



# TOTEM TIMES

The Aerospace Age Newspaper, (We get a rocket a week)

VOL. 12

CFB COMOX, THURSDAY, JULY 23, 1970

No. 15



## William Tell Beckons

After a five-year intermission, the U.S. Air Force's "William Tell" fighter-interceptor competition will be conducted by the Aerospace Defence Command (ADC) October 26-31 at Tyndall Air Force Base, Panama City, Fla.

This year's competition will pit up units of ADC and air defence assigned Air National Guard (ANG) fighter-interceptors against each other. The Canadian Armed Forces have been invited to participate.

The competition was begun in 1954 as an air-to-air rocketry phase of the third annual U.S. Air Force Fighter Gunnery and Weapons Meet held in Arizona. The event moved to Tyndall in 1958 and became the USAF Worldwide Fighter-Interceptor Weapons Meet.

This year's meet will not be worldwide, but its competition will be equally as keen as in previous years. While the drive to be named best team in each airplane type has always highlighted the event, William Tell also provides interceptor units an opportunity to demonstrate their readiness as part of the air defence deterrent provided by ADC and its Guard units to the joint U.S.-Canadian North American Air Defence Command (NORAD).

Purpose of the competition is to evaluate the ability of crews to maintain, handle and load defensive weapons under simulated combat conditions, to demonstrate the capability of interceptor weapons systems, and to recognize the best aircrew and controller teams in the air defence system.

Consistent with development of weapons and safety, William Tell is the most realistic peaceful proving ground to evaluate the abilities of the nation's air defenders.

Competing ADC squadrons are being chosen from among the command's air divisions through special evaluation intercept missions currently being flown. Flying in the meet will be teams operating ADC's 1,400 mph Convair F-106 Delta Dart, the supersonic Convair F-102 Delta Dagger and the supersonic McDonnell F-101 Voodoo. The F-102 units are all Air National Guard, while the F-101 competitors will be one four-aircraft team each from ADC, the ANG and possibly the Canadian Armed Forces.

In all, nine teams of four aircraft each will participate in the competition. Each aircraft type will comprise one category of competition, and a winning team will be selected in each category.

Competition firing will take place on the Air Force test range over the Gulf of Mexico. Firings will closely parallel regular squadron firing practices, and will be part of the annual training required of each air defence squadron. William Tell meets were cancelled after 1965, as were most special competitions, because of Vietnam war needs. This meet could be resumed because it will be conducted as part of the normal training program with funds previously approved for training activities. Data collected from each missile firing will help evaluate effectiveness of ADC weapons and tactics.

## Request Meteor Reports

OTTAWA (CFP) -- National Research Council experts here are seeking the help of servicemen in tracking down meteorites.

A forces routine order at CFHQ urges service personnel to report, immediately, any fireball sightings to unit authorities. Details from Canadian forces establishments should be passed to military and NRC, officials by priority signal addressed as follows: For CFHQ Fireball and observations.

Council radio and electrical engineers say if they get enough reports from a 100-mile area they can predict the spot on earth where surviving fireball meteorites are likely to hit. They are interested in "fresh falls" rather than old ones.

If you see one, they would like to know:  
— date and time of sighting  
— brightness, compared to planets and moon  
— its colours and form  
— length of time visible  
— body and tail  
— position in sky  
— names of any others observing.

Fireballs, say the experts, are bright meteors -- usually brighter than most planets -- which streak across the sky leaving a trail of glowing particles. They sometimes explode, several times during a single fall, with a flash and loud sound.

Field investigations are often carried out by national defence investigators.

## Myoxocephalus Octodecemspinosus Derby August 2nd

THE ANNUAL MYOXOCEPHALUS OCTODECEMSPINOSUS, or Sculpin, or as they are known locally, Bullhead Derby will be held once again at the Point Holmes Public boat ramp. This year it will be on Sunday, August second between the hours of 2 and 4.30 p.m. The fishing area will be limited to the Beach area by the Point Holmes boat ramp.

### DERBY RULES:

1. Eligible age groups - From 4 to 9, and 10 to 14.  
2. Bullheads must be caught with line and hook while fishing the beach area of the derby within the time of the derby.

PRIZES TO DATE, consist of 2 bicycles, wading pool, transistor radios, cameras, fishing outfits, plus cash prizes. Total value of prizes to date is in excess of \$300.

FREE ICE CREAM AND ROOT BEER will be given away throughout the derby.

Many local dignitaries are expected to attend this gala affair, among whom will be the ubiquitous Myrtle Vickberg, the Mayors of Wallace Gardens and Comox. Activities will start promptly at 2 o'clock with Myrtle Vickberg, clutching a fishing rod, leading the entrants down to the beach.

All the work involved and all the materials used in this derby are donated. The Derby itself is organized by the Point Holmes Recreation Association.



SECOND LIEUTENANT Jeff Crash, intrepid delivery pilot, had a narrow escape the other day when he was delivering the first improved F-101 from the United States to Canada. He was just about to cross the border when he happened to pass Captain Dee Vouthawk in another F-101 that was remaining in the United States. "Stop, ye confounded

deserter," yelled Captain Vouthawk. When that didn't work, Captain Vouthawk launched a guided missile at the Voodoo. As you can see, the fact that it was supplied by the lowest bidder caused it to miss, and Canada's airplane exchange is now underway.

## Forces Europe New NATO Look

OTTAWA (CFP) -- Where and how will Canadian Forces Europe, fit into the NATO structure?

NATO has three commands, one of which is Allied Command Europe (ACE) with headquarters at Casteau, Belgium.

Within ACE is the Central Europe Command (AFCENT) headquartered at Brunsum, The Netherlands.

Responsible to AFCENT is Central Army Group (CENTAG) at Mannheim, Germany, and the 4th Allied Tactical Air Force (4ATAF) at Ramstein, Germany.

Operationally 4 Canadian Mechanized Battle Group (4CMBG) responds to CENTAG while 1 Canadian Air Group (1 CAG) is responsible to 4 ATAF.

Formed July 1 and commanded by Brigadier-General Michael F. Doyle, Montreal, 1 CAG, located at Lahr, Germany, has three squadrons of CF 104 Starfighter aircraft available to NATO. Two squadrons, 421 and 41, have a strike-attack role and the third, 439, is a reconnaissance formation. Other countries within 4 ATAF include the U.S.A. and West Germany.

The 4th Canadian Mechanized

Battle Group, commanded by Brigadier-General William C. Leonard, Toronto, now stationed in the Soest, Germany area, will move to the Lahr zone October 1, to form along with 1 CAG, Canadian Forces Europe.

Commander of CFE is Major General Donald C. Laubman, Edmonton, while commanding the base operations of CFE is Colonel Gordon H. Sellar, Calgary.

## 404 Squadron Muscles in on Search and Rescue

A northern surveillance flight of a 404 Squadron aircraft included a successful search and rescue mission for the Greenwood, N.S. based Argus.

During the second leg of their surveillance flight over the Canadian Arctic the crew were asked to aid in locating a Bell helicopter missing on a geological survey flight from a

base camp some 90 miles from Dewar Lake.

The Argus moved to the search area and successfully established radio contact with the Bell. Located some 100 miles from the original search area, the helicopter had been forced down by lack of fuel.

A food package was dropped to the stranded helicopter crew who

had been grounded for several days and the Argus contacted a rescue aircraft to bring fuel enabling the Bell helicopter to fly back to its base camp.

The Argus then continued with her prime surveillance mission flying to within 900 miles of the north pole before returning to her own base at CFB Greenwood, N.S.

## Potential Admirals/Generals Train at Quadra

Sea Cadet summer training is once again in full swing aboard HMCS Quadra. During the course of this summer over 1300 cadets from Quebec and the Western provinces will be aboard. The cadets will participate in parade training, physical and recreational training, boatwork, sailing, and rifle range. In addition, fifty cadets every two weeks will arrive from CFB Naden to take part in the sea-phase of the Bos'n training aboard Yard Craft Nos. 312 and 319.

From the time the bugler calls at 0600 until lights out at 2200 the cadets are at the double. The day begins with one-half hour of physical training. Back to the barrack blocks to clean and dress for divisions. Then breakfast at 0645. At 0745 hands are fallen in for divisions which is the colours ceremony and march-past. The ship's company is inspected by the captain and a short divine service is held.

At 0915 the cadets are off to classes for the day. Some for sailing in the harbour, some on an over-night sail to Henry Bay, while the cadets at Quadra are taking practical training in sea boats in Comox Harbour and off Cape Lazo. The cadets from CFB Naden are at sea in the two, eighty-foot yard craft for sea training exercises. Their area of operations is in and around Desolation Sound.

During the first training period from June 27 to July 11, twenty-eight United States sea cadets were aboard HMCS Quadra on an exchange program. These cadets and their escorting officer, Lt. Patrick Hennessey, are proceeding to the Desolation Sound area for sea training in a thirty-two foot sailing cutter. They will rendezvous with the two yard craft and fifty bos'n cadets for some combined exercises.

From July 12 to August 8 there will be two groups of Sea Cadets from Quebec at HMCS Quadra. On one day of each week during



— A MacPhoto

their stay, the daily orders and parade routine will be in French.

And so as the 1970 training year continues, we hope that the readers in the Comox area will

take advantage of the two open houses. Visitors are welcome aboard HMCS Quadra on Sunday, August 2 and Sunday, August 16. Special boats will be at the Comox jetty at 0945 for

transport to HMCS Quadra. Boats return to Comox at 1330. The officers and ship's company extend a hearty welcome. We hope to see you aboard!

## Camera Whirl at Comox

Three members of the National Film Board have spent this week at CFB Comox filming scenes to be used in a new recruiting film for the Canadian Armed Forces. The three, director Andy Thompson, cameraman Pierre Letart and assistant cameramen Andy Poulsen, have been on the road for the past three months filming scenes at Canadian Forces Bases around the world. Throughout their tour they have been accompanied by a project officer from CFHQ DRS, Captain Steve Milan, and a photographer from CFHQ, Corporal Deane Edgett.

When completed, the film will be an eighteen minute, action-packed soft-sell presentation aimed squarely at the Pepsi generation. It will depict the activity that occurs ceaselessly at all Canadian Forces Bases at all times, or something.

It will show, for example, people jumping out of airplanes, even when there is nothing wrong with the airplanes. It will show people running across muddy fields waving bayonets, on the ends of which are impaled hot dogs, and the people are running to a bonfire. It will show feeding time in an Argus, a real crowd-pleaser, and it might even show destroyers lobbing shells at Port Angeles.

It will not show the riotous activity that prevails in your average QRA. Nor will it show the excitement of the guards who guard that QRA. In eighteen minutes, one cannot show everything.

At Comox, the team has photographed Voodoo formations, 442 Squadron's rescue capabilities, and 407 Squadron's whale-finding wizardry. It all helps to make a good commercial.

A good commercial wouldn't hurt us.

## Powder Puff Troops Train

PETAWAWA, Ont. (CFP) -- Almost 200 women from army reserve units across Canada are attending the national Canadian Women's Army Corps camp at Canadian Forces Base Petawawa, Ont., about 100 miles northwest of Ottawa.

Ranging in age from 18 to 45, the women are studying administration, drill, map using, military law, first aid, rifle familiarization training, methods of instruction, and other military subjects. On completion of the various courses, they will be qualified for promotion to a higher rank, or will have been trained as administrative clerks.

While military dress may not be considered ultra-feminine, the current civilian fashions have caught up with CWAC fashions and today's safari suit is the CWAC camp uniform.

A fieldcraft exercise will provide training in map reading and radio procedures, camouflage and concealment, and establishment of a bivouac location. The women will prepare their own food and spend two days in this temporary camp.

CWAC national camp is commanded by Captain Patricia Knott, a regular force officer from Halifax. Capt. Knott has run the national camp since its inception five years ago, and has run local CWAC camps in the Maritimes since 1961. A camp for French-speaking women is being held in Quebec.

A recreation program including tennis, basketball, badminton, volley ball and swimming, and a sightseeing tour of Ottawa will be included.

The camp staff is made up entirely of reserve force CWAC personnel, with the exception of the commander. The camp runs throughout July 15.



## 82 Years of Safe Driving



L/COL. SMITH, THE BTSO Capt. Richardson, the BTO, and Cpl. Robinson the BT sections. Safety supervisor presented Safe Driving Award Pins and certificates to five civilian drivers whose safe driving records total 82 years. There are Mr. W. R. Harrison, and Mr. E. E. Leach, both with 17 years. Mrs. W. A. Bates, Mr. W. J. Hudson and Mr. D. R. Machin with 16 years each. (Base Photo)

## Nighthawk's Nest

Wow! It might not be a particularly coherent lead for a column, but for the two weeks that have just finished assailing the Nighthawks it is even more apropos than leading off a political speech with an inane fatuity.

Almost two weeks ago, a clutch of retiring and departing Nighthawks received mugs at a quiet gathering held in the serene surroundings of the mess. During each attending member had consumed one cup of lapsang souchong tea, the colonel of the regiment called the gathering to order while he limned in majestic prose the contributions that each of honored guests had made to the squadron. Not to be outdone, each of the honoured responded with witty recitals of the contributions the squadron had made to them; then, there being no more tea, the gathering broke up.

But it was only a temporary lull. The next evening brought forth a cocktail party in honor of the colonel and his bride. During the festivities, BAMEO presented the colonel with an insoluble problem, a not unusual procedure for BAMEO. Again, the inadequacy of the tea crop sent the guests home early, or at least before breakfast.

