner, from CFB Comox. Captain Palmer was presented with a ceremonial bucket (plastic) inscribed "To The Most Agile Fire Chief."

Caribous in Peru

Canadian Forces Base Trenton's 424 Transport and Rescue Squadron are flying daily trips from Lima to Gallejon de Hualylas, a 90-mile long valley hit hard by a shattering earthquake on Sunday May 31.

Five twin engine Caribou aircraft and support planes arrived in Peru on June 6. The short take off and landing Caribou and their crews were faced with a rugged job - to transport medical supplies and evacuate the injured using a 3,000-foot makeshift airstrip 8,700 feet high in the Andes mountains.

The enormity of their flying job became evident on the first Caribou run. Cloud blankets Lima during this, the winter season to about the 2,500 foot level. So, flying on instruments, the first Caribou crew climbed northwards from Lima to get above cloud. Once in sunshine they inched upwards to 14,500 feet to safely cross the Cordillera Negra, (Black Mountain range.) They next guided their craft through a pass and then descended steeply into the Valley of Rio Santa River to land on a small dirt strip at Anta still under construction.

The first flight set the pattern for 424 Squadron airlift operations. As disaster relief aid continues, armed forces crews on landing at Anta, remain on the ground only 20 minutes to unload cargo and take on injured, orphans and homeless Indian mountain people. They work at high altitude without oxygen.

Then follows a dust-storming take-off and a steep climb straight ahead until the Caribou have gained enough height to turn about between rock walls that rise abruptly on both sides of the narrow valley.

At first the Caribou litters were full with casualties crushed by collapsing adobe walls. Injuries included broken backs, countless broken arms and legs, fractured skulls and contused wounds most of which were infected after days without medical attention. When litters were full, more injured were strapped to the aircraft floor.

The pace was such that in the first six days of flying 806 persons were carried and more than 70 tons of food, water, fuel, clothing, vaccine, hypodermics, plasma, bandages and medicines were transported by the Canadian Caribou squadron.

The situation is improving around Anta but there is still great need for help at the north end of the valley around Caras where top priority is being given to the construction of a small landing strip.

Perhaps the Canadian Caribou will be tasked to fly that shuttle route, perhaps not. Members of 424 squadron are wondering about that now. Will it mean more weeks away from home? They don't know and nobody yet can say. But what the Caribou men do know is that if they are called upon, they now have the experience necessary to face the difficult but worthwhile task of bringing relief to those in need.

Second Service Wife on Argus

It was a normal, routine Friday. I pulled into the driveway thankful that another working day was over. With a twinge of excitement I reminded myself that tomorrow evening my husband would be back from his two week exercise in Hawaii. Then the telephone rang and the news I received marked the beginning of the most unusual and interesting experience of my life. The reason for this adventure is the only part I would like to change, the rest has given new meaning to my being the wife of a member of the C.A.F. 407 Squadron.

When they told me they were trying their hardest to book me on the Argus flight to Hawaii, I had no idea that it was so unusual to carry female passengers on this type of aircraft. And when I finally did realize, it only underlined even more the special feelings I have developed toward Aircraft 720, and all the boys in 407. They were taking me to Hawaii to visit my husband who had been injured in a fall from a palm tree.

Monday evening at ten-thirty I found my way to the "breezeway" of Hangar No. 7, where I was greeted by Major Morris, acting C.O. of the Squadron. I was led into a room which was filled with men in white coveralls, grey and navy flight suits. Some time during the preparations for this flight Captain Moberley had drawn the short straw, and as a result it would be a part of his duty on this trip to brief the female passenger on the flight routine. Since my more knowledgeable friends were most concerned about washroom facilities on the aircraft, may I point out that special arrangements had been made which were quite satisfactory for all.

I was given a pamphlet of instructions for passengers on Argus Aircraft (please read before take-off), and suddenly it was time to go aboard. A great thrill ran through me as I walked in the darkness toward this strange machine which would take me to Hawaii.

Captain Hemus was the pilot in charge of the flight. Up to this point I had no idea how many people were involved with Argus, but I later learned there were eight flight crew and eight ground crew.

The take off preparations seemed quite involved, and from my seat near the galley, I could see a hustle of activities as each man turned to his job. An enormous amount of food was being stored in the fridge, drawers and cupboards, and a notice was posted indicating the types of food available and the allotment for each person. As there are no definite meal times, each man is responsible for his own cooking and clean up.

Then over the intercom came muffled take off instructions, and the engines came to life with a great roar. I remember glancing at my watch and thinking we were twenty minutes early, but little did I know that it would take this mighty metal bird twenty minutes to shake itself into readiness. There was no window where I sat, so I could only sense the turning motions as we taxied out onto the runway. Then at exactly midnight we were airborne.

The bunks were soon filled with men who would relieve the pilot, flight engineer and navigator. In the rear of the aircraft, the ground crew had already settled themselves for the night - their work would begin when we landed.

Once the initial activity settled into routine, Captain Moberley brought me a head set and plugged into the intercom flight communications. With special permission from Captain Hemus, they gave me a tour of the cockpit where Lt. Scott and Capt. MacKay explained the various functions of the maze of instruments on the panels in front of them. I realized with pride that these were the instruments with which my husband is specifically concerned in his job as instrument technician.

Throughout the 11½ hour flight, I was aware of the 2 hourly change in shifts as one of the crew would approach a bunk and give a wakening nudge to his relief. The "hot cups" in the galley were busy all night making coffee or tea for anyone who was awake.

At 06:30 hours the smell of bacon and eggs was too much for me and I staggered out to the galley for breakfast. My timing was perfect, for the next two hours were very busy ones in the confined cooking area.

About an hour before we landed, my conscientious guide appeared once more and took me to the crawl space below the

cockpit and I found myself in the glass enclosed nose of the Argus. What a breathtaking view. Through the bright sunlight, I could see miles and miles of cloud and ocean and then suddenly, land - the Hawaiian Islands. The island of Oahu stood out like a papier mache mock up, the volcanic ridges clearly visible with the beautiful blue green ocean outlining the shore. As we turned toward Waikiki and Pearl Harbour, we could hear through our headsets the Honolulu air traffic and then our pilots were receiving landing instructions from Barbours Point.

The duties of the flight crew had almost ended and the ground crew was ready to take over apparently a five hour task. Just as each instrument on the panels in the cockpit had their interlocking functions, so had each member of the crew. For the first time I realize just exactly how important were each one of these men, not only to this flight, but to the whole squadron.

As I descended the stairs of the stand, Lt. Col. Middleton and Major Osborne greeted me with "Aloha" and the first leg of my journey was over. Wherever the Argus took these men, for whatever purpose, I had witnessed the basic flight routine of every mission.

The return trip gave me an even better understanding, and because of the increased number of passengers on the return flight, I even had the chance to play stewardess by passing out the box lunches. In my enthusiasm, however, I goofed - I did not notice that I had worked my way into the end of the aircraft which had been made out of bounds to me, (part of the washroom routine) I was quickly reminded before any harm was done, and returned to my seat to enjoy the remainder of the trip back to Comox as the only female on a passenger list of 35.

Bud is making good progress in Tripler Army Hospital, Honolulu. I am certain that my visit with him had given him the courage he may need during the remainder of his convalescence.

Thank you 407, and God bless you all, and a very special female salute to Argus No. 720, exclusive to Hawaii.

Demon doins

Crews 3, 4 and 5 have recently returned from Hawaii where they participated in an ASW exercise, Aswex 1-70. This was a multi-nation exercise involving Maritime forces from Canada, Australia, New Zealand, Japan and the United States. The Aussies and Japanese were flying P2V Neptune aircraft with the Americans and New Zealanders flying P3 Orions. This was a combined exercise with the air element operating in support of the surface forces taking part in Aswex 1-70. Included in the exercise were HMCS Provider, Yukon and Mackenzie. The exercise provided an opportunity for co-ordinated operations between surface and air elements and also gave the nations involved a chance to study and improve upon existing orders and directives governing operations involving allied forces. The enemy consisted of two submarines, one American and one Japanese. This exercise provided one of the few opportunities that West coast crews of our Maritime forces (Air) have to operate against "live" submarines. Along with this type of "live" sub time the Canadian crews also had a chance to drop practice torpedoes. The submerged vessel used as a target for these drops I'm sure can testify to the success of the runs made on her!

The bar and barracks gave both the ground and air crews an excellent opportunity to meet personnel from the participating countries. The understanding and friendship that was gleaned from the many conversations with those from other countries and cultures was an added bonus of the joint exercise.

After the flying phase of the exercise was completed a small get together of the air and ground crews was held. It was here that it was announced that Lt. Col. John Middleton was celebrating his 42nd year on earth. Those in attendance made sure that he received the "bumps" and a Happy Birthday was sung (?).

On the final evening before the crews departed Hawaii, the Canadians gave a cocktail party for all the participating squadrons. Lt. Col. Middleton presented plaques to the participating members of Aswex 1-70. These were especially made

While the Defence Department has become famous for its cutbacks in spending of the Defence dollar, many inventors have been busily engaged with all sorts of new gadgetry with an eye to the quick sale of money saving devices to the penny pinching department.

One interesting economic bid to replace the de-commissioned, sub hunting Bonaventure is the SBT (steam bath tub) Poofiebell, shown above during its secret trials on Comox (or Cumberland) Lake last Sunday morning.

The Poofiebell carries no armament and is not fast enough to catch an enemy submarine but it utilizes an unique new tactic never before used in maritime warfare. This tactic is as simple as it is functional. The Poofiebell steams through waters suspected of harboring enemy submarines. Any submarine sighting the strange looking craft is expected to surface for a better look. Once on the surface the crew will clamber out on deck, then the Poofiebell steams into hailing distance and announces that unless the sub surrenders she will be rammed. The submarines crew is then expected to laugh so hard at this line that they will all fall overboard and the Poofiebell will steam by and cut them into little pieces with its paddlewheel.

The concept of the attack is so hideous it has already caused great outcries of protest from pacifist groups and a special delegation has left Royston for the Geneva disarmament talks.

The SBT Poofiebell was built jointly by Mr. Sid Belsom and Mr. George Doughty with assistance from Mr. Hugh McGill, Harry and John Doughty and many others.

The Poofiebell is out of the same stable as the Poofmobile which is well known in the area as a major parade attraction. Unfortunately the Poofmobile has been absent from parades for the last two years as some of the parts are being used on Poofiebell.

Mr. Belsom and Mr. Doughty are engineers at the Base Heating Plant. And being well versed in steam engineering they took an interest in the Poofmobile project in 1964. When the Nanaimo Bathub race was inaugurated they felt that a steam powered bathub was a natural step in progress. A feasibility study was promptly conducted and the project was deemed practicable and so

Secret SBT trials revealed



WITH ONE HAND ON THE TILLER, pilot Sid Belsom waves to a crowd of prospective defence buyers as he steams by aboard the SBT Poofiebell. (A MacPhoto)

Poofiebell left the drawing board and went into production in time for the bathub race last year.

The craft is described technically as a twin float supported, galvanized bathub, powered by a twin cylinder, 2.43 horsepower steam engine driving an eight bladed, fixed pitch, stern mounted paddle wheel by direct drive. The steam is supplied by an Ofeltd type, vertical drum, water tube boiler which burns number two furnace fuel in a steam atomizing burner. It is interesting to note that the boiler feed pump and condenser pump are driven from the port engine crosshead.

Fuel and water for six hours steaming is carried in the floats themselves and gives a maximum range of 34 nautical miles, with the tide. Fuel transfer is accomplished by pressurizing the tanks with compressed air from a hand pump mounted on the port side of the cockpit, which forces it into a float chamber and then flows via gravity into the burner. Water is transferred into the condenser pump suction by utilizing the

vacuum from the condenser and into the hot well.

Engine and forward speed is controlled by a half inch globe valve located on the starboard side of the cockpit. Instrumentation is simple, consisting of two water level gauges and four pressure gauges. Engine overheat is indicated by a burning sensation applied to the soles of the pilots boots. As a backup overheat warning system, an unique smoke signal is transmitted from the wooden mounting platform which supports the boiler. Directional control is accomplished by applying torque in the appropriate direction to a spoked wheel mounted on the starboard side of the cockpit. This in turn changes the angle of attack on the twin rudders mounted on the stern of the pontoons.

To cut costs navigational aids were kept minimal. The pilot is required to take visual sightings of what ever landmarks are available when ever the smoke from the short stack is not blowing in his face.



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Training Slated

BASE GAGETOWN, N.B. (CFP) — The forces are amalgamating and centralizing training facilities here for the three combat arms — armour, artillery and infantry. The move was announced by Defence Minister Leo Cadieux last September.



