



TOTEM TIMES

The Canadian Forces, a Non-Striking Force

VOL. 12

CFB COMOX, THURSDAY, AUGUST 20, 1970

No. 17



409 SQUADRON TO COMPETE IN WILLIAM TELL WEAPONS MEET

Held in Tyndall
26 - 31 October

409 Squadron will take part in the United States Air Force's William Tell fighter-interceptor competition, which will be sponsored by the Aerospace Defence Command, and held this year at Tyndall AFB, Panama City, Fla.

During the competition, 409 will be jousting against top units from the USAF ADC, and against Air National Guard units assigned an air defence role.

Representing 409 Squadron will be the hardened veterans of the recent Callshot competition, which saw 409, with a heap of assistance from BAMEO's organization, come home with all the marbles. That's prizes to you, Nate. Any speculation about whether or not they possess all their marbles is strictly forbidden.

The 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 ability of the best aircrew and controller teams in the air defence system.

Flying in the meet will be teams operating the F-106, the F-102 and the F-4, or CF-101. The American squadrons operating the Voodoo will be flying the improved version thereof. 409 Squadron will be flying the version which has yet to undergo the improved interceptor program. It is the type of handicap that is required if 409 is not to run away with the competition.

Competition firing will take place on the Air Force test range over the Gulf of Mexico against a variety of targets. One nice thing about the Gulf of Mexico is that there are no mountains to clutter up the radar scopes, at least up until this week there weren't.

The William Tell weapons meet was begun in 1954 and eventually grew to become the USAF Worldwide Fighter-Interceptor meet. This year's meet will not be world-wide, but competition will be as keen as in past years. All participating units strive to finish on top, to show that they are the most capable of fulfilling their role. The team chief will be Major G. C. Morrison, who lead the team to victory in Bagotville.



MAJOR G.C. MORRISON, who pays as much loving attention to his airplane as he does his car lovingly takes his personal steed from the stables and sets course for Tyndall. The improved interceptor he is flying boasts an unparalleled air conditioning system, and an excellent in-flight feeding system in the form of passing bugs. That Major Mo is a bit of a sportsman can readily be seen from the fact that he has his surf-board suspended in between the wheels. (A MacPhoto)

Media Men Watch Comox Squadrons at Work

A short Argus patrol was the introduction to CFB Comox for five media representatives who visited the base on August 13. The five, Henry Flock, Ben Meissner, and Ralph Cummings, from CKRD-TV, Red Deer, Alta.; Murray Blakely of CICA, Edmonton, Alta.; and Jim Lamb of the Orillia, Ont., Packet and Times; were on a tour of west coast defence establishments designed to show them something of Canada's defence forces in action.

Their Comox tour began in Pat Bay, where they were picked up by a 407 Squadron Argus, and flown out to watch a crew during a normal patrol. While on the mission, they were able to observe at least a dozen ships of the Russian fishing fleet which had set up shop fairly close to Canadian waters.

When the Argus landed at Comox, the media representatives were greeted by the BopsO, I/Col. Warren, and the CO of 409 Squadron, I/Col. S. J. Telford. They continued their visit to Comox with a tour of 409 Squadron and a briefing on the squadron's role by Captain Mike Pollard. Following that, they were whisked over to the flight simulator, where Captain Harry Chapin, the poor man's instant coffee commercial, gave them several minutes instruction and then turned them loose doing attacks in the simulator. Ben Meissner of CKRD-TV scored a hit on a simulated bomber which

made him a bit difficult to live with for a while.

Upon returning to the ground, the group witnessed a demonstration by the miracle workers of 442 Squadron. The new Buffalo elevator was shown off to great advantage, and then the helicopter came by and threw out a couple of hardy search and rescue bobs. It then hoisted a simulated survivor aboard and was gone in a cloud of flying grass and small FOD.

The group was ushered into the 442 Squadron conference room, where the members were greeted by the acting CO, Major Ralph Keir, who introduced Captain John Martin. Captain Martin gave the representatives a thorough briefing of 442 Squadron's roles, and showed them some slides that were taken on actual searches. Any ideas they might have had about how easy it is to spot things from the air vanished immediately.

The para-rescue section was the next stop on the itinerary, and Sergeant Jack Austad showed the members what equipment was required in para-rescue work, and told them of the

training required and the skills that are developed by these men who think nothing of leaping out of perfectly serviceable airplanes into all sorts of deplorable conditions.

Then it was into a chopper for an airborne tour of the base and some of the local terrain. The pilot, Major Lou Weston, took the chopper over some stands of timber so that the reporters could see for themselves the difficulty involved in seeing 30-foot airplanes that are hiding at the bottom of 200-foot trees.

Following this, they repaired gratefully to the mess, where they were greeted by the base commander and given a chance to relax before boarding the Argus that would take them to Vancouver. For the press it had been rather a hectic day, but a day in which they had gained a greater understanding of the problems facing Canadian defence forces today. Not to be outdone, their hosts gained some insight into the problems facing press, radio and TV. We aren't the only ones with problems.



LIEUTENANT COLONEL CHARLES W. STEACY, the new senior staff officer for equipment at Mobile Command, tries out the new austerity jeep and staff car that he has just procured for all high-ranking officers in MobCom. The sturdy vehicle is strong enough to be ridden by four air element officers, or one cavalry type and his horse. In this event, the horse, having the horse sense, will do the steering. With the addition of its new SSOE, MobCom may never be the same, a result devoutly to be hoped. (A MacPhoto)

FOUR 409 SQUADRON VOODOOS strain at the leash as they await the call to the William Tell weapons meet to be held at Tyndall AFB, Fla. While formation flying is not an integral part of the meet, it saves poor old Mac having to go out and take four different photos. (A MacPhoto)

GOLF LOAN OKAYED

OTTAWA (CFP) — Servicemen are more concerned about family welfare than mess or recreation if loan figures released by the forces' central fund are any yardstick.

At the 25th annual committee meeting, May 26, officers approved loan applications totalling \$6,006,939.26 for a variety of projects at 36 forces' establishments. More than five million will be funneled into construction and renovation of shopping centres, grocerias and base exchange facilities.

Biggest loans approved were \$1½ million for base Cold Lake's new shopping centre and \$900,000 for Kingston's proposed exchange grocerias complex.

Well down in second place was a series of loans to troop mess facilities. More than \$464 thousand was approved for 18 messes, mostly for renovation and refurbishing.

Base and station ski projects got \$31,000 in loans while forces' auto clubs received \$30,000. The

committee also approved a \$25,000 loan for Comox's golf course project and several stations shared \$44,000 for automatic pinsetting equipment for their bowling alleys. Community recreation centres

received aid ranging from \$700 to \$115,000 and six loans of less than \$3,000 were approved by the committee for smaller projects.

The forces' Bisley team received a grant of \$750.00 from the fund.

New Choppers

Mobile Command will add six new squadrons to its inventory on January 1, 1971.

444 Tactical Helicopter Squadron at CFB Edmonton.

427 Tactical Helicopter Squadron at CFB Petawawa.

430 Tactical Helicopter Squadron at CFB Valcartier.

422 Tactical Helicopter Squadron at CFB Gagetown.

1 Aircraft Field Maintenance Squadron at CFB Edmonton.

2 Aircraft Field Maintenance Squadron at CFB Uplands.

On August 1 administration

detachments of each squadron were formed.

The Squadrons will be equipped with the twin-turbine utility transport CUH-1D Iroquois helicopter. Fifty of these helicopters are on order for delivery in 1971-72.

The Iroquois carries a crew of two, can lift 11 combat equipped troops, cruises at 115 knots and has a three-hour endurance. It can be used in a variety of roles including aerial resupply, personnel and cargo transport, wirelaying, reconnaissance and medical evacuation.

VETERANS GROUP SEES COMOX DEFENCE ROLES

Forty members of the Victoria branch of the United Services Institute visited CFB Comox on August 11. The members arrived at noon, and were taken to the Officers' Mess, where they were greeted by the base commander, Colonel Grant Nichols, who briefed them on the role of the base.

Following an informal luncheon in the mess, the group was taken to 409 Squadron, where Captain Tony Brett told them about life on the 'squadron, and took them out into the hangar so they could see for themselves the Voodoo interceptor.

From 409, the group went to 407, and a briefing on Maritime Command's west coast operation by Major Bill Morse. A tour of the Argus was next, and this was well handled by members of crew 6.

Then it was on to 442, and a briefing by Major Lou Weston who showed them the huge search area covered by 442 Squadron, and told them something of the difficulty of conducting search and rescue activities in the forbidding B.C. terrain.

For the members of the United Services Institute, it was an enjoyable afternoon. For those who hosted them, it was an unforgettable afternoon, for among the guests were many of Canada's air pioneers. Many of them served in the RFC, and had flown such aircraft as the Caudron, which one turned by warping the wing, the BE2C, the Camel, the Avro 504, the Nieuport and many of the other aircraft types that have gone into our aviation heritage. On this occasion certainly, the hosts gained far more than the guests did.

Upon completion of their whirlwind tour, the members of the group returned to the mess for tea and war stories before boarding their bus for Victoria.

Wartime Air Crew Gathers

WINNIPEG — It's enough to make Snoopy blow his mind.

First, there'll be the top two fighter aces from the Second World War, from both sides. On top of that, there'll be the biggest collection of wartime pilots, air gunners, bomb aimers, navigators and observers ever assembled under one roof.

And if that isn't enough to turn on the high-flying pooch, of Peanuts' comic strip fame, there's also the celebrated legless ace of the Battle of Britain, Douglas Bader. Otherwartime aviators on hand will go back as far as 1914 days. They're all gathering in Winnipeg Sept. 24-27 at something never tried before, a reunion of flyers of all ranks who flew in any war for any British Commonwealth country.

The organizers a unique band of Winnipeggers called the Wartime Pilots and Observers Association, call it "a giant nostalgic happening." And the way things are shaping up, it could be the biggest blast for aerial veterans since VE-Day. It started off a little over a year ago at a quiet meeting of the Association, as "just something to do for Manitoba's centennial

year." But in the typical gung-ho tradition of wartime flyers, the idea mushroomed from the start.

They've had about 3,000 inquiries so far, from all parts of Canada, the U.S., Britain, Australia, and even Hawaii, all representing more than 150 Second World War squadrons. Roughly paraphrasing an historic expression of about 30 years ago, reunion official Jack Johnstone says "never will so many war stories be re-told in so short a time by so many pot-bellied, bald-headed eagles."

The top two fighter aces of the Second World War attending are Britain's Air Vice-Marshal J. E. (Johnnie) Johnson, and Germany's Lt.-Gen. Adolf Galland. Of equal fame is the legless Bader, who dined with Galland after being shot down and taken prisoner during the early part of the war.

Another, although his exploits are lesser known, is Canadian Air Commodore J. E. Fauquier of Toronto. He's credited as "the man who saved the city of London," for knocking out Germany's V-1 rocket sites at Pennemunde.

Officials say they will extend the registration deadline to Sept.

10, to ensure full participation in all events. By that time, they hope the word will have got around to all interested air veterans.

Inquiries may be directed to Commonwealth Air Reunion, P. O. Box 1702, Winnipeg, or any branch of the Royal Trust Company in Canada.

The reunion will also tie in with Manitoba's Centennial Airshow, a two-day event featuring aerobatic acts, modern and vintage aircraft and extensive ground displays.

Most of Canada's serving air generals also will be on hand, including the current chief of the defence staff, Gen. F. R. Sharp, a wartime bomber leader. Another will be the man who heads Canada's NATO forces in Europe, Maj.-Gen. D. C. Laubman, who is Canada's top living air ace of the Second World War.

Site of the reunion event is Winnipeg's biggest and newest hotel, the Winnipeg Inn. Activities will include four days of luncheons, dinners, a giant ball and commemorative service and fly past at Winnipeg's downtown cenotaph.

GENEAU CAR TAKES THIRD



CAR NUMBER FIVE screams down the speedway at near sonic speed last Saturday, leaving all the competition in its slip stream. Driven by Mike Geneau and supported by his brother, Peter, the car is a highly improved version of last year's model, which was an started the boys on their three year winning streak. Many of this year's contestants in congratulating the winners, also muttered the hope that the Geneau tribe would soon run out of drivers or get posted so that they could at least get a look at the winner's trophy. More pictures on Page 9. (A MacPhoto)

In what seems to be an annual tradition, the Geneau tribe took most of the hardware home from the third annual Totem Times, Wallace Gardens Soap Box Derby. Car Number seven, under the combined efforts of Mike and Peter Geneau thundered across the finish line in the finals after successfully beating every car in the run offs. In winning, the Geneaus kept the coveted Totem Times trophy, which seems to have taken up permanent residence in the Geneau house. Mike and Peter also won individual trophies which are 'keepers' to mark their driving prowess.

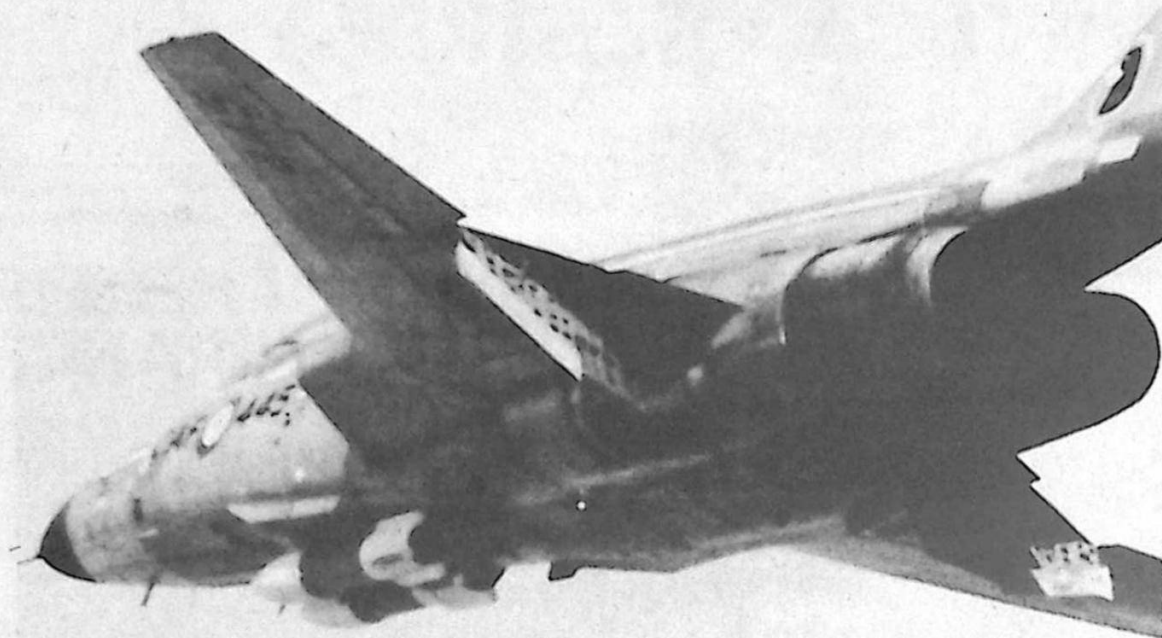
Second place winner was Car Number three, driven by Ian Hillman and Mike Plante, who also had the best built car. Car Number nine driven by Robby Greenlaw and Joey Geneau was third place, and fourth was Car Number five, driven by Steven and Colon Bawns. All winners received individual trophies.