The following weekend saw a significant increase in just about everything. It was reunion weekend, and 120 visitors, many of them accompanied by wives and children, returned to the Nest. Starting on Thursday, which is a great place to start a weekend, and finishing Monday or Tuesday, which is an equally great place to end a weekend, the reunion was a colossal success.

The Thursday gathering was another in the series of tribute that have overwhelmed the colonel since he announced his intention of leaving the service and becoming a success. Successful as the gathering was, it was but a minor prelude to the gathering which took place the following evening or rather afternoon, evening and early next morning as Nighthawks of all vintages poured in for the party of the year.

The party started very quietly, but very quickly it got very noisy and stayed that way for twelve or more hours. About midway through the festivities, someone unlocked the door that was caging the wives at a sherry party, and they too joined the frolic at the mess. Within seconds, the Ukrainian Lawrence Welk unholstered his mobile piano, said, "And a one, and another, and another," and

played for four straight hours, a trick which did marvellous things to his shoulders.

To spread the entertainment around a bit, the Sleazy Rider zorched through the mess in a cloud of small stones and chicken feathers and disappeared into the night, where he put on a superb display of trick motorcycle riding for the edification of an admiring audience of military police types, who reportedly were transfixed by the spectacle.

Slowly, however, the entertainment petered out, and just in time too, or it would have interfered with the sick parade that was scheduled for about five minutes after the last of the nostalgia-numbered noisemakers had pitched up for the night. Messieur le Medecin and his staff did themselves proud in reviving the superiors of what looked to be the biggest disaster since the sinking of the Titanic. Just as the Titanic got a bad ice-cube, so did a bunch of ex- and extant Nighthawks, but the hospital was able to avoid any fatalities.

During the afternoon, some of the harder survivors of the previous evening's rigors amused themselves by killing snakes on local golf courses, or drowning worms in local sewage basins. That too can be counted a success, as no one drowned, and no one ate any golf balls, or was eaten by any golf balls. The less hardy superiors, of which there were quite a few, contented themselves with contemplating the inside of their eyelids, and wishing that their survival was a bit less assured.

Soon it was evening, and time for the cocktail party, smorgasbord and dance affair. The Nighthawks responded in spectacular fashion to the challenge of a full bar and again attempted to comply with the demand to "Drink Canada Dry." The bartenders pumped more liquid than most firemen responding to a nine-alarm fire, and soon had everyone in great shape to enjoy the memorable smorgasbord spread which the kitchen staff had lovingly prepared. The food was great, and there was enough of it to satisfy even the hungriest RO.

Then, the tables were pushed back and the Great Unwashed, or whatever the band was called, made its appearance. They produced a different brand of music that had prevailed the previous evening, and got fewer people on the dance floor, which, the temperature in there being what it was, was perhaps just as well.

This party went on for quite a while too. Long after the singer had left the bandstand. It made one wonder whether anyone would be on hand for the beach party that was scheduled for the next day. But one needn't have wondered. Say "party", and a Nighthawk appears. Hordes of Nighthawks, in fact, with their wives, and their zillions of kids. It is just as well, too, otherwise the corn and hot dogs that had been procured for the event would have had to have been fed to the sharks.

And so ended the last official function of what had been a most successful re-union. The committee headed by Doug Munro had done excellent work to stage a truly memorable bash. All of those who worked so hard to create such a success deserve a great deal of thanks. It is not the intention here to single out individuals for votes of thanks, but one would be remiss in not mentioning Henry Dielwart, who volunteered to help with virtually everything, and who hoisted more barges and barges and

(Continued on Page 7)

## VOODOO NUTS, BOLTS & VOLTS

A few months ago, out of curiosity, I answered an advertisement for a free subscription to a magazine that you cannot buy and cannot pay for. A short time later I received my free magazine plus a few pamphlets on various subjects. The magazine, a monthly publication is extremely well written, of high quality, and beautifully illustrated with color plaques. The articles deal with world problems, history, science, human relations etc. etc. They are well researched and are most thought provoking. I have thoroughly enjoyed every copy I have received and as they say in the ad, it's free for the asking with no strings attached. If anyone wants some good reading write for your free subscription to Herbert A. Armstrong, Box 44, Vancouver, B.C. You won't be disappointed.

The BAMEO organization is gradually being spiked with new blood utilizing the surplus created through various policy changes, replacements for retired personnel etc. etc.

Lt. Geoff Clark is proving to be a keen addition on his get acquainted tour of the Voodoo repair section.

Capt. Joe Kenkel, our new AMADO is getting his feet wet picking up the administrative office work that Capt. Clay Grant vacated.

Donna Brooks (-oo-la-la) our new typist also in the MOR will help keep up with the work load.

Sgt. Mitsu Yamamura (AE Tech) and Cpl. D.A. McNiven (IST) will boost our snag crews.

Sgt. Elmo Munroe will be taking a Goodwill tour way down east before he decides where he wants to settle on retirement.

With all the changes taking place, policy, personnel, training etc. it makes one wonder how the morale of the troops is standing up. From my observation, there are considerable mixed feelings. It appears to be a time of indecision. With the release of the Remuster, retire or Restre plan, many people are in a real quandary of what's ahead. With all the strikes and jobless on Gvy Street and the government's fight on inflation, it's undoubtedly a time of uncertainty.

The service was once looked on as a hedge against unemployment, even if the pay was meager, it was still steady. Now even that hedge is gone!

The morale of the troops is usually reflected in their attitude towards their work, and the results of that work. It's a flexible thing and can change from one extreme to the other.

Management has the problem of keeping morale and production high. A loss of morale ultimately results in a loss of production and if the trend is not stopped it can have devastating effects. Most people in management are well aware of the effects of morale and try to maintain it as high as possible, but disruption in morale is an insidious thing that does not show itself readily until it is well entrenched on a trend, and it often takes drastic measures to correct. Keeping tab on morale is not something you can put down in black and white, it must be felt, and this can only be done by having a close relationship and understanding of the troops and their jobs.

I won't elaborate on the morale of the BAMEO organization. Every manager must assess it at his own level. I can, however, say that the BAMEO has been well aware of the effects of morale and has promoted programs to

maintain high morale. However, maintaining high morale is not one man's job, it is everybody's!

There are many factors which affect morale, far too many to cover in a short article, but I'll touch on just a few. Pay - a factor but of average affect; Working conditions, a sense of accomplishment and appreciation of work well done are some of the major factors affecting morale. A man may work his heart out to get a job done, but if all he gets is more work he'll soon tire. It's surprising how a sincere, timely pat on the back perks him up.

Speaking of training, I think the idea of officers working with the men as a familiarization phase is excellent. I'm sure it will give them a greater insight to the problems encountered and how they are eventually solved. It brings to mind my overseas tour on Sabre Aircraft. Sabres were very prone to over G's which resulted in a lot of down time and extra work doing Stress Symmetrical checks etc. etc. The O.C. resolved the problem very quickly by grounding the pilot that caused the over G's and giving them a job on the line and repair in coveralls.

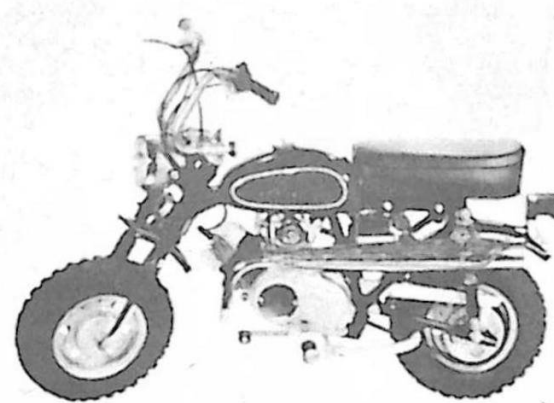
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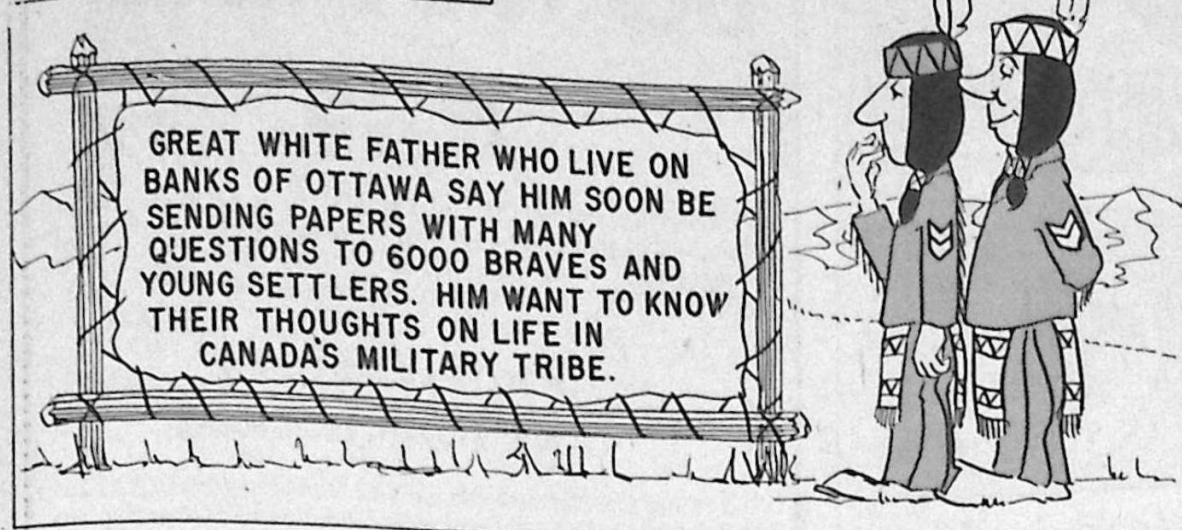
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## UNISKINS by mac



## 1 Div. Wins Safety Trophy

1 Air Division, Lahr, Germany, has been declared the top safe-driving formation in the Canadian Armed Forces for 1969. At presentation ceremonies held Wednesday, June 3, at Canadian Forces Headquarters, Major General D. C. Laubman, commander, headquarters, Canadian Forces, Europe, received the trophies from Defence Minister Leo Cadieux, and General Frederick R. Sharp, chief of the defence staff.

On hand for the ceremonies was Mr. P. T. Farmer, Executive Director of the Canadian Highway Safety Council.

General Laubman was in Ottawa attending the annual commander's conference, June 3 to 5.



ON THE DETACHMENT TO HAWAII in June for ASWEX 170, Lt-Col. Middleton and Cmdr. Kniesl exchange squadron plaques. Cmdr. Kniesl is the C.O. of VP 22 who acted as hosts for 407 during their stay in Hawaii.

## 407 Tech Ramblings

On behalf of 407 Armament personnel, welcome to Gun Plumber's Corner. As with all sections on the base, a lot of new faces will be appearing in the next few months and a few of the old ones will be leaving, so you will be kept informed. Parlez-vous Français? So far three of our boys are thinking just that as they prepare for the move to La Belle Province. Bill Johnson, who left last week, will be followed by Ted Sparks and "Beep Beep" Gord White. Congratulations are in order for a couple of guys, Russ Graham and Paul Croscup, who not long ago took the big plunge and, to Graham and Diane Croscup, welcome to the 407 Armament life's club. Since it's a lot of fun to get together for a few foams and overhear a few wives talking (none are listening), we're wondering when our keeper of the funds is going to call a meeting of the families, say at the beach or similar desirable location, where all could get acquainted. How about it? A vote of thanks is in order for those chaps who provided the boat transportation for all who attended the recent sports day held on Tree Island. From the card table again the cry, "Get Daley". Huffman, would you quit picking on the same guy all the time? Poor Bob Bird is looking awfully tired of late: could it be that the new president of the square dancers (Thelma) is making him do a little extra dancing? Where's the bike this time? Will someone please donate a big lock and chain to Percy Woodman so he won't have to tour the barracks every other day looking for the two wheeler? While mention of the many trips taken by our section globe trotters is out of the question, reports have it that Harold Hardy and Gord Geiger enjoyed their recent junkets to Moffett and the north, respectively. Congratulations to Dick and Betty Caddy on the arrival of their new baby daughter. So long for now from Gun Plumber's Corner.

The most recent event of note in 407 Air Photo was the marriage, on July 3rd at

Mountain View, California of Pte Wayne Hill and Miss Katie Muller. Congratulations and our very best wishes to you both. The same day, Cpl. Dick Shaw and Pte. Dan Clarke departed rather hurriedly for Greenwood, however, the section has been assured that their hasty exit from Comox was in no way related to Wayne's wedding - they were attending an electronic familiarization course the following week. Upon the recent return of Sgt. Jim Holmes and Cpl. Denny Denton from Hawaii, the former was in receipt of both a posting to Rockcliffe and a commendation in appreciation of his efforts while assigned to a special AETE project. While we realize that you are still trying to determine which piece of paper arrived first, Jim, our congratulations respecting the commendation are herewith extended. Waylaid in Toronto enroute on his posting in from Germany, Sgt. Searle's aerial photography skills will not be available to 407 until about the end of July.

The back-bone section of 407 wishes to advise all and sundry of their existence and agrees that the opinions expressed may not be shared by others - but they are wrong. Wedding bells rang for Pte. Scott in June and, despite an attempted favor in the form of cancelling his leave, he insisted on tying the knot anyway. All the best, "Scotty". Cpl. Bill Baker is back from the "butcher shoppe" in Naden where they reworked a disc in his neck: now it rotates 360 degrees. In June, we said Bon Voyage to Cpls. Dan Weisgerber and Red Hunt, who are now looking for discontinuities (N.D.T.) at Trenton. From all of us here, good luck in your search, chaps. Repair held its first annual (we hope) weiner roast on June 18th and to Cpls. Gerry Kee and Mike Hooley our sincere thanks and good show commendation for organizing this much enjoyed bash. This was also the first opportunity for everyone to meet Lt. (our new A.R.O.) and Mrs. Chura who are recent arrivals from the Anchor Shanker Depot at Shearwater.