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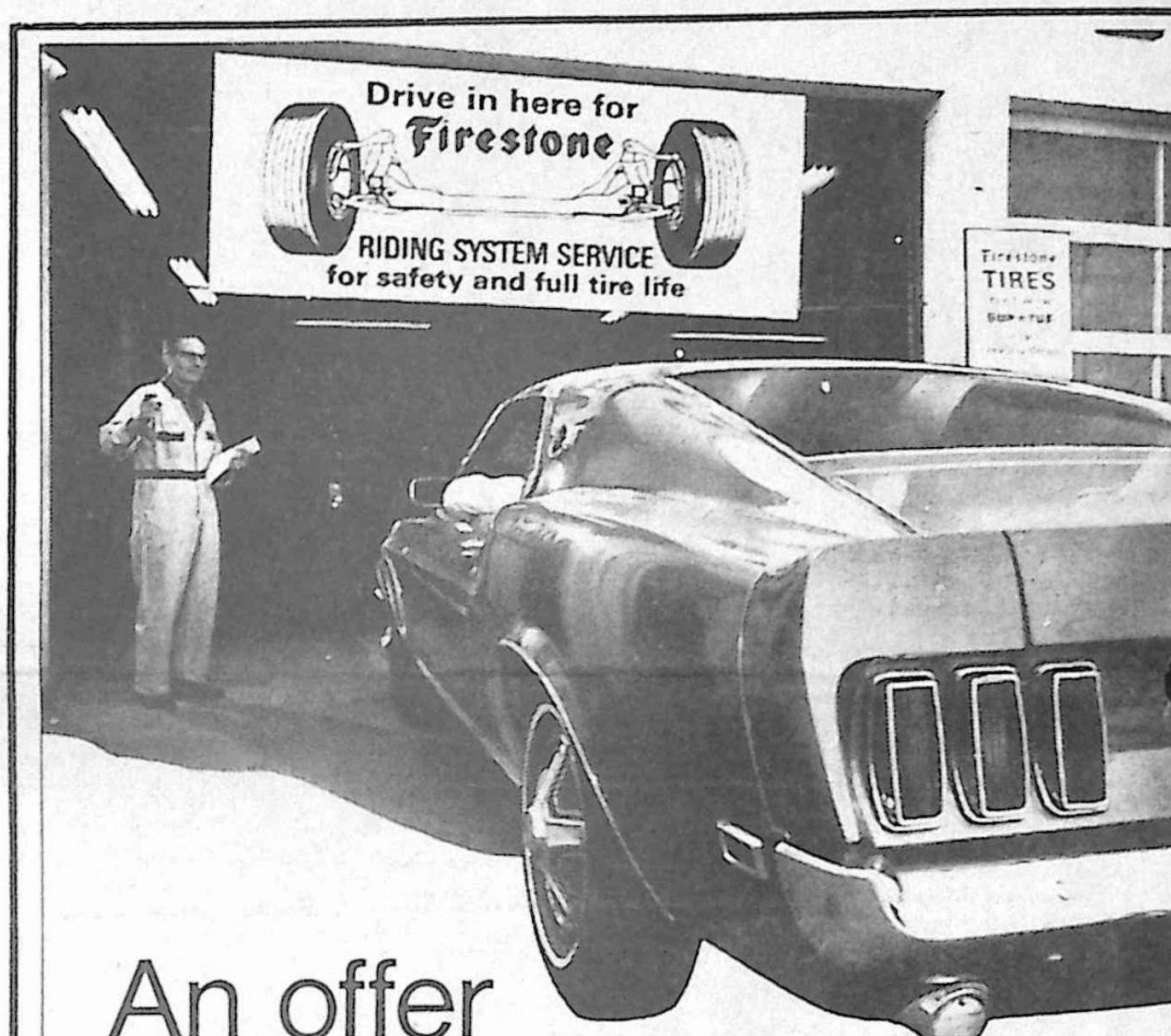
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Nighthawk's Nest

The preparations for the reunion are nearly complete, and the members of the committee headed by Doug Munro will soon be able to slow down to the point where they will become visible. Current plans call for a monster TGIF and a wives' sherry party on the 17th, sick parade, golfing, fishing, cocktail party, smorgasbord and dance on the eighteenth, a beach party on the nineteenth, and massive immunization against cirrhosis of the liver on the twentieth. It should, for vintners and distillers, be a memorable weekend.

As a sort of dress rehearsal for the affair, there will be a monster mug party on the tenth. Getting a mug, a free drink, and the opportunity to deliver a violent harangue will be the colonel of the regiment, who is leaving to become a millionaire; Major Bill, who also gets a special medal for volunteering to drive his elderly auto all the way to Ottawa; Major Sam, who will become chairman of the B & B Commission; the shy and retiring Paddy O; Ferd Farkel, who is en route to create chaos in P branch's orderly way of doing (or not doing) things; George McAffee, who is doing a one year study of igloo building prior to reuniting to civilization; and Vic Rushton, who will become the Creditiste defence critic in the House (Courtenay House). The following evening will bring no surcease from the mad

social whirl for it is then that the squadron has chosen to hold a farewell cocktail party for Pat and Mr. Hammond, and if it is anywhere near as successful as the one that Pat and Mr. Hammond threw a couple of weeks ago we are in a lot of trouble. But all is not soirees and swinging among the jet set. Back at the hangar, many people still have their shoulders to the wheel and their noses to the grindstone, which quaint habits account for the number of deformed people seen around lately. Speaking of deformities, Erwin Sippert was seen to smile this week, the first time since he went into CAC. The reason for the smile? His sentence to CAC has expired, and Erwin is now happily back on B flight.

Other changes in the CAC see Bill Lewis heading for Cambridge Bay, of all places, and Don Kinney replacing Erwin Sippert. Bill hasn't said much about his plum assignment, probably because he's still in shock. Super-Newf Murray has left Union Bay, cutting that metropolis's population in half, and moved to Courtenay. At least that is the rumor, but as no one has heard anything about the Arbutus Hotel changing hands, perhaps it is just a rumor.

Outdoorsman Don Middleton is still camping while he waits for his would-be new neighbors to vote on whether or not to accept him into the community. It is

expected that the promised rent-reduction will do it.

The newest member of the squadron softball team is James Douglas Stuart, the son of Doug and June Stuart. He will be out for practices as soon as he learns how to walk, which should put him a notch or three above the rest of the team.

The Amalgam Arrow exercise that occupied the Nighthawks the other evening was most successful, particularly when one considers that the airplanes were parked in consecutive slots as has been the inscrutable custom lately. Oddly enough, none of them caught fire, exploded or did any of the other rash things that one might have expected.

Don't forget to attend this weekend's warm-up for next weekend's reminiscence-in. Early conditioning, it is said, pays off in football, and if it is good enough for football it is good enough for re-unions, which is a much rougher sport.

Rumor of the Week: Harry Redden's watch works even less often than he does.

NFB coming to Comox

The tired old cliché, "Smile, you're on Candid Camera," will become a flash of living reality later this month at CFB Comox when a National Film Board team arrives to shoot some scenes for a new Canadian Forces recruiting film. The team is scheduled to arrive July 19, and film throughout the following week.

Heading the team is the director of the film, Mr. Andy Thomson. He will be accompanied by Mr. Pierre Letart, a cameraman, and Mr. Andy Poulson, an assistant cameraman. The team will be accompanied by a Canadian Forces project officer, Captain S.A. Milan, who at one time was the editor of the Greenwood Fungus. Corporal D.W. Edgett, a Canadian Forces photographer, completes the team.

During its stay here the team will be shooting scenes from an Argus, a T-33, and a Labrador. The scenes shot here will be sent back to Ottawa and, along with scenes shot at other Canadian Forces outposts around the world, be edited into an exciting film showing today's armed forces at work.

Not all the filming will be done from the air. Ground sequences will be shot at various times throughout the week, and the director will be looking for anything that will add more action to the film.

As the film is to bolster recruiting for the Canadian Armed Forces, those appearing in it will be wearing the new uniform, or they won't appear. Failing the new uniform, they will be wearing operational clothing.

After filming at Comox the team will travel to Esquimalt to get exciting action shots of the nautics splicing the mainbrace and waiting for the ferry.



WONDERWAX SALESMAN VISITS SQUADRON "For fast fast fast relief from dull draggy floors use new miracle wonderwax, the all-new, no-work, no-wipe floor polish recommended by BWOs everywhere. You notice that with one swipe of my new marvel applicator I remove scuffs, stains, and the evidence of a generation of seagulls. Be the first in your block to own this marvellous new product, left over from the decommissioning of the Bonaventure. (Canadian Forces Photo)"

Defence Minister at close out

Defence Minister Leo Cadieux attended ceremonies in Germany marking the official close-out of Canada's NATO-assigned 1st Air Division and 4th Mechanized Brigade Group and the inauguration of Canadian Forces Europe.

Ceremonies were held in Lahr on 1 July and in the Sennelager training area near Soest in Northern Germany on 2 July.

As previously announced, Canadian Forces Europe will consist of the 1st Combat Air Group composed of three CF104 squadrons, and the 4th Canadian Mechanized Battle Group, with a strength of approximately 2,800 co-located at Lahr and Baden Soellingen.

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THE BMT BULLET, one of the biggest attractions for the younger set on Armed Forces Day, proved to be just as popular in Lewis Park on July first. Taking on free passengers, the Bullet drove around the park all afternoon without once having a vacant seat. CPR and CNR officials are studying the bullet's enviable passenger record trying to solve their chronic passenger problem. We would like to add that the Bullet is one of the most original ideas seen around this Base for some time and the people responsible deserve a "Well Done". (A MacPhoto)

Demon doins

(Continued from Page 2)

Hawaii? But it seems that one Gerry H. once he had swam out to meet the crashing surf had no energy to do nought else but lie collapsed on his rented surf board. With the hot Hawaiian sun beating down a few people can now give testimony to the fact that coconut oil is not the sole answer to the prevention and care of sun burn. Some of the darkened souls that returned from Hawaii are no doubt now shedding more than one layer of their hides! Is there any truth to the rumor that half of crew 3 flew their first sortie from the beach at Fort Derussy??

The Detachment also benefitted the base at Comox, as the pineapple brought back from the Pacific Isle Provided, in part, for an excellent Hawaiian Night at the Officers Mess on Saturday night.

Many thanks must go to the ground crews in the exercise as it was they who kept the aircraft flyable during the detachment. We shall look forward to the future when it is hoped that further exercises of the nature of Aswex 1-70 will be possible.

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Family Days
at the
Diner's Island

TOTEM TIMES

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Advertising — Lt. J. Scott — at 308 or 339-3345

Speed up and live

Every motorist has seen the traffic signs, Speed Kills, and, Slow Down and Live. Unfortunately the wrong drivers have taken these suggestions to heart. Careful driving is not synonymous with slow driving. Quite the opposite is true, since it is very often the slow driver who is the most dangerous. He may seldom be involved in an accident and he may well pay the lowest of insurance rates, but he is the prime cause of most multiple accidents.

RCMP will be making spot checks this summer in an attempt to cut down on the number of people pulling boats and trailers who hold up traffic. This is all very well as far as it goes, but it is not only those towing boats and trailers who let long lines of traffic develop behind them.

How can an individual who seems reasonably normal in most other respects have so little regard for the convenience and well-being of others? What is the dawdling driver thinking as he sees the line of traffic lengthen behind him?

It would take so little trouble for the slow moving driver to edge over to the shoulder of the road at any convenient spot and allow the line of traffic to pass him by. Moreover, it is his duty to either speed up or allow the other vehicles to pass. If either the driver or his vehicle are incapable of maintaining a reasonable speed on the highway, that driver or his vehicle should not be allowed to use that highway.

Drivers who impede the normal flow of traffic can be charged under Section 139 of the Motor Vehicle Act. Hopefully, during the peak summer season of high intensity traffic, the RCMP will bag a whole dawl of crawling drivers. There are enough police cruisers on the highway that they should be able to do a roaring business, and provide an excellent service for the majority of highway users. Whenever a police cruiser meets a long line of opposite direction traffic, he should turn around and follow the line to check the speed of the line. If it is too slow, he should radio ahead and have the first two cars in the line pulled over and given tickets. The first driver initially causes the problem, but the second driver in the line is the worse offender because he compounds the problem and ensures that a long lineup will soon develop.

Perhaps these inconsiderate drivers cannot be eliminated entirely, but any reduction in their numbers will make driving much more enjoyable and will reduce our chances of having an accident.

Troops in front line

If your copy of the Totem Times has been a bit slow reaching you, the reason may be that the rotating postal strikes have become too effective. The intent of this type of strike is to provide nuisance value without running the risk of the direct government intervention that would follow a complete shut-down. As anything more than a nuisance, however, it has been a dismal failure, since few of the people who are irritated by the mail slowdown can bring any pressure to bear on either of the bargaining parties.