This year's race was under the very capable direction of WO Hillman and Cpl. Hicks. The Judges were Captain Stewart, MWO Alcock and WO Perette. The Safety Engineer was Pte. Pendleton, the Starter Cpl. Salmon and WO Freshwater was in charge of the launching ramp. Mrs. Joan Makowichuck the Recreation co-ordinator procured all of the prizes.

UNISKINS by mac



409 WAS AT ABBOTSFORD



THE AWESOME FIREPOWER of the Voodoo is displayed to the Abbotsford crowd as Captains Bob Barr and Karl Hammerschmidt streak past during the airshow. The aerodynamic blast fences extending from the wing deflect the thrust of the two rockets and cause the Voodoo to go straight up after launching its weapons. While there is no tactical advantage to this, it is from this that Mr. Otis first conceived the idea of the elevator. (A MacPhoto)

The west coast's favorite interceptor squadron was well represented at Canada's nation air show this year. A superb team of precision pilots led by Major Bert Marcotte and Grant Clements managed to find the airport every day of the show, and even managed to get all their airplanes pointed in the same direction while they were over the airpatch. When asked how he accomplished this incredible navigational feat, Clem smiled slyly, and said, with a Maritime twang, "Shucks, it was easy. You know that Guy Joseph Antoine Sullivan, 409's concession to biculturalism was there. Well, all I did was to arrange with Guy Joseph to take off his hat about five minutes before we were due over, and homed in on the gleam."

Another 409 attendee at the air show was the Blue Max himself, Rheinhardt Koehn, who could not take part in the aerial fireworks, being too busy feeding ideas to the editor of the Moose Jaw paper. Tony Brett, the squadron information officer was also there, but he, clever chap, would not admit to knowing any of the rest of the bunch. All who participated eagerly look forward to taking part next year.



PART OF the formation that dazzled the multitude at the Abbotsford Airshow is clearly shown in this stirring MacPhoto. The other part of the formation was out dazzling Miss Abbotsford, Miss Spuzzum, Miss Matsqui and was too busy signing autographs to fly that day. (A MacPhoto)

VOODOO NUTS, BOLTS & VOLTS

Last week I took a short holiday to Edmonton, travelling on the latest addition to the Canadian Forces air fleet, the CC 137, better known as the Boeing 707. For a first time flight the trip

was areal thrill. The weather was great and the view of the snow capped mountains was fantastic. The trip from Vancouver to the ramp at CFB Namao was a short 1.3 hours and the same for the return journey. The service was terrific. It's the only way to travel.

Getting back to work, I found quite a few new faces added to the BAMEO Organization. WO Frank Elvins (AVN Tech) from 424 Sqn. (UN Detachment India-Pakistan) WO Floyd Smith (AVN Tech) from No. 1 Air Division. Other additions (AF Techs) are Cpls. Murray, Cook, Tames, and Smith, plus Ptes. Nahu, Rivest and Boily.

New AETechs are Cpls. Ewert, Watson, and Reynolds, plus Pte. Mackie. To all the new arrivals we say "welcome" we hope the integration and change-over from different commands and jobs won't be too difficult. (Continued on Page 8)

Nighthawk's Nest

Saturday evening promises to be yet another bright spot in the gala Nighthawk summer season. All, or at least 100 per cent of the Nighthawks will gather in the club to welcome Mel and Cathy Evans, who are here on a too-short exchange visit from Chatham, where he is stationed on an exchange tour from the RAF. Although he is not the squadron commander, he is still a squadron leader, for some inscrutable reason. Funny rank titles they have in that outfit.

Saturday's get-together will also serve as an opportunity to say farewell to Brodie Templeton, who will be leaving as soon as he is operated on to remove that smug smile from his face. It seems that it is forbidden to smile in the land of the brave and the home of the free. Although it will be difficult to get along without his weapons and tactics briefings, it is comforting indeed to know that we have the Pete Armour comedy hour lined up to replace him. The American immigration types haven't yet said that they will allow Roger into the country.

Saturday's blast will also give everyone a chance to meet the new squadron commander and his wife. Those who missed meeting Sylvia and Mike Cromie at the last orgy can get around to that. We can also get around to meeting the Sipperts, who have

just returned from a ten-year leave.

409's participation in William Tell has been officially confirmed, and everyone is busy thinking of bright PR ideas such as standing around with apples on their heads while one of the local weak-eyes aims an arrow at it, which has to be the most dangerous manoeuvre since low-level pitch-ups were invented. Doug Munro was approached to be the duty arrow launcher, but he could not see out to the far end of the arrow, much less to the apple which was laughing heartily at the whole operation.

Our pilots are getting pretty clever. They can now read the interesting parts of Sentinel, or, as they call it, The Pongo Preview, in less than 53 seconds. The course they got on speed-reading pictures must have been a veritable winner.

Next week will see the Nighthawks engaged in yet another Amukluk Boot exercise, which will undoubtedly give Major Mo another opportunity to talk to the little old lady at Miracle Beach who phones him during each exercise to let him know which one of his airplanes is on final. This week is the week he gets to tell her that they can't go on meeting this way because Joan is getting suspicious.

Lonesome George McAffey, the military commander of everything north of the ninetieth parallel is back in town for a

while. He hitched a ride from Winnipeg to Comox with the poor man's George Formby, Ernie Poole, which is carrying one's faith in aviation as a form of travel a bit far.

The Nighthawk static display at Abbotsford was an unqualified success, and the squadron received a special commendation from the Bi and Bi Commission, which took official note of the fact that Tony Brett had been hired to stand on the English side of the airplane, while Guy Sullivan stood on the French side. To be perfectly fair about it all, both of them answered all questions in Greek only.

The population explosion has hit PMQs. Tom Murray and his instant community will move in this month some time, lending a degree of urgency to the "Let's build another swimming pool and skating rink" group. An emergency meeting of the school board has been called to deal with the crisis.

In a rare show of inter-squadron co-operation this week, 409 offered 407 the use of the Nighthawk briefing room, so that the electronic wizards of 407 could learn about some new miracle black box that will henceforth be contained in the Argus. The 407 troops were very happy about this gesture until they discovered that the Lumps O' crafty soul, had locked the fridge.

Bameo Salmon Derby

The Salmon Derby originally scheduled for the 25th of July was finally completed on the 14th of August after many setbacks. July 25 was a complete washout as the winds were so violent that only those who launched before 6 a.m. were able to get out. Those who managed to make it had a rough and wet morning. The Derby was called off about 11 a.m. and rescheduled for the 8th of August but again had to be rescheduled for other considerations. Therefore it was continued as an all week affair with the wind-up held at the GSE Building on Friday evening.

There were some nice fish

Hugh Fischer made it around the golf course the other day without bending one golf club around a tree, setting a record. Neither did he kill any snakes, which shows that his game is really improving. Either that or he's committed genocide on a whole nest of snakes.

Rumor of the Week: The AFCT will occur Sept. 15.

caught. The largest was landed by Cpl. J.B. MacDonald, an 8 lb. 9 oz. Coho which brought him the \$25.00 prize for the largest Coho. Don Turner nailed the second prize with a nice Coho and Don Brooks finished third in the Coho division.

Major Thacker was the overall fisherman of the Derby winning both first and second place for Spring Salmon and Willie Holland took the third prize.

Major Thacker, a true sportsman, refused his second prize, and turned the money back into the fund for the next affair. Thanks very much!

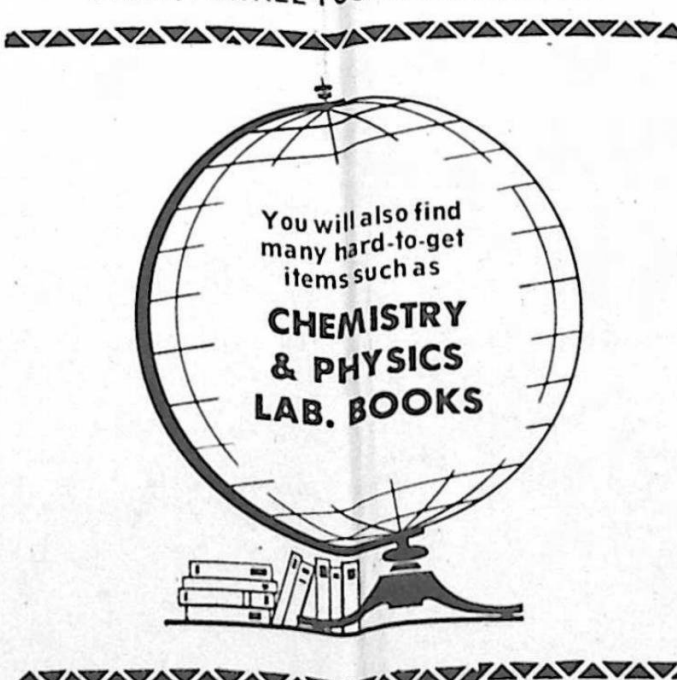
Unfortunately this Salmon Derby was not as well attended as the first one of the season but those who took part enjoyed it.

There were many tales of frustration and there were quite a number of fish not entered.

BAMEO, I understand had some difficulty finding his car after the party, it was finally located locked in the GSE Building. How it got there remains a mystery.

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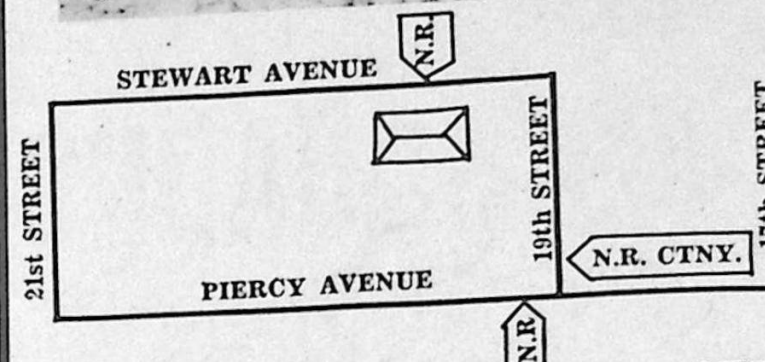
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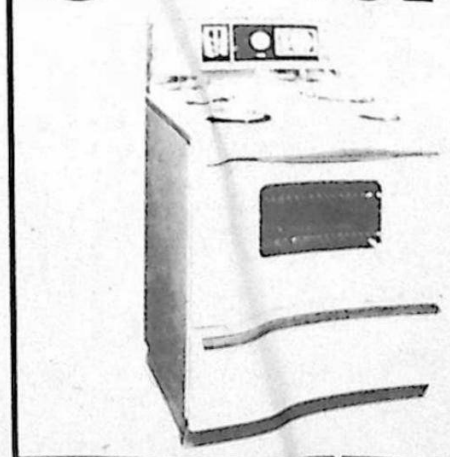
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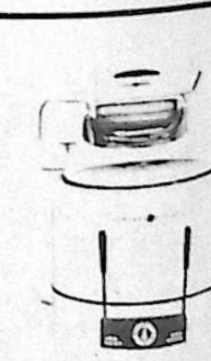
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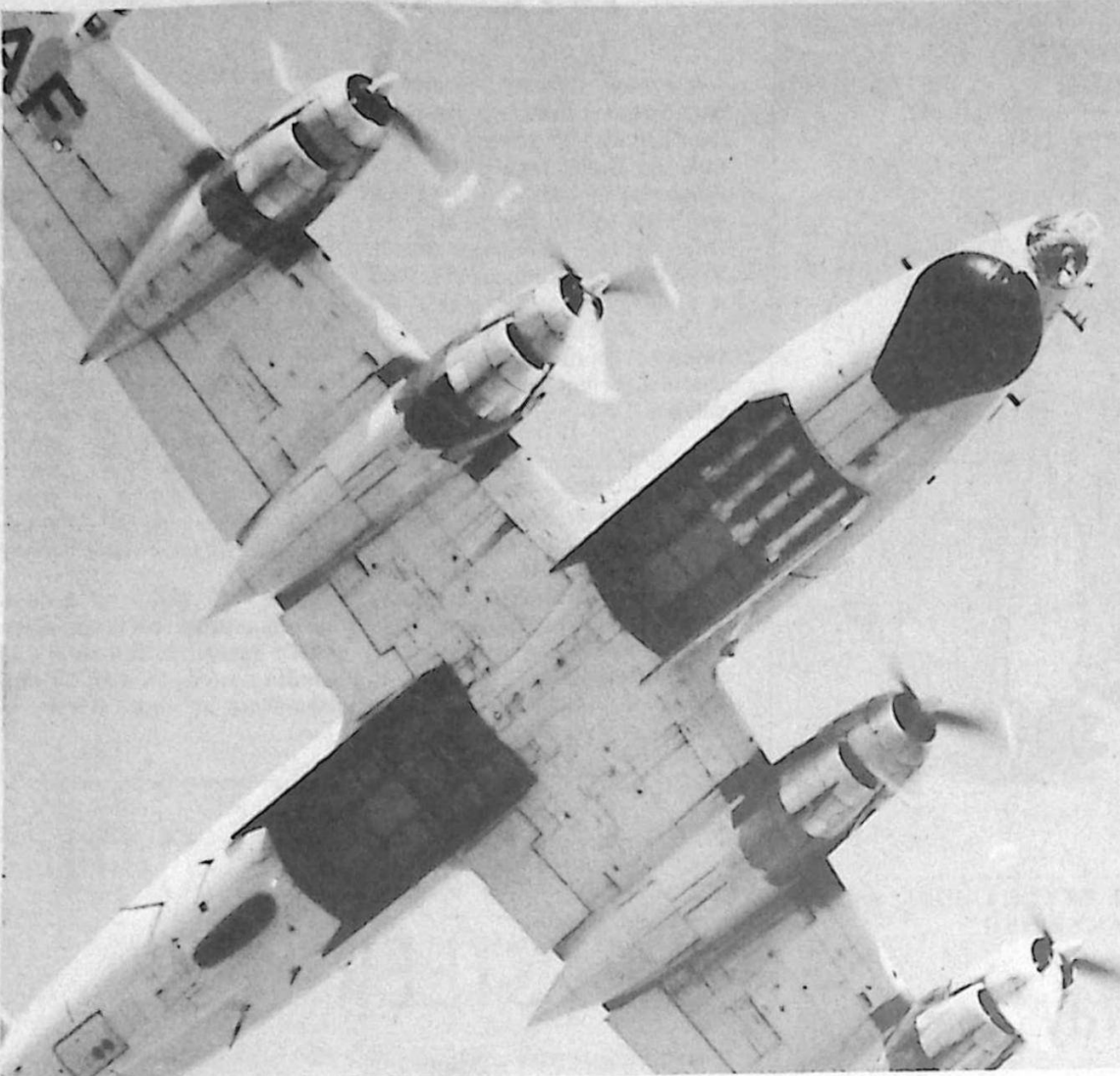
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407 Squadron Was There



MUCH TO THE CHAGRIN of 409's Capt. Bob Merrick the belly of the Argus holds much more than twenty four box lunches. Capt. Mike Taylor, Abbotsford Air Show expert shows off some of the high power destructive weaponry of the CP-107 during some tight turns at low level over the crowd at Airshow '70. (A MacPhoto)

407 Tech Ramblings

Welcome once more to the Demon's Hospital for sick and aging Argus aircraft. As usual, our diagnosticians are on the ball but filling their prescriptions seems to remain our major problem. In addition to nursing a bunch of sick birds, our mule is on the Fritz and our Giraffe has been missing since Armed Forces day. All in all, the farm doesn't seem to be too good, however, we still have our Peacock so we can carry on. Leaves are too numerous to mention, really: Mrs. Murphy insists on leaving Gilligans Island at least once a year and our Lt. Chura had to take a week off to lament the recent loss of *Ran* ration announced by the R.N. which will surely be a forerunner to the CAF (sea).