## Demon Doins

On 13 July, Rear Admiral Leir visited Comox to inspect the Base and Squadron facilities. Admiral Leir has recently taken over from Rear-Adm. Porter as Commander Maritime Command Pacific with HQ at Esquimalt.

Crew 3 returned from a Northern Patrol on Sunday the 12th of July. The trip was to include stop-overs at Cold Lake, Churchill and Frobisher Bay, but due to some unexpected un-serviceabilities the patrol that was to include Frobisher Bay was cancelled. As it turned out the prolonged stay at Churchill gave the visiting Argus crew an opportunity to see the Royal family as it proceeded on its tour of Canada's North. Unfortunately, the Queen was committed to spend the majority of her time visiting the Boy Scout Camp at their Arctic Jamboree, and had no time to converse with crew members.

Crew 4 recently returned from NAS Moffett in California after spending a week in that sunshine state. The crew was detached to work in co-operation with American Maritime units in the Eastern Pacific region. A message of appreciation for the many hours spent airborne and a job well done was received by the crew from Rear Admiral C.S. Minter, Commander of a Pacific Task Group.

407 Sqn. is losing some more of its illustrious personnel. Capt. Hank Vanderheyden is being sent East to take up a position in the Intelligence section at Maritime Headquarters in Halifax. Capt. Bob Richter has drawn a posting to the Maritime Proving and Evaluation Unit based in Summerside, P.E.I. The Management Studies Unit in Winnipeg will be receiving the

services of Capt. Paul Northover in mid September. The Squadron wishes these men the best in their new endeavours.

We would like to welcome aboard Capt. Dave Thompson to the ranks of 407. Dave has been cross trained from Radio Officer to Navigator and will attend the Argus OTU in Greenwood in October of this year. A welcome is also extended to Maj. Tom Dandeno who comes to the Squadron from CFHQ. Maj. Dandeno will take up position as Senior Standards Officer after a short course at MOAT, the operational training unit in Greenwood.

Forest fires pollute the air, water and soil.

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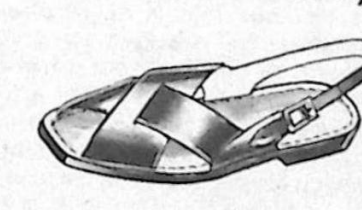
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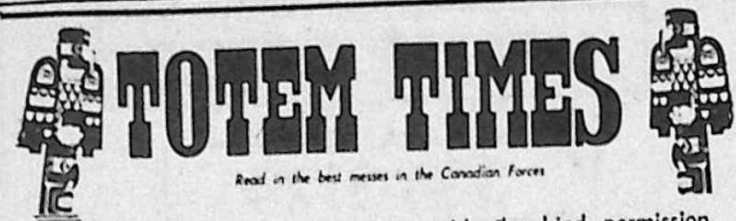
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THREE BRANCHES: COURTENAY COMOX LAZO, B.C.





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## Conscrippie

Riots in Vancouver, an overflowing church hall in Calgary, and overcrowded hostels in a dozen other centres, hordes of hobos strung out along highways and railways, and panhandling in the cities. This is a picture of Canadian youth, 1970 style. From where? To where? But it doesn't really matter. They belong to the uncommitted generation. Dissatisfied? Perhaps. But more apathetic than anything. They eat. They sleep. They have sex. But more than anything they just blow in the wind. Gravitating to myriad centres of their homogeneous ilk, they form postulates that dot every part of the country.

The older generation bears more than a little of the blame for the present circumstance, since its permissiveness with regards to child rearing has bred nothing so much as a continuing demand for greater permissiveness. But rather than crack down and do something about the problem now, they evade it. The elders have their own hangup and it has to do with age — if they admit that there is a great disparity between their attitudes and those of the youth, they are reminded that they are on their way out. The established order will change and their security is in jeopardy. They rationalize by making excuses for the roving youngsters. "Oh, they're just out for adventure. Harmless, really. Let them see Canada, and perhaps they will find themselves."

During the strike of policemen and firemen in Montreal last year, a roving reporter described the roaming bands of youthful vandals in a surprising way. He wrote of the carnival atmosphere that seemed to prevail, of the laughing and cheering that accompanied the window-breaking, the smashing and the looting. He almost seemed to condone the actions of the gangs by implying that in their youthful exuberance they could hardly be held responsible for any damage that might accrue directly or indirectly. After all, boys will be boys, and it is so much nicer to see the kids enjoying themselves openly than moping inwardly about the meaning of life.

Talk to any traveller who has given rides to some of our youthful bums. Will he say that these children are full of the animal lust for life? Will he say that they are drinking in the beauty of Canada or are savoring to the full their living close to nature? Will he say that these are free spirits who are reveling in their independence? No. He will tell you that these kids have no interest in the scenery, no desire to put up with any more hardship than is absolutely necessary, and no time for any other person who cannot do something directly to their benefit.

Ottawa has tried to keep some of the young people off the road by increasing its militia training to more than 20,000 cadets during the summer. Of course these cadets are in training by choice, and would probably not have ended up on the road anyway. Why couldn't the plan be altered or expanded to include also the young dissidents, the drifters and the deadwood? Surely the discipline involved in military training could do little harm to these individuals, and might do them a world of good. Certainly the rest of society would benefit.

Why not devise a system of conscription for the youth of today? There are a number of reasons why conscription into the armed forces would not work: Canada has very few military commitments; the armed forces are small, and would be ill-equipped to handle a large influx of new recruits; and many youth of today are opposed to militance on any scale larger than that of a mob. All valid reasons, but why not conscription by the government in the service of Canada?

Conscription into the youth service of Canada, a system that would offer a variety of options to every new member. Such things as pollution control, conservation of natural resources, reforestation, road building, fire fighting, flood control, work camps in depressed areas, aid in the slums, education of the handicapped and of the illiterate, and a host of others are enough to pique the interest of anyone who loves Canada, or his fellow man. What anti-militant, what flower child could oppose such conscription?

The cost of such a program wouldn't really be that excessive. Members would serve for a fixed period of time, and could be paid a relatively low wage — say, comparable to a Private in the armed forces. It wouldn't be much more expensive than current make-work programs, militia training, and increased law enforcement requirements and riot control that are now needed at the centres where youths now gravitate.

Most societies have tried to exterminate their parasites, but this is no solution for the human variety. These must be changed by giving them a sense of commitment, so that their potential energy and talent can be of benefit to society for at least a term. Who knows? Perhaps the salutary effects of the training and the involvement and the commitment of an individual in the youth service would last much longer than the term of that service.

## Air Support

It is difficult to imagine a summer without an airshow, and, for aerophiles and aerobats who travel, perhaps a whole series of airshows. There are airshows, and there are airshows, and then there is Abbotsford, the grand-daddy of airshows on the North American continent.

In past years the armed forces contingent at Abbotsford has generally been quite small — usually because of lack of funds. This year there has been a change and the CAF will be well represented, showing a wide variety of aircraft which will be performing their appropriate functions.

With the USSR, Britain, and the U.S. all being represented, it is only fitting that our own armed forces make as great a contribution as possible to this air exposition. The organizing time and ability which is going into the preparations should be amply rewarded by a really excellent performance. And the money which the CAF spends will pay off in better public relations and the goodwill of hundreds of thousands of spectators. Perhaps even recruiting will pick up.

## The Outside World Retraining Courses Available

OTTAWA (CFP) — Interested in occupational training? Many servicemen approaching retirement are — since entry to civilian jobs depends on having both recent and marketable skills. This can be troublesome when military skills and experience do not fit easily the needs of the outside world.

One answer is provided by the Department of Manpower and Immigration. This department is responsible for Bill C278 "The Adult Occupation Training Act". Under this plan they do not run courses themselves but purchase student positions at community colleges, institutes of technology, commercial business colleges and vocational institutes.

What are the ground rules for seeking this kind of training? Briefly:

— the course must be no longer than fifty-two weeks.

— it must be occupation oriented and meet the needs of the employment market.

— it cannot be academic training beyond the high school level. However, if schooling is needed before occupational training can begin up to fifty-two weeks is available. This is in addition to the basic course.

In 1969 over 10,000 different courses were available. Do you want to fill one of these student places? You have to sell your interest, ability and potential to a Manpower counsellor. This is decided during a face to face interview at the Canada Manpower Centre nearest your base.

A 10,000 hour watch repair course? A twelve-week course in cabinet making? Office procedures refresher training? These are but a few of the training opportunities seized by servicemen after their retirement, as a worthwhile entry to the outside world. Are you interested?

Servicemen approaching retirement are invited to participate in the Civilian Employment Assistance Programme as outlined in CFAO 56-20. Consult your base personnel selection officer or base personnel education officer for further details.

## HAIRY ORDERS

OTTAWA (CFP) — Hair today and gone tomorrow!

Or so it used to be when a soldier took his recruit training. Now, however, things have changed.

The U.S. Department of the Army, as reported in the latest edition of U.S. Army Digest, has decreed that hair styles are not a prerogative of command. Hair on top of the head will be neatly trimmed, but not cut to less than one inch unless the soldier specifically requests such. The maximum length will not exceed three inches.

Canadian military policy states that officers and men shall keep their hair cut short and neatly trimmed. Exaggerated extension of sideburns shall not be permitted.

American troops may wear sideburns which do not extend "beyond a line parallel to the ground and horizontally through the centre of the ear canal."

Canadian troops are allowed one inch of sideburn extending downward from where the top of the ear joins the forehead.

U.S. GIs may not wear wigs "except to cover up baldness caused by natural, accidental or medical processes." On the other hand, there are no restrictions to the wearing of wigs by Canadian servicemen. If wigs are worn, however, they must conform to normal hair and sideburn lengths.

Goatees and beards for U.S. troops are still unauthorized while U.S. and Canadian sailors may grow beards with their commanding officer's consent. For Canadian soldiers, only infantry pioneers are entitled to beards while serving outside of Canada.

Both countries allow officers and men to wear moustaches, neatly trimmed of course. The exceptions are Canadian sailors. For them it's all or nothing, beards and moustaches, but never moustaches alone.



## CAF Flyers Set Records

OTTAWA (CFP) — Armed Forces flyers have set quite a few long distance speed records over the past half-century, topped off this year by two record flights by CF-5 aircraft.

In 1920 six Canadian Air Force aircraft needed 45 flying hours to complete the first trans-Canada flight from Halifax to Vancouver. The last leg in the relay was completed in a de Havilland biplane.

Thirty years later in 1950, Squadron Leader G. Webb took off from Vancouver in a North Star headed for Halifax. Eight hours and 25 minutes later he guided the four-engine aircraft into Halifax.

Jets got into the long distance record act in 1956 when two Sabres from Air Transport Command's overseas ferry unit scored a cross-country record from Vancouver to Halifax in

five hours, 30 seconds. The two pilots were Lt-Col. (then F L) Ralph Annis and F O R. J. "Chick" Childerhose.

In 1959 an Argus submarine hunter from Maritime Air Command's 405 Squadron set a Canadian non-stop record of 4,570 nautical miles from Barber's Point, Hawaii to North Bay, Ont., with a flight time of 21 hours.

A year later another Argus set an endurance record of 30 hours.

A Yukon provided the next record in 1961 with a Canadian non-stop mark of 5,892 nautical miles by 437 Squadron in a 17 hour, three minute flight from Tokyo, Japan to Trenton.

Trying for a Canadian non-stop jet fighter distance-speed record in February this year, Maj. Norman Hull set an unofficial record by piloting a CF-100 Canuck from Comox, B.C. to Uplands (a distance of 2,300

statute miles) in four hours, 16 minutes and 15 seconds.

Three months later two CF-5 fighters dashed across Canada from Vancouver to Dartmouth, a distance of about 2,900 nautical miles, in four hours, 24 minutes and 53 seconds. Pilots were Capt. Jake Miller and Capt. Ron Small.

The most recent record was made by another CF-5 in July, 1970: Captains R. D. Pattison and R. R. Clayton of 434 Operational Training Squadron, Cold Lake took off from Shearwater, N.S. headed for Victoria, B.C. Five hours and 9 minutes later Capt. Pattison landed his aircraft at Victoria for an unofficial east-to-west long distance record.

His record flight commemorated the 50th anniversary of the first air force cross-Canada airmail flight that took six different aircraft 10½ (45 flying hours) days to complete.

## LETTERS TO THE EDITOR

Letter to the Editor:

I wonder if some of the people who write letters to you complaining about conditions in the Totem Inn ever attend the meetings or discuss their problems with their representatives. At the last general meeting only 40 members showed up. Perhaps some of the chronic complainers would stop their squawking in public if they really knew the facts.

Signed

Devoted club member.

Letter to the Editor:

Sir: I was, if you will forgive me, reading the news in one of your competitors, The Vancouver Sun. I am appalled at the carryings on of the band of nuisance young people that have been badgering the establishment this summer. All they want is free bail, legal services, food, lodgings, transportation and the right to do as they damn well please, regardless of the annoyance they cause to the people. Well, so would I. What a wonderful world this would be if we could have all that, but how long would that last if everyone was free loading and no one made any input to society?