A few years ago, when the seaway fiasco resulted in one particular group of workers gaining a massive wage increase, the most direct result was an immediate jockeying among the other unions to win similar increases. Of course none of the fantastic demands were to be matched in any measure to increased productivity. A terrible disease spread rapidly among the workers across the country. The syndrome was a general dissatisfaction that showed itself by the workers demanding more and more in return for less and less. Each worker or group of workers wanted to be more equal than all the others, not more than all of the other workers actually were, but more than he thought they were. Such a disease is usually terminal, but it can sometimes be checked by massive doses of medicine combined with a rigid discipline.

Government economists have long been aware that inflation in the costs of goods and services is most directly attributable to the rapidly rising costs of labor. Obviously, if the cost of the labor involved in producing a product increases, then the selling price of that product must be increased to pay for those higher costs.

The government first tried to reduce inflationary pressure by asking business to increase their prices by less than their cost increases. This means that business was being asked to cut their profit margin, hence effectively reducing the rate of return on their capital investment. It seemed that labor was getting all of the breaks, and management getting none.

The government, however, then turned to labor, and asked that wage increases be held to a maximum of 6 per cent. This seemed a realistic figure since it represented the sum of the average percentage increase in the productivity of labor and the percentage increase caused by inflation. Labor, however, hadn't finished its reshuffling of wages, so would not agree to such a low figure. Every day, unions are demanding and getting greater increases in pay. Even the civil service does not seem prepared to toe the government line.

The only sector of the economy which the government has found tractable has been the Canadian Armed Forces. Of course, the men in the CAF do not have union, so they will probably be the only working group to have their wage increases held to an annual figure of less than six per cent. This being so, the Canadian Forces troops are placed squarely in the front line of the government's battle against inflation. Not that the troops object to being used in such a manner, it's just that they are placed at a disadvantage if compared with other wage-earners.

A great many servicemen are fully aware of the problems of an over-unionized society and this has made them anti-union. Feather-bedding reduces productivity and increases prices. Strikes affect an inordinately large sector of the economy, and the money that they lost while they were on strike. Overall, the serviceman wants to earn as much money as the next fellow, but if the Canadian government puts him in the forefront of its war on inflation, why that's just another way in which he is serving his country.

The Outside World

CEAP geared for Restore

OTTAWA (CFP) — Plan Restore.

Questions will be looming large in the minds of tradesmen affected by Plan Restore. This is the plan to correct trade imbalance in the Canadian forces. Many questions will be weighed in the balance during the next few months.

When it comes to the outside world what sort of questions should be asked?

First, you should assess your training and experience in terms of civilian jobs not military. Simple to state but difficult to carry out, the setting of realistic occupational goals is the first question to be answered.

The second question which requires an answer is the time frame. Fortunately under Plan Restore you have considerable flexibility. The transition to civilian life should be made as easily as possible so choose a date that best fits your prospects.

If a long campaign is indicated push the choice of release date as far into the future as possible. The dead of winter is not the time to be pounding the pavements looking for work in the construction industry. Remember, if the right job comes up, you can always request a change in release date after giving 30 day's notice.

Finally, find out where the action is in the employment market. Information is what you need and the more factual the better. A word of caution. Don't rely on job offers that are more promise than substance. Business firms cannot project needs much beyond 30 days and that special job open six months from now can disappear. Base your planning on the best facts available.

Servicemen approaching retirement or those affected by Plan Restore are invited to participate in the Civilian Employment Assistance Program as outlined in CFAO 56-20. Consult your Base Personnel Selection Officer or Base Personnel Education Officer for further details. (Contributed to CFP by Major Freeman Anderson, CEAP Section, Directorate of Personnel Administration, Ceremonial and Welfare).

A Re-cycle Man

He believes this is the way to overcome the pollution-litter problem. Use tin cans again. Plough human waste back into the soil and find ways to re-use paper products.

Since last September, he has been lecturing in the pollution control engineering division at the University of B.C. He is a civil engineer and a graduate of the University of Alberta who is doing his doctoral thesis through the University of Washington on a special sewage disposal project on Puget Sound.

He is one of many pollution experts who support the British Columbia government's anti-litter campaign.

Professor Cameron says the public must be educated to the ultimate dangers of littering and industry and people must adopt the recycle method.

"Education has to take place everywhere - in the home, in the school, in the church and on the mass media. Hopefully, we could educate our children, and society, by example. These examples could be anti-litter campaigns, annual clean up days, and vigorous support of our anti-litter bylaws."

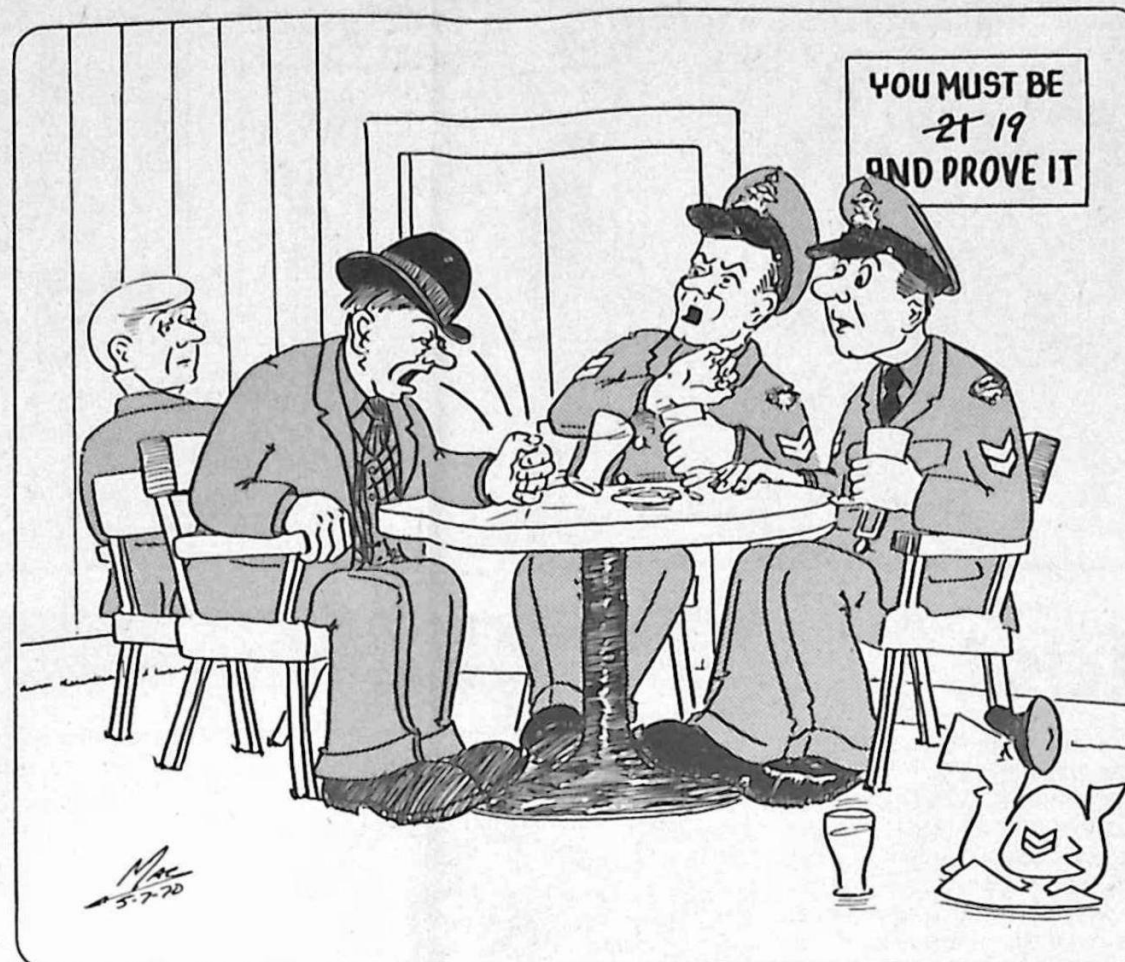
He is not sure that appealing to the aesthetic nature of people will help. But, if they know that the broken glass and tin cans they leave behind them can indeed start a forest fire; that it can cause damage to wild life in the wilderness areas, and to human beings, this might reach them.

There is no way the empty can you drop will "go away". Cellulose products, like paper, are biodegradable, but it takes time. Even plastics are now being made which will break down and become biodegradable.

Wood returns to the earth. But it takes years to do so. It takes certain climatic, bacterial and soil conditions to achieve this.

The candy wrapper or newspaper may blow away to another spot, but even it won't break down and disappear today or tomorrow.

Graveyards of cars are another problem of the age of affluence. Professor Cameron says they could be buried under mountains of soil in open areas. A form of squirrelling - because,



The Sea Element is sailing in the Victoria to Maui yacht race, the Pongos are training unemployed school students and the Air Element is flying the Royal Family about the Arctic, that's why Canada can't send troops to Ireland.

Amendment to Litter Act Regulations Announced

Significant amendments to previously-published regulations under British Columbia's new Litter Act have been announced by the Hon. W. K. Kiernan, Minister of Recreation and Conservation, and Minister of Travel Industry.

The amendments mean that Section 3 of the Act, which deals with containers for beer, ale, carbonated beverages and other drinks, becomes law as of August 15, 1970, insofar as exchanges are permitted, and remains January 1, 1971 as applied to refunds.

In addition, containers of both metal and glass will be subject to the same refund requirements.

Mr. Kiernan pointed out that while Section 3 becomes effective August 15, the remainder of the Act becomes law on July 1, 1970, as he announced in May.

Explaining the amendments, he said that from August 15 to January 1 the merchant has the option, in lieu of refund, to ex-

change the same number of full containers, at no extra charge to the purchaser for the containers, for empty containers delivered to him. Effective January 1, all containers will be refundable and containers bearing any indication that they are not refundable or that no refund is payable shall not be used in British Columbia.

To avoid the possibility of empty containers being brought into the province for the purpose of obtaining refunds, no merchant will be required to refund more than 18 empty containers for any one customer in any one day.

The refund is established by the act as two cents per container.

When the first regulations were announced it was indicated that businesses in British Columbia

manufacturing and filling metal containers could continue to do so without their containers being refundable. That exception has been dropped.

Mr. Kiernan said that the August 15 date for Section 3 becoming effective was chosen to give all concerned an opportunity to prepare themselves for the new regulations. The exception originally provided for metal containers made in British Columbia was dropped following a review of opinions put forth by the manufacturers of both glass and metal containers in consideration with the principle and fairness of the Litter Act.

The applicable sections of the Litter Act and the regulations as they apply to soft drink and beer containers will be summarized and circulated to the trade as an information bulletin.

Pantyhose a Lifesaver?

BURLINGTON, ONTARIO: Driving by the seat of her pantyhose makes the lady motorist of today safer on the road.

A survey conducted by the Public Service Division of British Leyland Motors Canada Limited reveals that the pantyhose has become the bonanza for the woman driver.

The sheer, weightless underwear stocking combination gives comfort to the lady driver and allows top concentration while on the road.

The survey points out that the

girdle is probably the most un-sung menace on the road today. Girdles quickly become uncomfortable and the resultant squirming by the wearer behind the wheel reduces concentration.

In addition, the pull from the elastic stocking stays tends to hoist midday's feet off the control pedals.

To overcome this constant, binding contraction, she often pushes against the pull and winds up going faster than she really intends.

LETTERS TO THE EDITOR

Dear Editor:

I refer to your recent Editorial "6 MONTH GRUNIFORMS". I am informed by staff officers of the Directorate of CANEX Operations that the latest unfilled order from CFB Comox dates back to 30 January 70 (shipped Comox 8 June 70 and November 69). The November 69 order, however, could be awaiting alterations either locally or in Toronto.

The only trouble with the material was in finding a supplier, a problem which was overcome long before any uniforms were ordered. It was not the supply of gold braid for the caps, but the actual sewing of the braid on peaks which caused delays. Initially, the cap manufacturers were able to deliver enough Canadian-sewn peaks, but when an unexpected influx of orders were received in April - May of 1969, the Canadian embroiderers were unable to meet the demands and a contract had to be arranged for the extra peaks to be sewn in Pakistan. The added time required for negotiation of contract and shipment of goods was added to the delivery time of completed uniforms.

During the past year the CANEX contractor has opened new sources of supplies, since those for the DND contract were not available to him. These new sources of supplies, which were not easy to find, are now also available to any other tailors who wish to manufacture new uniforms. However, by purchasing your uniforms through the CANEX contractor you are assured that all material, caps, buttons etc. meet the rigid DND specifications, not to mention the guarantee of a perfect fit.

The fifteen dollar deposit does not go to the contractor, but is held by the Base Exchange. The contractor is paid by ESPO within thirty days after the order is shipped from the factory and the Exchange pays ESPO after collecting from the customer on receipt of the order.

To date there have been close to 8,000 green uniforms ordered through CANEX. Most did not require any alterations whatsoever. I am sure you will agree that this is quite commendable, considering the numbers involved.