A warm welcome is extended to new arrivals to our Squadron. Cpl's Hillis, Shelton, Eddy, Jenkinson, Harlow, Armstrong and Pte. MacMaster. It is so pleasant to say hello instead of all those goodbyes. Pte. Scott survived his honeymoon and is back in the fold. He says he had so much fun that next time he is going to take his wife. Cpl. Sutherland is known as the jolly green giant since he gave his measurement for the new Green uniform as 8'3". We know they grow them big in B.C. but really, Suds!!! We know that summer must be here because the swallows have returned and 409 are now closing the doors. Speaking of summer, puts us in mind of fishing and our intrepid MWO MacLeod. Since the advent of his new boat, we figure that his two fish average at about \$1200 each and at 4 lbs. each that works out to about \$300 a lb. No wonder someone stole your gear, it catches such expensive fish.

We wish a Bon Voyage to Huntley McLaughlin and the best of luck in your new job. Where you are going you'll need it. At least you'll be close to your first love, Don Messer and his Eastern gentlemen. We hear that Tom Shaw is going to attempt to fill your boots. He'll have to put some fertilizer in his shoes to make the feet grow.

WO Jack Lowdon cannot wait to get the new uniform so that he can get his hat a couple of sizes bigger. He recently returned from Canada's Icelandic community, Gimli, where he proudly pinned wings on his eldest son, David. Look out Warrant, it's the back seat for you from now on. In our little know facts department, we have come up with the interesting observation that if you drink a quart of milk a day for 1200 months you will live to be 100 years old, and never get picked up for impaired driving. Happy drinking to you all. From the GUN PLUMBER'S CORNER comes the following: With all the comings and goings, mostly on leave, it is getting more difficult to keep track of people. The recent wet spell left quite a few of the guys with colds and worse. For the newcomers, the story of our weather-controlling mountain is recounted. It goes like this: If you can see the mountains behind Courtenay, it's going to rain. If you can't see the mountains, it is raining. You fellows that just arrived, landed here to greet the middle of the "Warm Rainy

Season." The only other weather you'll see while you are here is the "Cold Rainy Season." That bright hot ball up in the sky is really just a rumor that was imported from Hawaii illegally. Don't worry about it though, customs and Immigration has the problem in hand.

The cry of "Where'd he go?" is heard through the shop, and everyone stops work, lifts their heads and ask one another "Hey, we got ghosts?" Actually guys, it's just Blackie Kellett looking for Sgt. Gord White. All you have to do is look for the dust cloud Blackie. Just as an aside, the Bagtown Coyote hasn't caught our Beep Beep yet. Huffman says "No more cards for me until Daley gets back to normal shift." Welcome to Bruce Horochuk and family. What's this new uniform you're wearing? It's not like Ted's or Godie's. The corn season is in full swing. (Sounds like it by this article.) Now wouldn't a good old-fashioned Corn Boil down at Airforce Beach be nice for the families?

Sgt. Bill Field of 407 Photo Section is at present battling the elements while on a camping trip. Sgt. Jim Holmes is holding down Bill's job until he gets back. Cpl. Dick Shaw just returned from Greenwood where he successfully completed an electronic course. Dick will be going on two weeks well earned leave next Monday. Pte. Don Clark is enjoying some sunny Ontario weather while there on leave. Sgt. Searle is arriving in late August after battling hostiles on his trip by wagon train across the prairies. He should be able to make it in about twenty-four days.

Some of the topics of the torpedo section are that WO Hansen has the bug again. Another love bug that is and everyone is hoping there won't be another turn over of events. Boat fever has hit the section hard. Cpl. Weegar had just picked up a small 12 ft. when Cpl. Covey turned up with a beautiful 15 ft. molded fiberglass boat. This does not seem to have helped anything as few salmon are coming in. Cpl. Denny Wickiam is now

talking boats so anyone in the area with a good deal for sale can contact "Denny."

Cpl. Bob Thurley and his family have taken a trip to visit grandparents in Ottawa. Cpl. Jerry Lanouette took over the job of looking after Bob's pet dog and from initial reports he says the dog is so good that when Bob gets back Jerry is going to see if he can get Bob to discipline his kids for him.

Cpl. Brad Hood left for home on the East coast where his father is reported in critical condition. We all hope he found conditions improved on his arrival. Our other M.E.B. (Most eligible bachelor) Cpl. Wilf Whalen has just reported he changed apartments again. Apparently this is the only way our Newfie feels safe as this is the 4th move in the last 6 months.

Head Beagle

Esquimalt - A joint maritime exercise, codenamed "Head Beagle," is taking place in the Straits of Juan de Fuca and its approaches from August 17-28, 1970. The exercise consists of anti-submarine, gunnery and seamanship training by United States and Canadian naval units.

Forces participating in the exercise include the four Seattle-based ships of the Reserve Destroyer Division; USS Braine, USS Bridget, USS Evans, and USS Uhlmann, and three Esquimalt-based ships of the Second Canadian Destroyer Squadron; HMCS Yukon, HMCS Mackenzie and HMCS St. Croix. Also taking part in the exercise is the submarine HMCS Rainbow and the tug USS Tatnuck. Air participants include Canadian and American anti-submarine aircraft and attack aircraft of the United States Navy.

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DEMON DOINS

On 29 July Lieutenant Colonel J. Middleton made a presentation of Canadian Forces decorations to personnel of 407 Squadron. Captain Ron Peigl and Sgt. R.J. Shaw received clasps to their CD's while Cpl. G.F. Kee and A.R. Dalgleish received the Canadian Forces Decoration in recognition of twelve years of undetected crime.

A presentation was also made to CWO Bob Parker, who is retiring after 31 years of service. Bob has spent a third of his service time right here in Comox, arriving at this unit in 1960. He was transferred to 407 Squadron in 1966. Bob was presented with base and 407 Squadron plaques jointly mounted as well as an Indian leather carving. We offer Bob and his family our very best and wish them a long and happy retirement.

Crew 2 led by their intrepid leader Lt. Cdr. Dan Desko (otherwise known as Desko's Darlings eh Baz?) hit the chuck this week in a display of daring do in connection with their sea survival training. With the exception of one all crew members made it safely to their respective dinghies and proceeded to eat all the survival rations. A visit from 442 added a bit of excitement and we could say that a good time was had by all - but we won't.

Crew 6 reports that they have managed - by devious and cunning measures - to get rid of their 48 pounds of weiners acquired on their last nortap. If Chris looks a little green this week you will know why.

Crew 5 has retained the title of ASW competition crew and will compete in the Command event scheduled for October.

Demon Retires after 26 years. On the 29th of June Captain "Gene" Bannoff will retire from 26 years active service with the RCAF and the CAF. From Nov.

41 Captain Bannoff served at home and abroad, on no less than thirty stations.

During the second war "Gene" flew as a navigator on Halifaxes with 429 Squadron and was awarded the Distinguished Flying Cross. He was later converted to the Lancaster and returned from overseas to join the Tiger Force.

The post war years from '45 to '48 saw him as a civvy, and Gene became a Met observer with the Dept. of Transport, serving at bases on the West coast and at Port Hardy on the Island.

Re-enlisting in Feb. '48, Captain Bannoff completed Nav Training and during the next five years, he was a Search and Rescue Navigator, a Para Drop Specialist (helping design the famous 'Riva Computer') and a recruiting officer. From '53 to '55 Gene helped pioneer the way into the far north, flying C-119s with 435 Squadron at Namao.

After a short stint at ANS Winnipeg, Gene spent the next four years as Adjutant of the Admin unit at AFHQ. A ground pounder dream, so they say. However the summer of '60 saw the old navigator up to his old tricks this time with 404 Squadron at Greenwood.

It was back behind the desk again in '64 on the staff of the SO. Org at Air Transport Command HQ in Trenton. After four years of struggling with Unification, Gene was transferred back flying - to 407 Squadron here in Comox and more exactly with the terrors of crew six, where his steady experienced hand lent much to support the efforts of his crew members.

After 26 years, a DFC, an Ops Wing, four Squadron tours and distinguished service as an administrator, Capt. Gene Bannoff is going on the retirement list. Certainly the Service, those who he has worked for, and those who worked with him join in 407 Squadron in saying farewell to a fine navigator and a fine officer.

Broad Shoulders
Once upon a time when people worked seven days a week for almost nothing, Unions were invented to better Labour conditions. Today workers accept a forty hour week, except for a chosen few who don't observe this custom and go their own sweet merry way.

These so called appointed few supposedly preserve the peace and live in one big dream world. These are they who terrorize the local population with their sonic

boom. They are known by various noms de plume, one being Kerosene Cowboys. Well, these types have invented a new work week which covers approx. three and a half days.

Their day starts sometime in the morning and ends at approx. mid-day. Most of the pilots are unable to tell the time without the aid of a Mickey Mouse Watch, and with the Canadian Armed Forces austerity program the higher echelon think it a waste of time anyway to issue watches.

One of the reasons for such a short working week is that their bosses are unable to motivate them. The Cowboys are awe struck with 407 Demon Radio Officers, their stature, integrity, professionalism, loyalty, honesty and capacity to withstand insults from the Cowboy PRO and Base Rag. The 407 RO who is mighty in spirit and mind takes the insults in his stride, and considers the source. Those who work only part of the time know no better than to attack and try to belittle a better.

A good example was in last week's Totem Times which compared the CSA "Galaxy" work load to that of 12407 RO's. A slight slur here mistakenly proves what all RO's have known for years - "that they carry the work load of the Air Force."

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COMING EVENTS

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ABBOTSFORD'S FORMULA

A MOSAIC

It wasn't Strawberry Hill and the fans hadn't turned out to get their kicks on rock or pot, or blow their minds on LSD. No, the 130,000 spectators had come to be entertained at what Najeeb Halaby had termed "this year's Canadian Amateur Hour." Billed as Canada's 1st National Airshow, it could only have been held at Abbotsford where the Abbotsford International Airshow Society, 1970, could guarantee success. Amateur it may have been, in that the players worked for love rather than money, but each player in the cast was highly skilled and professional, and all combined to present a definitive air exposition.

The big show was preceded on Thursday by Industry Day, a day for buyers and sellers to try to come to terms before their judgment could be coloured by the facts. This was also the final practice day, when the acts that didn't gel could be eliminated.

Canada's 1970 National Airshow was officially opened at 1:00 p.m. Friday, August 7. The Airshow Society president, Percy Lotzer, had introduced Major General Lipton, Commander of Air Defence Command, Transport Minister Don Jamieson, and Member of Parliament Jerry Pringle. The Transport Minister was in the process of dedicating the international commemorative cairn and officially opening the show when the proceedings began, and there was no stopping them.

Six supersonic jets from the Canadian Armed Forces captured the attention of everyone within 5 miles. The two individual Voodoos from 409 Squadron at Comox were followed by two CF 104s and two CF5s, each aircraft flying at maximum subsonic speed and performing a high gravity pull-up. Mist clouded over the wings and vapour trails followed the aircraft until they disappeared with height. Then the CF5s and CF 104s were back, with photo passes and mock attacks.

IN THE AIR . . .

For 2 hours each morning and 4 hours each afternoon the sky was filled with fearless flyers in myriad airplanes that demonstrated precision flying, aerobatics and formation.

There was Bob Hoover, who looks like he should be flying a desk, climbing out of his P51 and into a Shrike Commander, then proceeding to aerobically that executive airplane, sometimes on one engine, sometimes on the other, and occasionally on no engines at all. Cliff Howard in his T Minus 2, which he seems to have built upside down since he spends most of his time inverted, sometimes so low you could almost reach up and touch him. And Diane Parsons, that girl in her twenties, who thumbs her nose at fate by flying the same aerobically act which took her late husband's life two months ago. Art Scholl and Skip Volk in their souped up Chipmunks, doing a formation loop, canopy to canopy. And that odd ball duo, Chuck Driskell and Bob Parks, flying that piece of junk (experimental aircraft, they call it) in their clown act. There were a score of others, each doing his own thing, and each with his own claim to fame.

There were demonstrations by Canadair's CL 215 water bomber, and the new Evangel 4500 bush plane recently developed in the United States. On Friday there were two passes by a CSA Galaxy, the largest aircraft in the world. At the end of each day, the show was closed by the US Navy Blue Angels, formation aerobically team.

AND ON THE GROUND . . .

The hot dog and soft drink stands were as popular as ever, but these were followed closely by many of the displays. The square shaped Evangel looked like a metal-bonded truck with wings. Obviously utilitarian, its performance had been demonstrated, and it drew both novelty seekers and airplane buffs. The Belfast, largest transport aircraft in the RAF, attracted the longest line-up since the Czechoslovakian pavilion at Expo. The USAF Minuteman Missile and high altitude aerobically were also well visited. Other crowd-pleasers were some of the CAF aircraft, the ever-popular Voodoo, doubly so after its impressive air performance, and the CF 104, and CF5. These were all roped off, so only the most persistent got to look in the cockpits.

Over 800 aircraft had flown in for the show and were parked on the far side of the field. Many thousands of cars filled every available parking space, until finally the gates had to be closed to any more traffic.

The really impressive ground part of the show had been done in advance by a few key people and a host of assistants. The Abbotsford International Airshow Society and the Abbotsford Flying Club, with Ron Thorner and Doris Matthews at the centre of the entire operation. The airport manager, Harold Luesley, who would have had to close the show to accommodate airline traffic if Vancouver's weather had gone sour. Col Steacy who coordinated the entire CAF participation in the show. Commentators Toby Trowbridge and Bob Singleton, and the CAF's own specialist, Joe Houlton.

Even so there were some 'no shows.' The Russian Yak 40 had been counted on for months, but cancelled out at the last minute. Col Steacy had tried to organize one of the CAF's new 707s for static display, but CFHQ refused to allow 25 per cent of the fleet to be tied up for the 3-day airshow. Also absent were the Golden Knights, the US Army parachute team.

WHERE WAS THE PRESS? . . .

All of the news media had co-operated well in promoting and advertising the Abbotsford Airshow, but while it was in progress and after it was over it received scant attention from all except the local radio stations. The Sun carried a sketchy story, the Colonist ran a picture, and the Province, a news item which dealt with only two things: the new method of calculating the numbers of spectators, and the Blue Angels.

Abbotsford's press relations were handled by Roger Ward, and he did everything humanly possible. A press counter was set up in the main exhibition hangar, and staffed with former airline stewardesses. Another room offered tables, typewriters and paper, as well as dozens of press releases and brochures from assorted aircraft companies. There was even a buffet lunch and a chance to socialize between shows. Reporters were there, and photographers were snapping pictures, but almost all of these were destined for the newspaper photo files.

Of course, had there been a plane crash or a mid-air collision, there would have been immediate and comprehensive coverage. But this was exactly the type of thing that Bill Warne, all the controllers, and the entire Airshow Society had worked so hard to avoid. The airshow was prepared to stand alone, and if the success of Canada's 1st National Airshow was not considered newsworthy by the press, why those are just the breaks.

OR THE CANADIAN GOVERNMENT? . . .