Can these people be so blind as to believe that if their education is too difficult for them to understand that the only solution is to change the educational program? If good music is too complicated to thump out on a guitar because the player has only taken a \$1.98 book and learned to chord, is that any reason to label it square? Are these so called intellectuals so naive that they believe that their demands on society are sane? Can't they see that they are being led down the garden path by some organizations that can only be called, at best, subversive? Somewhere, somehow, the message has to be put across that in order to live in any society a person has to make an input.

To add insult to injury the present government is encouraging this migrant band of bums by turning such places as Armories into hostels. After watching their conduct this summer, their complete lack of respect for authority, and their outlandish conduct in public, I would like to take up their cry of "power to the people" and have the people supply them with free room, board and transportation, to the nearest jail.

The hippies weep and whine that there is no work for them. How would they ever find a job

laying on the beach beating on a drum?

To sum up, I'm sick and tired of the antics of some of the younger set, and some of the older set that haven't grown up yet. I'm sick of them hiding behind the civil liberties laws, and seeing the government coddling them, turning military establishments into hippy flop houses. I'm sick of watching people with no talent for art at all, grinding out kindergarten caliber work, labeling it art, and then watching the people pretending to understand it. Believe me, they're putting you on. I'm tired of long haired, bearded, slovenly bums hanging around public places (that they have done nothing to help build) to great disturbances. The beard use to be a sign of the intellectual, now it can be used merely to hide acne.

Perhaps the older generation is to blame for these kids having a problem. Wasn't it our generation that caused the demise of the coal furnace and the wood pile?

One of the greatest ideas I've heard in a long time came yesterday, when someone suggested that instead of drafting working men from the streets and pubs to fight forest fires, thereby taking them from their regular employment, draft some of these hippies who have nothing to do anyhow. They are certainly physically fit. They show that at every opportunity. (Care should be taken, however, not to mistakenly draft some of the tender young ladies). Fire fighters do get paid and I'm sure that most of them could use the money. I might even suggest that they get risk pay for running the risk of their hair catching fire.

S. Traight, Cpl.

Sir:

Re your annual Totem Times, Wallace Gardens Soap Box Derby: First, let me say that I think the idea is great. The children simply love it, but the hill that is used in the PMQs is a little small to get up any real speed. We are not raising a bunch of chickens here, let's see if you can get something with a little challenge to it. How about starting the race at the highest point of the new Ryan Road extension and run it all the way down to the base? I've had my husband, Barrie, make some calculations, and he thinks that a 55 pound car, with an 85 pound driver would be able to hit 134 m.p.h. when it passes Good's Store. He adds that the long runway could be made available

for the cars to slowdown in case of any overshoots.

I think that this sort of speed would offer a challenge to the little dears and prepare the survivors for freeway driving in their adulthood.

Signed  
Mrs. B. Olfield.

Maple Officers Mess  
CFB Borden, Ont.

Dear Sir:

I hope that you will follow your journal's tradition of "Telling it like it is" and present the following facts to your readers.

Whilst stationed at Comox for three years on 407 Squadron I occasionally used the auto club until the new club was built. Subsequently the treatment and attitudes of the Auto Club staff left much to be desired. As well as experiencing the refusal to be allowed to do my own work which many Times readers have previously reported, a quotation for a trailer hitch for my 1966 Barracuda proved to be 10 per cent higher than if I had picked up the same part myself from the local Chrysler dealer. The reason given to me for the increase instead of the expected REDUCED price was that the local Chrysler dealer does not recognise the Base Auto Club as a bonafide garage and will not sell wholesale. When I inquired if the auto club had tried Hartman's I was informed the club manager did not like to deal there. Who is the auto club manager paid to represent? Further the club's refusal to guarantee the mechanic's work is an insult to the customer and I have ceased to patronise the Auto Club.

Now for a few observations on Canex generally. I obtained a Canex Credit Card recently at CFB Comox, supposedly to simplify my purchasing procedure only to find that CANEX REGULATIONS do not allow credit purchase under ten dollars. Later I took my Canex Credit Card to CFB Borden on TD for three months. I might just as well have taken it to Tibet for all the good it did me. Again CANEX REGULATIONS forbid the use of off base credit cards and even goes further to refuse credit card applications by a person on TD even though he has a current credit card from another base so that a person on TD is forced to pay cash at the very time he is probably trying to conserve money to let's face it, maintain two households. So instead of taking advantage of the SALES at CFB Borden I dug

## DO NOT READ THIS

Excuse the subterfuge, but I wanted to be certain of your attention, and there is no better way to accomplish that feat than to tell you NOT to do something. Alright, I'll put my pocket psychology book away and get to the business at hand — namely:

### DON'T LET DEATH TAKE YOUR HOLIDAY

A rather interesting topic isn't it? Yes — but DEADLY! I have just finished reading an awful story about us vehicle and scooter-bike operators — it was terrible. Do YOU know what WE are? We're a statistic, we're described in terms of how many accidents we have been involved in, per cent of fault, per cent fatality, per cent disability, number of permanent injuries per accident, average deaths per accident, numbers of children left without parents and vice versa; all in all not a very nice book to read. It really made me sit up and take notice. The first thing I thought about was my imminent departure for the glorious lands away from the Cap'n and imminent departure for the glorious lands away from the Cap'n and imminent departure for the glorious lands away from the Cap'n. It suddenly came to my mind that it might not be a bad idea to do a little planning before I left — not to keep myself safe of course but just to ensure the Cap'n and the Warrantosser would have someone to listen to them in the future.

Here are some of the things I thought about that may be of help to you:

1. A pre-vacation car check. Give it the works — a little extra expense is worth it. Better to pay a few dollars for this journey than to pay a few more dollars for a "final" journey.
2. Find out as much as possible about your planned route — out and back. Mark any hazards you discover and be prepared for them.
3. Try to restrict your driving to those hours of least traffic activity and during daylight hours. Night driving can be dangerous.
4. If you feel tired and fatigued — STOP. Don't try to squeeze in that last landmark or "point of interest" — it could be a Headstone — YOURS.
5. Drive Defensively. This one has really been tossed around a lot — but it sure has saved a lot of lives.
6. Finally there's the old standby about "LIKKEK." Have some if you want to but — listen — just for me and the Cap'n AND the Warrantosser, don't have any if you intend driving.

I hadn't really intended going on at such length 'cause I'm normally a fairly quiet fellow, but the more I read the more I became personally involved and then I suddenly realized — HEY!!! That's ME they're talking about. Have a safe holiday everybody. Sure would be proud to think you were a little bit safer for having read my little outburst.

J. Stewart Capt.  
MTO

out my CHARGE card and headed off for the sales downtown.

The questions which come to mind are:

1. Is Canex really interested in justifying its existence and providing good service — e.g. free work areas in auto clubs?

2. Is Canex interested in my money?

3. Is Canex interested in making it easier for its customers to purchase goods?

I have met and know personally many fine Canex personnel who are busting their bitches to make Canex a success. All their efforts go for naught however if they are hampered by unduly restrictive CANEX REGULATIONS. So let's see some common sense creep into the CANEX REGULATIONS and allow credit cards to be interchangeable throughout all bases in Canada, even if it means setting up a central billing system in Ottawa.

Canex outlets could then mail in their credit slips just as the gas stations have been doing for years. Let us get more aggressive personnel in key positions, yes, I am referring to you Mr. Auto Club Manager.

Canex in my opinion is the best thing to come the way of the Canadian serviceman in many a year but it has grown to such size that, I as a customer, get a feeling sometimes the tail is wagging the dog — cumbersome CANEX REGULATIONS will only succeed in alienating the very customers Canex is trying to woo.

Ronald F. Elmer  
Captain  
Seattle

Dear Sir: I have to write to say what a delight it was for my children and I, on holiday, to spend a day seeing what Canadian Sea Cadets (and some on exchange from U.S.A.) do for summer training. Politeness and a proud ease of manner met us at the gangway to lead us into a day of delightfully clean ship-shape drills, a band to be proud of, followed by personally conducted tours covering historic interest, range, living quarters etc.

I have never seen an 80 lb. roast of beef before (would have loved to cook it). It dominated a table large enough to feed twice as many people as were there chatting to the officers looking so dapper in their cool shirt sleeves and cummerbunds.

The boat ride in the afternoon enabled us to look at the harbour area, the old square-riggers at

Royston, a school of seals rose to the occasion and the sailboat came racing by in a small breeze.

What a fine experience these boys enjoy in a world where we hear so much negative comment. A 20 foot jump from a jetty takes courage. My kindergartners acted out what they saw for the rest of the day using pieces of log for boats, lining up, wheeling and saluting to their hearts content. A great day and thank you!

P.S. A clear "Ladies" sign in that man's world would be a good idea

Dear Sir:

I couldn't help but be astounded by the sheer stupidity of a chap who didn't agree with the article "Education Opportunities in the Canadian Forces" June 10, and so took the time to painstakingly point out to you that after 13 years he had obtained a degree at UBC and that he was denied a commission once he had achieved his educational goal. He went on to state that "I found out that there is no career in the forces even if you do show ambition and initiative."

I would like to point out to this noble scholar that just because one has a BA doesn't mean he would make a good officer and leader of men. He had the gall to sign his name E. LALL, BA, CD, to you sir, you should get the alphabet correct, it's AB CD.

D.A. Cossette  
Lieutenant  
Editor TOWER TIMES  
CFB Kingston

Dear Editor:

Re. your account of the impending NFB visit: Capt. Steve Milan was editor of the Greenwood "ARGUS" — not fungus, as you so printed. You've got mushrooms either on the brain or in it.

Sincerely,

Norm Blondel  
Ex-Argus writer

Ed. Note: You read the Greenwood paper your way and we'll read it our way.

Dear Editor:

I would like to thank the person who signed herself as Mrs. Burntsupper, for scaring my husband into coming home early from the Club for five days straight. This was a worlds record for him. Unfortunately, he broke his record run last Friday when he couldn't pass up the beer call.

Mrs. C. Oldplate.



# FUNGUS FEATURES

by Mac

TRANS FLT

CLOSED

HOLD IT!

## From Up In My Perch

Last week, while I was visiting One Group, trying to get a new grommet to replace a worn one in my ol' kit bag, my wife phoned my office. The phone rang but once, when a feminine voice answered and said that there was no one in the office at the moment and would she care to leave a message.

I arrived home that night and was greeted with cold looks and cold beans and old toast on the supper table. I immediately sensed that something was amiss as we never have cold beans and old toast more than three times a week and this was already Thursday. "What's the matter Honey?" I asked as innocently as I could. "Oh nothing" came a spine chilling reply.

Now I've been in double harness long enough to know that "Oh nothing" means I'm in big trouble. My computer like mind spun into action, scanning the memory banks for some possible cause of the annoyance. It can't be money, we just played "Whathappened to" yesterday, so my financial conscience was clear. I hadn't been late for supper all week so I was in the clear in that department. I could find nothing. I couldn't stand the

thought of ruining a good meal waiting for an impending battle so I said "Let's have it". "All right, who is she?" "Who's who?" "I asked in amazement. "That dame who answered the phone in your office, and how long has this been going on and how come you haven't told me about her before?"

So that was it, she had found out about my secretary at last. I knew I might as well come clean. The jig was up so I said "you might as well come down to my secret office and meet her". Into the car and down to the office we went. I unlocked the door, ushered in my spouse. Inside there was her rival, my secretary, sitting on the desk nude. Her skin shone grayish blue in the fading sunlight coming through the window, her one eye gave off a warm reddish glow which was only exceeded by the reddish hue on my wife's face. My electronic secretary had been installed by the telephone company that afternoon.

Besides being extremely useful it provides some very funny entertainment in the mornings when I play the tapes made by the boys in the mess on the night before. I might remind some of



By Seemore

them there are laws about obscene phone callers though. For the first few days most people would phone up hear the machine, give a funny gasp and hang up. A few women callers giggled madly then hung up but now, some of the callers are less reluctant to leave a message. I

(Continued on Page 7)

## "WHEN YOU THINK OF GIFTS" FOR ANY OR ALL OCCASIONS

You usually like to find something a little out of the ordinary, something that will give pleasure for years to come -- Our customers of many years standing keep on coming back for that very reason, they know they'll find that attractive gift item that isn't available anywhere else in town.

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**DURING HIS GOING AWAY BASH,** L. Col. Ford received a hideous Indian ceremonial mask. The colonel was delighted with his gift and was holding it on top of his head while kibitzing with L. Col. Lloyd and MWO Payne. Besides the Colonels farewell speech the main highlight of the evening came when one of Canexes nimble footed stewards dropped a fully loaded tray of drinks into the Colonel's lap. It is rumoured that the same nimble footed rascal will be slinging hash at the 'Fun City' of the north, Inuvik. (A MacPhoto)

## Air Kamikazi Gets Reprieve

After our story in the last issue to the effect that 442s venerable Kamikazi airline was going out of business, CFHQ received so many protests from aging Dak pilots, aging Dak pilots' wives, and aging Dak pilots' children they put the subject on hold. This is indeed great news for the \$1.49 day shoppers, Lions fans, and other people who tend to get a little 'Island Happy' from prolonged stays in near isolation.

The two surviving Dakotas will continue to operate the only military airline on Canada's west coast until the 31st of August, after that they will go into storage reserve. The squadron is expecting the arrival of the first Buffalo aircraft on the 31st of July. Whether or not the Bisons will be used as transport aircraft to replace the dak service is still a question to be worked out.