There are definite signs of improvements which indicate that the CANEX contractor is catching up with back orders. On the 4th of June of this year there were 44 orders which were older than 2 months, as compared to 796 which were older than 3 months on 28 January 70. I trust that this letter has answered the questions raised in your editorial, and should you require further information, please do not hesitate to write this office.

Y. Boissonneault

Captain

Liaison Officer

Division Personnel Support

Programs

Canadian Forces Headquarters

Dear Editor:

I would like to pass on a great big bouquet to the boys from the C.E. Section who dug that lovely bunker in front of Apartment Block 114 for the purpose of repairing the sewer. They did a marvelous job. I can't help wondering though, if they plan to fill the hole with dirt sometime in the foreseeable future or are they going to leave it to be filled by the next time Haley's Comet passes our way?

Mrs. G. Opher

Dear Sir:

I have long been an admirer of our present Government and their Defence policy. Where else but in this great country of ours could you see a government agency cut back a department by cancelling its permanent career members and then turn around and hire students for summer employment jobs. I am not, sir, in any form against the employment of unemployed students, but what steps are being taken to employ the unemployed Airmen and Officers who are being forced out onto civvie street? By being forced I mean by such means as Plan Restore, (a great opportunity if I ever saw one) or by taking a pilot's aircraft away from him and leaving him with the choice of getting out early or latching on to an unproductive job within the service. Let's see if we can't find something useful for the troops that are stuck with their 'careers with a future' first, then we can take care of the students.

signed W.H. Iskeysour Capt.

Dear Sir:

I have long been an admirer of that great gentleman and, by act of Parliament, Officer, Captain Vince Penny. Through your complete incompetence you have rarely even mentioned his name in your rag. For your information Captain Penny has been a pillar of the community, contributing heavily to the community council (like he was railroaded) in many of the functions that otherwise would not have got off the ground without his astute guidance. Now that the poor guy has been banished to Trenton, Ontario, I think you ought to say something nice about him.

signed Mrs. V.P.

Eds note: Yea! So Long Vince.

Consumers News and Views

Amateur photographers in Canada buy a lot of cameras and equipment. They also use a lot of film.

"Some of the time they pay reasonable prices for the equipment and services they buy but very often, they don't," says free-lance photographer Freeman Patterson writing in Canadian Consumer magazine, published by Consumers' Association of Canada.

Mr. Patterson is well-qualified to offer advice to the camera-consumer and here are some tips and suggestions from a professional to assist the amateur in getting what he wants without ruining his financial standing.

Most camera lines on the market are of excellent quality but the prices can vary. The 35mm single-lens reflex camera, for example, is about the most popular on the Canadian market and the prices fluctuate from less than \$200 to almost \$600 and this is without the lens. The question the camera-consumer should ask is: "For my use, is this huge price differential merited?"

For the "snapshooter" there are much less expensive cameras that are extremely popular and are the essence of operating ease. However, such cameras are built with limited uses in mind. The amateur who is interested in photography as a hobby would be well advised to go directly to a model in the lower price range of the better cameras. The cheaper, less versatile cameras are not intended as training or teaching instruments for the more versatile models. And remember - if you want versatility in a camera and lots of fun, buy a camera which permits you to change lenses.

There is no reason to buy the lens that is on the camera body, if you don't want it. For example, most cameras come equipped with very fast standard lenses and you will pay more for these than a f 3.5 lens. "As a working professional," says Mr. Patterson, "I find the slower lens covers nearly all the situations I am called upon to photograph."

If you have one camera and want as few extra lenses as possible, you should consider settling on just two: a standard focal length macro lens (which takes overall scenes, yet permits you to do closeup shots of flowers and the like) and a zoom lens which covers from 85 mm to 210 mm. The zoom lens allows you to move closer to, or farther away from, the objects you are photographing without moving your body.

Wide-angle lenses are limited in use, and an amateur should not be in a big hurry to get one.

Cameras with built-in light meters are a mixed blessing. Buyers should remember that if

the meter breaks down, the whole camera must go back for repairs. A built-in meter is no more an infallible guide to exposure than a separate one - the only advantage of the built-in meter is simply that it reduces by one the number of items you are carrying.

When you buy a camera make certain that you get a copy of the warranty. The warranty and the assurance of good repair service from the manufacturer (or his agent) are as important as the camera itself. Under no circumstances should you buy a new camera at any price without them.

It pays to buy film in quantity and to ask for a discount. If a store won't give you a progressive discount on five or more rolls, don't buy, because another store will. When you buy a lot of film at once, pop it into the deep freeze, where it will keep practically forever.

Film that is slightly out-of-date is usually offered at greatly reduced prices and is quite often a good buy. This is especially true of slow and medium-speed film that is less than six months past expiry date. And remember, once you buy it, keep it frozen until use.

Never accept poor prints from a processor - any processor - provided you have given him good negatives or transparencies to start with. You are paying for good quality, so make sure you get it.

If you do not develop your own black-and-white film, when you take it to a processor ask for developing and a contact sheet, but not for developing and a print of each negative. When you examine the contact sheet, you may decide to have only three or four negatives printed. Thus, you save considerable money.

Many stores offer a "free" roll of film with every roll brought to them for processing. Such offers are usually more valid when made directly by a processing firm, and less valid when made by a store which must send the film on to a processor. In other words, by eliminating the middle-man the cost of the offer can be cut. But be careful - some very out-of-date film has been used in some of the "free" offers.

Most amateurs waste money because they never take a little time to study their cameras and to learn about film. Courses in photography are usually a good investment, because they teach the proper use of equipment, develop skills and thus in the end save you a lot of money. This also holds true for memberships in camera clubs and photographic associations.

The simple fact of the matter is that the best way to beat the high cost of photography is to learn how to make good use of the equipment you own.

harassed an individual without due cause. There are laws protecting the civilians, and after all we all will be civilians some day too.

Perhaps it all can be attributed to youthful enthusiasm, or even boredom. Any way keep up the good work chaps, I'll sleep better tonight knowing that nobody is going to steal 7 hanger.

Yours (or Pete's sake don't use my real name)

A. Capone, Sgt.

Dear Mr. Editor:

How come we never have Pizzas in the combined mess. Is the mess hall staff discriminating against the Italians? If they are I have an uncle who can take care of them.

F. Nitty Cpl.

Dear Editor:

I read and enjoyed your last mini issue of the Totem Times. Please return to your usual ten or more page format of your wonderful paper. When I wash my kitchen floor eight pages will not cover the whole floor and it takes at least ten pages. I would like to see a regular 12 page issue during the summer months as my husband has been very lucky fishing this year and we could use the extra two pages to wrap the fish guts up for the garbage man. Anyway keep up the good work. It's comforting to know that the Pulitzer prize is still safe.

Yours for the furtherance of the literary arts,

Mrs. Percy Tailfin-Smyth
Ed Note: The size of the paper is dictated by the input of our advertisers. Support them and you support us. Thanks for the kind words.

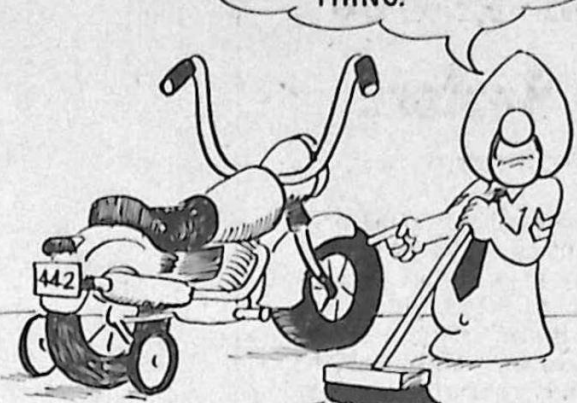
FUNGUS FEATURES

by Mac

HERE COMES EX 442 TYPE MOE MORRISON ON HIS NEW MOTORCYCLE

HE'S BEEN DRIVING FOR OVER 20 YEARS BUT HE STILL HAD TO GET A LEARNERS PERMIT.

I GUESS THATS WHY HE HAS TRAINING WHEELS ON THE THING.



From Up In My Perch



IN TRUE AIR KAMIKAZI fashion the crew of the last scheduled flight for 442 Squadron Transport Flight hold back their tears and, in spite of their bitterness, smile bravely for our cameraman. The last flight ironically was the SF 41, the hospital run. From left to right are: the Aircraft Commander, Captain Denny Donaldson, First Officer, Captain Fritz Chrysler, Crewman Cpl. Larry Larrievie and the Transportation Operator Sgt. Bob Stanley. (A MacPhoto)

The Doom and Demise of Air Kamikazi

Air Kamikazi officially folded on Tuesday June 30th, with Service Flight 41, commonly known as the hospital run and the \$1.49 day special.

The unique airline has been in service since 1965. Its motto of 'Service with Safety' was marred by only a few incidents. Hundreds of tons of freight, fat passengers, Sea Otters, Sea Generals, CBC, The Shaw of Iran and his dog, The Governor General, Princess Alexandra, John Diefenbaker, and once, under sedation, Seemore have been carried by this elite group.

Hundreds of Airvacs have been carried out by the trusty old Daks on this squadron, but never have they had a baby born in flight. An enviable record indeed. One of the biggest tragedies of the flights folding is that the V.I.P. Aircraft 485, or as it is better known locally 'The Admirals Barge' will no longer be available for that purpose. There is nothing sadder than a grounded Admiral. Legend has it that 485 saw service in the African desert during the war, where it was used to carry goats. Later it was stripped of its stalls, swept out and converted to a V.I.P. configuration. Anyone familiar with the local gooney

birds will have noticed that only 485 is painted silver, this is because the skin was so pitted by sand that it was deemed necessary to apply a protective coating to retard the corrosion. Most of the pilots in 442s Transport Flight feel that the Search and Rescue Flight will be hard pressed to keep serviceable now that they will not have the reliable Dakota known to rescue flight as the Labrador retriever to fly in engines, rotor blades, ground crews, hydraulic seals, money and clean shorts to stranded crews.

The Dakota is the oldest aircraft still flying in the forces. In fact it is older than some of the pilots that fly them. This is true in every squadron except 442 squadron which is well known throughout the world for having the oldest transport pilots in any Air Force. One venerable veteran, Captain Taylor remembers when the Dakota was originated. As he tells it, he was walking by the Wright brothers bicycle shop one night when he noticed a note pinned to the door which read: "Orville, meet me in the morning, I have an idea."

While the demise of Air Kamikazi will undoubtedly enrich some surplus materials

broker by several thousand dollars, (it's rumored that the fleet is to be split up and half sold to Israel and half to Egypt), many of the Dak drivers will soon find themselves out on civvie street. Among those leaving will be: Capt 'Swinger' Taylor, Capt. 'Left side' Chrysler, Capt. 'Smiling Denny' Donaldson, the man of many words, Capt. 'Golfing Johnny' Johnson.

Those who will survive the Kamikazi disaster will be: Capt. Ron (the land grabber) Richardson, Lt. Mark (the socialite) Phillips, Lt. Don Wickens who is outfitted with a pith helmet and putties ready for Petawawa. The torment leader of this unhappy band will have to find something else to fly when the helicopter goes U.S., while the chief wharfinger, Maj. Keir is expected to continue to wander about the hanger aimlessly.

Perhaps Orville and Wilbur may have possibly conceived the idea. It never would have been the successful aircraft that it was without the devoted, competent and generally high calibre ground crews such as the ones in 442 squadron to keep them going.

Goodbye old Goonie Bird. We are still not taking any bets that this is the last we will see of you.

Pappy Seemore has just concluded his annual visit and returned to Sunny Alberta once more. His visit was indeed a lively one, starting off with an invitation to a wedding, followed by a continuous round of combination visits and parties, and sessions of staying up all night talking and reminiscing.

Today, having surfaced at last and cajoled my wife into speaking to me again, I sat on my ol' kit bag and pondered some of the good times we have had together.

Father is a wrestling fan, and I guess the all-time favorite memory we have is one time when I was about thirteen we attended a match in a neighboring coal mining town. We had not gone together but in two separate groups. He, with a bunch of rough and tough Army officers and Warstossers and I, with my gang of, what we thought, rough and tough teenaged cats. Father's gang had come down to the match in a canvas covered 4 by 4 Army truck while my gang had come down in the back of a borrowed, open ¾ ton Fargo truck. It was late in November and not the warmest season in the foothills so the Army types were dressed in their World War Square combat fur lined coats, while the dress of the day for the teenagers was ten inch boots with logging caulks in the soles (you were a nobody without them) Cowboying with a two and a half inch turned up cuff, plaid shirt and a war surplus USAAF sheepskin lined flying jacket, ducktails but no hat.

Picture, if you can, the two groups stomping into the small hall filled with miners and taking up two sides of the ringside seats. The main event followed two rather dull clean type matches that were hardly worth mentioning. The main event was between Bad Bill Batch, the bad guy and Indian Dave Jacobs the good guy. Since this was the pre-TV era, I have always believed that every TV wrestler since that time has fashioned himself after one or the other of these two Characters.