With Canada standing to gain a certain amount of prestige from this International Airshow, what contribution did the government make? Well, Transport Minister Don Jamieson assisted in the opening, and he said lots of nice things. Not only was there no grant or subsidy to help pay for the airshow, but the aerodrome had to be rented for the occasion. Mind you, that could be a mixed blessing for West Coast inhabitants, since a healthy government grant would have resulted in Montreal's demanding that the next International Airshow be held there.

THE CAF STACKED UP . . .

The CAF made a much larger contribution at Abbotsford this year than it has ever made in the past. Eleven types of aircraft were there, with more than 30 aircraft flying and six on static display. The 10 minute show opener each day by the CAF's three types of supersonic jet aircraft captured everyone's attention with high speed pull-ups and lots of noise. This was followed later in the afternoon by a 1 hour and 10 minute military flying performance, featuring 10 different aircraft types and demonstrating the role of each. This part of the show was highly co-ordinated and was planned to ensure maximum interest and crowd appeal. Each manoeuvre was professionally executed and timing was split second.

One radio interviewer placed a CAF Captain on the spot by asking him over the air how the various military formations stacked up when compared with the Blue Angels. The Captain replied that the Blue Angels' primary job is flying formation and they spend all of their time practising that primary role. The primary role of CAF pilots includes very little formation flying, and they do extremely well with the little practice that they get. Certainly they are all very professional, and given the appropriate amount of practice they can hold their own against any formation aerobically team in the world. Witness the Golden Centennaires.

Some of the Abbotsford staff held a series of impromptu interviews with Saturday's spectators as they were leaving. These people were asked what they thought of the Canadian Forces part of the show. Without exception the responses were superlative and all expressed the wish that the CAF would continue to be as well represented in future shows.

MORE NEXT YEAR

This year's show is over; the stars and the spectators have all gone home. The parking lots are empty and Abbotsford Airport is derelict. The many miles of backed up freeway traffic have dispersed and the pair of ignorant parents have long since returned to find their car window broken by police to rescue the terrified child who was locked inside. No one will ever know where the hippies have gone with their "Aeroplanes Carry Bombs" placards or whether the girl with the sign "I Want a Performance With a Potent Pilot" ever got her reward.

Canada's 1st National Airshow, 1970, at Abbotsford was a smashing success from every point of view. And yet the Abbotsford International Airshow Society will never be completely happy with past performance. They promise to come up with the greatest show ever next year when BC celebrates its Centennial. Let's hope the CAF can participate again next year and help to make that a reality.



I HAD TO SUCCUMB TO THE 'MOD' FASHION, OUR STYLES JUST AREN'T AVAILABLE. YOU CAN'T BUY A PAIR OF 'PLUS FOURS' ANYWHERE

"Serving You in So Many Ways . . . ?"

The CPR has applied to the Canadian Transport Commission for permission to discontinue its passenger service between Victoria and Courtenay. The railway cites constant and considerable losses as its reason for wishing to discontinue the service. As the Esquimalt and Nanaimo Railway was granted considerable privileges on the Island in exchange for providing the rail service, one wonders what might happen to these privileges, and one wonders what effort the E & N, which was taken over by the CPR some years ago, has made to attract passengers, and what effort the railroad has made to provide a fast efficient service, not only between Island points, but between Island points and the mainland. Has the railway really embarked on a vigorous advertising campaign that will put their Island train service squarely in the public eye? Well . . .

One cannot help but be impressed at the tremendous business acumen shown by the railway which spends the princely sum of \$150 annually to advertise the rail link which exists (just barely) between Actionland and Victoria. For this magnificent sum, one could get a six inch ad for most of the year in the Totem Times. While this is not really keeping the service a complete secret, it is not shouting it from the roof-tops either. Other island communities, served by other newspapers, would never hear about the train, which wouldn't be much of a change.

There might, however, be a very good reason for not attracting people's attention to the service. It might just be that the railroad does not want the average citizen to witness the deplorable degree of inefficiency with which the service is run.

Any thinking person, for example, would start his train in the hinterlands early in the morning. He would gather up all those who were suffering from bush fatigue and who wished to see a two-storey building, and run his train so that the residents of the great outback could spend the day in the commercial centre of the island, and then run them

back to their wilderness homes at night. Does the E & N do things this way? Not very likely. They, clever fellows, have astutely divined that flocks of people will leave Victoria each morning to spend a day in Comox, and they run the train to meet that tremendous demand. At least one or two people each day take them up on it.

A thinking railroader who also owned some ships which connected an island to a mainland would make some effort to ensure that his train schedules and his ship schedules connected, so that, having taken the customer's money for the boat ride, he could also take it for the train trip, or vice versa. What does that CP Rail-E&N Rail combination do? It lamely mentions some bus times to its passengers. This could hardly be called dynamic, positive action to ensure maximum participation in the joys of rail travel.

If, in spite of everything the railway does to keep its service - and that is using the term loosely - a secret, a potential passenger smokes it out, what then? The passenger makes his way to a station that is an eyesore, and that is closed on Saturdays, Sundays, and public holidays. It is a hardy passenger indeed who can ignore the unprepossessing surroundings, and the inconvenient schedules and persist in his determination to ride on a train the railway company no longer cares about.

If one deliberately set out to discourage rail travel, one would proceed exactly as CP Rail is doing with the dayliner service up and down Vancouver Island.

We have some suggestions for CP Rail. The first and most obvious one is to turn the train around, so that it leaves Courtenay early in the morning and arrives back in Victoria in the evening. Such a reversal of the schedule would allow people from up-Island to spend a day in Victoria and still return home in one day. It might come as a shock to those in the railroad's higher management levels, but people from smaller communities do like to get to larger communities occasionally, if

only to feel superior to those scurrying about in what they patronizingly refer to as a rat-race.

The second suggestion is that the schedule be adjusted so that those arriving by train can hop right on to the ferry if they so desire. Conversely, those arriving on the evening ferry should be able to hop right onto the train and head for home.

The third suggestion is to clean up the stations. No one likes to idle in a scruffy slum-clearance project, reading clever signs saying that spitting is prohibited, and that loitering will not be tolerated. It might have contributed to the romance of railroading in the 1880's, but all it does now is contribute to the growth of air travel.

The fourth suggestion is to expand the advertising budget. \$150 each year does not get one's name in the public eye very often. As we mentioned earlier, that sum would just about cover the annual cost for a small ad in the TOTEM TIMES. There would be nothing left over for posters, radio, TV, other newspapers, promotional brochures or any other method of catching the public's attention. It might just be that the CPR, in a rare burst of public-spiritedness, is trying to cut down the number of selling messages that the average consumer is faced with each day, but one doubts it. It is much more likely that they just aren't very proud of their service. For this, one can't blame them.

That the service is now losing money is perhaps undeniable. That it would continue to lose money if it were to be run properly is not so readily demonstrable. The E & N and the CPR have been granted considerable land and mineral rights on Vancouver Island in exchange for providing a service. Now, due to inefficient management the profits from that service are non-existent. The cure is not to kill the service, but to manage that service so that it does provide a service. One of the proud boasts of the CP organization is, "... serving you in so many ways." Perhaps it should add parenthetically, "as long as you don't live on Vancouver Island."

Letters to the Editor

Dear Sir:

My biggest beef is to the so-called adults who as yet have not matured in mind!!!

And, by this I mean the parents who are so narrow minded, that they spread unfounded gossip, and don't seem to mind what happens to other people's reputations. They don't bother to explore further what they have seen or heard, but just go around shooting their mouths off.

Most of all this is concerning the teen-agers that live in P.M.Q.'s. It seems that our kids

are supposed to either spend all their time in their own homes or on the streets taking drugs or drinking because they have no other place to go where people don't complain.

If they stay in their own back yards the neighbors complain, - they can't go to the ballfield or the Military Police tell them to go home - the orchard is out of bounds, and there are so many restrictions to using the Rec. Centre that only half of these kids can use it. It is in the evenings that most of the complaints are

made, and even the adults don't like to stay indoors in the summer.

The people that complain are usually the ones that have no teen-agers themselves. But, let me say this to you people, (and you know who you are) just think back to what you did yourselves in your teens and just remember also that before very long you will have teen-ages of your own - then you will have this problem yourselves!!!

It is not enough to complain about these kids, but most of these people at fault are spreading nasty stories, most of which are not true.

All I can add to this, is that it takes a filthy-minded person to think up these foul stories and relate them to others who don't particularly want to hear them and couldn't care less.

I am a mother of 3 teenagers myself, and I think that it is high time that something was done for these kids, and also that you guilty adults took another look at yourselves.

Thoroughly Disgust

405

STANDARD

His Excellency the Governor General, Mr. Roland Michener, will present the Squadron Standard to 405 Maritime Patrol Squadron on the 19th of Sept. 1970 at Canadian Forces Base Greenwood, N. S. A gala 25th year reunion open to all members and ex-members of 405 Squadron will be held in conjunction with the presentation of the Standard, beginning on the 18th of September. It's going to be a real bash and a must for all ex-Eagles. Further information can be obtained by calling local 400 CFB Greenwood or filling out the form below and sending it to "Chief Eagle" VP405 Squadron, Greenwood, N. S.

REUNION

PRESENTATION

NAME _____ PHONE _____
ADDRESS _____
DATES IN 405 _____

Letters to the editor must be signed, a pen name may be included. Editors reserve the right to edit all letters.

MORE CUTS

A recent Colonist carried a page 3 item with the eye-catching headline, 'Trudeau Vows Defence Cuts'. The story was about the Prime Minister's six-day visit to the North, and the only reference to defence was in the following sentence, "He told a civic meeting of about 400 people here that the government plans to continue reducing the share of the budget allocated for defence."

At first blush this would be enough to strike terror into the heart of even the most secure Captain or Corporal, to say nothing of our defence planners. After all, the cutbacks that became necessary when the budget was being held steady, and with such things as pensions taking a bigger slice of that budget every year, and inflation

making its own inroads, there is a limit to how long the diet can be maintained before the patient will die.

However, that clever prime minister did not really say that the defence budget would be cut. He said that the share of the budget allocated for defence would continue to reduce, and he was referring to the federal budget. So, since the overall federal budget increases every year, a defence budget which is held at a fixed figure must obviously be getting a smaller share of that overall increasing federal budget.

Now that that's all been explained, we can all breathe more easily again. Or can we? Media men watch Comox squadrons at work. Kay

MAN POWER CAN STEER YOU

OTTAWA (CFP) - Bridges to the Outside World.

Communication is the name of the game when it comes to finding work in the outside world. It means selling your skills and experience to potential employers and in order to sell you must have contacts. Some, when faced with this problem, have been known to panic - jump on the proverbial horse and ride off in all directions. This is not the answer.

The answer is to cultivate every important bridge to the outside world.

These bridges include friends and associates, newspaper advertisements, public and private agencies and your assessment of where the jobs are.

The Canada Manpower System is one of these bridges. This is a government agency operating over 360 Manpower Centres in Canada and is in the business of bridging the gap between the employer and the person looking for a job. How can they help you? Briefly.

-The manpower counsellor at the manpower centre near your base knows the local em-

ployment picture. He can refer you direct to potential employers.

-A clearance system is available which enables you to find out about jobs in other parts of the country.

-If upgrading of skills or occupational retraining is indicated the manpower counsellor can complete all arrangements.

The Canada Manpower System is important because it is a joint sponsor with DND of the Civilian Employment Assistance Program, designed to assist servicemen establish themselves in the outside world after retirement.

Servicemen approaching retirement are invited to participate in the Civilian Employment Assistance Program as outlined in CFAO 56-20. Consult your Base Personnel Selection Officer or Base Personnel Education Officer for further details.

(Contributed to CFP by Major Freeman Anderson, CEAP Section, Directorate of Personnel Administration, Ceremonial and Welfare.)

SUITABLY ATTIRED?

As everyone who has ever caught Air Kamikazi's champagne service to Vancouver knows, the dress regulations for those travelling aboard service aircraft are quite strict. Men are supposed to be wearing shirts, ties and jackets, and the standards for women are equally high. The AMU here, and the AMU in Vancouver are quite zealous in ensuring that these regulations are observed. In fact, the Comox AMU even maintains a small stock of ties for those ill-advised enough to show up in ascots, turtle-necks, or open-collared sports shirts.

With this there can be no quarrel. The regulation is there, it won't harm anyone, and it should be observed. But what about the other AMUs? Are they as zealous in protecting the dress standards that have been set for travel in service aircraft? Anyone who has ever watched a westbound 707 or Yukon disgorge its passengers into Vancouver can quite plainly see that they are not. People ricocheted off the airplane in many outlandish costumes, causing some resentment among those whose turtle necks were sporting AMU ties.

Another recurring source of annoyance is that combat clothing is allowed on scheduled 707 flights, ostensibly on the grounds that it is a uniform. Well, so is a flying suit, and flying suits are not allowed. Why then is combat clothing? There would seem to be little or no need for such a costume on a regular flight on a 707. Bush jackets and such may be just the thing for rattling around with the cargo in a Hercules, but in a 707 they are about as out of place as a track suit in a chapel.

While the women on board the 707 are not wearing combat clothes, some of them are wearing costumes that would make combat clothing look like an improvement. Again, there is no reason for this. The 707s are just about the last word in passenger comfort and there is no need to clamber aboard seemingly attired for a dog-fight.

Judging from the experience of Comox and Vancouver, it is a simple matter to ensure that those travelling aboard service aircraft are suitably (no pun intended) attired. What is the problem elsewhere?

TOTEM TIMES
Read in the best news in the Canadian Forces

Published on alternate Thursdays, with the kind permission of Col. G. H. Nichols, Base Commander, CFB Comox. Printed in Courtenay by Comox District Free Press

EDITOR: Capt. RH Koehn (Loc. 409)
BUSINESS MANAGER: Lt. JR Scott (Loc. 308)
EDITORIAL STAFF: Sgt. HE Miller (Loc. 461)
Capt. RE Merrick (Loc. 409)
SPORTS EDITOR: Lt. J Loring (Loc. 308)

DEPUTY EDITOR AND CARTOONIST: Cpl. LG McCaffrey (Loc. 377)
ADVERTISING STAFF: Lt. A Stephaniuk (Loc. 308)
Lt. J. Anderson (Loc. 308)
Lt. P. LaFleur (Loc. 308)
CIRCULATION: Cpl. K Paisley (Loc. 474)

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

FUNGUS FEATURES

by Mac

THERE HE GOES, MR FRANK GEELAND.
WAVE TO HIM FOLKS - YOU DON'T
SEE MANY 45 YEAR OLD STUNT PILOTS.

WELCOME TO
ABBOTSFORDS
NATIONAL
AIRSHOW

SHUCKS, WE HAD A WHOLE
SQUADRON FULL OF THEM.