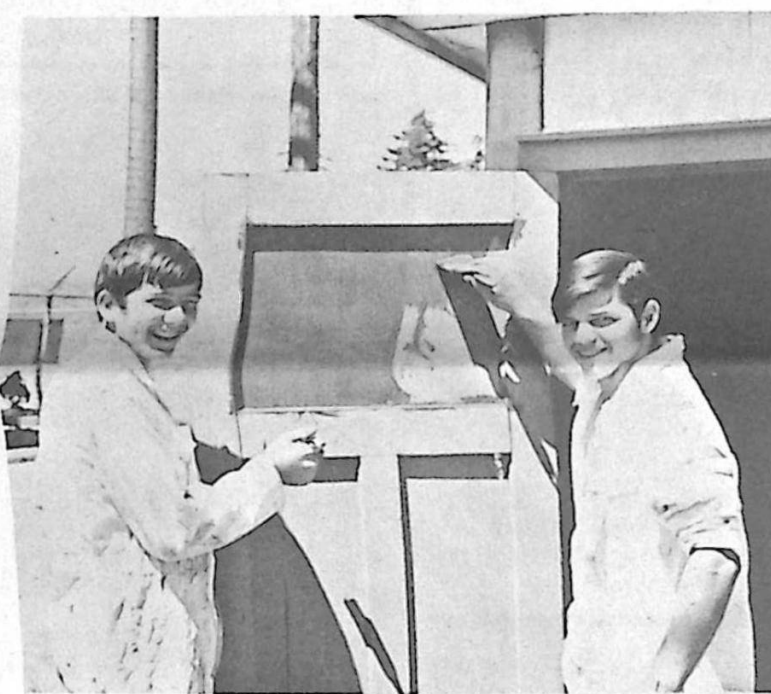
History seems to be repeating itself in reverse. One hundred years ago the buffalos were driven out of the Dakotas, now the Buffalos are driving out the Dakotas.

## Leach Promoted

Colonel W. G. Leach, 46, London, Ont., will be promoted to brigadier-general July 27 and appointed deputy surgeon general of operations at Canadian Forces Headquarters.

A medical officer at the National Defence College, Kingston, Ont., he was the 1960 winner of the McKee Trophy for his "research in the field of high altitude physiology and for the courage and devotion to duty he displayed in conducting this search".

A pilot during the Second World War he left the service to obtain a medical degree at the University of Western Ontario.



**SUMMER WORKERS PAINTING HOT ITEMS:** Barry Brady (left) and Richard Kramp (right) two of the thirty six students employed this summer by the C. E. Section put a new coat of Red Paint on a fire hose shed. Richard, a well known local hockey star said he was pleased to have the job as there are no organized summer activities in the area for him, and he would otherwise be spending his days sitting around on the beach. (sounds good to us). Barry hails from Smith Falls in Ontario, and he is glad the Government organized these jobs as it is helping to pay his expenses while he visits his sister and brother-in-law, Lt. and Mrs. Fred Robinson. (A MacPhoto)



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35	15 Year	\$154.10	40	15 Year	\$333.00
40	15 Year	\$213.15	45	15 Year	\$497.00
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50	10 Year	\$386.60	55	10 Year	\$1,071.00

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# Quick Response Averts Minor Disaster

## Four alarm grass fire

It was hot and dry Tuesday afternoon, July 14th. The PMQ sports field was inhabited by several groups of youngsters sitting around or playing games. The lack of summer rains has made the field tinder dry. All of a sudden smoke began to rise from the back field of one of the ball diamonds. Instantly the fire prevention training that is constantly being drummed into the young minds of our PMQs came into action. No less than four separate alarms were sounded by several different groups. Winner of the 'Pull the Alarm Race' was Miss Debby Bowers and her team mates. Runners up were the team that phoned from a nearby grocery store.

The numerous alarms caused a certain amount of confusion for the Fire Fighters who had to tour the entire PMQ area before locating the raging inferno. This short lapse of time gave a chance for the M.P.s and the Times photographer to arrive on the scene first. Unfortunately, these people had all been out the night before and so dry they couldn't even spit on the fire.

Cause of this holocaust was given by interested eyewitnesses, none of whom were over ten years old, as being set by two boys, spontaneous combustion, the sun, the devil, and the fire fighters themselves. Following the lead of the story about the two boys setting the fire, the M.P.s report that they are hot on their trail. They are leaving the devil out of it. They said that our kids really are different from other kids in that they do not sit around smoking grass, they just sit around and watch the grass smoking.

A great big 'well done' from the Totem Times to all the kids who responded so quickly to this minor, but potentially dangerous situation.

Leave forests green - prevent forest fires.

## CHAPEL CHIMES

PROTESTANT CHAPEL

SUNDAY SERVICE: Divine Service at 11 a.m.

Padre F.R. Johnson, Chaplain (P) at CFB Esquimalt will be conducting the service. Ten years ago he was United Church minister for Courtenay-Comox charge before he joined the air force. Friends and visitors to this area are invited to attend.

As Sunday School classes have closed for the summer months children are encouraged to come to church with their parents. Nursery facilities will be available. The chapel is open at all times for private prayer and meditation.

R.C. CHAPEL

Father James G. Campbell - Base Chaplain (RC)

SUNDAY MASSES: 9:30 a.m. and 11 a.m.

Weekday Masses:

Tuesday - 7:30 p.m.  
Wednesday - 4:15 p.m.  
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.

NOTE: In future the first Mass on Sunday will be 9:30 a.m. instead of 9 a.m. as formerly.



MISS DEBBY BOWERS, winner of the recent 'First to pull the fire alarm race' re-enacts her olympic form she used to win the race. Standing to her left are the other members of her team, Medina Bell, Susan, Vera and Valery Gray. (A MacPhoto)

## That's Show Biz

By NOLA WELLS

When the Royal Family toured Northern Manitoba, recently, I saw on T.V. the town of Churchill once again. It didn't seem to have changed much since our departure 6 years ago, but inside you knew it had.

Churchill, Manitoba, 1970, would still have glistening white icebergs floating on the Bay in the middle of Summer, which in turn become 'security pads' for huge polar bears in search of food, on the shores of Hudson's Bay. And no doubt the R.C.M.P. still issue dramatic warnings over the radio, for local families to stay clear of a Polar Bear turned violent from hunger, or a wound inflicted by some Eskimo or White hunter many miles to the North. The Churchill River with its bounty of Northern Pike in the Summer and dog sled trips in the Winter, will still empty into Hudson's Bay as it did so many years ago, when the Northwest Passage was being discovered, and the Hudson's Bay Co. was being formed.

And that rickety old train that either brings one into Churchill or takes one back to the fast living of Canada's South, will still arrive at its destination twice a week. The Grain Elevator will still hold wheat grown under the hot sun over the Canadian Prairies, ready to be loaded aboard the visiting freighters each Summer. And no doubt the buses still break down at 60 degrees below zero, although I never could understand why!

As we all realize it is most difficult to go back in time, because as life rushes on, it often changes things beyond belief.

Besides... Churchill could never be the same again as we knew it 6 years ago, and as other Service families knew it for many years before. The huge S.A.C. bombers don't refuel from there any more, due to improvement with the times, and gone are the Khaki browns, Blue Flight Jackets and Navy bell bottoms, that made up Canada's Defence Force, stationed at Churchill before integration. Gone too are the wonderful Service families who rocked this Northern Base with their gay laughter and unforgettable togetherness known only in 'Isolation'. We all were sharing a common experience and it made us somehow into a family unit.

Nobody regardless of rank or salary, living in Churchill's Townsite, was saved from the sting of the huge black flies, or the growls, and often bites of the Northern Huskies, staked out behind the Indian Reserve. And nobody but nobody escaped the 'honey bucket brigade' early in the morning of a 40 degrees below Zero day. A few rare

families had running water, but due to the perma frost at all times present beneath the earth's surface, most of us received our week's water supply from the smiling soldiers manning the Army water wagon.

Competition known to us all 'down south' magically disappeared as soon as you got off the train at Churchill. The wives who still wanted to impress the neighbours could always order their parkas and boots from Eatons of Winnipeg, instead of wearing the standard R.C.A.F. issue, which were thick and warm, but did little for sex identification during a 'White Out'.

There was always a party going on at Churchill and everyone was welcome. One simply hasn't lived until they attend a party consisting of colorful American pilots, so far away from home, plus men from the Canadian Army, Air Force and Navy, also so far away from home. The tales that were exchanged were unforgettable! Then in the period of time between the ice thawing in July and freezing again in September, otherwise known as Summer, Churchill was alive with colorful sailors from the many foreign freighters docked in Hudson's Bay, not to forget the bush pilots and Pan Am personnel that made up Churchill's population.

Most people weathered the discomforts of this Northern paradise, because they knew in all their wisdom gathered from being members of Canada's Armed Forces, that no matter where they would be posted in the future, they would never again know the beautiful togetherness, and communication felt during their stay at Churchill, Manitoba.

## Hospital Humbug

Just sitting here on the patio, sipping our milk, the flowers are blooming, the sun is shining and this column must be written in twenty-five minutes or less.

Since our last edition we have acquired two new dentists, Capt. Brian Schow and Capt. Eric Craig; one new M.O., Capt. Francois Dufresne, and one happily married Flight Surgeon, Capt. Bruce Lowden. We hear, via the grapevine, that COBOC have been trying to corner Bruce for his snifter presentation but unfortunately it appears that the newly-wed has been too busy of late.

Air Evacs have been keeping hospital staff, as well as 442, busy this past month. Ten in six days isn't too bad a record, is it?

Many thanks to 409 Sqn. Sick Parade Saturday morning was

quite a success it seems. Patients returned home feeling much better than when they had arrived. A good time was had by all. Pete Sullivan is still badgering the boys at Quadra and sick parade gets larger each day, it must be the club Pete is using.

We're still sitting here sipping our second glass of milk, the clouds have appeared, and we managed to finish another humbug in 15 minutes. Now to press!



## Presbyterians

### Get Foote in

The Reverend E. G. B. Foote, of 81 Loch Isle Road, Rocky Point, Ottawa, has recently been appointed chairman, Chaplaincy Services Committee, the Presbyterian Church in Canada.

In his new position, Dr. Foote oversees the appointment and ministry of Presbyterian chaplains, and the spiritual welfare of all Presbyterians in the forces.

He also serves as a member of the Canadian Council of Churches' Committee on Chaplaincy Service in the forces. This committee exercises general supervision of the Protestant religion in the forces.

Dr. Foote is a former Chaplain General of the Canadian Forces

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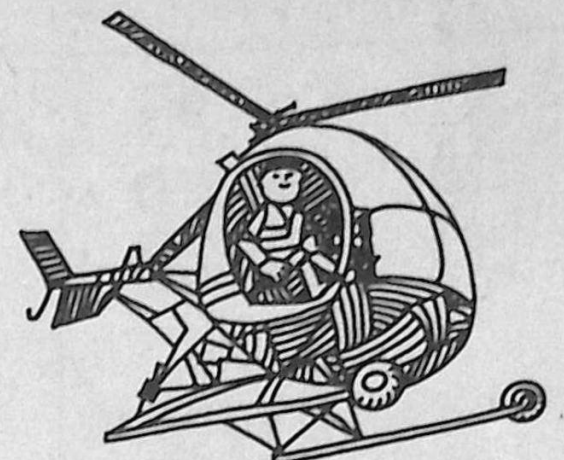


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# REMEMBER WHEN?

Do you remember not too many months ago what the beach looked like? Take a stroll down and look at it today. A tip of the hat is due the administrators and workers responsible for maintaining our beach. The co-operation of all is solicited to keep the beach in its present excellent condition. If you use the beach also use the litter barrels provided on it.

We suggest that fish be cleaned out in the chuck before you dock. If you must clean your fish after docking, please don't use the launching channel or the beach adjacent to it. Confine your fish-cleaning activities to the north side of the ramp or on the seaward side of the outer breakwater arm.

Work on the trailer sites is progressing smoothly. We should have 15 sites operational within two weeks. These facilities for the present will be serviced by a fresh water outlet and dry toilets. The plan for more permanent sanitary and changing facilities is still in the mill.



Base Toothpick farm now defunct. The world famous Air Force Beach Toothpick Farm, shown above in its peak season last March, has gone out of business. The farm, a co-operative type company, has voluntarily adopted the Government's program of sowing summerfallow, and being paid for not planting. Owners of the farm can be seen on any sunny day lazing around the now empty log yard and by all reports are enjoying the new program to its fullest. (A Mac Photo)

## THE C.A.F. WAS THERE

WINNIPEG - When it comes to ceremonial trimmings and red-carpet brand of pageantry, Manitoba's centennial highlight, the royal visit, got a hefty assist from Her Majesty's Canadian Armed Forces.

But, like the proverbial iceberg, only a small part of the show was on public view. Traditional guards of honor, 21-gun salutes and full-dress military bands made up the icing on the cake only.

Unseen and unsung were hundreds of behind-the-scenes servicemen, from private to general, who for months have been sorting out and refining a long string of preparations.

The list ranges far and wide, from providing ground and air transportation to a parapet - drop. As for the myriad of items in between, it reads like a checklist for D-Day.

A random example was the provision of umbrellas on a standby basis, just in case it rained during departure ceremonies July 15 at CFB Winnipeg.

And then there were such matters as baggage handling, staff cars, communications links, aircraft security and crowd control, standby ambulances and medical staffs, as well as laundry that leap-frogged along the tour route.