The match got off to a good start with Bad Bill refusing to shake hands and when the crowd booed him he menaced them by shaking his clenched fist. Good ol' Indian Dave shrugged this off good naturedly, adjusted his halo and went to his corner to wait for the bell. The match was well under way and Dave was having a terrible time. Every time Bad Bill got him on the mat he would pull something out of his trunks and rub it in Dave's eyes. This was usually un-noticed by the

referee, Weekeyes Jones. Once, however, this brutal act was brought to his attention by threats from my gang and he sent Bill and Dave to their corners while Dave tried to recover his vision. Bad Bill was not one to pass up an opportunity when it was presented to him so he sneaked out of the ring, crawled underneath it and emerged undetected behind Poor Dave, and began to strangle him with a piece of rag. He would have succeeded but the sharpwitted referee caught him in the act within four minutes.

The fans didn't like this at all and expressed themselves to that effect every time the performance was repeated. On a

couple of occasions Bad Bill invited the hecklers to come into the ring with him and once he started out of the ring to take the fight to the crowd. This gesture sent every man in the place (except for my gang) scrambling for the nearest exit. The fight continued along this line for almost an hour until the ring broke in half. At this point Indian Dave had Bad Bill pinned for a change. Bad Bill's manager was also an opportunist, he reached in and pulled Bad Bill to the safety of the ropes. This act

(Continued on Page 7)



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Fungus Picnic Successful

Over half of the squadron members and their families and at least six officers attended the first annual squadron picnic, held at Air Force beach Saturday the 27th of June. The main theme of the picnic was fun and games for the kids. A large variety of races were held and prizes such as Frisbies, Squadron hats and beach balls were given out to the winners.

Over five hundred free hot dogs and about 18 gallons of root beer were consumed by the kids. (The free part sent the squadron money holder Sgt. A. K. Jones into Cardiac arrest).

While all this excitement was taking place a bullhead derby

was held on the breakwater. First place winner for the largest Bullhead was taken by Robin Iwamoto who won a Cod Fish Jig. Second place was taken by Mark Sehn who won a buzz bomb, and the most bullheads taken was won by Wendy Grant who walked home with some fishing lures.

Adult entertainment took the shape of races, tug o'wars and a mixed egg throwing contest. The internationally known racing star Hal Travis won the 'over forty' foot race.

At 1800 hours the current fishing derby came to an end. Cpl. Jack Bowers won the Coveted Harry Mushroom Fishing trophy, symbol of

Squadron Fishing Supremacy. Jack brought in the largest fish which weighed 13 lbs. 2 oz. Second place was taken by Cpl. 'Twisted' Livingston who dragged home an eight pound, ten ounce. The third place was taken by the well known fishing expert Captain Munroe who caught a whopper weighing 5 pounds 12 ounces. The most fish caught prize was won by Cpl. Siddall who claimed 12 fish.

The remainder of the prizes for hidden weights were divided up by: Capt. Munroe, Cpl. Livingston, Cpl. Siddall, Capt. Charland, Cpl. Shepherd, Cpl. Bowers, Cpl. (Hognose) Brown and Cpl. Tait.

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Courtenay Youth and Music Camp

Due to this year's unprecedented enrollment, the junior symphony society has graciously accepted the offer of administrative assistance from the Community Music School of Greater Vancouver. This is the kind of cooperation the two organizations expect to be involved in in future.

The three faculty public concerts which will be taped for future release by the Canadian Broadcasting Corporation will feature the Purcell String Quartet (Made up of first chair players of the Vancouver Symphony Orchestra: Norman Nelson, Raymond Owens, Philippe Etter, Ian Hampton) on July 27, performing the Bartok Quartet Number 6 and Beethoven, Opus 135.

The July 31 programme will feature Audrey Johannsen, well known Canadian concert pianist, in the Mozart Piano Quintet.

Mr. Nicholas Fiore, principal flute of the Toronto Symphony Orchestra, will be in residence at the camp from August 2 to August 9. On the August 7 programme he will perform The Flute Concerto in G by Joachim Quintz.

Faculty members Ronald deKant, clarinet, Roland Small, bassoon, and Jerry Damer, oboe, will also be performing as soloists on the July 31 and August 7 programmes.

There will definitely be a third week for the senior students and the final student concert will be held on August 15. The two other student concerts are on August 1 and August 8.

All concerts will be held in the Courtenay Secondary School at 8:30 p.m. and will be free of charge.

Voodoo Nuts, Bolts and Volts

Since I was assigned the job of being the spokesman or representative for the ground troops of the Voodoo Maintenance Organization under the Voodoo Nuts, Bolts and Volts heading, I have been approached on numerous occasions to write on subjects that are of direct concern to the men.

Many of the questions asked are beyond my scope of information. Many are unprintable for various reasons. One of the most common questions concerns clothing. They keep asking me (as if I was a supply type) "when are we going to get a decent working clothes to work in on the line?" "How is it that almost every other base is issued bush clothing except Comox?" "What are we going to wear when the fall and winter weather comes?"

I recently saw a message where a fire was attributed to the wearing of an unauthorized civilian jacket on the line. Surely it should bring home the point that we need some suitable clothing to work in other than coveralls. One suggestion was that everybody be issued an extra greatcoat (Blue Melton) that is now obsolete, but that's no good because it soaks up water like a sponge, and by the time the man wearing it would reach the A/C at the end of the line it would be so heavy you would have to send a mule after him to bring him back, then we'd have to supply the men with extra rations to compensate for the extra energy expended. I don't think the messing staff would buy that.

All we can do is hope the BAMEO can convince the clothing supply officer that we do need some working clothes.

The worn out aircrew jackets that were retrieved by the supply section and re-issued to some lucky types are real treasures and are sorely missed by the people who lost them even if they were ragged.

The BTSSO Campsite project at air force beach is progressing very favorably. The work is all voluntary and I understand there will be no charge for the use thereof when its completed.

Water and electricity will eventually be available along with barbeque pits and picnic tables, a real worthwhile project to support.

We would like to welcome WO Ralph Ward (AVNTECH) to the BAMEO organization. Ralph is currently being initiated into the snag repair crews. It will be quite a change from the hardships of Sunny Sardinia.

Lt. Clark another new arrival is also getting acquainted, with Voodoo ground operations. Sgt. Slim Somerville has departed for Civity Street along the banks of the Mirimichi.

Cpl. Bill Jobson has also retired and is planning on settling in Victoria. To both we wish, good luck.

Capt. Kingsley will be having to take up a new job at ADCHQ. Cpl. Mil Shogren has also been posted and is gone to AMDU Trenton.

Our glamorous gas station is doing a roaring business but their advertising gimmicks leave something to be desired. Since launching on their Medallion jazz a few months ago, I was a steady and faithful customer have managed to collect a total of two Medallions of my favorite Prime Ministers. They always seem to be out of Medallion, but never out of gas! What a sucker game!

THE BAMEO'S LAMENT — Going Down

The Navy has a surplus of old "Boats" and men, it seems They sink the boats or mothball them but to a sailor, this would be mean.

There they stand upon the docks Without a boat to sail Their bailing buckets in their hands and their "toddy" is no avail.

What can we do with all these men The Admiral did declare, To give them to the Army Would be grossly unfair.

We have to find a place for them That's organized and clean, So scrub the thought of sending them To serve in submarines.

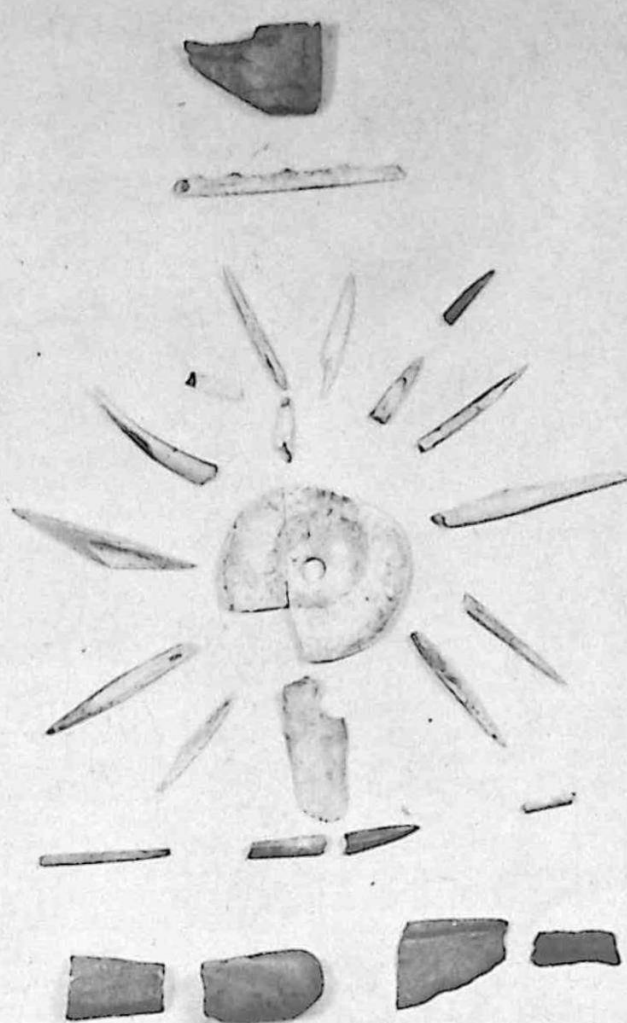
We have to find a place for them Where wittingly with finesse They can get disorganized And turn into a mess.

Let's send them to the airforce. I heard an old salt cry, We'll teach them some tradition Or how to rule the sky.

So amongst our ranks, the Navy came The Airforce they would save, But surely where theres Navy There has to be waves.

To let the Navy make it's waves Soon in storms we'll float, And given time, I'm sure that they Will sink our bloody "BOAT".

The Phantom Night Hawk
1970 A.D.



Indian Artifacts Found in Comox Garden

Shown above are some Indian artifacts found by Maj. Skinner while gardening at his home on the Comox waterfront. The article at the top of the photograph is a beautifully carved pipe made of greenstone and fashioned into the shape of an animal head. The bowl of the pipe is carved into the top of the head and the stem which most likely was made of a hollow reed was inserted at the back of the head. The pipe was found on the surface of a recently dug plot and this find prompted Maj. Skinner, who is a member of the Courtenay Historical Society to screen the earth from then on when working in the garden. All the other articles were found by screening garden soil.

Below the pipe is a portion of a barbed harpoon point made of bone. In the centre below this is a damaged spinning whorl, also made of bone. Surrounding the spinning whorl are sharp bone points used either as fishing hooks or awl points. The wide bone piece at the six o'clock position is a very sharp bone wedge and at the nine o'clock position is a portion of a detachable harpoon point.

The four stone objects at the bottom of the photo are left to right - a sharpening stone, a well worn rubbing stone, a fragment of a carved stone utensil and a slate knife blade.

Anyone who is interested in Indian History or the history of this area would find membership in the Courtenay Historical Society an ideal way to meet others with similar interests. For more information please phone the secretary, Mrs. C. L. Slemm. NOTE: The Courtenay Historical Society would appreciate the donation of any artifacts found locally. Artifacts donated would be put on display and would remain in the Comox Valley as permanent items of interest for both visitors and residents.

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Nanaimo Fine Arts Drama Workshop

The Nanaimo Fine Arts Summer Workshop, sponsored by the Arts Council of the Nanaimo Regional District, is offering five classes of advanced tuition in the arts this year. The drama course, conducted by Mrs. Margaret Davidson, of Nanaimo, will offer morning sessions of three hours, every weekday for three weeks, from July 27th to August 14th in the auditorium of the Vancouver Island Regional Library in Nanaimo. Though intended to serve a wide age range, a minimum of fourteen years is desirable. The curriculum will be divided into specific sessions of creative and improvisational drama, speech techniques, stage movement, costuming and technology and the production of scenes or short plays.

The instructor will be Mrs. Margaret N. Davidson, L.T.C.L. (Licentiate of Trinity College, of Speech and Music, London, England.) Educated in Scotland, drama has played a large part in all her activities. Her home town, Perth, boasts one of the most prestigious Repertory theatres in Britain. Early participation was as an actress in Final Festivals in Scotland, and later here in British Columbia. Recently her principle activity has been as a director, and several times she has achieved recognition at Festivals as Best Director.

Mrs. Davidson says, "It is hoped that a drama course of this nature will appeal to those who have some experience as well as to those who until now have not had the opportunity to receive drama instruction. I have in mind to work with 3 short scenes or short plays from different periods of drama — one Shakespearean type, one gaudily-costumed, wide open comedy of the restoration era, and also something extremely modern.

The Nanaimo Fine Arts classes expect to attract students from all over the Island, and registration forms and further information are available from the Arts Council of the Nanaimo Regional District, Box 557, or from the Vancouver Island Regional Library on Fitzwilliam St. in Nanaimo.