442 Squadron Was There



ROPED INTO ANOTHER SKY GENIE demonstration were Para Rescues own Sgt. Seltzer and Cpl. Franks. Half way through the Abbotsford military display the helicopter swished onto stage center, threw out the Sgt. and the Cpl. who were quick witted enough to grab the ropes and descend safely. Once on the ground they picked up a simulated survivor, tossed him gently into the rescue basket and returned to their lofty perch on board the helicopter. As the chopper left the stage the crowd was heard to gasp in admiration. (A MacPhoto)

From Up In My Perch

Last week I unpacked the old kit bag after my recent sortie into the middle east. I had just visited my Great Uncle, Sibelius Seemore. Great Uncle Sibelius is the family Sage and Soothsayer. He retired after 33 years in the Air Force as a Corporal and lives on an extremely modest pension. With his meagre means he resides on the outskirts of his last station, RCAF Stn. Winnipeg, in a rundown, tar paper shack. Whenever the occasion presents itself I visit him and get his latest predictions. This time most of his forecasts have an encouraging note, something that has been absent in the last five years. You may recall that Uncle Sibelius predicted the Hellyer Corporal as far back as 1963. Great Uncle's prediction for the next year are as follows:

A PAYRAISE OF 5.6 PERCENT this October, retroactive to October 1, 1970. This raise is designed to accomplish two things. One: stay inside the governments six per cent guideline and two: give the treasury branch an excuse to raise the PMQ rents and knock some more off our pay for income tax. Big deal! After the last raise I cleared \$3.00 before the kids went on strike for a raise in their allowances.

RETIREMENT PAYCHEQUES Paid in one lump sum the day a man retires. This cheque will be for your pay during your retirement leave. This will take the fun out of life for retiring members who could look forward to several months of waiting for two or three cheques after they retired.

A NEW DEAL. Upon retirement a member will be able to borrow a vast sum of money on his pension. The loan will be repaid out of his pension cheques. If this comes true a retiring member would be able to get out and borrow enough money to put himself into a respectable business. For instance he could borrow enough money to buy himself a big boat and go into business smuggling grapes into California.

A RETURN TO THE LEAVE POLICY where a man can take his leave in five day increments, thus a man will be able to stretch his leave out to six weeks annually if he works it right. Members of the Merry Mushroom tribe will recall the long and bitter battles they had getting this leave when it was in effect before, because a certain person refused to recognize the policy. If this prediction comes to pass I can just see that person swallowing his cigar.

REPLACEMENT OF THE MAPLE LEAF on the new rank badges. The mushroom is under consideration to be worn by corporals and Sergeants. GREEN UNIFORMS for all good airmen at CFB Comox by Christmas Eve. REDUCTION OF THE CANADIAN ARMED FORCES to a new level of 50,000 souls. Of these 50,000, none are expected to be over twenty-three years old, this move is designed to remove the rapidly growing generation gap in the Forces. As my visit with the family Sage came to a close I gave my respectful farewell and made my way to the Airport, I thought of some of Great Uncle's other predictions. The one hundred year life expectancy of the Titanic, the Golden anniversary of the RCAF party planner for 1974 (at this party, all corporals with ten or more years in rank were to be given one year leave with pay), and the institution of a 'promotion every four years' policy in the CAF. While the old soothsayer can't be right all the time, he did predict the Buffalo coming to Comox almost two years ago.



MANY MOONS AGO the white man came along and just about caused the extinction of the Buffalo. The tables have finally been turned. The Buffalo has caused the extinction of these white men, at least in 442 Squadron. These extinct animals are from left to right: Lt. D. Hyland, Captains J. Labelle, J. Crawford, Lt. P. Deacon, and Captains Myatt and R. Woodman (A Base Photo)

B.C. TEL
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TELEPHONE COMPANY



R. H. STEVENS

The appointment of R. H. Stevens as Director of Marketing and Sales, effective August 1, 1970, is announced by the British Columbia Telephone Company. Mr. Stevens, formerly Industrial Relations Manager, joined B.C. Telephone in 1952 and has held numerous managerial positions with the Company.

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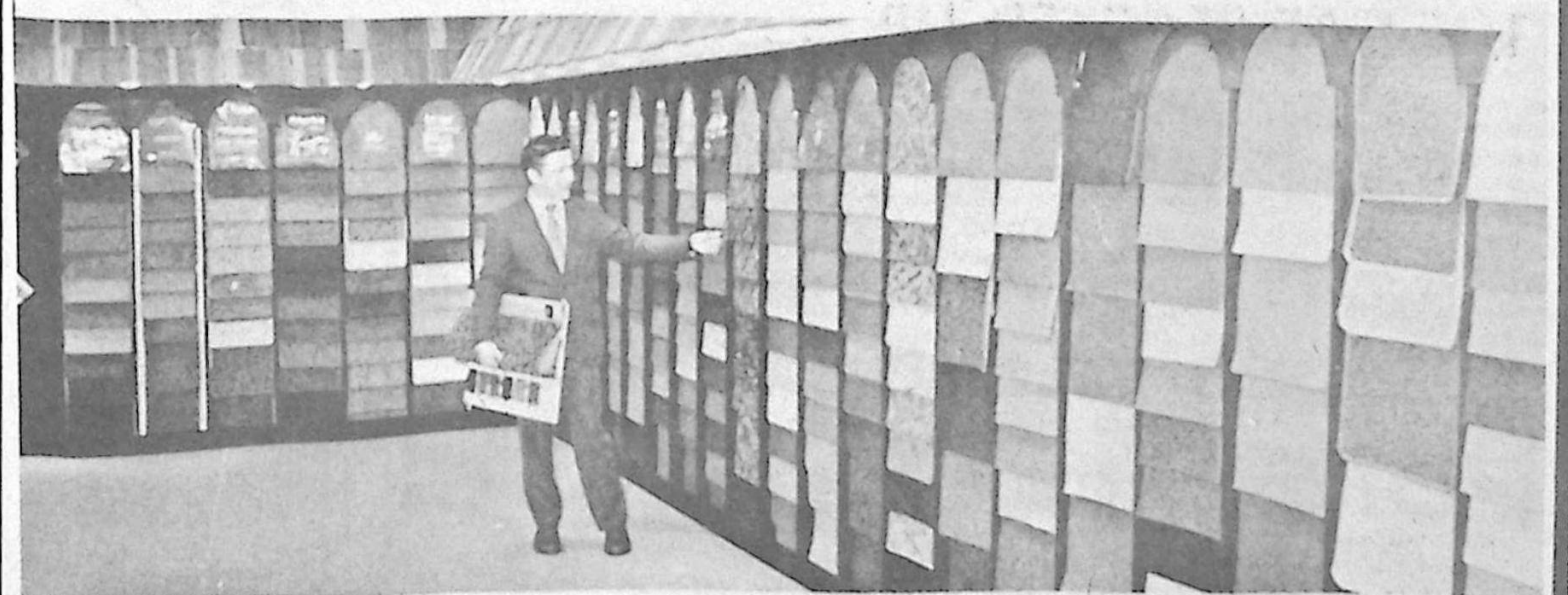
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Chapel Chimes



CHAPEL NEWS

Padre Archer is on sick leave recovering from a back operation. Regular services will be held each Sunday at 11 a.m. conducted by the Rev. K. E.

Edmondson of Comox. The Reverend Edmondson will be available for interviews etc., in the Chapel's Office in the Headquarters Building each day.

R.C. Chapel

Father J. P. Farrell is the officiating Chaplain till the 6 September and may be contacted at Local 274 - Chaplain's Office in the Headquarters Building.
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.
CONFESSIONS: After mass at 7 p.m. on Saturday evening and before weekday masses.

BAPTISM & MARRIAGES: By appointment - local 273.
Note: The Chapel is open at all times for private prayer and meditation.

CWL: 'Our Lady of the Airways Council'
The first meeting of the CWL will be held on Tuesday the 8 September. The meeting will be held on the second Tuesday of the month for September only, and in October it will be the first Tuesday of the month as usual. Meeting time is 8 p.m. in the Parish Hall, Mass at 7:30 p.m. in the RC Chapel.

Protestant Chapel

SUNDAY SERVICE: Divine Service 11:15 a.m.
The services this month will be at 11:15 a.m. conducted by Reverend Kenneth Edmondson, Base Chaplain (P) during Padre Archer's sick leave. Padre Edmondson is available each day for interviews and/or consultation in the Chaplain's office in the headquarters building. (Local 273)

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 prayer and meditation.
Mission Band
Registration for the Mission Band group that meets in the Protestant Chapel, will be September 9th at 1 p.m. in the Chapel Annex. All 4 and 5 year olds welcome. We are unable to take any children younger until we obtain more help.
Anyone interested in helping please phone:
Mrs. Power - 339-2173 or Mrs. Hughes - 339-2874 or alternatively, leave your name with the Padre - local 273.

Nearer to God is he

NORTH BAY, ONTARIO (NORAD) - Canadians are on the move. Each summer giant vans crisscross the country from Halifax to Vancouver, carrying the household goods of hundreds of military and civilian personnel to new postings and new responsibilities. Packing personal effects and loading the trucks is routine for professional movers. They carefully pad and pack chestfields, stoves, and airplanes with equal ease.

Airplanes? Well, maybe it wasn't routine, but when Chaplain Ron Sutton was recently posted from CFS Gypsumville to CFB Calgary, he was faced with moving his incomplete homemade aircraft with him.

But for the Air Defence Command officer, moving the plane was only another in a series of challenges which began in 1968 as he watched a CBC "Telescope" program, featuring homebuilt airplanes. Shortly thereafter, the Chaplain who had received his private pilot's licence in 1966, was a member of the Experimental Aircraft Association and had begun work on his own "Air Force."

First he started a "two seater," but when he was posted to Gypsumville he found the Hobby Shop was too small for the wing span, and the cost of the motor prohibitive - so back to the "single seater."

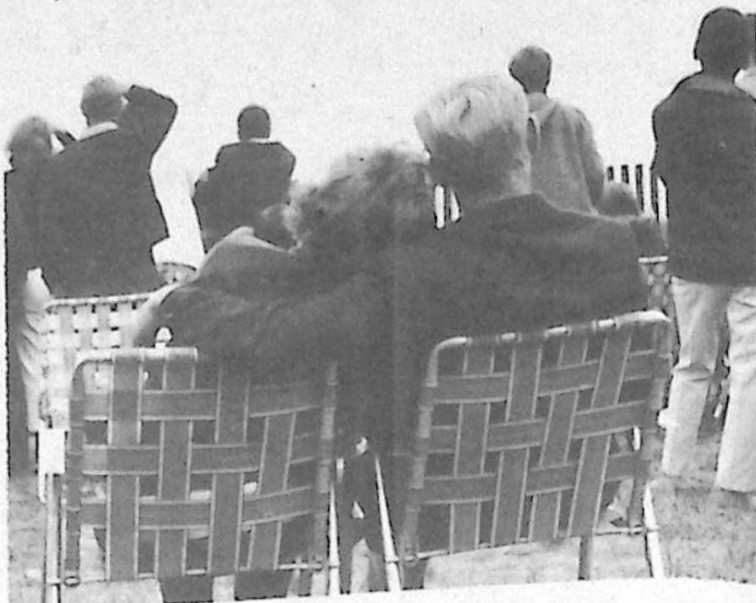
But even as Chaplain Sutton entered the aircraft industry in his small but dedicated way, his chapel choir was planning a special rendition of "Nearer My God to Thee," and his family planned a "BINGO" to buy him a

parachute. His only comment was "Oh ye of little faith."

When complete, his "Taylor Monoplane" will weigh some 500 pounds, have a wingspan of 21 feet six inches and will be 14 feet long. The plane, which "fits like a girdle," will have no lights and only basic instruments. The engine is a Volkswagen 1300 c.c. (about 41 H.P. at 3,600 RPM) 4 Cylinder opposed, with a single magneto replacing distributor and prop replacing flywheel. The prop goes on the fan belt and off the engine and thus turns the opposite direction to conventional aircraft engines. Its cruise speed should be around 100 m.p.h. With a fuel capacity of 14 gallons, and burning some two gallons per hour, range will be about 700 miles. ("With fingers and toes crossed," says the Chaplain.)

By the time the plane is completed this fall, he will have invested over 700 manhours, and \$1,100 in it. Although he has a keen sense of humor about the craft, Chaplain Sutton is extremely safety conscious. Department of Transport inspections to date have confirmed the quality of his work, and a final inspection will be made before the first flight.

Ironically as it seems, the Chaplain will not be the first to fly his "pride and joy," now carrying registration number CF-B4D. He explains that the first flight must be by someone with a minimum of 100 hours as "pilot in command." Although he has many offers for subsequent flights, no volunteer has stepped forward for that first "moment of truth" venture into the blue. Perhaps the sticker on the aircraft which



THE BEST WAY to see an air show is to wear the proper clothing, take a couple of lawn chairs, your favorite girl friend and make yourself comfortable. Here John and Marsh watch an exciting display put on by one of Mobile Command's Buffalos. (A MacPhoto)

Students Win Air Div Awards

LAHR, Germany (CFP) - Four Canadians, one of them a serving airman, will share \$3,000 in scholarship funds through their academic prowess while attending schools in Germany.

Warrant Officer Sidney M. Jarvis, an air defence technician at Baden received \$500 for his accomplishments while attending schools in Germany.

The 1 Air Division scholarship fund was established in 1962 to stimulate interest among Grade XIII students to go on to university. The money is provided through non-public funds.

Miss Janice L. Zimmer, daughter of Master Warrant Officer and Mrs. P. Zimmer of Vancouver, a \$500 winner, will study at the University of Victoria. She attended the Lahr senior school.

Miss Patricia Hoyt, daughter of Lieutenant Colonel and Mrs. A. G. Hoyt of Nanaimo, B.C., wins \$1,000. A student at the Lahr senior school, she will study this fall at the University of Waterloo, Ont.

Miss Ronny Titterton, daughter of Major and Mrs. B. Titterton of Victoria, B.C., won \$1,000 and will enter the University of Victoria, B.C. She attended the 4 Wing senior school at Baden-Soellingen.

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That's Show Biz

By Nola Wells

The producers of film can find a middle road, portraying life as it is known to us all, harsh and violent - yes - but also very warm and very beautiful.

If a middle road can be found, perhaps film will then become what it was truly meant to be. It's an exciting and creative art, and one that most of us would be lost without. Everyone has a role to play, the actors get most of the publicity, but they wouldn't be able to perform without the technicians, and people behind the scenes, from the director to the casting team. If one fails in their individual role, then we the audience cannot benefit from the creation itself. If a particular performer is placed in a role that is obviously unsuitable for him, just to satisfy his ego, or clauses in a contract, then the audience is once again cheated.

Motion Pictures have come a long way since Thomas Edison presented the first movie in a New York theatre in 1901. With such a strong emphasis on sex in recent years, in a purely sensational form, empty of beauty and dignity, and for the sheer purpose of making money, many people have lost faith in film as an Art. This is a shame, because I sincerely believe that film has as many good qualities as bad, and that it can benefit us all.

Besides its obvious role of entertaining, it can imprint facts of life into our minds, in a way not always known with the written word. This was proven to me, over the years, as I became educated through the means of film. Facts of History came alive to me in our local theatre, as Errol Flynn portrayed Custer at the Little Big Horn, and Fredric March played Christopher Columbus, as he discovered that the World was not indeed flat. This was before Television became a way of life for us all, and film somehow allowed us children to conquer the many different kingdoms of our imaginations, formed from fables and fairy tales.

Unlike the harsh portrayals of life known from recent films like 'The Wild Bunch' and 'Midnight Cowboy,' we saw the other side of the coin produced in the Mint called Hollywood. Those were the films that portrayed most typical American families living in mansions and swimming in private swimming pools, and single handedly winning World War II, with the help of John Wayne and Robert Mitchum. Surely after these two extremes,

After all, Mickey Rooney, could never play Charlton Heston's Moses, no more than Charlton Heston could equal a good Mickey Rooney part, and it only looks ridiculous when such things are done on the screen.