And if you're wondering who did the cooking for the royal family in Yellowknife, N.W.T., he's Winnipeg-based Warrant Officer G. Edward Pace, 39, of Halifax, who has been in the business for more than 20 years.

One of the busiest chores, coordinating a mass of

arrangements in Winnipeg and other Manitoba centres, was 45-year old Major William J. Bowers of Regina and Saskatoon.

A veteran of three previous royal tours to Canada, he normally heads the CFB Winnipeg transportation section. But, for the past several weeks, his job has called for the know-how of a diplomat, quarterback and circus master combined.

Part of his responsibility was providing something in the order of 60 vehicles and drivers who performed a variety of tasks along the royal tour route. Four of his drivers also chauffeured the royal party and accompanying VIPs throughout Manitoba.

Driving the Queen's limousine was 34-year-old Sgt. William E. Appleton of Winnipeg and Toronto. At the wheel for the Prince of Wales and Princess Anne was Master Corporal Russell Henley, 38, of Toronto and Victoria, while chauffeuring Governor General Michener was Cpl. Clayton L. Lovegrove, 26, of Weston, Ont. Assigned to Prime Minister Trudeau was Master Cpl. Robert Surguy, 25, of Vancouver.

Although the armed forces figured in the royal itinerary from start to finish in the Northwest Territories and Manitoba, their biggest array of ceremonial pomp was concentrated in Winnipeg.

The military base here, under Col. Hugh Peters of Ottawa, also was charged with handling the departure arrangements when Her Majesty left Canada late July 15 for home. They even provided the 80-foot red carpet

leading to the door of her waiting Air Canada DC-8 aircraft.

And then they did it all over again next day, July 16, when President Nixon's Air Force One aircraft picked up the Prince of Wales and Princess Anne to take them to Washington.

Before the royal train reached Winnipeg, one stop along the way was CFB Shilo, near Brandon. There, a 300-man force of paratroopers from the Edmonton-based Canadian Airborne Regiment dropped from the skies in front of the royal party. Later, they also saw a display of Arctic and other military equipment.

In Winnipeg, armed forces pilots flew the royal family to and from a number of points in southern Manitoba. The base here also provided backup and rescue aircraft at several points in the province.

At the Manitoba Legislature July 15, when Her Majesty inspected a 100-man guard of honor, it was her first guard attired in the new, green uniform

of the Canadian Armed Forces. Commanding the composite guard of sea, land and air elements from CFB Winnipeg was 28-year old Capt. Frederick R. Sutherland of Toronto and Halifax.

Also at the legislature a 21-round royal salute boomed over the city at 10-15 second intervals from four 105-millimetre howitzers. The saluting troop, from Winnipeg's 3rd Regiment, Royal Canadian Horse Artillery, was under the command of Capt. William F. Gee, 24, of Winnipeg and Lacombe, Alta.

Other members of the armed forces, selected and carefully briefed on their duties, accompanied the royal family throughout their entire Canadian tour. They ranged in rank from private to brigadier-general, and included the tour director, Brig. Gen. P.S. Cooper of Ottawa and Revelstoke, B.C. The others included an equerry, press coordinator, doctor, dentist, nurse and orderly.

## 3rd Annual Totem Times

### Wallace Gardens Soap Box Derby

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

1000 hours

Kids, its 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.

GOOD LUCK

#### 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 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 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

## F.U.I.M.P.

Continued from page 5

guess some of us can't get used to talking to a machine.

Captain Palmeter, our ace Firechief had three 'Air Bosns' added to his staff recently. An Air Bosn is a combination Firefighter and aircraft handler on an aircraft carrier (remember them?) They are a payfield higher than a regular firefighter for some reason and is the cause of some contention. Anyway when these Sea Element chaps arrived, the Captain sent a message to CANFORCED saying "We have received crew, when are you sending the boat?" a few days later he received a return message stating "Item requested ref 'A' dispatched this date" To-day he received a parcel containing a red boat three inches long and labeled "HMCS AIR BOSN."

## Service Editor Makes Good

OTTAWA (CFP) - Captain Pat Barrett of Powassan, Ont., a former service newspaper editor, has joined the staff of the Directorate of flight safety, CFHQ as editor of Flight Comment.

Before being assigned to Ottawa, the 31-year-old Sabre pilot was an instructor at the forces flying school, CFB Portage la Prairie, Manitoba. He is also a former editor of base Gimli's newspaper, the Star, now called the Framfari.

He joined the RCAF at North Bay, Ont., in 1958 and in the early '60s flew F-86 Sabre jets in Europe with 422 and 439 fighter squadrons.

The armed forces also figured prominently in the distribution of TV film, photographs, radio tapes and backup news copy to an estimated audience of 400,000,000 people around the world.

Courier service for news agencies in a fast, jet-fighter aircraft took place daily from isolated northern Canadian points to Winnipeg and Toronto for onward publication and broadcast around the world.

## TINY BUBBLES

NORTH BAY, Ont. (CFP) - Important cogs of Canada's air defence system are 27 white bubble-like structures that dot the landscape and provide an electronic blanket that covers the country.

They are Canada's North American Air Defence Command's radar sites which search 24 hours a day, the year round for intruders they hope will never come. Their electronic fingers have tracked and identified, automatically, thousands of aircraft. They can just as quickly scramble 1,200 mile-an-hour jets to take a look-see.

One of the brains behind the bubble is IFF - identification friend or foe. It does just that. Unknowns are automatically rejected and it doesn't stop there. The signal is converted to digital form and flashed to semi-automatic ground environment (SAGE) computers to alert jets and ground missile units.

The chain, 27 sites from Nova Scotia to Vancouver Island, represents over 20 per cent of NORAD's long range radar. All provinces have one or more except Prince Edward Island.

### ALIKE, BUT!

The sites look alike but there the similarity ends. Only thing they have in common is the job. No one knows this better than the 4,000 men and their families who call them home.

For example, Barrington, N.S., almost boxed in by the sea, sits higher than remote Moosonee, Ont., which is 30 feet above sea level. The only way into isolated Armstrong, Ont., radomes is over a 143-mile gravel road. Radarmen do their year tour there without families. It is a 110-mile road trip to Chibougamau, Que., and Moosonee has no road - it's a rail, snowmobile or canoe trip.

Vancouver Island's Holberg is a bus-boat-bus affair compared to Quebec's Moise which sits on a spit of land between the St. Lawrence and Moise Rivers.

Contrasting Moosonee's low point is the lofty, 5,800 foot perch of Kamloops, B.C. Northernmost site is Beaverlodge, Alta., while the last constructed was Gypsumville, Man.

Stations have their ups and downs too. It's a 2,600 foot, uphill hike to the housing area from Kamloops' radomes and only four-wheel drive vehicles can navigate the hill between Holberg's housing and radar site.

Most stations adopt the names of nearby communities but a few have come up with originals. Baldy Hughes, B.C., for example, got its name from the man who ran the stage line's remount station there. It is a standing joke among radarmen that if the site a bit further south had been selected they would have been assigned to station Sourbeans MacKenzie, the gentleman who ran the next remount station down the road.

### CUT-UP AND COMPETE

Competition is keen among sites and the people who man them. To make off-duty hours enjoyable the stations have their own "thing." Foymount, Ont., boasts a five-year, 1,200,000 safe driving record while the province's Sioux Lookout site recently was named air defence command's best radar unit. At station Falconbridge, Ont., they turned the radome hill into a ski slope.

In 1965, Ontario's Ramore was besieged by uranium-happy prospectors staking out crown land around the site. And in Quebec's Mont Pica, the tables are turned on security-conscious

radarmen - they are searched by Laurentian Park guards for fire arms and fishing gear because the station is on park land.

Station people also enjoy fun and games. At Dana, Sask., the local owl is station mascot and deserving members receive the number one bird award. Nova Scotia's Station Sydney radarmen still consider themselves a separate airforce.

The annual shindig at Quebec's Senneterre is the big raft race and the padre at Manitoba's Gypsumville spends his spare time building a plane.

Ask a radar type where he would prefer to do his duty tour and the answer would probably be Quebec's Lac St. Denis, in the Laurentian resort area, Foymount in the Ottawa Valley or on basesites at Cold Lake and Penhold, Alta.

These are Canada's white bubbles, identical yet unique in their own way. Canadians will never see the electronic blanket but they can feel a little safer knowing it is there.

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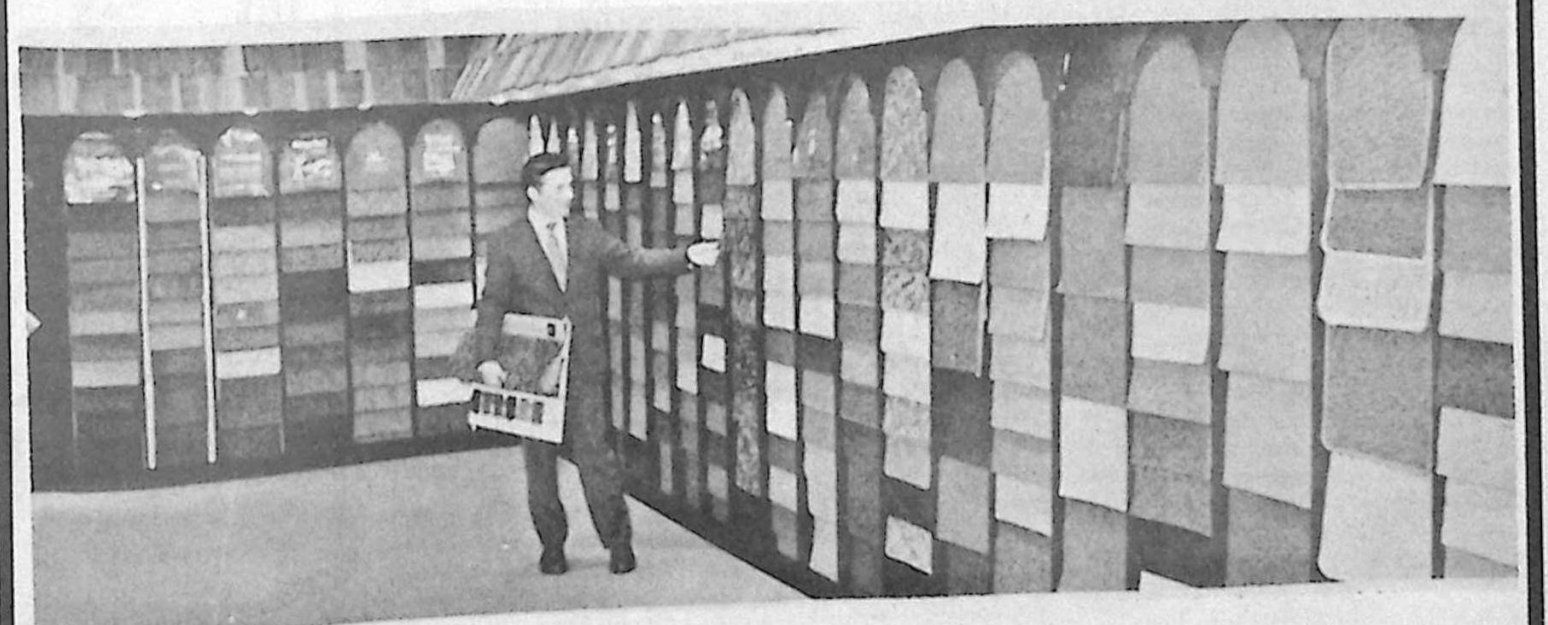
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## Nighthawks Nest

Continued from page 2

toted more bales than one could shake a Cudgel at.

The departures mentioned earlier in this altogether too lengthy lot of drive have caused some re-organization back at the escadrille. This week has seen Major Mo taken away from B Flight-causing acute distress to those who worked for him-to become chief factotum in charge of just about everything. He has even taken over the presidency of the Vintage Auto club, that slot having been vacated by Major Bill, who to the accompaniment of hoots of disbelief, loaded his family into his corroding bucket and set forth for Ottawa. Voxair has been placed on standby to get a picture of the family Sterne arriving in Winnipeg, seated on the chassis of an elderly Chevrolet.

Major Stern's departure has caused Boug Munro to leave B Flight to become squadron nav leader, but as he did not assume the presidency of the Comox Valley Minor Hockey Association along with the job, he says that there is no challenge to it.

Doug Stuart has become the flight commander of B Flight, and he celebrated the promotion by taking Pierre Letart of the National Film Board for a nice, in fact several nice T-33 rides around the aerodrome before he finally got up enough nerve to fly the machine. M. Letart was doing some filming for a recruiting film that is being produced for the forces, and the youth movement that he got to film was highlighted by Doug Munro Don Middleton, Norm Henning and Rhiney Koehn, a group that was referred to as "the old vets" in the war of 1912.

The discerning reader will have noticed by now that there

has been little if any mention of A Flight people in this column. This singular piece of discrimination is brought about by the fact that most of them are on leave, and those who are left never get out of the Q long enough to get their names in print.

Most of the A Flighters will get their chance to shine during the next couple of weekends when they go around searing people at Powell River and Abbotsford air shows. Major Bert led them on several passes past the tower the other day to give them their chance to be immortalized in the NFB opus.

This will be an exceptionally long summer for Sam Howard, who will depart here before the rainy season even starts and proceed to Florida, where he will attend the weapons course in his spare time. Sam was not available for comment, being too busy buying surfboards and things.

Brodie Templeton attended a management course in Montreal last week which taught him so much that he managed to get back for the weekend, during which he forgot everything he learned at the management course.