Woods report gets warm welcome

OTTAWA, ONT. - The long-awaited Parliamentary Committee recommendations on the Woods Committee report have won warm approval from Canada's veterans.

The report of the Committee on Veterans Affairs, presented Monday in the House, embraced many of the recommendations of the original Woods Report. The newly-elected President of The Royal Canadian Legion, Judge Redmond Roche, Montreal, described it as a "significant step forward in the restructuring of Canada's pension program for veterans."

He termed it a most helpful document which should form the basis of new legislation which will bring about long-sought improvements in veterans' pensions.

Judge Roche, speaking on behalf of the 11 national veterans' organizations, expressed the hope that the

government would proceed with drafting new legislation — based on the report — immediately.

Introduction of the report ended another phase in the quest for improved pension legislation which started in 1965 with the establishment of the Woods Committee. The report was tabled in March, 1968, and was subsequently referred to a parliamentary committee along with a government White Paper on pensions. Since last September, veterans' organizations and other witnesses have given evidence before the committee on 23 occasions.

Judge Roche observed that the report included a recommendation which the veterans did not consider necessary. This was the removal of "improper conduct" as a bar to dependents' pension following the death of a veteran.

(Continued on Page 7)

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Premier and Minister of Finance
G. S. BRYSON, Deputy Minister of Finance

School renovations

The Honorable W.A.C. Bennett, Chairman of Treasury Board announced that approval had today been given by the Board to the Department of Education to award contracts for:

School District 71 Courtenay - Comox Jr. Secondary (I.E. Shop Renovated to Home Ec. and 1 classroom) - \$2,500.00.

— Tsolum Elementary - Emergency Water Supply - \$4,500.00.

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Weekday Masses: Tuesday 7:30
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Thursday 4:15 p.m.; Friday 7:30
p.m.; Saturday 7 p.m.
CONFESSION: After mass on
Saturday evening at 7 p.m. and
before weekday Masses.
BAPTISM & MARRIAGES: By
appointment.

PROTESTANT CHAPEL
SUNDAY SERVICE: Divine
Service at 11 a.m.
Sunday School classes have
closed for the summer. Children
are encouraged to come to
church with their parents.
Nursery facilities will be
available.
Ladies Guild regular meetings
will not be held again till the Fall.
The Chapel is open at all times
for private prayer and
meditation.

Obituaries

Mr. Norman Cocker, 49, passed
away on July 7, 1970. He is
survived by his wife Margaretta, his
daughter Peggy, his son William
and his brother Ronald of Ot-
tawa.

Mr. Cocker was employed for
many years in the Base
C.E. Section.
Funeral Services will be held
at 2 p.m. on Saturday July 11th,
at Percy's Funeral Home in
Courtenay.

Miss Holly Osmond, 11, on July
first, 1970, after a lengthy illness.
She is survived by her father and
mother, Warrent Officer and
Mrs. Dick Osmond, and four
brothers; Ricky, 16, Danny, 14,
Jerry 12, and Ross, 10.

Funeral Services were held at
the Base Protestant Chapel on
July 4th.

Student Power

Military training in the militia
casual work at Canadian
Forces bases is being provided
by the defence department as
part of the federal summer
student employment programs
recently announced by Man-
power Minister A.J. MacEachen.
Between 5,000 and 10,000 students
may be accepted for the militia
training and another 5,000 for
civilian casual jobs and range
clearance.

In addition, the defence
department is cooperating with
other federal departments and
national agencies by providing
facilities for youth leadership
training and emergency sleeping
quarters at various centres for
travelling youth.

The largest DND program is a
special summer militia course
for between 5,000 and 10,000
students. Recruiting at local
militia units is now underway
and manpower centres can direct
applicants to the appropriate
unit.

The course will last seven to
eight weeks, depending on
locality, and is open to males
between 16 and 24 years of age.
Formal enrolment will take
place July 6 with the course
beginning July 13. It will include
approximately two weeks of
basic training followed by four
weeks of trades training in in-
fantry, artillery or the armoured
corps.

Most of the summer training
will be based on local armoured
but limited numbers will be
superimposed on existing
training activities at annual
militia summer camps. Students
will be enrolled as privates and
will get \$7 per day while on basic
training, and \$7.50 a day after
completing the basic training.

The students will have the
same status as other members of
militia and will have the
opportunity to continue to serve
in militia units after summer
training if they so desire.

As part of the federal summer
student employment program,
DND is conducting two programs
designed to provide casual
summer work for students. Up to
4,000 students will be employed
as casual labour on maintenance
projects at bases and stations
across Canada. There will be
some requirement for female
typists, stenographers and
clerks. Commanders of bases
may request the manpower
centres to refer applicants who
must be between 16 and 24 years
of age.

An additional 1,000 students,
aged 17 to 24, will be employed at
Gagetown, N.B., and Valcartier,
Que., clearing ranges of
overgrowth. They will work from
early July to late September.
Casuals in this category will be
transported at public expense to
and from the area in which they
were recruited. Manpower
centres are handling the
referrals and outlining the work
requirements.

The defence department is
providing facilities for two other
summer schemes.

Under Red Cross supervision,
100 male and female students will
undertake leadership course
Aug. 9-29 to learn a range of
supervisory skills for later use in
their communities, such as water
safety, first aid, home nursing,

sports and cultural activity. DND
is providing food, beds, quarters,
amenities and sports equipment.
The Red Cross is paying DND for
out-of-pocket expenses.

The Secretary of State's
department is arranging with the
defence department for provision
of emergency sleeping ac-
commodation for transient youth
in armoured in selected cities.
Beds, mattresses, folding tables
and chairs will be provided by
the defence department in ad-
dition to the shelters. Final
selection of the sites has not been
made.

SFU guided tours

Visitors to Simon Fraser
University this summer will
again receive free guided tours
from students at the Burnaby
Mountain campus.

The guide service will operate
daily from July 1 to September 7
(Labor Day) with tours leaving
the Student Guide Centre near
the visitors' parking lot every
hour on the half hour, beginning
at 10:30 a.m.

The last tour leaves the centre
at 7:30 p.m.

Last year some 10,000 visitors
from all over the world were
shown around the campus.

Guide co-ordinator Tim
Macdonald, a seventh-semester
sociology student, said visitors
are usually most impressed with
the Academic Quadrangle
or the 500-seat theatre.
"They are also interested to
hear about the tutorial system or
the automated laboratories," he
said.

Special tours for large groups
may be arranged by calling the
University Information Office,
291-3210.

Woods report

(Continued from Page 6)

The Pension Act defines
"improper conduct" as willful
disobedience of orders, willful
self-inflicted wounding and
vicious or criminal conduct. The
veterans' groups maintain that
the change is unnecessary
because there is now a section in
the Pension Act which provides
that, notwithstanding improper
conduct on the part of a member
of the forces, a dependent in
necessitous circumstances can
qualify for a pension. They point
out that the one million dollars
which this change would cost
could be better spent on other
recommendations.

One such recommendation is
that "automatic age increase"
provisions should apply to
pensioners in the 80 per cent and
90 per cent classes to allow them
to reach 100 per cent with ad-
vancing years, and that the
restriction to the effect that such
disabilities had to be incurred in
direct action with the enemy be
removed.

The Parliamentary Committee
did not endorse this recom-
mendation despite strong
representations from the
veterans' organizations.

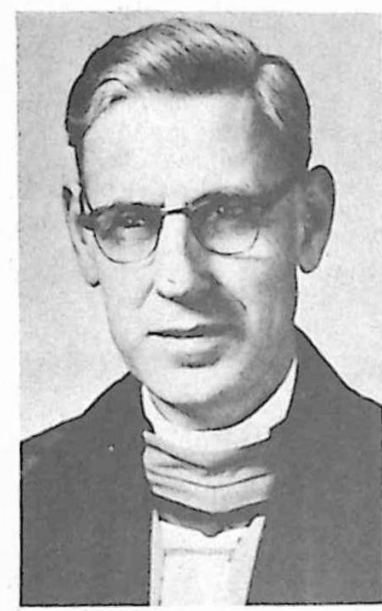
Judge Roche pointed to the
need to amend the provisions of
the Pension Commission which
now provide for automatic in-
creases only for pensioners
suffering amputation or gunshot
wound when they reach age 55,
provided their pensions are not
less than 50 per cent and not
more than 80 per cent and their
disabilities were incurred in
direct action with the enemy.

Peruvian president receives 424 officers

LIMA, Peru, June 27 - Two
hours after completing their 97th
and final relief mission Saturday
afternoon, the officers of 424 city
of Hamilton Squadron were
received by Peruvian president
General Juan Velasco Alvarado
at his palace here.

Canadian Ambassador
Francois Xavier Houde in-
terpreted as the president ex-
pressed his thanks to Canada for
all the help given since the
disastrous quake of May 31. In
plain but obviously heartfelt
words he gave special thanks to L
Col. Bill Butchart who led the
Caribou team which had been so
instrumental in bringing relief to
the stricken canyon De Huaylas.

L. Col. Butchart of Lions Head
Ontario and his crews completed
382 hours of flying over difficult
and treacherous mountain
passes to airlift more than 180
tons of emergency supplies and
evacuate 1903 of the valley's
injured homeless and orphaned
inhabitants.



Rt. Rev. FG Appleyard

New Bishop

The Rt. Rev. Harold F. G.
Appleyard, Bishop of Georgian
Bay, has been appointed the
Anglican Church of Canada's
Bishop Ordinary to the Canadian
Armed Forces. The new position
is additional to his present ap-
pointment.

He replaces Bishop John
Anderson, Bishop of British
Columbia and former president
of the Royal Canadian Legion,
who died last fall.

Members of the Canadian
Forces and their dependents who
are also members of the
Anglican Church of Canada come
under the episcopal and spiritual
jurisdiction of the Bishop Or-
dinary.

Bishop Appleyard served as a
military chaplain during the
Second World War, and was
awarded the Military Cross while
serving with the Royal Regiment
of Canada in 1945.

He was elected Suffragan
Bishop in the Diocese of Huron,
in 1960, and consecrated Bishop
on January 6, 1961, with the title
Bishop of Georgian Bay.

Nanaimo Fine Arts Music Workshop

Bobby Hales, trumpeter, of
Vancouver, will be conducting
the music portion of the Nanaimo
Fine Arts program to be held at
Malaspina College in Nanaimo
this summer from July 27 to Aug.
14, under the auspices of the Arts
Council of the Nanaimo Regional
District.

Lectural and full band
rehearsals will be held daily. The
standard stage band in-
strumentation includes trum-
pets, trombones, saxophones,
and a rhythm section of bass,
drums, and piano. It is the in-
tention of Mr. Hales that a
concert will be held at the con-
clusion of the course consisting of
an arrangement written to suit
the instruments of the students in
the class. Class times will not be
set until commencement of the
workshop in order to keep them
flexible for working people, and
tickets will be arranged for out of
town students. Registration
forms are available from the
Arts Council, Box 557, Nanaimo,
or at the Vancouver Island
Regional Library, on Fitzwilliam
St., Nanaimo.



WE JUST COULDN'T pass up the look of surprise and relief and pure joy on Miss Louise Siew's face when she heard the big news that she had been chosen as Miss CFB Comox.

Brigade an Air Div. combine

LAHR, Germany (CFP) -
Troops of Canada's NATO air
division and mechanized brigade
in the Soest area made final
appearances as separate for-
mations July 1-2. They are now
under one command - Canadian
Forces Europe.

At Lahr, on July 1, more than
100 soldiers and airmen marched
through the streets as a final
Air Division officially closed out
operations. Taking its place will
be a smaller, three-squadron
force - 1 Canadian Air Group -
under command of Brig.-Gen. M.
F. Doyle.

At handover ceremonies on
base later in the day Defence
Minister Leo Cadieux took the
salute as the air division's men
paraded and 16 CF-104 Star-
fighters flew past.

Mr. Cadieux flew north to the
brigade's training ground at
Senelager July 2, to take part in
close-out ceremonies there. The
brigade's successor, 4

Mechanized Battle Group, was
preparing to launch its first field
exercise. The new formation was
dressed in combat uniform for
the minister's inspection.

The brigade not only changed
its name and size from 6,000 to
2,800 - but received a new
commander, Brig.-Gen. W. C.
Leonard. He succeeds Brig.-Gen.
J.C. Gardner who returns to a
new post at CFHQ in Ottawa.

After change of command
ceremonies, Canadian forces' chief
of defence staff, General F.
R. Sharp, and other dignitaries
joined the defence minister on
the dias to watch a mechanized
battalion - one-third of the battle
group - roll by.

The battle group will remain in
northern Germany until fall
when it joins the air group in the
Lahr-Baden-Soellingen area.
Commander of Canadian
Forces Europe is Maj.-Gen. D.C.
Laubman.