People are talking about the New Hollywood, where the powerful studios that once towered over this movie capitol, are being sold, and new talent like Dennis Hopper and Peter Fonda who wrote and produced their personal documentary of life in the United States, 1970 called 'Easy Rider,' are coming into their own. Will they be able to find that middle road? Let's hope that the New Hollywood of the 70's will help film reach its potential as the exciting, educative and very beautiful Art, it was always meant to be.



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SPORTS

BY
JIM
BO

MOUNTAIN LION

Most people have an unwarranted fear of the Mountain Lion. Called many names, such as the Puma, Cougar, and North American Panther. This majestic animal roams throughout British Columbia's wilderness. Preferably the big tabbies live in broken rock and timber land, therefore, Vancouver Island is ideal range for them.

Fear of these cats stems from a number of reasons, the most common being ignorance of the subject. Most people have never seen nor probably will ever see a puma in its wild state. They base their knowledge on what they read in magazines and papers about cougars being seen near or in towns, about livestock and pets being killed, or about the occasional instance of a human being attacked. There is always a reason for these unusual cases.

The mountain lion can get to an approximate length of seven feet and weigh over 140 pounds. It has yellow eyes which show clearly in the glare of lights at night. The main diet is deer and small animals and birds. In stalking game the puma is silent and merciless. When it gets to within striking range its tail will start to slowly swish back and forth. Immediately upon stopping its tail, it springs. Two or three bounds for momentum and then the leap which can cover as much as thirty feet carries it to the victim's back. The fight is usually short. The panther grips with jaws on the back of the neck, rakes the victim's back and flanks with disembowling slashes, and then breaks its neck with a powerful backward thrust of a front paw. The cat is capable of very fast speeds for short distances but tires extremely fast. This is used to advantage by cougar hunters because upon tiring, the cat tires easily unless it is an old experienced beast. They will turn on hunters dogs when cornered. The puma's scream is a thing that sends shivers up even the most experienced hunters back. With uncanny realism, a cougar can scream like a woman or wail like a baby. The cougar is also an experienced ventriloquist, being able to sound much farther away than it is or much closer. There are many reasons for mountain lions coming out of their usual wild country or territory and causing havoc among worried citizens. When a cougar gets old and slows down it must turn to slower game or starve to death. A young calf is much easier to catch than a fleet yearling buck, for example. If sick or injured, a younger one will do the same. Some winters are harder than others and force the cats closer to civilization. If somehow a cougar gets tangled up with a porcupine and gets quills stuck anywhere in its head or stomach it will become very sick and eventually go crazy with pain as the quills work their way into its body and brain.

Quite often a panther is just transiting from one area to another and get mixed up with the terrors of civilization. An animal caught in this way is more terrified than the local citizens and may be driven to desperate attempts to escape. Then, too, on passing near or through a town a tabby may come upon a dog and kill it. Getting a taste of easy blood they may hang around a little longer than intended at first.

Basically, like all cats, cougars are inquisitive animals and so are seen by terrified people who start a cougar scare. In closing maybe a little insight would help. If the majestic and beautiful cougar could live out his natural life without humans harassing him and slowly eliminating him from this earth, maybe there wouldn't be any unwarranted fear.

Doing Their Thing

Six hardy servicemen from the western Manitoba base of Shilo have been granted official permission to do their thing next week: a 600-mile foray into the wilds of northern Canada - by canoe.

The adventure fits into something the armed forces call "expedition training." It's a theme which permits volunteers to propose semi-official training projects to develop such things as leadership, self-reliance, physical toughening and teamwork.

Heading out next week will be a chaplain, a corporal, sergeant, warrant officer and two artillery captains. They leave nearby Brandon next Friday in an armed forces aircraft with three 16½ foot, homemade canoes. Strapped inside the cedar strip and fibreglass craft will be anything back-portable to help cope in the inhospitable north.

Leading the expedition is 39-year-old Capt. Arthur Watts of Saskatoon, who is operations officer at CFB Shilo. He calls the adventure "Exercise Tree Line," and next Saturday he and his men will push their canoes into the waters of the Athabasca River at Fort MacMurray, about 250 air miles northeast of Edmonton.

If precision planning and military know-how hold up, they'll beach them 21 days later (Sept. 11) at Yellowknife, N.W.T. First chore for Capt. Watts at Yellowknife will be to deliver a letter to Territories Com-

missioner Stuart Hodgson. The letter will be carried by the group from Maj. Gen. William K. Carr in Winnipeg, head of the armed forces' country-wide Training Command.

Then it's back to a waiting armed forces aircraft and home to CFB Shilo for a year of more conventional training, unless. Unless they or other servicemen decide to tackle the trip on snowshoes, or something.

None of the six-man group is in the tenderfoot class when it comes to coping with the outdoors. Four are veteran canoeists, and by way of a warmup, they paddled 250 miles earlier this year in the fast, flood-swollen waters of Manitoba. They have also consulted with veteran travellers in the north on such matters as canoe construction and routes.

They expect to cover about 30 miles a day in their 90-pound canoes, which will also carry sails rigged from parachute material.

First stop after leaving Fort MacMurray will be Fort Chipewyan on the Athabasca River. They then head for Fort Resolution via the Des Rochers and Slave Rivers, and then on to Yellowknife, about 600 miles north of Edmonton, on Great Slave Lake.

They anticipate all kinds of problems, but have singled out three major ones. They include handling the rapids, high winds on large lakes, and navigating in the tricky northern waters.

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"KEROSENE KOWBOY," Col. G.H. Nichols presents Cpl. Ken Paisley of the CFB Comox Totems winning team with the Zone 1 Championship trophy, as Sgt. Tom Sloane looks on wondering how he can get a stetson for himself. Actually the hat was presented to the Base Commander by the Totems on behalf of the base Commander of CFS Kamloops. (Base Photo)



CFB COMOX TOTEMS ZONE 1 CHAMPIONS

Front Row L to R: Cpl. J. Roussell, Pte. L. Bujold, Pte. P. Keefe, Pte. G. Malo, Cpl. L. Manuel, Cpl. K. Paisley
Back Row L to R: Cpl. W. Rough, Cpl. P. St. Pierre, Cpl. H. Herauf, Lt. D. Hyland, Cpl. J. Mercer, Cpl. R. Smith
Missing: Sgt. T. Sloan, Cpl. O. Coffell, Cpl. A. Jepson.

SPORTS AROUND THE BASE

By Scoop The Snoop

For the second year in a row the Totems were successful in their quest for the Zone 1 football championship, the tournament was held at Kamloops. Our team will be leaving for CFB Greenwood on Labor Day weekend where they will be competing in the National Finals against eight other zone winners from Canada and Europe. The Totems will play eight games spread over only five days, they are going to come up against some pretty tough competition so it should be interesting to see how they make out.

At Kamloops they won four games while losing only one, the scores were: Totems 2, Esquimalt 0; Totems 8, Lader 4; Totems 12, Holberg 0; Esquimalt 3, Totems 0; Totems 6, Esquimalt 3. I was talking to the manager of the Totems, Ken Paisley, he told me the whole team played real well. He paid special tribute to Gilles Malo, he was the winning pitcher in all four of the Totems victories, also the old veterans Tom Sloan, Billy Rough, Larry Manuel and Harv Herauf. There were a couple of youngsters on the team by the name of Butch

Bujold and Paddy Keefe who form a pretty good combination in the infield, their presence didn't do the team any harm either. At the end of the tournament the Base Commander at Kamloops presented Butch Bujold with the bag from second base, his comment was "you stole it so many times you should own it" so now he does. Good luck in the finals.

Six A Side Soccer

If there are any players not playing in the league would you please contact the Rec. Centre right away, some teams are still looking for players. There are two games played every Tuesday and Thursday at 1:30 and 2:30 p.m. There are four teams in the league and the current standings are as follows: 407 Air - 10 points; 442 Sqn. & Supply - 9 points; 407 Repair - 6 points; MP & CE & ME - 5 points. Our station team will be competing in the Zone 1 finals down at Esquimalt September 10 and 11 with the winner advancing to the National Finals at Kingston, Ontario October 14 to 17. Our Base team is holding team practises every Monday to Thursday at 1600 hours. I have heard that the Coach Captain Jim Siew, is still looking for more players.

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Intersection Softball

As I sit here writing this column I cannot say who will be opposing 409 Ground for the league championship, U.S.A.F. and the MPs were tied at one game each but 409 Ground eliminated 442 Squadron in two straight games. The final league standings went something like this: U.S.A.F. - 409 Ground - MPs - 442 Squadron - 407 Ground - 409 Air - Supply. The best of five finals started this week and will continue next week, why don't you come out and watch the games and give the teams some moral support.

Base Tennis

This tournament will be held on Tuesday August 25th at the Base courts, the starting time will be 9:00 a.m. and there will be singles and doubles events. The deadline for entries was yesterday, it is hoped that there will be about 25 entrants. For further information contact the Rec. Centre, or Chuck Stutts.

Pool Schedule

POOL SCHEDULE FOR THE MONTH OF AUGUST
AFTERNOON SESSION
Sunday thru Saturday 1:30 to 3:30
EVENING SESSION
Sunday thru Thursday 7:00 to 9:00
MONDAY EVENING SESSION IS

ADULTS ONLY

LEADERS COURSE

Commencing August 30 at 0800 a Red Cross Leaders Course will be held at the base swimming pool. This course will enable persons passing the course to assist in instructing swimming lessons.

The prerequisites: 15 years of age prior to December, '69 and holding a bronze medalion. The Course is open to service personnel and dependents.

Cost of course will be a minimum of \$5.00.

Personnel requiring further information are requested to contact the Recreation Centre.

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Sat. Aug. 29

MATINEE 1400 HRS

Sunday Aug. 30 Matinee 1400 hrs.

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COURTENAY - CUMBERLAND - CAMPBELL RIVER - PORT ALBERT

PRIORITIES IN LAND USE

Establishment of a broad inter-departmental policy for future development of British Columbia's natural resources was announced today by the Honorable Ray Williston, chairman of the provincial Land Use Committee. Committee members include the Ministers of Lands, Forests, and Water Resources; Agriculture; Mines and Petroleum Resources; Municipal Affairs; and Recreation and Conservation.

The overall impact of the policy will be to set priorities in land use for such commitments as forestry, mining, agriculture, and park development, along with control of side effects such as urban sprawl and ribbon development along highways.

"This formalizes a committee structure set up to ensure that progress and the public interest are equally served through a formal system of inter-departmental liaison and exchange of information," Mr. Williston said.

The aim of the new policy, he said, is to enable the development of land in British Columbia for social betterment and economic growth, consistent with protection of the ecological balance of the environment. The scientific land inventory maps now being prepared under ARDA Canada Land Inventory will be used as a starting point in developing land-use decisions.

Adoption of the policy by the Land Use Committee followed recommendations made by the Technical Land Use Committee which based its advice on the findings of a number of studies carried out over the past half-year, but most particularly on the results of studies made in the Vanderhoof-Bulkley area in north-central British Columbia. (The technical committee is comprised of the deputy ministers of the departments represented by the cabinet committee).

There are some limitations to application of the policy, Mr. Williston said, pointing out that, while it is recognized that ecological processes and many land management problems are governed by physical systems

that are not confined to legal land boundaries, the policy at this time will deal only with Crown lands.

It also is recognized, the minister continued, that wise development and management of land should be based on long-term socio-economic plans, not only for British Columbia, but for Canada as a whole. However, until such plans are available, the decisions will have to depend to a great extent on judgment arrived at through the processes of co-operation and consultation between interested parties and in the use of local government community planning efforts.

Furthermore, Mr. Williston added, while rational and defensible judgments and selections concerning land use alternatives must be based on proper information, it should be recognized that presently available information on physical and biological land systems is often incomplete. This lack, however, can be minimized by co-operation and consultation between the various land-using government agencies to ensure that all available information and experience is weighed in making decisions.

To provide for this requirement, it has been stipulated that the Technical Land Use Committee shall meet at regular intervals to consider major resource development or resource-use proposals by any of the departments represented on the committee, along with associated potential land-use conflicts and solutions of these conflicts.

At the direction of the ministerial committee processing of major Crown land-use decisions, such as the establishment of new provincial forests, large parks, reservoirs, game management areas, and large ecological reserves, Mr. Williston said, all the departments and services represented on the Land Use Committee must be consulted unless there are obvious reasons for not doing so. The records must show the results of these consultations or the reason for non-consultation, the minister added.



PLAYING THE BALL? Intersection Soccer game between the 442 and Supply team and 407 Gnd. team last week ended in a 1-1 tie. Unidentified player here executes an off-the-hip-flying-tackle (A MacPhoto)

Park Experts

Delegates to the Sixth International Short Course on Administration of National Parks and Equivalents will pay a short visit to Victoria on their way from Olympic National Park in the State of Washington to Banff National Park in Alberta. The course, which studies various park administration problems, draws participants from across the world. The 45 members of the sixth course are from as far afield as Thailand, Israel, Taiwan, Turkey, Brazil, Jordan, Australia, Denmark, Indonesia, Kenya, and Poland, to mention a few of the countries taking part.

Hosts for the visit which begins Friday, August 21, will be the Parks Branch of the Department of Recreation and Conservation. The course will arrive at 1015 from Port Angeles via the Black Ball ferry. They will be met and transported to the University of Victoria where accommodation has been arranged for their stay in Victoria.

Saturday morning the delegates will be officially welcomed to British Columbia by H. G. McWilliams, Deputy Minister of Recreation and Conservation, at the Provincial Museum. Following an address by the director of the Provincial Parks Branch, R. H. Ahrens, on "The Relationship Between Provincial and Federal Governments in Providing Park and Recreation Opportunities," the course will tour local parks and attractions including Goldstream Provincial Park and the Butchart Gardens.

The course will leave Victoria Sunday morning at 8:30 by charter aircraft from Patricia Bay Airport for Cranbrook where the delegates will tour Fort Steele Provincial Historic Park before proceeding by bus to Banff.

studies of problem areas where pollution exists, or, Supplementation of tree planting programs in burnt-over and insect-infested areas, and blow sand areas. Greater game cover for small animals and birds. Up to 1,500 acres could be reforested.

A spokesman for the Canadian Forestry Association of B.C., states that senseless destruction of traffic signs, erected to warn of existing hazards, is a senseless attitude toward safety. As long as this situation continues you will pay the cost.

Have your money put to better use. Aim for safety. Take the offensive against destruction.

Educate Litterbugs

Education for pollution and litter control should start in kindergarten, says Leonard Penner, instructor in the public health and pollution control program at the B.C. Institute of Technology.

Penner, Dr. P. H. Stirling, and Robert Angell teach the various aspects of environmental health under a program started three years ago.

BCIT has had its first graduates who are public health inspectors and who work in fisheries, water control, and industry. They also work on industrial safety projects, noise control and handling of dangerous chemicals.

Mr. Penner, who backs the British Columbia government's drive against litter, says the litter problem is not confined just to large cities. It shows up in all the B.C. small towns and villages.

Such littering is injurious to the public health and an extensive program of educating the citizens of the danger is essential, he says. This is why he feels education should start with the kindergarten child.

Because of more awareness in industry, and among public officials, the necessity for training more personnel in this area has brought about what Mr. Penner calls a "ballooning" of BCIT's program. He anticipates 35 students starting next year.