Speaking of people returning from courses, Huguert Fischer is back in our midst, still displaying the execrable English that got him sent to Staff School in the first place. Hugh says that while the school didn't teach him to write, it did teach him to look at pictures a lot more intelligently.

And that is it for this time. The next issue will feature the Phantom Character Assassin, the regular one being on leave.

Rumour of the Week: 409 Re-union next month.



# From Nootka to San Juan

by BARRY BROADFOOT

## Graveyard of the Pacific

With the announcement from Ottawa that a national park had been created on the West Coast of Vancouver Island and that it would take in not only all of Long Beach but would include the Effingham Islands and that it is in the plans to reconstruct the old "Lifeboat Trail," there came a flood of memories to many old-timers who recall only too well the strategic role this trail played in the saving of lives in yesteryear.

It was called the "Lifeboat Trail," for the simple reason that if survivors of any shipwreck were fortunate enough to make the beach just inside the bush area they couldn't miss stumbling onto a well-defined trail. This was the telephone line and it was patrolled regularly by a very hardy breed of linesmen. No matter which direction the survivor chose to take he would sooner or later come to a shelter cabin and would find it well stocked with food, dishes, firewood (and the stove to burn it in of course), a bed complete with warm bedding, dry clothes, and, most important of all, a telephone. By means of this telephone he could contact one of the lighthouses that would in turn notify the Lifeboat Station located in Bamfield (a little fishing village nestled in the bay at the entrance to Barclay Sound. The crew of the lifeboat would immediately rush to the aid of the stricken vessel racing against time to rescue the survivors from the jaws of death on the Graveyard. And additional help would be despatched along the trail itself.

Hollywood did not have to provide any props for scenes of high drama enacted all along the region this trail covered. Everything had already been placed there by nature. Nor did it have to supply the actors and actresses, fate took care of this. The actors and actresses needed no rehearsal for the roles they were called upon to play, for they all possessed the raw courage and determination that it takes to save lives in the face of tremendous odds, personal danger or hardships to themselves. Such names as Minnie Patterson, Dave Logan, the Coxes, etc. etc. will forever appear on West Coast history's marquee.

An example of personal heroism is that of Minnie Patterson, wife of Thomas Patterson the light-keeper at Cape Beale. On December 6, 1906 the barque Coloma, disabled by a raging southeast gale, was drifting helplessly to certain destruction onto the rocks below the lighthouse. The only hope of saving the crew lay in the possibility that the lighthouse tender Quadra, which the Pattersons knew was lying at anchor in Bamfield riding out the storm, could be summoned. Uprooted trees had downed the telephone line cutting communications and it was more than eight miles of rough terrain, mud, rocks and heavy bush, to Bamfield. Minnie Patterson did not hesitate. Taking a kerosene lantern to light her way she set out into the teeth of this winter gale and made her way through the sleet and driving rain arriving exhausted, drenched to the skin, suffering greatly from the intense cold, and her clothing torn. She notified Captain Hackett who lost no time in lifting anchor and steaming to the rescue. The Quadra arrived at Cape Beale minutes before the Coloma piled up on the reef and thus saved the entire crew. Minnie Patterson never really recovered from the ordeal remaining in a frail state of health until her death five years later.

But for sheer gripping drama on the sea side of the trail the Hollywood script writers would be hard put to duplicate the events leading up to the final death throes of the steamer Valencia inbound from San Francisco and proceeding to Victoria that January day of 1906. The setting was thick fog at first followed by a howling gale, foaming breakers, and cruel reefs below the cliffs at Secovis, approximately five miles east of Pachen Point.

There have been worse shipwrecks on this coast; worse as to the total lives lost. The "Pacific," foundering off Cape Flattery, just across the Straits of Juan de Fuca from Pachen; and the C.P.S.S. Princess Sophia slipping off Vanderbilt Reef after it was thought safe to have the passengers stay aboard overnight and await transfer to a rescue ship in the morning but

quietly sliding off the reef in the middle of the night. Both claimed far more lives, especially the latter. None (except a small dog) escaped the Sophia and only one survived the Pacific sinking whereas forty were eventually saved out of the Valencia catastrophe. This drama achieved a unique place in the annals of shipwreck horrors. Those who went down with the Pacific or who took that last plunge with the Sophia had their lives snuffed in just a matter of minutes. But in the case of the Valencia the sea more than demonstrated what it could do in the way of dishing out fiendish cruelty as it taunted and tortured and mocked its victims offering glimmers of hope and then quickly withdrawing them before finally administering the coup de grace. Nor was it a respecter of persons. There was no chivalry displayed as it seemed to select women and children over men, though all of the latter were far from spared.

Small wonder that seamen from all over the world spoke of this stretch of coast in hushed voice and that they dreaded any voyage that would take them even remotely close to it. It is perfectly understandable that they would dub this stretch of rock reefs the appropriate title of "Graveyard of the Pacific." In one forty mile stretch there is recorded no less than forty major shipwrecks (one for every mile) - and God alone knows how many smaller ones or unknown ones the sea devils have claimed over and above this count. To this day the ghosts of such proud sea queens of the sail era as the "Janet Cowan," the "Duchess of Argyle," the "Soquel," the "Gem of the Ocean," and others cavort with the phantoms of the early steam age such as the "Valencia," the "Nereus," the "Rita Pape" and many many others all along the Graveyard.

It was this very same stretch that saw activity of a different sort but nonetheless just as exciting. The era of prohibition in the U.S. saw many a dollar change hands and pocket as the rum-runners scooted past the Graveyard on their way to various rendez-vous with either the mother ships or the beach speedboats (or sometimes chased back to the Canadian side of the International boundary.) Some tarried in one of the Graveyard's many coves or bays awaiting weather or opportunity. Not far from the Graveyard's door the rum-runners saw violence of a different type when the "Beryl G" was hijacked of her liquor cargo and the captain and his seventeen-year-old son were brutally murdered in the process and the murderers later hanged.

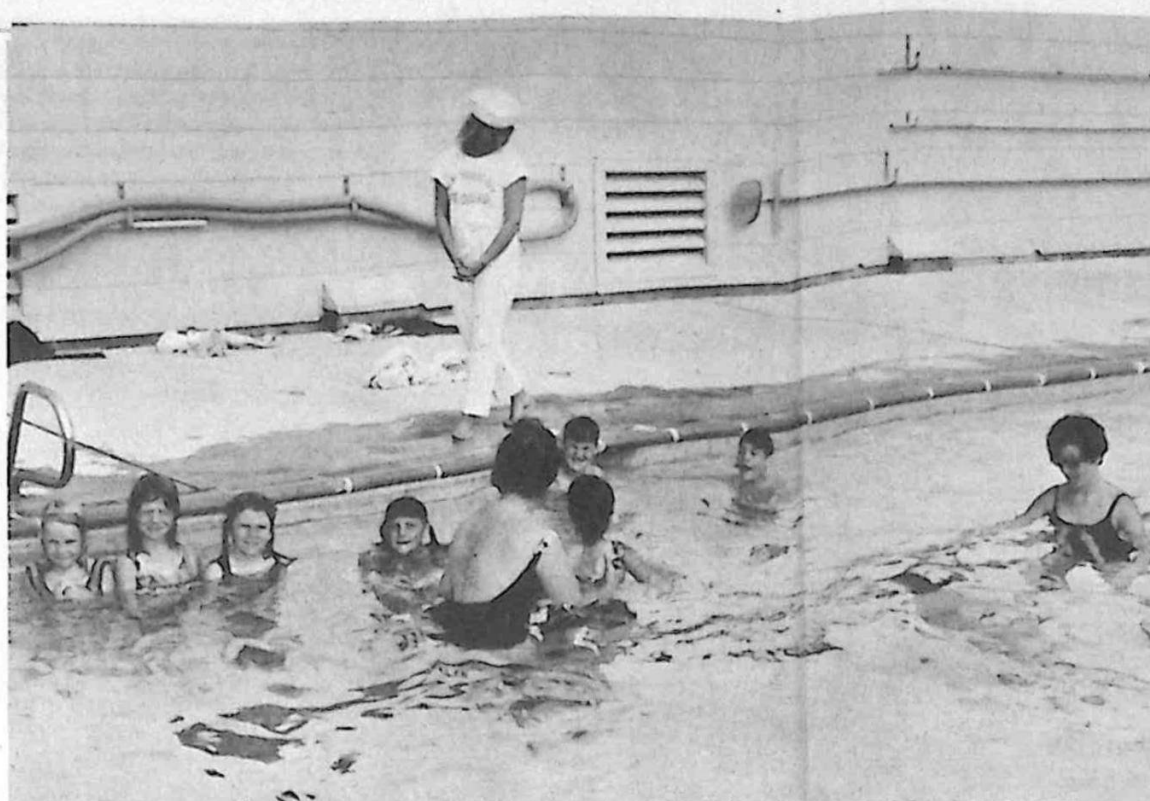
But all was or is not violence on the famous "Graveyard of the Pacific" - far from it. The entire area has a wild grandeur all of its own and at either end, as well as in between, one sees beauty unduplicated anywhere in the world. The Botanical Gardens are a natural phenomena of lime pools brightly colored by sea life of both animal and vegetable origin. And at the opposite end of the 'Yard magnificent beaches, caves, inlets, sand dunes, yes, even hot springs.

History and all this beauty is being brought back to life and delivered to the armchair of the nature lovers because it has been filmed as a color travelogue. Joe Boucher, who himself has a personal acquaintance with the Graveyard of the Pacific having been on the packers in this area through the 30's and again in the last war as an engineer on one of the small navy patrol ships, has, in the past three years taken over 12,000 feet (better than two miles) of color film of this whole area.

To take this film he flew over the area many times - sometimes at an elevation of just 100 feet. He drove over logging roads many hundreds of miles to reach certain areas. Accompanied by his brother Tony, trudging and hacked his way over the now overgrown Lifeboat Trail on foot. (They were well rewarded though, for along with the priceless film footage they picked up many personal souvenirs that had drifted in on the tide.

This film has been edited down to a ninety-minute travelogue and befittingly titled "From Nootka to San Juan - Graveyard of the Pacific."

To place the film on a more personal basis the photographer has chosen to narrate it per-



Mrs. Joan Franks who spends the slack season from her regular job of life guard at Labrador's winter playground, Goose Bay, as a life guard and swim instructor at the Base Swimming Pool. Another instructor, Mrs. Hunnie lifts a pre-beginner out of the water after she has completed an excruciating three mile swim around the pool. On the right in the water Mrs. Barrie is looking for a student who is attempting the three mile submarine crawl. (A Base Photo)

## Unfit for Human Consumption

Fish in Pinchi Lake, situated 80 miles northwest of Prince George have been found to contain unsafe levels of mercury and anglers are advised not to eat them.

Dr. J. Hatter, Director, Fish and Wildlife Branch, and Dr. J.H. Smith, Provincial Health Branch, stated that Pinchi Lake has received intensive scrutiny because of the temporary operation of a mercury mine on this site during the last world war. A new mine at the lake, operated by Cominco has a "closed circuit" effluent system with no direct discharge to the lake, and a further contamination is unlikely to occur. Mercury levels in the flesh of 20 fish taken from the lake in recent months were found consistently to exceed the .5 part per million content recommended by Public Health authorities as the safe level for human consumption in Canada.

Levels in lake trout ranged from about 2 to 4 parts per million, while lower but generally unsafe levels were found in whitefish and rainbow trout. Fish samples taken by the Fish and Wildlife Branch were analysed by the Freshwater Institute of the Fisheries Research Board of Canada and by Cominco. Fish sampled in other lakes near Pinchi were found to be safe to eat, although their mercury content was somewhat higher than that of fish in other areas of the Province. These generally higher levels of mercury are probably due to the presence of mercury-bearing ore throughout the area.

The Fish and Wildlife Branch and Cominco will continue sampling of fish from Pinchi Lake and other nearby lakes to determine mercury levels in the level for human consumption in the aquatic environment. Further

announcements regarding edibility of fish will be made from time to time.

Pinchi Lake will be posted with signs to warn anglers not to eat fish caught in the lake.

## Comox Gives Grant to CVMHA

The town of Comox became the first contributor to the Comox Valley Minor Hockey Association's 1970-71 operating fund on Wednesday, July 22. Mayor Ron Ellis presented a cheque for \$200.00 to the Association's new President, Mr. Grant Clements. Mr. Clements, who replaces last year's president, Mr. Bill Stern said "many business leaders of the Comox Valley contributed to last year's operations. In addition, Wallace Gardens provided a grant of approximately \$200 for equipment upkeep. I hope that further grants and donations will be forthcoming so that the CVMHA can provide an efficient and effective program for the young people of the Valley."

There are many expenses in the Minor Hockey organization that must be met. Last year, ice rentals alone cost \$3,000, equipment cost \$2000, and many other items that make up a very substantial budget.

The members of the board of directors, the divisional managers, coaches, managers of the individual teams and the referees are all volunteers. There are no wage expenses at all involved with the CVMHA. Registrations for the CVMHA's 1970-71 season are expected to take place in the beginning of September. Exact dates will be published later.

## NOTICE

ALL PERSONNEL ARE ADVISED THAT ALL FIRE PERMITS ARE CANCELLED EFFECTIVE MIDNIGHT 20 JULY

THE FOREST FIRE HAZARD RATING FOR THE AREA IS HIGH, MOVING TO EXTREME. FIRES ARE PROHIBITED ON AIR FORCE BEACH.