From up in my Perch

(Continued from Page 5)

Irritated the only female fan in the
place so much so that she
only female fan in the place so
much she up and belted the
manager with a purse about
three feet long. The manager
reacted by instinct and belted
the lady on to the jaw. Seeing this
ungentlemanly performance
upset one of my gang, named
Bugs, got up and broke his chair
over the manager's head. A
chain reaction began im-
mediately. Bad Bill leapt from
the ring to protect his manager,
the miners and Army types
leaped out the door to protect
their skins and my gang stood
fast. Bad Bill made straight for
Bugs, Bugs ran to the corner of
the hall while we tried to detain
Bill.

This proved to be futile and
Bad Bill soon had us all on the
floor, and continued his pursuit of
Bugs. With terror in his heart
Bugs realized he was cornered.
In his bid for freedom he
mounted a row of wooden chairs
and made for the rear exit with
Bad Bill in hot pursuit. Bad Bill's
progress was retarded somewhat
by the fact that every time Bugs
stepped onto a new chair it would
stick to the logging caulk in his
boots and fall out of position. Bad
Bill overcame this handicap by
gauging his pace to miss every
fourth chair. By this time the
exits were free of miners and
soldiers. The exit Bugs was
heading for was at the end of the
row of chairs he was running
across and required a sharp 90
degree turn to port. Here is
where the logging caulk really
paid off. Bugs left the last chair,
hit the floor and made the
necessary change of direction in
one graceful motion.

Bad Bill wasn't quite so
lucky. He hit the floor but could
not reduce his forward speed,
and continued on forwards and
downwards, down the flight of
stairs that led to the furnace
room. This gave enough time for
my gang and I to catch up and get
in a few licks with chairs and
Pepsi bottles. To his credit he
shook us off like a bunch of un-
wanted flies. We were able,

however, to detain him long
enough for Good ol' Dave to reach
the scene and take over. I must
admit that by this time our hero
had lost some of his cool. In fact
he was bloody mad. The ensuing
tussle took the pair out the door,
down the steps, and was played
out to a satisfying finale, with
Indian Dave rubbing Bad Bill
Batches pink body all over the
stucco side of the building, and
Papa Seemore standing on the
steps, clutching the guard rail,
swinging his Army Boot and
yelling "Turn his head Dave, and
I'll kick his bloody teeth in."

The Queen's Cowboys arrived,
and with forced straight faces,
restored order and everyone
went their separate ways. My
gang went for a coffee. As we
stepped out of the coffee shop
about twenty minutes later, we
saw a car heading for the high-
way. In the back seat sat Bad Bill
Batch, the manager and Indian.
Dave Jacobs, arm over shoulders
and laughing their heads off.

Rooms scarce in London

LONDON (CFP) - Hotel
accommodation in London,
England, is tight.

To avoid sleeping in Hyde Park
temporary duty personnel
booking through the Canadian
Defence Liaison Staff should
reserve six weeks in advance if
commercial hotel space is
required.

The heavy tourist influx at this
time of year is one reason given
for the limited hotel ac-
commodation. Shows,
exhibitions and sports events
also siphon off available rooms.

Most hotels in London are built
for double room or twin ac-
commodation for single oc-
cupancy. The twins rates are
generally less than double.

But, above all, try to give
CDLS at least six weeks' notice.

That's Show Biz

By NOLA WELLS

During the past week an article
appeared in the Vancouver Sun's
Church section. If it was printed
to make one 'think' it achieved its
purpose with me.

It was the story of a Vancouver
United Church minister's wife
Mrs. D. McInnes, who recently
died of cancer at 49 years of age.
The paper reprinted a letter Mrs.
McInnes wrote just six days
before her death, a letter which
revealed her thoughts about life
as she had lived it, and death that
she knew was facing her. Her
genuine faith had made her life a
time of joy, and now it was
making her death possible to
meet without fear.

After reading this woman's
letter I sat for quite a while in
sincere thought. With so much
emphasis today on youth and
what methods one can use in
order to look young, the very
thought of death is rarely
exercised. Perhaps it should be!
Maybe then the very life that we
have won't be taken so casually.
We go through routines of a
normal day, complaining about
this problem or that frustration,
wishing we had more of what it
takes to bring us happiness. Then
at night we casually put up on the
shelf, what we fail to realize is a
gift, and fully expect to find it
waiting for us again with the
dawn of a new day.

Images formed from movies
and magazines make it hard to
find the real 'you.' Days blend
into weeks with us rushing
around performing tasks, that
have taken on too much im-
portance. A new car, or the
shiniest floor, mean more than
the little joys once known in our
youth.

Looking out from my kitchen
window I see a young child at
play. His fair hair is blowing in
the light breeze of a warm
summer morning. His chubby
hands are always reaching
through the tall grass in search of
garter snakes, and ant-piles. His
brown eyes open up like saucers
when you suggest a trip to the
lake, or a picnic in the coolness of
the woods. Enthusiasm is his, as
he wakes up each morning with
sincere joy of discovering what
that new day will bring.

It is known to everyone that
this joy of being alive within the
hearts of the very young, is most
difficult to retain as one grows
older. Responsibilities have to be
met, world events have to be
faced, and our shoulders become
heavy from the load. However
since life can be such a short
interval between birth and death,
shouldn't it be cherished more

than it is? What is preventing us
from making that visit to
someone old and lonely?

What is keeping us from
becoming involved with another
human being, and listening to
their thoughts and their ideas, as
you both take that walk along
that beach. If beauty is a gift,
then what is preventing us from
reaching out to touch and cherish
it? Life is beautiful and if death is
as certain as the rising sun, then
shouldn't each day be lived to it's
fullest?

Maybe our rule should be
never put off until tomorrow
what we are capable of doing
today, because who knows what
tomorrow will bring.

Who indeed knows if it will
even arrive!

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International gathering of Fish and Game Commissioners

"The Next Fifty Years" has been selected as the theme of the fifth annual conference of the Western Association of State Game and Fish Commissioners to be held in Victoria July 13 to 15.

British Columbia, Alberta, 13 of the western United States, and agencies of both the Canadian and American federal governments are expected to be represented at the conference which will be attended by about 500 delegates and as many as 200 members of the delegates' families.

Dr. James Hatter, president of the association and director of the Fish and Wildlife Branch of the provincial Department of Recreation and Conservation, announced that the conference agenda reflects concern among wildlife specialists in Canada and the United States about the growing problems of environmental pollution, and the need for continuing improvement in wildlife management, and the importance of technical studies dealing with the wildlife resource.

General sessions of the conference will be opened with a welcome to British Columbia by the Hon. W. K. Kiernan, Minister of Recreation and Conservation. A keynote panel consisting of W. A. Benson, British Columbia coordinator for the Canada Land Inventory, and Carl J. Walters of the Institute of Animal Resource Ecology, University of British Columbia, will lead a discussion on "Resource Management Decision Making for the Next 50 Years".

Dr. Marc A. M. Bell, associate professor, Department of Biology, University of Victoria, will chair discussions on "Environmental Pollution - Effects

on Fish and Wildlife".

Technical sessions will deal with a wide range of subjects, most of them examining a specific operation in one of the western states or provinces. Other technical sessions will deal with law enforcement, the management of game and habitat.

Meeting concurrently with the game and fish commissioners will be the Western Division of the American Fisheries Society. Their technical sessions will include discussions about thermal pollution and the effects of logging on aquatic resources.

Sessions on information and education will include discussions on environmental pollution by David Anderson, member of parliament for Saanich-Esquimalt, who was recently named chairman of the House of Commons Special Committee on Environmental Pollution.

British Columbia conservationist Roderick Haig-Brown will lead a discussion on "Looking Ahead", and Dr. Bristol Foster, director of the Provincial Museum, will talk about "How the Museum Tells Its Story".

Of special interest will be a trip to the Big Qualicum River Development Project where the Canada Department of Fisheries' flow-control and spawning-channel facilities will be explained.

A number of social activities are also planned for the delegates and their families.

Conference coordinator is D. J. Robinson, assistant director of the Fish and Wildlife Branch. He is being assisted by members of the Department of Recreation and Conservation and the Department of Travel Industry.



"I SEE YOU Sea Element Chaps haven't received your Green Uniforms either, Admiral", says Col. Nichols during a recent informal discussion on defence matters. "I have no intention of ever giving up the traditional sea wardrobe" replied Admiral Frank Ney, Lord High Admiral of the Nanaimo Bath Tub Fleet. Admiral Ney's Bath Tub fleet is fast becoming the mainstay of maritime defence on the Pacific Coast. (A MacPhoto)

Canadians in German "shoot-out"

Canadian Armed Forces NATO-assigned soldiers will participate in the famous Prix Leclerc small arms marksmanship competition to be held at the Sennelager training area, Germany July 7-10.

The competition is sponsored by Allied Forces Central Europe (AFCE) and will be organized by the 1st British Corps. Besides the Canadian entry, teams from Belgium, Germany, the Netherlands, the United Kingdom and the United States

will compete for the Prix Leclerc trophy.

Stress will be on marksmanship, physical endurance, cooperation, leadership and control. This year the competition has been extended to include a night firing phase.

The Prix Leclerc trophy is now held by Germany, whose team won the competition last year at the Leopoldsdorf training area, Belgium.

Forces Playing Key Role

The Canadian Forces is playing a key role in the Royal Tour of Manitoba and the Northwest Territories in July.

Director of the tour is Brigadier-General P.S. Cooper, 55, of Revelstoke, B.C. who has been seconded to the Department of External Affairs as Canadian Secretary to the Queen.

Major Gordon Bristowe, 34, Vernon, B.C., will be the Queen's Canadian Equerry. He has just returned from the International Observer Team in Nigeria. Lieutenant Colonel John Entwistle, 40, Ottawa, the organizer of the defence department's participation, will also accompany the Royal Family.

The Canadian medical officer will be Colonel George Van Vliet, 47, commander of the National Defence Medical Centre in Ottawa. Major James Chatwin, 49, Regina has been named dental officer; Captain Patricia Traynor of the National Defence Medical Centre, the nursing sister, and Corporal C.W.H. Andrews, of Canadian Forces Base Kingston, will act as orderly for Her Majesty during her stay in Canada.

The Canadian Forces will do much of the muscle work on

portions of the northern part of the tour. A small fleet of Yukons, Hercules and Cosmopolitans will transport members of the Royal Family, tour officials, and the press.

Two aircraft will follow the Royal Party continually through the north - a Hercules cargo aircraft, and a Cosmopolitan passenger plane, in the event the Royal Family's chartered aircraft becomes unserviceable.

A CF-100 jet fighter from Ottawa will fly daily courier service between the royal party and Winnipeg, transporting dispatches and TV film.

Voyageur helicopters will carry members of the Royal Family on side trips during the Manitoba portion of the tour.

Two large reconnaissance tours of the route are planned by the forces, including a 10-day sweep through the NWT and Manitoba by Cosmopolitan aircraft and by helicopter, June 7-17.

Expo 70 Officer Praises Forces

OSAKA, Japan (CFP) - The commissioner general of Canada's Expo '70 pavilion, Patrick Reid, has sent a "well done" to west coast sailors who assisted at Canada Day festivities here.

Mr. Reid thanked them for the "contribution made by the squadron to the success of Canada Day." He added that the tars "deportment and friendliness was remarkable and appreciated by Japanese and Canadian visitors alike."

He singled out the Provider's 22-man band, under direction of CWO Stanley Webb, which "performed magnificently on so many occasions."

The sailors and bandsmen are crew members of the Provider and destroyers Yukon and Mackenzie, part of a task unit now training in the western Pacific. The unit is commanded by Capt. Robert Piers.

Central fund helps Moise

OTTAWA (CFP) - Canadian Forces Station Moise, a radar site near Seven Islands, Que., now boasts a spanking-new \$200,000 grocery exchange.

Money for construction and fixtures was borrowed from the Canadian Forces Central Fund at no interest.

Thanks to the continued purchasing support of the military community, the 6,000 square-foot facility, accommodating a modern grocery and dry goods exchange, will be paid for within 10 to 12 years.

CFB Bagotville, also in Quebec, is getting a similar building, expected to open for business July 6.



FRANK KATO (left) President of the Comox Rod and Gun Club presents a farewell gift and best wishes to Sgt. Jim Wolford, USAF. Jim was one of the organizers and instructors of CFB Comox's first Hunter Safety Course. He is leaving the Service and will reside with his wife somewhere in the wilds of Iowa. — Field photo

Rod and Gun Club news

One of the more enthusiastic and active members of the Rod and Gun Club, Sgt. Jim Wolford of the USAF is leaving the Comox area shortly. At the last meeting the Club President Cpl. Frank Kato presented him with a farewell gift and wished he and his wife all the best as they go back to the USA and civvy street. Jim was a keen hunter and fisherman and was also a Hunter Safety Instructor at Comox.