One of their problems in training the new health inspectors is that "there are no books in the field."

The program includes special mathematics, biology and microbiology courses.

In the big city or small towns and at recreational areas, one of the major problems is garbage. Exposed garbage is a breeding ground for flies and rodents and presents a health problem.

The camper should remember to wrap all garbage, and put it in a closed container which stands off the ground so rats can't get in. Plastic bags are good because they can be sealed against flies.

He feels that education to prevent litter must be done before the age of 15 and children must be taught to treat the outdoors as they do their own home.

Everybody has to learn not to litter. Both for the health of everyone in the community and for the aesthetic look of British Columbia.

Coboc Cacaphony

A devastating attack on the COBOC establishment by the opposite sex has left the club reeling. Since most of the members have moved out of barracks (that good old home away from home) and dispersed over the Comox Valley, they have become vulnerable. Latest casualties after "Swift" Ed Brugger and "Sawbones" Lowden are Don the "Swan" Leonard and ex-Vice-President James "Lovable" Franko. Although Franko won't be married until the 29th of August he already has that listless look distinguishing baggers! The Swan pulled a real COBOC first by getting married and then announcing it. Now with all this going on, some of the other members are getting twitchy. For instance Jeff Clark has to fight off all the girls that keep throwing themselves at his feet. Sam Marcotte is pining away to a mere shadow just thinking about Toronto and his girlfriend. Sneak attacks like this are wearing the fellows down.

Last week we said goodbye to an original COBOC member. Black Hank Klein has left the service to attend university and spread the COBOC gospel. He gave the members present at his snifter party a farewell speech never to be equalled. It was so long it had to be continued at the Mug party for him the next night. All kidding aside, we have lost a pure, true-blue COBOC'er, and we would like to extend our well wishes to him for the future. We shall get to see Hank in Vancouver though as he is going to attend UBC and hustle girls for the Fly-in. By the way, Hank was one of the very few members who left COBOC as a bachelor!

Pete Lafleur has returned from Montreal where he was attending

college for a summer course. Judging from the satisfied look on his face when he finally shaved off his beard and moustache, he had a fairly enjoyable time. Who wouldn't if he spent the whole summer in Montreal! (Studying my foot).

Big Al will be calling a meeting in the near future to decide the what, when, how and where of the first party of the new fall season. This is the party held for the new teachers in the area. This way the lucky girls can get first choice of the most dashing and debonair fellows in the Valley. Now that we have a new vice-President in "Trailblazer" Tom Cobb, and all the important jobs in the higher ups in the club have been taken, maybe we should detail other duties to the regular types. Like "Sweetlegs" MacDonald could become our public relations man. With his winning way and dashing smile he will sway the minds of the public to the ways of a real COBOC member. Our couch and culture man can be Black Doug MacArthur. One thing for sure if you don't like his kind of couch, he'll knock your block off, with his new golf clubs. Jaz Loring could be our mobile support coordinator. Takes care of such things as fouling up car rally check points and removing undesirable items from the edges of certain COBOC trails etc... Gord the Sword Saunders will be a shove-in as trainer for escape and evade tactics, from such things as the bar, MPs and the TV room. Just think with all this going on, there would be no sweat in surviving the attacks by the opposite sex. They would feel so outclassed that they wouldn't even want to attempt to penetrate the COBOC lines.

HAI a Must for Jets

TORONTO (CFP) — It's a one day school - and nobody goes to sleep.

The students might be journalists or generals, nurses, movie directors, flight line mechanics, or photographers.

For one reason or another, they're about to be passengers in Canadian Forces jet fighters.

So they check in to High Altitude Indocination at CFB Trenton, Cold Lake, or Toronto, for the eight-hour crash school on how to survive in the cockpit.

It's a pretty important eight hours. As a student, you've got to learn how to live out of an oxygen mask, how to recognize danger symptoms from gas expanding in your body, and how to eject (without breaking your back).

Then you ride in the high altitude chamber to experience the effects of altitude. The chamber is a metal cylinder just like the decompression chambers for divers, except the doors are reversed.

When you get inside, they start pumping the air out and

mechanically take you up to 30,000 feet.

There's eight men with you, and no room to move. Eight sets of reddened eyes stare out of a khaki jungle of oxygen masks, hoses, caps, earphones. Pinned to the chamber's roof is a pink rubber glove.

As the air leaves the chamber, the pink fingers swell and distend. The air in your stomach swells too, the eustachian tubes crackle in the back of your throat, and you may feel a twinge in an old cavity.

It's a little scary, and the instructors leer through the portholes of the chamber like mad scientists about to carbonize you. But all of a sudden you realize it's fun. That you're getting the fear over with... in the chamber, where it's safe, where nothing can go wrong.

And later, when you're locked in a cockpit somewhere in the clouds, watching the oxygen regulator blink, you're thankful that you've left the fear behind. Ad that you didn't go to sleep.

Sign of the Times Cost Money

Every time a highway sign is deliberately damaged or peppered and blasted with gunshot or bullets it has to be replaced with a new one, and it's your money that pays the cost.

Department of Highways expends an average of \$50,000 annually to replace highway signs that have been damaged by irresponsible hunters and others, and this does not include the cost of road signs erected by cities, municipalities and companies.

Peppering stop signs or shooting out chunks of metal on traffic warning signs may work off frustrations, or build up ego with some 'nice shooting', but lives are being endangered at the same time. Shooting at a curve sign creates a double hazard. If the hunter's view of traffic on the far side of the curve is obscured a vehicle may suddenly be in his

line of fire. Or the shot may continue past the sign into the area beyond where there are people or domestic animals.

Mutilated signs that no longer show hazard warnings are useless but the hazards are still there to jeopardize the unsuspecting motorist. That's why the signs have to be replaced.

If \$50,000 wasn't required every year to replace damaged signs Department of Highways could purchase:

5 3-ton dump trucks for Highway work, or it could be used for 1 helicopter rented for 600 hours for Department game surveys or enforcement, or by the fisheries program with more inventory crews in the field to determine the need for fish stocking, and propagation and placement of fish where the need is demonstrated. More staff to undertake

Voodoo Nuts, Bolts and Volts

(Continued from Page 2)

We would also like to bid a belated "farewell and bon chance" to Capt. Chuck Browning, who is now touring Canada and visiting places he missed during his long and varied service career.

Cpl. Binns is anxious to get back to work after an extended rest period following an unfortunate accident. I understand Pte. Culley is also coming along well.

Our best wishes go with Lt. Easley on his venture on civy Street. Our loss is civy Street's gain. I am sure he'll look back on the Service with mixed feelings.

I would like to make comment on the postal carriers fight with bureaucracy. Have you noticed the garbage can outside the post office? It's filled daily with unwanted mail circulars, etc. etc. This junk mail goes practically free, but the postmen have to carry it to every doorstep. Is it any wonder they get frustrated when the government subsidizes advertising and puts the load on the posties to deliver it. If the postmen were asked to deliver only first class mail, or mail with full postage, the strike would soon be over. Let the advertising firm distribute their own flyers by commercial or independent carriers. Perhaps we'd also have

a lot less litter to boot.

The BAMEO's fishing Derby appears to be coming along fine. I've heard rumors that the BAMEO has been hooking quite a few fish but he hasn't mastered the art of landing them. I understand he's lost more pounds of fish on one trip than many others have caught all season. All we can say is TOUGH LUCK, BUT KEEP TRYING. Maybe we could organize a netting contest just to get the practice! It's always the big ones that get away!

A word about the TEEPEE Campsite at Airforce beach that Lt. Col. Bob Smith initiated, organized and followed through with volunteer labour and minimum expense and hullabaloo - in fact so little has been said about it that too few people know about its existence. The campsite, which boasts 17 completed sites with room for more, has turned out to be a real jewel, comparable with any in B.C. The location, view and facilities are excellent. The people using the campsite are ecstatic about it. It just goes to show that a little initiative and thought for the troops can induce whole-hearted support for a facility that everyone can enjoy.



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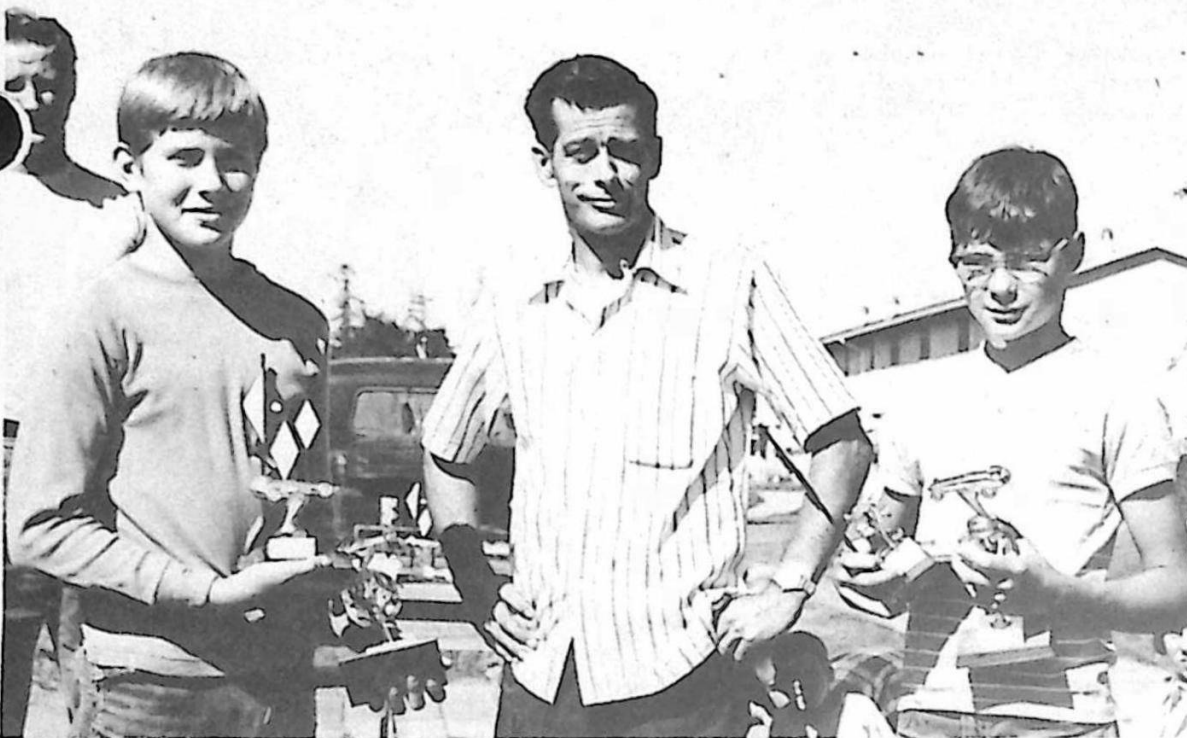
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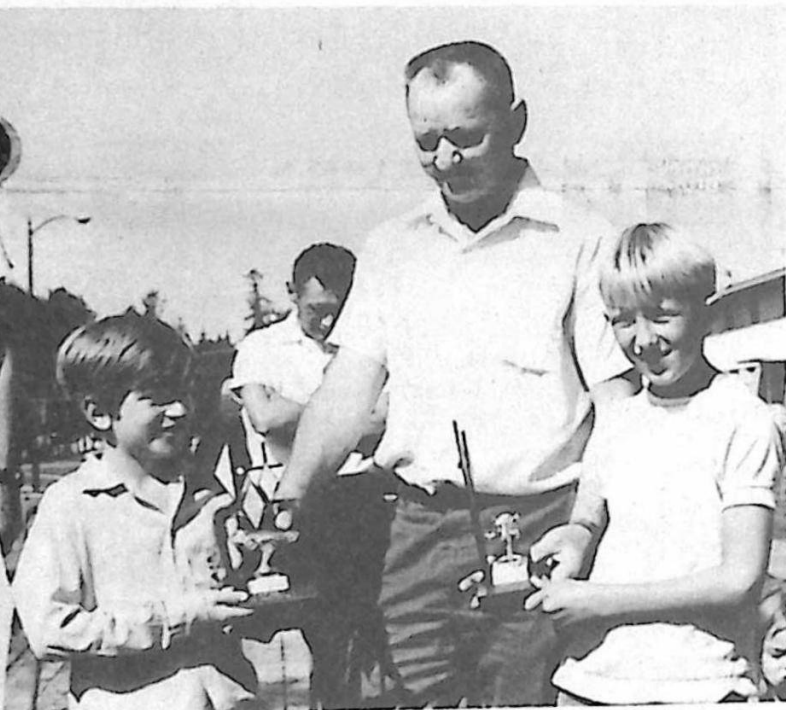
Soap Box Derby Winners



MIKE AND PETER GENEAU gather the glittering goodies from MWO Alcock after taking the first place slot in the Annual Soap Box Derby. In the background can be seen a very weary WO Hillman, organizer of the race (A MacPhoto)



SECOND PLACE WINNERS and winners of the best built car trophies were Ian Hillman and Mike Plane. (A MacPhoto)



THIRD PLACE winners Robby Greenlaw and Joey Geneau receive their trophies from W.O. Perette (A MacPhoto)

Election Changes Affect Forces

OTTAWA (CFP) — Remember waiting for the service vote to come in? It won't happen again. The Canada Elections Act has been amended to allow members of the Canadian Forces to vote in federal general elections well in advance of civilian polling day. The votes will be announced election night with the rest of the country's returns.

The Canadian Forces' vote can now be taken two weeks before election day, tabulated and kept secret until civilian polls close. To make this possible, nomination day in electoral districts will be held 21 days before election day instead of only 14 days in advance.

The June 26th revisions to the Elections Act also allow all eligible service dependants overseas to vote with members of the Canadian Forces. Before, only wives could vote.

Under the provisions, Canadian public servants stationed overseas — and their eligible dependants — may now cast ballots in federal elections. Previously no provision was made for them to vote. Their

votes will be tabulated and announced with the Canadian Forces' balloting.

British subjects, who are not also Canadian citizens, including those in the Canadian Forces, are also affected by the revisions. British subjects who were eligible to vote in the June 25, 1968 election will retain this eligibility until June 25, 1975. After that date, and in all other cases, only those who are Canadian citizens will have the right to vote.

More for Moore

NORTH BAY, ONTARIO (NORAD) — Sergeant S. R. Moore of CFS Yorkton, Sask., of Air Defence Command has been selected and declared the "Department of National Defence suggestor of the year" for 1969.

As a special mark of merit, the National Association of Suggestion Systems (NASS) annually provides a NASS Certificate of Award to each Department for presentation to the Department's most deserving "suggester."

Sergeant Moore's suggestion simplified certain corrective maintenance to the GRT 3 MD 141 Modular Power Supply and resulted in savings of \$34,774.95 for the first year of implementation. In recognition, Sergeant Moore was granted a cash award of \$1,330.00 and a supplementary award for second year savings of \$595.00. Sergeant Moore's obvious interest in his work and the fact that he took the trouble to submit his ideas have resulted in handsome personal dividends. A significant cash award, personal satisfaction derived from the knowledge that his idea contributed to a more efficient system, plus the honor of being proclaimed "DND Suggestor of the Year" are tangible dividends.

Sergeant Moore has received 4 other awards for a total amount of \$333.00, and he has suggestions that are now being evaluated.

He is married to the former Jessie Bond, whose father Mr. Clyde Bond, lives in Windsor, N.S. The Moore's have four children.