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CANADIAN TRANSPORT COMMISSION COMMISSION CANADIENNE DES TRANSPORTS

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF Section 3141 of the Railway Act and the application of Canadian Pacific Railway Company, on behalf of Esquimalt and Nanaimo Railway Company, to discontinue the passenger-train service operated between the terminal points of Victoria and Courtenay, both in the Province of British Columbia.

### NOTICE

TAKE NOTICE that pursuant to its Order No. R-6313 dated August 5, 1969, the Committee has determined that the amounts which constitute the actual losses attributable to the passenger-train service in each of the prescribed accounting years are as follows:

for the year 1966 - \$102,455  
for the year 1967 - \$115,830  
for the year 1968 - \$118,131

The Committee, being of the opinion that reasonable disclosure of cost information is essential and necessary in the public interest, annexes hereto details of its determination of the actual loss incurred by the passenger-train service for the year 1968.

Any person desiring to make submissions in respect of the above application may do so by mailing them to the Secretary, Railway Transport Committee, 275 Sater Street, Ottawa, within twenty-one (21) days from the date of this Notice. A copy of such submissions shall also be mailed to the applicant railway company at Windsor Station, Montreal 101, Quebec, within the same period.

TAKE NOTICE ALSO that a Public Hearing of the above application will take place commencing on the 5th day of August, 1970, at the hour of 9:30 o'clock, in the forenoon at the Law Courts, 850 Burrard Avenue, Victoria, British Columbia. All persons who wish to do so may present their views on the discontinuance of the passenger-train service during the Hearing.

Dated at Ottawa, this 7th day of July, 1970.

C.W. RUMP, Secretary,  
Railway Transport Committee.

### STATEMENT OF ACTUAL LOSS Canadian Pacific Railway Trains 1 and 2 VICTORIA - COURTENAY, B.C. 1968

COSTS	Company Submission	Disallowance	Committee Adjustment	Committee Finding
Category I				
Station Employees and Expenses	\$ 4,891	\$ 4,891(a)		\$ 7,879
Fuel	7,879			35,759
Train Crew Wages	35,759			
Total - Category I	\$ 48,529	\$ 4,891		\$ 43,638
Category II				
R.D.C. Maintenance & Depreciation	\$ 36,531			\$ 36,531
Road Maintenance & Depreciation	1,692			1,692
Removing Snow, Ice and Sand	4,821	4,821(b)		
Dispatching & Signals Maintenance	10,719			10,719
Depreciation & Operations	18,542			18,542
Train Other Expenses (Cleaning, Heating, Lighting, Lubricating, etc.)				
Misc. Transportation Costs (Train R.D.C. Supplies, Crossing Protection & Loss & Damage Baggage)	2,014			2,014
Total - Category II	\$ 74,319	\$ 4,821		\$ 69,498
Category III				
Road, Equipment & Transportation	\$ 8,437	\$ 802(c)		\$ 7,635
Superintendence & Misc. Maintenance & Depreciation	1,692	728(c)		964
Power Plants, Work Equipment, etc.				
Communications Operation	3,630	1,320(c) (d)		2,310
Traffic Expenses	9,575	4,788(a)		4,787
General Administration	4,105	1,864(c) (e)		2,241
Pensions & Unemployment Insurance	12,475	1,817(c)		10,658
Taxes, Insurance & On Company Service	2,872	230(c)		2,642
Total - Category III	\$ 42,786	\$ 111,551		\$ 31,235
Category IV - Cost of Capital				
R.D.C. Cars	\$ 4,998	\$ 295(c) (d)		\$ 4,998
Road Property	3,295			3,000
Shop & Power Plant Machinery & On Company Service	334	82(c)		252
Total - Category IV	\$ 8,627	\$ 377		\$ 8,250
TOTAL COSTS	\$174,261	\$21,640		\$152,621
REVENUES	\$ 34,490			\$ 34,490
ACTUAL LOSS	\$139,771	\$21,640		\$118,131

The letters appearing in brackets after the figures in the disallowance column of the Statement of Actual Loss indicate that such disallowances were based on one or more of the five reasons (a) to (e) set forth hereunder:

(a) The Company in its cost calculation charged to the Victoria-Courtenay service a percentage of the cost of station employees and expenses at each of seven stations; the percentage varied from 5 per cent to 12 per cent. The submission of the Company did not indicate that the amounts shown would be avoided in the event of discontinuance, and they have been disallowed. Partial disallowances have been made in other items of cost where the Committee was not satisfied that the full amounts shown would be avoided by discontinuance.

(b) The cost of \$4,821 for removing snow, ice and sand reflected the application of average cost to the Victoria-Courtenay service. Section 6 of Cost Order No. 6313 provides for the inclusion of specific costs in lieu of system average costs when such specific costs are known. The Canada Year Book showed an eleven-inch snowfall for Victoria in 1968. No other weather reporting was shown as low; twenty-four stations reported between fifty and fifty-six inches. These figures indicate that the system average cost for snow removal would not apply to the Victoria-Courtenay service and the amount of \$4,821 has been disallowed.

(c) These are instances in which costs are expressed as ratios of other costs, and, whenever the Committee has made disallowances in such other costs, consequential reductions are necessarily made to the costs expressed as ratios.

(d) In its finding in the Cost Decision concerning the treatment of Communications Expenses, the Committee directed Canadian Pacific and Canadian National to use a factor of 70 per cent variability with traffic when calculating per cent, and the Committee has made a disallowance based on a reduction to 70 per cent.

(e) In its finding in the Cost Decision, the Committee directed Canadian Pacific to use a variability factor of 60 per cent when calculating general administration costs. The Committee disallowed the factor of 100 per cent used by Canadian Pacific, in this case to the extent of a reduction to 60 per cent.



# SPORTS

BY  
JIM  
BO

## Matters of Interest

### NOTHING TO DO

The more one talks to the younger set in the Comox Valley, the more one wonders at their initiative. Plaintive cries of "There's nothing to do during the summer", or "There's no organized sports to keep one occupied", make me sick. Even though it doesn't hold true for a large portion of them, the numbers are increasing. They do nothing because they aren't led by the nose into organized sports or activities. Standing, or should I say, slouching around street corners, smoking and generally cluttering the streets, they look like misfit kittens without their ball of yarn. It seems to me that even without trying, thoughts on things to do during the summer months rise forth. There's tennis, softball, fastball, swimming, scuba diving, fishing, are no organized sports could take the initiative and organize some. I'm sure they could get all the help they need if they ask around. As for participants, there may be a problem there as so many wouldn't show unless they were led around by the nose.

### WATHTUB RACE

This year the annual Nanaimo to Vancouver Bathub race was won by a girl. Janis Dorman of Nanaimo outdistanced the fleet of some two hundred to take the title. For some unknown reason there was no entry from CFB Comox this year. For a base with approximately eighteen hundred personnel it could be classified as a poor show. There seemed to be lots of interest, but when it came to doing something about it, the program flopped. CoBoc had an entry in the race last year largely through the dedicated efforts of a few souls in the Bachelor Officers Club. Perhaps we could have an entry in for next year, or possibly the year after!

### FISHING SCENE

Not being much of a salt chuck fisherman, I can only go on word of mouth reports. There seems to be a fair number of coho and spring being taken at the present with Little River and Willow Point being good spots. There was a 24 lb. spring taken in the vicinity of the Bell Buoy on Monday night. Apparently the chap who caught it, had never caught a salmon before. For the fresh waters, there aren't too many streams of sufficient size to warrant fishing them except the Campbell, Puntledge, and Oyster. The Oyster seems to be the hot one at the moment. As for the lakes, some of the more shallow ones are starting to produce muddy tasting trout. They are retreating to the deeper parts and bottom feeding. Flies are still good in the cooler parts of the mornings and evenings.

### HUNTING REGULATION CHANGES

After massive programs of petitioning and letter writing to the Fish and Wildlife Branch, there came some changes to the 1970-71 regulations. Basically they are: A cougar tag-license of \$5.00 for resident and non-resident hunters plus a mandatory requirement for a guide for non-resident hunters of cougar and wolf. Trophy fees of \$60.00 and \$40.00 for a cougar and wolf respectively will be charged non-residents. Even though much campaigning was done for eliminating antlerless seasons little change came in that field. Some have been reduced, which could be considered a step in the proper direction.



**BEAUTIFUL LAKE PALMETER**, one of the many projects nearing completion on our new Golf Course. Lake Palmeter is an artificial lake and is used as a water reservoir for the courses automatic sprinkling system. The lake draws its water from the clean end of the sewage disposal plant and holds 800,000 gals. when full. The Automatic sprinkler system pumps the water at 100 psi through a completely automated system to the underground irrigation system. The Lakes namesake, Don Palmeter can hide in the pump-house for weeks on end and water every one of the nine fairways with just a flick of the finger. (A MacPhoto)

## Volleyball Champs

Canada's women's volleyball champions have run into their greatest test yet - success.

The Vancouver based team recently won an invitation to the Western Hemisphere Volleyball Championships in Mexico City July 23 to July 25.

The invitation came after the Vancouver team split 20 games when in an exhibition series with the highly rated U.S. women's national team.

The problem now is the raising of funds necessary to cover travelling expenses to and from Mexico City. The Mexican Volleyball Association will provide free accommodation once the team gets there.

The price of success is, in this case, \$246 for each of the 15-member Vancouver team. Contributions will be tax deductible.

The Western Hemisphere tournament is seen by Lindal as being particularly important because it involves most of the teams which Canada will be competing against in the 1971 Pan American Games.

Contributions to help pay for the trip can be made to the Canadian Olympic Association, 1200 West Broadway.

## Amateur Sports

Total community involvement is the target of the Seventies for amateur sports organizations in British Columbia.

More than 220,000 young athletes and another 35,000 adult volunteers participated in amateur sports in B.C. in 1969 through the 56 provincial sports governing bodies which are represented by the B.C. Sports Federation.

"But this rapid increase in participation comes at what is only the beginning of a new era for amateur sports," Sports Federation president Dr. Robert Hindmarch told representatives of sports governing bodies at the recent Sports Federation annual general meeting.

"At one level we will involve more than 100 communities in amateur sports programs through the 1971 B.C. Festival of Sports," he said. "At another we will challenge Ontario for the top position in amateur sports achievements in Canada."

The 1969 Festival of Sports involved 64 B.C. communities while B.C. was barely edged out for the top spot by Ontario at the 1969 Canadian Summer Games in Halifax.

B.C. is also showing organizational leadership

## Softball Meet

**GREENWOOD, N.S. (CFP)** - Eight forces softball teams from Canadian and European bases will gather here in September to decide the 1970 champion.

It will be the third national competition. Last year's winner was base Soest, with a nucleus of Van Doo players.

The week-long round-robin tournament will see each team play the other once. If two teams are tied at the end of the meet, they will play a sudden death game to decide the forces' champion.

A base Greenwood squad captured the title at Winnipeg in 1968. They failed to qualify last year, losing out to the base Halifax entry.

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## SERGEANTS' MESS

### JULY SCHEDULE

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.

## TOTEM INN LOUNGE

### JULY ENTERTAINMENT

July 25th - "TIDEMEN"

Food - T.B.A.

FREE - Movie every Tues. - 8:30 p.m.

### JR. RANK CLUB JULY MOVIES

JULY 21st - POINT BLANK

Lee Marvin - Angie Dickinson - Action

JULY 28th - UP THE DOWN STAIRCASE

Sandy Dennis - Patrick Bedford - Drama

## Comox OFFICERS' MESS ENTERTAINMENT

JULY

24 - Open  
25 - 442 Sqn. Dinner  
31 - Monster T.G.I.F.

## BASE THEATRE

July 1970

Fri. 24 July	HELLO DOWN THERE	Tony Randall Janet Leigh	Family Show
Sat. 25 July	THE RIOT	Jim Brown Gene Hackman	Filmed in jail
Sun. 26 July	THE MALTESE BIPPY	Dan Rowan Dick Martin Carol Lynley Julie Newman	
	Comedy	Fritz Weaver Mildred Natwick	
Fri. 31 July	HELL IN THE PACIFIC	Lee Marvin Toshiro Mifune	War Drama

No Saturday Matinees from 25 July to 22 August.

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## Festival of Sports

**VICTORIA** - The second annual British Columbia Festival of Sports will be staged May 20 through June 7 next year.

Announcement of the dates was made here by Deputy Minister of Travel Industry, R.B. Worley, the man who conceived the idea of the Festival.

The Festival of Sports is sponsored by the B.C. Sports Federation in co-operation with the Government of British Columbia. The first annual Festival (May 16 through June 1) brought together 125,000 athletes from all parts of the world, competing in 247 events in 64 B.C. centres. Forty-seven individual sports were involved.

"Once again," said Worley, "the Festival of Sports will encompass two weeks over three weekends. And it is our aim to make the second annual Festival much bigger and better. We confidently expect to involve more than 100 communities in 1970."

Worley said that communities are asked to make their initial submissions announcing names

of chairmen and activities to the B.C. Sports Federation by August 31. Community sports organizations, working through sports governing bodies, have until September 30 to make submissions.

Deputy Provincial Secretary, L.J. Wallace, chairman of the B.C. Centennial Committee, said the second annual Festival of Sports "will be a major facet to this province's Centennial celebrations. Bowling, for instance, has indicated they plan to hold zone playdowns in 105 communities next year."

Worley said that plans are also in the works to stage a major inter-provincial high school track and field meet on the Festival's final weekend.

Dr. Bob Hindmarch, past-president of the B.C. Sports Federation, said that the first annual Festival of Sports "provided amateur sports groups with an important vehicle for publicizing and promoting their cause throughout the province. I look forward to an even better show in 1970."

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