The Junior Rod and Gun Club is now being formed. Meetings are being held in the Social Centre the second Tuesday and third Wednesday of each month at 7:30 p.m. All interested Teens are invited to attend. Fishing, boating, swimming, hiking, map reading and photography are a few of the activities planned. So many of us complain about the younger members of the community and their lack of creative interests. Why not come out and give them some assistance in getting started? Call Frank Kato at local 255, he'll be glad to talk to you.

A Rod and Gun Fishing Derby is planned for July, August and September. There are 3 classes; trout, coho and springs. Gutted fish may be weighed and registered at the Fire Hall. Also both fishing rigs are busy. Anyone wanting to join the Club and rent a boat and motor can do so at the Base Fire Hall at a very nominal fee.

Finally don't forget the draw being held on the 1st of August for the houseboat holiday on the Shuswap Lakes. A completely furnished modern 36' houseboat is provided. Food, gas, bedding etc. are furnished for a party of six and the Club provides \$50 to cover car ferry and gasoline expenses for the drive up to Seacombs where the boat is

picked up. The lucky winner has access to a lake chain with over 1000 miles of shoreline with plenty of beaches and secluded bays. Booking is for the 28th of August to 4th of September. Get your color brochures and tickets from the Club members.

Our next meeting will be held in the Social Centre the 21st of July at 2000 hrs.

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on July 19 - Aug. 2 - Aug. 16

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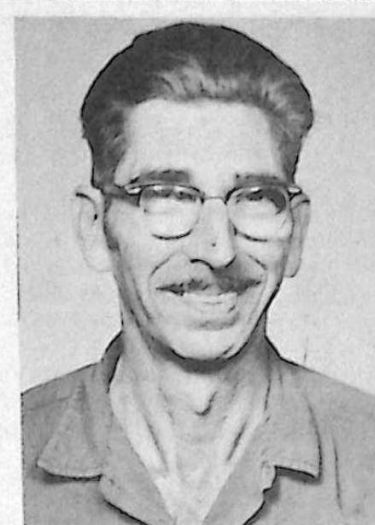
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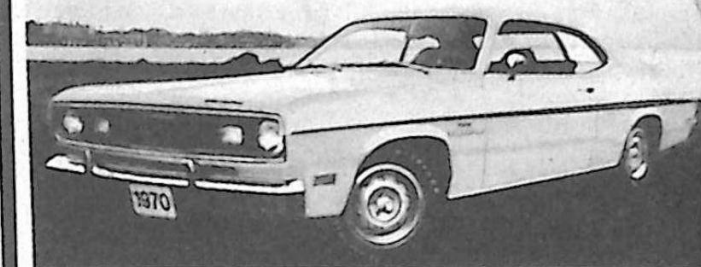
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WORLD MEET TRIP FOR GLIDER CHAMP



FORCES SOARER — The forces had a man at the 1970 world gliding championships in Marfa, Texas in late June. He's communicator, Capt. A. W. (Tony) Burton of station Holberg, B.C. The captain wasn't flying — he was on the Canadian team's flight line as a ground crewman. An experienced soarer, Capt. Burton holds an F.A.I. silver C gliding proficiency award. Here he checks out an all-metal U.S. Schweizer I-26 glider before takeoff. (Canadian Forces Photo)

HOLBERG, B.C. (CFP) — A forces communicator from this remote radar site joined Canada's soaring team for the 1970 world gliding championships in Marfa, Texas, June 20. But he did not take along his "wings".

Capt. A. W. (Tony) Burton, holder of an F.A.I. silver C gliding proficiency award, worked with the team, this time as a ground crewman.

The young captain's interest in gliding dates back to boyhood days when he built model gliders and was fascinated by the hawk's long, smooth glides. But, his first introduction to soaring was as an airman with a gliding club at RCAF station Cold Lake, Alta., in 1959.

Eight years later in Ottawa, Tony checked in at a local flying club with his Brigleb glider. The two most memorable flights in his 11 years of soaring, which he considers modest by record standards, were a flip of 12,000 feet over Whiteface Mountain in New York state and a 182-mile glide up the Ottawa Valley and over Quebec's Gatineau Hills.

Soaring, he says, isn't as easy as it looks. It takes a lot of work to ride thermals and updrafts.

After duty in Ottawa Tony was ready to try a hand at glider instructing. But again in 1969 he was grounded... this time by his transfer to CFS Holberg.

The young airman doesn't get in much sky time here in the Vancouver Island hills but his gliding know-how did land him a berth on the Canadian team's flight line at the world meet.

Next time he could be competing with the world's finest from the place he knows best — a glider cockpit.



ADULT SWIMMING — In answer to the many enquiries regarding adult swimming: Starting 13 July there will be an adult swim period from 7 p.m. to 9 p.m. (Mondays only). Adults will be from 19 years of age and above. Cost is 25c per person. Pictured here are part of the mothers and tots swim classes that recently were tested and passed in the Red Cross water safety program. Mrs. Joan Franks is the instructor here. Joan has been instructing for 14 years. Mrs. Franks has instructed all levels of the Red Cross program. At present she is employed at the CFB Comox summer swim program, also instructing adults from 9:00 - 10:00 each evening. — Base Photo

CBC to air Navy program

OTTAWA (CFP) — CBC-TV's "The Restless Wave," a three-part program on the history of the Royal Canadian Navy, will be televised this summer on the full national network. The series was carried by some network-owned stations earlier this year.

First of the series will be aired Sunday August 2, from four to five p.m. E.D.T. Rear-Admiral Victor Brodeur, one of the first RCN cadets recalls the birth pangs of the RCN and Vice-Admiral J.C.O'Brien, commander of maritime command, comments on the navy today.

The program relates the acquisition of two submarines by British Columbia in 1914; the 1917 Halifax explosion and ends with events leading to the Second World War.

Second of the series — Sunday, August 9, from four to five p.m. EDT — deals with the navy's response to the challenge of the Second World War. Recalling those days will be Rear-Admirals L.W. Murray, H.N. Lay, William Landymore and D.B. Piers, and Captain Eric Brand. Three

survivors from the navy's first destroyer-ship, HMCS Fraser, talk about the sinking and veterans of the Atlantic give accounts of Canada's merchantmen, the submarine wolf packs and the small-ship sailors.

Final program in the series — August 16 from four to five p.m. The programs were produced by Frank Williams. Host is Liston McIlhagga with Bill Herbert and Sheridan Nelson. Check local listings for viewing time in your area.

Forces golf meet planned

TRENTON, Ont. (CFP) — Forces golfers take to the links here Sept. 4 in the servicemen's second annual classic.

Nine, eight-man teams from Canadian bases and Europe will compete in the two-day meet, with the seven best scores counting towards the team title. Forces 1969 Champions are the zone four entry from Eastern Ontario area. The competition will be 36 holes of medal play with an individual championship and zone title at stake. There will be no handicapping — it is a "play from scratch" meet.

Forces individual champion, CFHQ's Maj. Don Cordukes, one of the best amateur divot men to come out of the Ottawa area, will likely be on deck to defend his title.

Service golfers who have played this course say it is a tough one. Some of the back nine tees, they add, should make the game interesting for visiting players.

According to CFSO 227 of June 12, entry deadline for team rosters at the physical education directorate, CFHQ, is Aug. 1.

Wild Life Review News Stands

Travellers in the Kootenay region of British Columbia this summer will benefit from two articles in the summer issue of Wildlife Review, the quarterly magazine published by the Department of Recreation and Conservation.

Previously, the 32-page magazine, which deals with conservation, was available only on a subscription basis at one dollar per year. Individual copies sell for 25 cents.

SERGEANTS' MESS

JULY SCHEDULE

- 10 July - T.G.I.F.
- 11 July Social Nite
- 17 July - T.G.I.F.
- 18 July - Dinner Dance
407 Sqn. Nite
(Bus service available)
- 24 July - T.G.I.F.
- 25 July - Social Nite
- 31 July - T.G.I.F.

NOTE: Films every Sunday — any changes to this schedule will be on Sgt.'s Mess bulletin board.

Sport fishing in full swing in Yukon

WHITEHORSE, Yukon — One of the most exciting times in a much-varied land is spring break-up in the Yukon. It is a time of year when Yukoners take a deep breath and gear themselves up for another season of warm, pleasant summers and some of the best sports fishing to be found anywhere.

It's a time of year when northerners adopt almost a festive air and a bounce appears in their step. They even hold traditional pools on exactly what day and what time of the day the ice will move out on the Yukon River at Dawson City.

It's a big, exciting time for everyone but the people who suffer most from sheer agony of anticipation are the sports fishermen. To them, the disappearance of the thick layer of ice on their favorite lake heralds another life for them. It's what they have been living for since the ice closed in the previous fall.

This year the ice began to move out right on schedule — around the middle of May — and good catches of lake trout, rainbow, Arctic grayling and northern pike are coming in every day. Fishing is in full swing and as another lake sheds its icy garment, yet another fish

story starts to make the rounds.

Did you hear about the 15-pound Laker that got away? And about the 17-inch grayling that didn't? Did you hear the pike are biting like crazy at Schwatka Lake?

And so it goes. Fishing gear, boats, motors and ice-boxes are all getting a last-minute going-over and the weekends will be reserved strictly for the outdoors.

According to the Department of Fisheries in Whitehorse, fishing so far is excellent. The glacial waters are yielding the legal limits in firm, tasty fish of every description and size. Even the whitefish are taking lures.

And, considering other areas of entertainment, it's still one of the cheapest pastimes around. A recent adjustment in licence fees set the annual angling licence for Canadians at \$3.00 per person and at \$10.00 per person for non-residents. There is no short-term licence in the Yukon. Licences are not required for children 15 and under.

Besides the fishing, you get to see some of the most breathtakingly beautiful scenery in the world.

It's all starting again, now!

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Original oil and acrylic paintings by trained artist (Art students league New York) Phone local 273 to view.

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Three bedroom home centrally located in Comox. Hardwood floors in halls, living room and dining room. Living room contains fireplace and feature wall. Kitchen with Crestwood cabinets.

Interior newly decorated. Large finished rec room with fireplace can be divided for an additional bedroom.
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FOR SALE BY OWNER:
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Military cap badges, flashes and medals. Box 985, Courtenay. Don Guilbeault.

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TOTEM INN LOUNGE

JULY ENTERTAINMENT

JULY 11th — FLOOR SHOW AND DANCE
Alf Carter and Show Boat Five
21:30 Hrs. — 01:30 Hrs.
Tickets: Members \$1.50 — Guest \$3.00
Tickets on sale at PMC's office (annex) 8 a.m. - 4 p.m.

July 18th — "DANCE — "CITIZENS"

Hard Times Dance
Food — Fillet Sole

July 25th — "TIDEMEN"

Food — T.B.A.
FREE — Movie every Tues. - 8:30 p.m.

JR. RANK CLUB JULY MOVIES

JULY 14th — DEVIL'S BRIGADE
William Holden — Vince Edwards — War Theme

JULY 21st — POINT BLANK

Lee Marvin — Angie Dickenson — Action
JULY 28th — UP THE DOWN STAIRCASE
Sandy Dennis — Patrick Bedford — Drama

Comox OFFICERS' MESS ENTERTAINMENT

JULY

- 11 — Steak Nite
- 17 — 19 — 409 Sqn. Reunion
- 20 — Jugs of Beer \$1.00
- 24 — Open
- 25 — 442 Sqn. Dinner
- 31 — Monster T.G.I.F.

BASE THEATRE July 1970

Fri. 10 July	SALT & PEPPER	Sammy Davis Jr.	Comedy
Sat. 11 July	HOUR OF THE GUNS	Peter Lawford James Garner J. Roberts	Western
Sun. 12 July	THE ITALIAN JOB	Michael Caine Noel Coward	Comedy
Fri. 17 July	LOVE BUG	Walt Disney Family Show	
Sat. 18 July	THE SUBJECT WAS ROSES	Patricia Neal Drama—won the Jack Albertson Pulitzer Prize	
Sun. 19 July		Admission - Adults \$1.00 Teens .75 — children .50	
Fri. 24 July	HELLO DOWN THERE	Tony Randall Janet Leigh	Family Show
Sat. 25 July	THE RIOT	Jim Brown Gene Hackman	Filed in jail
Sun. 26 July	THE MALTESE BIPPY	Dan Rowan Dick Martin Carol Lynley Julie Newman Fritz Weaver Mildred Natwick	
Fri. 31 July	HELL IN THE PACIFIC	Lee Marvin Toshiro Mifune	War Drama

MATINEES
**NAMU THE
KILLER WHALE** Robert Lansing
R. Erdman
Sat. Mat. 4 July
BEAUTY & THE BEAST Mark Damon
Merry Anders
Sat. Mat. 11 July
LOVE BUG Please Note: Evening prices
Walt Disney will be charged for this per-
formance only.
Sat. Mat. 18 July
Family Show
No Saturday Matinees from 25 July to 22 August.