The Cariboo Country

By Barry Broadfoot

It's too easy to say the Cariboo Country is a state of mind just because you can't explain exactly what it is.

And it's too easy to say that it is all things to all people. Nobody has exactly defined it, so let's say that it is a vast chunk of interior British Columbia — much bigger than the larger nations of Western Europe — and it stretches from Lillooet in the south to Quesnel in the north, and from near the Pacific Ocean on the west to the Cariboo Mountains east of Barkerville. Take those four points and square the area, and you've got a fair idea of the country. Except you're leaving out some hunks here, and some edges there that think they've got a right to be in the Cariboo. You see, nobody agrees on the Cariboo, and you can't please everybody.

Anyway, it's the cattle country, bunch grass, swale, marsh meadow, lodge-pole stands, alkali ponds, snake fences roaming over the hill, Indian cowpokes slouched on expensive saddles on fifty dollar ponies herding sleek and fat white-faced Herefords. Weatherbeaten silvered ranch houses dumped down amid barns and corrals on 600 acres, and some of the world's largest spreads, including two million-acre Gang Ranch with its own town. Like somebody's empire. It's logging country too, and getting more so every year. Big outfits are snapping up the small family deals, and there's talk of huge mills, and pulp and paper, and what a \$70,000,000 plant would do for the economy. Strung along the Cariboo Highway are more and more mills, and bigger and louder trucks, and more and more people are pouring into the country to get the good jobs.

The towns are still manageable — fewer than 10,000 residents — and folks thought it a sad state of affairs when they put parking meters in the streets of Williams Lake. "The Lake", as it's called locally, could be the capital of the Cariboo, neatly situated on Williams Lake and by the Fraser

River, jumping-off point for the frontierland of the Chilcotin, and supply centre for the country to the east.

Quesnel has a dignity all its own. Not a whoop-up town, and it has plans to grow up into something very important. Unlike most of the Johnny-come-latties, it's been around for about a century. There's a fine museum there, a tip-off to the gold country you're going to see around Barkerville.

Before we start travelling, a word about accommodation and food. Nobody ever slept in his car on the street of some Cariboo town just because the town was jammed. There's more than enough accommodation, and top rate too. And I like the hotels and motels because they're not places that file away tourists at night, like letters in a post office. No, the proprietors (if we can use that old-fashioned word) are friendly and they want to get to know you, and are glad to see you when you return. They remember faces, in these friendly places.

And food! A country that is famed for ranching should have some edge on the steak business and in the Cariboo they certainly have. And when you tire of steak, move on down the menu and you'll see everything there you'll find in the fanciest high-faluting hotel in the city. Ten years ago, it wouldn't have been so, but new ways and happier days have come to the Cariboo.

That disposed of, let's go sightseeing. Barkerville, where Billy Barker found gold in the blue clay of Williams Creek, and where hundreds of miners and storekeepers and ribbon clerks and good and bad men found riches, and thousands of others gambled all and threw deuces. In the mid-1860's, Barkerville, 60 miles east of Quesnel, was the biggest community west of

Chicago and north of San Francisco. But no diggings last forever, and the town went down, down, down until it became a handful of shacks and a few men with long memories. But the British Columbia government took it over, spending hundreds of thousands of dollars in restoration. The assayer's office, the Wake 'em Up Jake Saloon, the opium house, the beautiful and authentic church, a barber shop, a gold-panning mine, and even a sportin' house — they're all there, as close to the old days as memory and imagination and relics and money could make it. It's a fine scenic drive in through historic country, and one of the province's finest tourist attractions.

West of Williams Lake across the Fraser is the Chilcotin, a plateau so large and varied and beautiful that it could stand alone as any country's major attraction. Ranching and some logging are the only industries, except delighting tourists. The 236-mile road west to the Pacific Ocean at Bella Coola is good, bad and indifferent, depending on the weather and the grader operator. On the main highway cars are

(Continued on Page 11)

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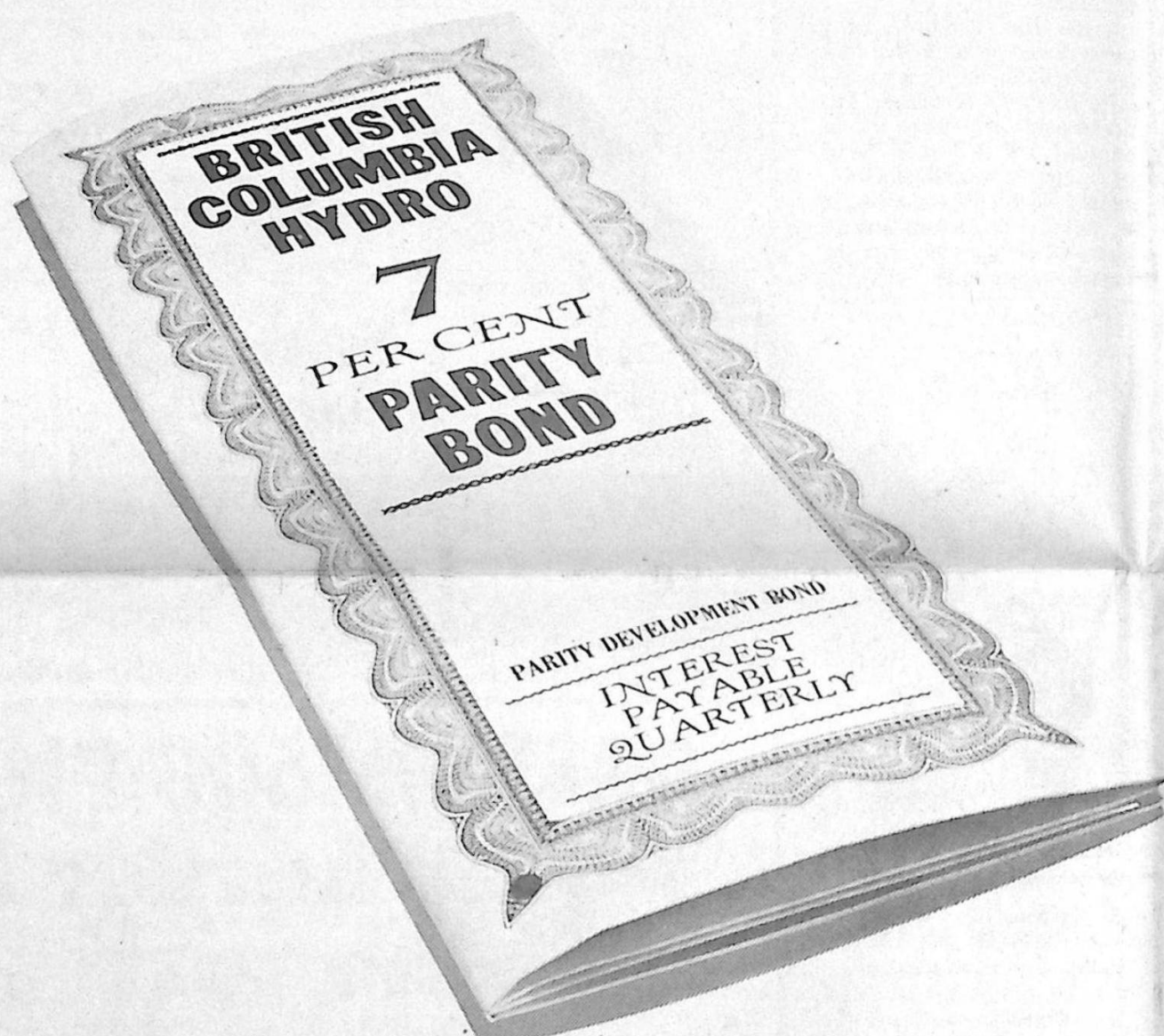
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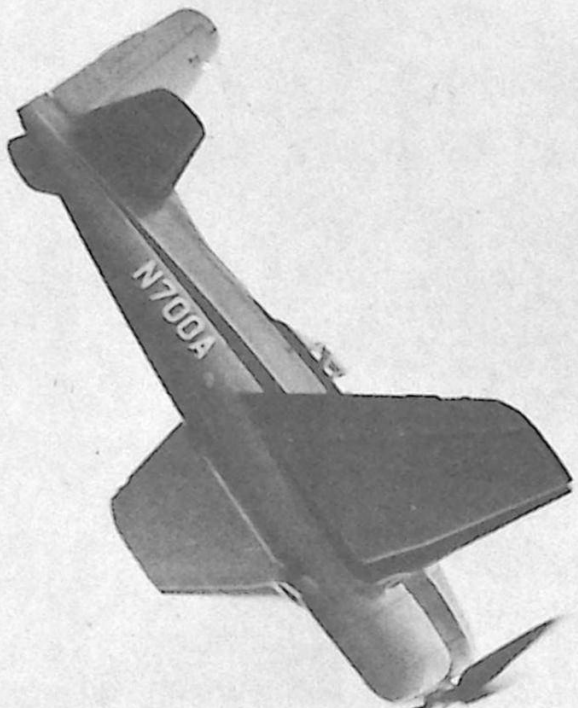
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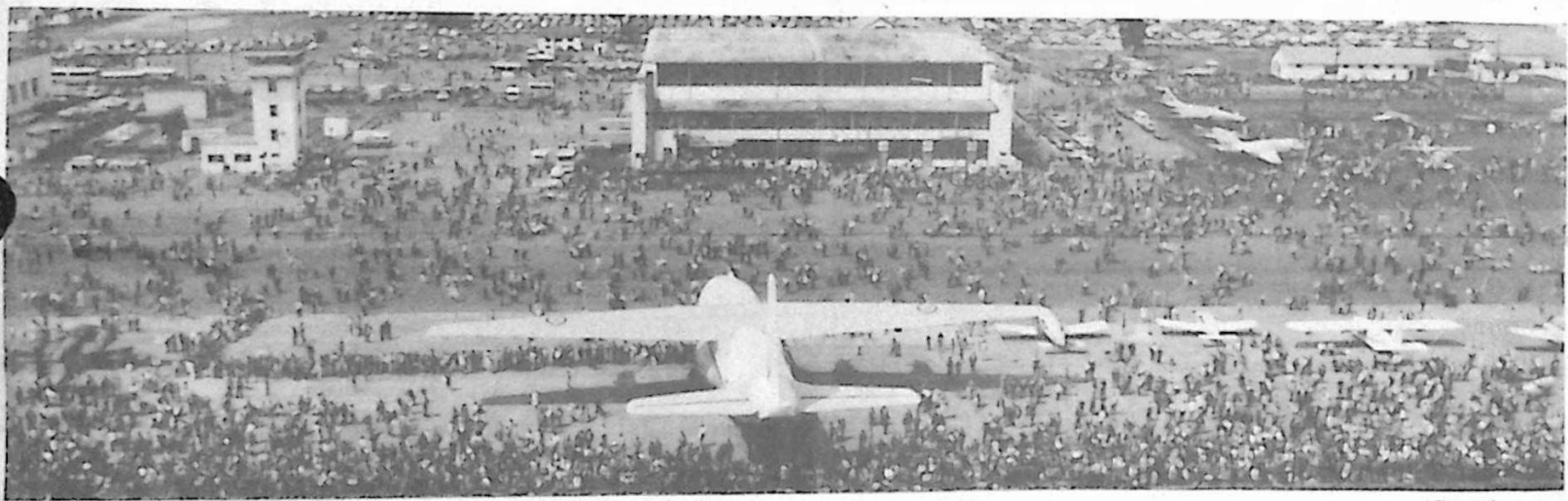
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(Photos by MacPhoto)



(CF Photo)

Cariboo Country

(Continued on Page 9)

fine but on the roads shooting off to hundreds of lakes, it is best to inquire. Stay tight when it rains so I won't feel responsible.

The British Columbia Tourist Directory says, rather tersely, "Excellent hunting and fishing are found throughout the area." Nothing more need be said, for it is a sportsman's treasure chest.

A fellow from Los Angeles, parked in his camper beside a stream near Kleena Kleene, told me two years ago, "This Chilcotin country is all that is left of the Old West. This is the frontier."

The frontier names fit into place as easily as bullets into a guide's ammunition belt - Riske Creek, Hanceville, Lee's Corner, Redstone, Chilanko Forks, Tatla, Kleena Kleene, Puntzi Lake, Nimpo, Dog Creek. It's Rich Hobson's famous story, "Grass Beyond the Mountains."

Along Highway 97, the Cariboo Highway, some of the old stage coach stops exist in the Mile Houses, but progress cannot be stopped and many now are ablaze with neon. No matter. They are merely stops for the night, or pointing the way into the astonishing interior of a thousand lakes and camps and resorts and some of the continent's consistently famous trout fishing.

I drove in from the Yellowhead Highway, through Bridge Lake to Lone Butte to 93-Mile House early one September morning last year and saw numerous deer, several cranky porcupines, past lakes dimpling with trout, and even had to shove aside a

poplar tree a beaver had dropped over the road during the night. I saw exactly four cars in 57 miles and two nearly hit me on turns for they didn't expect to see a stranger and they were driving down the centre of the gravel road. A wonderful trip, and all mine. And just one of many. Just read your map. They're waiting for vacationists who want to get off the beaten track.

If you enter the Cariboo at Lillooet... take the road to Fountain and then turn at the small white Indian church and go over Pavilion Mountain, past Ernie Carson's magnificent ranch, the first in that country, on the mountain summit, and then wind down deep valleys into Clinton, another cow town. The Cariboo has everything, and if it's only scenery you're after, then you came to the right place.

With your tent pitched beside a small lake, and soft but persistent wind of the high country strumming through the pines, the white clouds like grazing sheep drifting eastward in the high blue sky, the mountains arching shoulders against the horizon, and you have real scenery.

It's not really romantic, or fabulous, or the greatest, or breathtaking, or fantastic, or all that historical, but it is a bit of each. And when they're all put together and the conditions are right, then the Cariboo is a great place to be.

BASE THEATRE

September 70

Fri. 4 Sep. Ring Of Bright Water
Bill Travers Wild Life Advent.
Virginia McKenna re. Family Show

Sat. 5 Sep. Live a Little, Love a Little
Sun. 6 Sep. Elvis Presley Admission: Adults \$1.00
Rudy Vallee Teens .75 Child .50
Dick Sargent

Tues. Sept. 8th The Battle of Britain
Wed. Sept. 9th ADMISSION PRICES
Thur. Sept. 10th Adults \$1.25 Students \$1.00
Children .50

Fri. 11 Sep. Scream and Scream Again
Vincent Price Christopher Lee HORROR
Peter Cushing

Sat. 12 Sep. Michael And Helga
Sun. 13 Sep. Ruth Gassman Follow up of Helga
Should not be missed, especially by teens

Fri. 18 Sep. 101 Dalmations also Alaskan Eskimo
Walt Disney Family Show Great Comedy
Two showings 1830 hrs. (6:30 p.m.) and 2030 hrs. (8:30 p.m.)

Sat. 19 Sep. Magic Christian Admission: Adults \$1.00
Sun. 20 Sep. Peter Sellers Ringo Starr Teens .75
Raquel Welch Child .50

Fri. 25 Sep. Computer Wore Tennis Shoes
Walt Disney Family Show Great Comedy
Two showings: 1830 hrs. (6:30 p.m.) and 2030 hrs. (8:30 p.m.)

Sat. 26 Sep. Hells Angels 69
Jeremy Slate Tom Stern Motorcycle Gang

Sun. 27 Sep. Chastity Admission: Adults \$1.00
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